




HAMILTON POLICE SERVICE

INFORMATION REPORT

TO:	Chair and Members Hamilton Police Services Board
BOARD MEETING DATE:	April 28, 2022
SUBJECT:	2021 Year End Report – Traffic Stats
REPORT NUMBER:	22-030
SUBMITTED BY:	Frank Bergen, Chief of Police
SIGNATURE:	

EXECUTIVE SUMMARY

- The Hamilton Police Service (HPS) has committed to a Traffic Safety Strategy which utilizes an education and enforcement approach to make our roadways safer for all users. The goal is to reduce fatalities, injuries, and property damage, and to address the quality of life concerns for motorists, vulnerable road users, and residents.
- The 2021 Traffic Safety Strategy targeted seasonal issues. In the spring/summer months, the focus was on distracted driving, seat belts, loud mufflers, aggressive driving, and speeding. In addition, the HPS joined the provincial Seat Belt Campaign. During the holiday season, R.I.D.E. lanes were emphasized.
- In 2021, as COVID-19 restrictions eased, traffic volume increased and HPS continued to participate in the R.I.D.E. Program. There were 130,955 vehicles stopped in 2021, an increase of 171.5% over 2020.
- A total of 54,575 Provincial Offence Notices (PONs) were issued in 2021. This is a 19.2% increase over 2020.
- The HPS issued 48,576, traffic related PONs in 2021, a 13.7% increase from 2020 (42,714 PONs issued).
- The Traffic Safety Unit (TSU) continues to be a viable resource for traffic enforcement and collision investigation. The mandate of the TSU is to promote traffic and public safety by the means of pro-active traffic management, collision investigation, high visibility education, awareness, and enforcement.

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INFORMATION

Traffic Safety Unit & HPS Annual Traffic Safety Strategy

In 2021, the Traffic Safety Unit (TSU) was implemented with a complement of 19 officers. This unit is mandated to conduct proactive traffic management, collision investigations, high visibility, education, awareness, and enforcement. The TSU is deployed strategically to address service wide needs in each division. Traffic safety officers focus on special attention problem areas collaboratively and with the assistance of Crime Managers in each patrol division.

In 2021, the HPS initiated numerous traffic safety projects, coordinated between Support Services Division and all three patrol divisions. These projects set clear goals, utilized high visibility deployments, and consistent resources, which were made available by the Traffic Safety Unit. The TSU also supported the Traffic Safety Office with enforcement to support numerous education and awareness campaigns throughout 2021. With the support of the Media Relations Office, over 20 social media messages and info graphs were shared via Twitter and Facebook. These posts focused on topics such as impaired driving, school bus safety, road safety for all users, and long weekend enforcement campaigns.

The HPS will continue to focus on a monthly Traffic Safety Strategy in 2022. The plan is aligned with various other public safety agencies and organizations such as the City of Hamilton, Canadian Association of Chiefs of Police, Ontario Association of Chiefs of Police, and the Ministry of Transportation. The plan will emphasize safety for all road users including pedestrians, cyclists, and motorists. Motorists represent a diverse group of users including novice drivers, commercial motor vehicle drivers, commuters, and recreational enthusiasts. Recent trends involving aftermarket modifications to vehicles including illegal tinting, noisy mufflers, and tires continue to impact safety and quality of life to citizens in Hamilton. The TSU will continue to support the HPS's efforts to reduce these offences through education and enforcement. Further, the HPS will focus on high collision intersections and other special attention locations using a strategic, proactive, data driven approach.

Five-Year Motor Vehicle Collision Chart

See Appendix A

Motor Vehicle Collisions

In 2021, 7,819 Motor Vehicle Collisions (MVCs) were reported. This is up from 7,352 in 2020 (6.4% increase) however, down from 11,593 in 2019 (32.6% decrease) and down from 11,071 in 2018 (29.4% decrease). The COVID-19 pandemic played a role in the fluctuations as lockdowns reducing traffic on our roadways.

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The MVC data is compiled by two reporting methods that are available to Hamilton road users. Property damage collisions can be reported by attending Collision Reporting Centres (CRCs) during business hours. If the collision involves personal injury or occurs outside CRC business hours, an HPS officer will attend the scene to complete the investigation.

Fatalities

In 2021, there were 16 fatal motor vehicle collisions resulting in 16 deaths, which is a 6.7% increase over 2020. Of the 16 fatal collisions, three involved a single motor vehicle, four involved multiple vehicles, while nine involved both a motor vehicle and a pedestrian. Alcohol/drugs were a factor in five of the fatal collisions. Driver and/or pedestrian error was a factor in seven collisions.

Total Provincial Offence Notices in 2021 – Comparison to 2020**

** This includes all PONs i.e. LLA, TPA, SSA, EMCPA-ROA etc.

In 2021, 54,575 PONs were issued. This represents an increase of 19.2% over the 2020 total of 45,754.

Hazardous Moving Violations

The HPS issued 38,851 Hazardous Moving Violations (red light, stop sign infractions, speeding, careless, distracted driving offences, etc.), an increase of 20.9% from the 2020 total of 32,111.

Non-Hazardous Violations:

Non-Hazardous Violations (seatbelt violations, fail to surrender permit, validation tag offences, etc.) decreased 8.6% from 2020. In 2021, 9,725 violations were issued, compared to 10,641 in 2020.

