

Transportation Report to  
SPC on Transportation and Transit  
2018 December 06

ISC: UNRESTRICTED  
TT2018-1315

## **Safer Mobility Plan Annual Report 2018**

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### **EXECUTIVE SUMMARY**

This report provides an annual update on The City of Calgary's programs for safer mobility. This report is prepared annually to inform Council on the progress of various safety initiatives to improve safety for all users of Calgary's roads. The Safer Mobility Plan Annual Report 2018 (Attachment 1) provides a final update on the progress towards the casualty collision targets of Safer Mobility Plan 2013-2017 and reflects on the noteworthy accomplishments in each of the 11 strategies during the term of the plan. The proposed actions for 2019 are outlined in terms of strategies of the Safer Mobility Plan 2019-2023. Additional collision data is presented in Attachment 2.

With the completion of the inaugural term of the Safer Mobility Plan 2013-2017, the proposed draft plan entitled Safer Mobility Plan 2019-2023 (Attachment 3), builds on the approaches and strategies of the previous plan. Based on previous Council direction, the Vision Zero mandate has been reinforced within the Safer Mobility Plan 2019-2023. Additional emphasis was placed on the reduction of the most severe collisions, outlining strategies focused on the 5 E's of traffic safety (Engagement, Engineering, Education, Enforcement, and Evaluation) to achieve these targets.

2018 was a year of focused implementation of low cost measures, evaluations, and network screening to identify high priority locations for implementation of proven countermeasures, as well as continued public engagement through the delivery of the second round of Ward Safety Meetings with our Safer Mobility partners.

Calgary's casualty collision rates are lower than the National averages, however, The City is continuing to raise the profile of traffic safety by adopting *Vision Zero – mobility free of major injuries and fatalities*. 2017 saw a dramatic decrease of traffic collision related fatalities, while injury and property damage collisions increased. Collisions involving vulnerable road users were lower than previous years. Preliminary data for 2018 indicates that these trends have not been maintained but the increases are moderate. Investments identified through One Calgary will enable the delivery of actions identified in the Safer Mobility Plan 2019-2023 and will result in meaningful changes in traffic safety and quality of life for Calgarians.

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### ADMINISTRATION RECOMMENDATION:

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 on the Safer Mobility Annual Report by Q4 2019.

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### RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, HELD 2018 DECEMBER 06:

That the Administration Recommendations contained in Report TT2018-1315 be adopted.

### 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”.

On 2018 October 4, at the SPC on Transportation and Transit, Council approved “That the SPC on Transportation and Transit recommends that Council defer the report on the Safer Mobility Plan Annual Report 2018 and report back to the SPC on Transportation and Transit on 2018 December 6.”

### BACKGROUND

The City carries out several projects and activities to improve road safety for all users and pilot new technologies as a part of the Transportation Department’s mission to provide a safe transportation system. Calgary’s traffic safety management process outlined in the 2013-2017 Safer Mobility Plan set forth these traffic safety efforts and proposed targets and strategies. 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 are on-going and many are continuously added.

#### Collision Data

The Transportation Department produces an annual summary of traffic collisions on the transportation network in Calgary (excluding collisions on private property). 2017 Traffic Collision

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Summary (Attachment 2) presents information about collision trends; this information and more detailed analysis of this dataset, are used to inform our traffic safety actions and initiatives.

In 2017, there were 11 fatal collisions, 2,650 injury collisions and 35,448 property damage only collisions on Calgary roads. The societal cost of these collisions is estimated to be \$1.12 billion, however, Calgary is continuing to perform well compared to other major Canadian cities with an overall collision rate of 213.5 casualties per 100,000 population (casualty is a term used which combines fatal and injury collisions). For comparison purposes, a selection of cities are shown in the table below, using the most recently available comparable data.

### Summary of Collision Data for Other Canadian Jurisdictions

City	All casualty collision rate (Collisions/100,000 population)	Pedestrian casualty collision rate (Collisions/100,000 population)
Calgary (2017)	213.5	28.4
Edmonton (2017)	292.9	28.9
Ottawa (2017)	296.7	36.3
Toronto (2013)	530.0	49.9

*\*The pedestrian casualty collision rate for Ottawa was calculated based on the number of casualties instead of casualty collisions (data for which was not available). Reporting practices vary among jurisdictions.*

Pedestrians were involved in 2 fatal collisions and 352 injury collisions, in 2017, while cyclists were involved in 146 injury collisions with no fatal cyclist collisions. Preliminary collision data for 2018 indicates an increase in fatal collisions compared to 2017.

### Safety Guidelines

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 our 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. Support is 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

New technology continues to be used to improve traffic safety. A project is currently underway to identify traffic conflicts (near misses) using computer technology to obtain safety indicators proactively, rather than relying on collisions to quantify safety issues. The expanded 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. Evaluations were completed in 2018 for several projects and are included in the Appendix of Attachment 1, demonstrating significantly improved safety through reduced

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frequency and severity of collisions. Changes to strengthen how safety projects are delivered by internal stakeholders and business units will be established in 2019.

Despite ongoing efforts and new activities to improve performance in each of the target areas, casualty collisions increased in 2017 compared to 2016 in three of five target focus areas. Discussion of final outcomes for each of the target focus areas are outlined in Attachment 1. New proposed targets are outlined in Safer Mobility 2019-2023 Plan in Attachment 3.

### **Future opportunities**

Any opportunity to embed traffic safety principles more meaningfully in projects, programs and initiatives should be investigated, including the Transportation Plan and potential changes as a result of the provincial City Charter within the Municipal Government Act. A key step toward a true Vision Zero approach is achieving operating speeds that reduce the likelihood of fatality or serious injury for all users by reducing impact energy. The recent Council direction to review the unposted speed on lower classification roadways has the potential for significant reduction of frequency and severity of collisions. Administration has been directed to investigate the unposted speed limits and will be bringing back a report with recommendations by the end of 2019.

### **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.

Two rounds of engagements with communities were completed in 2017 and 2018 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 1,200 specific concerns from citizens. These concerns are being assessed and actions are being taken to improve safety through engineering measures, education and enforcement. Other community initiatives such as the Community Speed Watch, have also been a way for citizens to convey safety messages to Calgary drivers and to gather data they can share back to their communities.

Administration 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, encouraging active modes and improving public safety. Actions within the Safety Mobility Plan are directly aligned with the objectives of the Pedestrian Strategy and the Traffic Calming Policy.

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### **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 \$1.12 billion in 2017. However, there are many social, environmental and economic factors that influence traffic safety outcomes that are beyond 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 2019-2022.

#### ***Current and Future Capital Budget:***

The recommendations in this report are accommodated within the capital budgets for 2019-2022. Findings of the report and related actions help advise the selection of future projects.

### **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 the proposed Safer Mobility Plan 2019-2023 and an update on current and planned initiatives to improve safety for all users of Calgary's roads.

#### **ATTACHMENT(S)**

1. Attachment 1 – Safer Mobility Plan Annual Report 2018
2. Attachment 2 – 2017 Traffic Collision Data
3. Attachment 3 – Calgary Safer Mobility Plan 2019-2023