

Safer Mobility Plan Annual Report 2017

EXECUTIVE SUMMARY

This report provides an annual update on The City of Calgary's (The City) programs for improving safer mobility. The City's Safer Mobility Plan 2013-2017 (SMP) summarizes various traffic safety issues in Calgary, identifies five focus areas for improvement and presents 11 strategies to achieve these goals, with an overall focus on reducing the number of fatal and injury collisions. The actions in the 11 strategies are based on a Safer Systems approach and the Five E's of traffic safety: Engagement, Engineering, Education, Enforcement, and Evaluation.

The Safer Mobility Plan Annual Report 2017 (Attachment 1) provides an update on the most recent collision data for Calgary and comparison to targets, a summary of actions The City and partners have undertaken for each of the strategies in the last year and what The City plans to do in 2018. Additional collision data is presented in Attachment 2. 2017 has been a year of focused implementation of measures and evaluation of those measures, as well as a significant step toward engagement with stakeholders about traffic safety.

Calgary's collision rates are lower than the National averages, however, The City is continuing to improve the safety of the transportation network and working toward the SMP mission of "Striving for zero... pursuing transportation completely free of fatalities and injuries". In 2016, fatal collisions increased while injury and property damage collisions declined. Collisions involving cyclist injuries saw a small decrease but there was an increase in collisions involving pedestrians resulting in injuries and fatalities. Preliminary data for 2017 indicates that these trends have been reversed and that collisions of all types and severities are on the decline, but continued effort in the SMP focus areas is required and intensified effort is required with respect to pedestrians, cyclists and motorcyclists.

ADMINISTRATION RECOMMENDATION(S):

That the SPC on Transportation and Transit recommends that Council:

1. Receive this report for information; and
2. Direct Administration to report back to the SPC on Transportation and Transit with a proposed traffic safety plan for 2018-2022 by Q3 2018.

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2017 DECEMBER 08:

That the Administration Recommendations contained in Report TT2017-1121 be approved.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2014 November 3, at the Combined Meeting of Council, Council approved "that Council receives this report [Pedestrian Traffic Safety Overview TT2014-0773] for information and that Administration provides annual Safer Mobility Plan updates and continues working on the initiatives outlined in this update".

Safer Mobility Plan Annual Report 2017

On 2016 November 28, at the Regular Meeting of Council, Council approved “that Council receive this report [Safer Mobility Plan Annual Report 2016 TT2016-0846] for information, that Administration provides annual Safer Mobility Plan updates and continues working on the initiatives outlined in this update which are facilitated by Action Plan 2015 – 2018; and that Administration provide a traffic safety plan for 2018-2022 to the SPC on Transportation and Transit in 2017 Q4.”

BACKGROUND

The City carries out several projects and activities to improve road safety for all users and pilot new technologies as part of the Transportation Department’s mission to provide a safe transportation system. The Safer Mobility Plan (SMP) was developed to align and direct these traffic safety efforts and to identify future actions. The plan also provides direction on collaboration efforts with internal and external stakeholders to achieve improvements in safety. Annual collision data reviews are completed to identify issues, trends and opportunities for safety improvements.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The City of Calgary uses a multi-faceted and collaborative approach to enhance traffic safety. Data is collected and reviewed to identify problems and possible solutions, new approaches and technologies are tested, public education programs are developed and practices are adjusted as needed. Many safety programs that were highlighted in TT2016-0846 are on-going and many more have been added in 2017.

The Transportation Department produces an annual summary of traffic collisions on the road network in Calgary (excluding collisions on private property). The 2016 calendar year is the first complete data set using digital data from the provincial ‘eCollisions’ program which is based on electronic submission of collision reports, rather than paper forms. While this change in data processing promises improved accuracy and streamlined data transfer from police, a significant effort was required to ensure data consistency with previous years. Summary information from the 2016 Traffic Collision Data Selected Figures (Attachment 2) presents information about collision trends, where and when collisions are happening and the road user groups involved. This information and the more detailed information it is based on, is used to inform our traffic safety actions and initiatives.

In 2016, there were 26 fatal collisions, 2,430 injury collisions and 33,098 property damage only collisions on Calgary roads. The societal cost of these collisions is estimated to be \$1.03 billion. However, Calgary is continuing to perform well compared to other major Canadian cities with an overall collision rate of 198.8 casualties per 100,000 population. For comparison purposes, a selection of cities are shown in the table below, using the most recently available comparable data. Pedestrians were involved in 10 fatal collisions and 356 injury collisions, in 2016, while cyclists were involved in 179 injury collisions with no fatal cyclist collisions. Motorists were involved in 16 fatal collisions and 1,895 injury collisions. Preliminary collision data from 2017 indicates a significant decrease in fatal collisions with a total of 10 as of the end of November involving two pedestrians and eight motorists.

City	All casualty collision rate (Collisions/100,000 population)	Pedestrian casualty collision rate (Collisions/100,000 population)
Calgary (2016)	198.8	29.6
Edmonton (2016)	287.1	33.1

Safer Mobility Plan Annual Report 2017

Ottawa (2016)	389.2	39.1
Toronto (2013)	530.0	49.9

The Transportation Department recently published and continues to develop, guidelines to create safer transportation infrastructure. These include the Pedestrian Strategy, the Complete Streets Guide, the Calgary Temporary Traffic Control Manual and the Comprehensive Road Safety Review Program Guide, including Road Safety Audits and In-Service Road Safety Reviews. More importantly, the department has been taking actions based on the directions in these documents to improve safety on roads, these actions are described in Attachment 1.

In addition to engineering measures, the department carries out public education programs focused on improving safety for all road users. In 2017, these programs included:

- Educational component to Community Traffic Safety meetings,
- 'Look and Look Again' distracted mobility campaign,
- Continuation of education for cycle facilities,
- Educational materials regarding the Memorial Drive/Edmonton Trail Lane Reversal,
- Educational materials regarding the Macleod Trail/162 Av Diverging Diamond Interchange,
- 'Look Out for Each Other' pedestrian crossing and distracted driving campaign,
- Attendance at Mayor's Safety Expo,
- Safety of transit users at rail crossings and on train platforms,
- Update to Traffic Safety Tips for school bus safety,
- Scouts Canada Soapbox Rally Day attendance with Calgary Police Service.

Support was also provided to our external partners including the AMA School Patrol program, Safer Calgary, the Calgary Safety Council "Safety City", MADD and SADD.

New technology continues to be used to improve traffic safety. Application of Rectangular Rapid Flashing Beacons (RRFB) continued in 2017 with the construction of more than 100 locations since 2016. City staff also chaired work at a national level, through the Transportation Association of Canada (TAC), to establish a formal warrant process for these devices; the new Pedestrian Crossing Control Guide is anticipated next summer to fall. The conversion of streetlights to LED technology is complete and provides improved visibility while using less energy. The use of mobile Speed Limit Observation and Warning Signs (SLOWS) has been shown to result in lower vehicle speeds when present and The City has expanded its fleet to be more responsive to citizen requests. Changes to traffic signal operations and signal timing or protected signal phases continue to be implemented where safety issues have been identified. A project is currently underway to identify traffic conflicts (near misses) using computer vision to obtain safety indicators proactively, rather than relying on collisions to quantify safety issues.

The continued application of Traffic Calming (TC) Curbs has allowed quick responses to traffic safety and traffic calming issues at a low cost and low impact to existing infrastructure. Evaluation of changes to user behavior indicates improvements to safety in terms of speed reductions and increases in yield compliance. The pilot of Reflective Sleeves at crosswalks has received a great deal of positive feedback from citizens and an evaluation of the measure by the University of Calgary indicated that overall there were small reductions in speed and improvements to yielding compliance. The University of Calgary also evaluated the harmonization of times for playground zones and school zones and subsequent conversion of all school zones to playground zones and found significant reductions in speed and collisions, even during hours that were reduced speed in both the before and after period. Evaluations

Safer Mobility Plan Annual Report 2017

were completed in 2017 for several programs such as the conversion of signals and geometric improvements identified through the In-Service Roads Safety Review process demonstrating improved safety and reduced collisions. Changes to strengthen how safety projects are delivered by Traffic Optimization, Traffic Calming and Traffic Safety will be established in 2018.

Despite our ongoing efforts and new activities to improve performance in each of the target areas fatal collisions increased in 2016 compared to 2015 and there was a modest reduction in injury collisions. Discussion of each target and actions for 2018 to 'turn the curve' for each focus area are outlined in Attachment 1.

Future opportunities

During 2017, several factors have lead to a change in proposal for the next traffic safety plan for 2018-2022. Significant reasons to continue development of the next traffic safety plan include consultation with the current Council, previous direction from Council to move toward a Vision Zero approach and the need to establish aggressive yet realistic interim targets, the opportunity to embed traffic safety principles more meaningfully in the Calgary Transportation Plan which is being updated, potential changes as a result of the upcoming provincial City Charter within the Municipal Government Act and opportunity to set appropriate funding levels for the One Calgary 2019-2022 plan. Based on these changes, Administration recommends that engagement regarding the new business plan continue and that a traffic safety plan for 2018-2022 be presented in 2018 Q3.

Stakeholder Engagement, Research and Communication

Collaboration with stakeholders in the Transportation Department and with the Calgary Police Service is a critical part of improving traffic safety. Other key traffic safety partners include external stakeholders such as Alberta Transportation, school boards, the AMA, Safer Calgary, and citizens. Traffic safety initiatives are communicated through safety campaigns, publications, 311, message boards, participation in forums such as public open houses and web based information such as YouTube, Calgary.ca and social media.

A first round of interactions with communities was completed in 2017 through the Community Traffic Safety Meetings on a Ward basis. These meetings allowed for dialogue between citizens, various City staff, CPS and external partners to share information and access resources. The meetings were well attended and resulted in the collection of over 800 specific concerns from citizens. These concerns are being assessed and actions are being taken to improve safety through engineering measures, education and enforcement and results will be shared with communities at future Community Traffic Safety meetings which will resume in 2018 and will rotate through the Wards with one meeting a month. Other community initiatives such as the Community Speed Watch, has also been a way for citizens to convey safety messages to Calgary drivers and to gather data they can share back to their communities.

Transportation conducts research on transportation safety with Calgary Police Service, the Transportation Association of Canada (TAC) and universities. Research involves collection of Calgary collision and traffic data to identify local trends and examines emerging practices and technologies at the national level.

Strategic Alignment

Improving traffic safety on Calgary's road network aligns with goals outlined in the 2020 Sustainability Direction and the Calgary Transportation Plan that are focused on mobility,

Safer Mobility Plan Annual Report 2017

encouraging active modes and improving public safety. Actions within the SMP are directly aligned with the objectives of the Pedestrian Strategy and the Traffic Calming Policy.

Social, Environmental, Economic (External)

Enhanced safety of mobility supports the economy, social activities and personal health and welfare. Providing a safer environment for Calgarians who are walking or cycling helps encourage reduced automobile dependency and associated greenhouse gas emissions as well as greater interaction between citizens in their communities. Reductions in collisions can reduce direct costs for the City and financial impacts to the economy associated with litigation, health care, property damage and lost productivity, as well as indirect costs such as reduction of quality of life and pain and suffering. The total impact is estimated to be \$1.03 billion in 2016. However, there are many social, environmental and economic factors that influence traffic safety outcomes that are beyond the direct control of the City, which underscores the need to collaborate with other agencies as identified in the SMP.

Financial Capacity

Current and Future Operating Budget:

The recommendations in this report are accommodated within current and future operating budgets for 2018. Development of the Safer Mobility Plan 2018-2022 will support the development of the One Calgary business plan for 2019-2022.

Current and Future Capital Budget:

The recommendations in this report have no impact to current or future capital budgets. Findings of the report and related actions help advise the selection of future projects. Development of the Safer Mobility Plan 2018-2022 will support the development of the One Calgary business plan for 2019-2022.

Risk Assessment

Continued development, piloting and implementation of traffic safety initiatives contributes to the reputation of Calgary as a city with an excellent quality of life. Effective and efficient traffic safety measures minimize the risks associated with a busy transportation network for all road users.

REASON(S) FOR RECOMMENDATION(S):

In receiving this report for information, Council is provided with an update on current and planned initiatives to improve safety for all users of Calgary's roads.

ATTACHMENT(S)

1. Safer Mobility Plan Annual Report 2017
2. 2016 Traffic Collision Data Selected Figures