Alcohol & Drug Related Driving Offences

In 2021, there were 716 alcohol and drug related driving offences, which represents an increase of 0.4% over 713 offences in 2020. There were 191 motor vehicle collisions involving alcohol and/or drugs in 2021 compared to 172 in 2020 (an 11% increase). The HPS laid 151 impaired by drug charges in 2021 compared to 134 in 2020 (a 12.7% increase). Appendix C shows the five-year trend for alcohol and drug related charges. Drug related driving offences have increased by 118.8% since 2019.

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Alcohol and Drug Related Driving Offences 2020/2021

See Appendix B

Five-Year Trend: Alcohol & Drug Related Charges

See Appendix C

R.I.D.E. Program

R.I.D.E. is an ongoing educational and enforcement program for the HPS. The Service also participates in the annual province-wide R.I.D.E. focus which starts in December of each year.

The provincial government provides annual funding to support the R.I.D.E. program. In 2021/2022, the Service received \$42,894.00. This funding is used to enhance ongoing efforts to reduce impaired driving by utilizing off-duty officers to conduct R.I.D.E. lanes throughout the holiday season and during special events. Appendix D is a statistical presentation of the service's R.I.D.E. program through 2020/2021.

R.I.D.E. 2020 vs 2021 Comparison

See Appendix D

Five-Year R.I.D.E. Program Statistics

See Appendix E

In 2021, there were a total of 130,955 vehicles stopped by the R.I.D.E. program. This represents an increase of 171.5% above 2020 and a 50.9% increase over 2019 (86,806 vehicles). R.I.D.E. lanes were temporarily suspended from April to November 2020 due to the pandemic.

Lincoln Alexander Parkway and Redhill Valley Parkway Initiatives

Since 2015, the Support Services Division of the HPS has been focused on reducing collisions, speed and aggressive driving on the Linc and RHVP. During 2019 and 2020 voluntary paid-duty officers conducted additional enforcement specifically on these two roadways. Enforcement and high visibility presence on the Linc and RHVP continues through officers from Divisions 2 and 3, and Support Services Division units such as

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Centralized Breath Technicians, Marine Unit, Canine Unit, and Emergency Response Unit members.

Enforcement on the Linc and RHVP

See Appendix F

Community Concerns – Traffic Safety Initiatives

The HPS recognizes the importance of addressing public safety and quality of life concerns impacted by traffic related issues. Speeding/racing vehicles, loud mufflers and unsafe/illegal vehicle modifications were the focus of education and enforcement. Divisional crime managers, patrol officers, the Traffic Safety Unit, and Centralized Breath Technicians all supported numerous initiatives to address community complaints and correct driver behavior. Each division developed projects to address complaints specific to their division while some projects were implemented Service-wide. Below is a summary of the traffic safety initiatives conducted in 2021.

Project CCM – Division 2

Focus: Speeding, stunt driving, basic rules of the road

Duration: January 20 – December 31, 2021

Results: 665 PONs issued
7 Summons issued
224 Police warnings

Project Two Wheeler – Division 2

Focus: Cyclists using bicycles while committing criminal offences and non-compliance of bicycle regulations

Duration: May 19 – December 1, 2021

Results: 216 PONs issued
13 Individuals arrested
25 Criminal charges laid
37 Police warnings

Project Griswold Vacation – Division 3

Focus: Aggressive driving and speeding

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Duration: November 2021

Results: 109 PONs issued

Project Boom – Division 3

Focus: Reduced vehicular noise generated by aftermarket, modified, defective, and illegal mufflers on motor vehicles. Quality of life issues were a common complaint received from citizens regarding these modified vehicles.

Duration: June 2021. This project later transitioned into the Service-wide Project Torque

Results: 16 Pons issued

7 Summons issued

3 Stunt driving charges

Project Torque – City-Wide All Divisions, TSU

Focus: Illegal vehicle modifications, equipment and loud/improper mufflers, speeding

Duration: June 18 – August 31, 2021

Results: 1,047 PONs issued

40 Stunt driving charges

40 Vehicles seized

371 Muffler infractions

Project Share the Road – City-Wide All Divisions, TSU

Focus: To provide educational awareness between cyclists, pedestrians and motorists

Duration: June 2021

Results: 4 Social Media videos released (Twitter, Facebook)

Over 500 information pamphlets handed out for educational purposes

Summary

The HPS continues to work in partnership with our stakeholders to focus on changing driver behavior in order to improve traffic and public safety. HPS is a founding member of the Hamilton Strategic Road Safety Committee. This Committee includes a City-wide focus on traffic initiatives and road safety. Stakeholders, including Police, City Traffic, and Public Health share responsibility and work collaboratively toward traffic safety goals.

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Speeding, aggressive driving, distracted driving, and impaired driving continue to be the most significant concerns for the HPS as they relate to road safety. The HPS continues to support the City of Hamilton traffic safety “Vision Zero” initiative with the simple goal of zero fatalities and serious injuries on our roadways. Selective enforcement, coupled with education and awareness will continue to inform the HPS strategy in order to decrease collisions and improve roadway safety in the City of Hamilton.

APPENDICES AND SCHEDULES ATTACHED

Appendix A – Five-Year Motor Vehicle Collision Chart

Appendix B – Alcohol and Drug Related Driving Offences 2020/2021

Appendix C – Five-Year Trend: Alcohol & Drug Related Charges

Appendix D – R.I.D.E. 2020 vs 2021 Comparison

Appendix E – Five-Year R.I.D.E. Program Statistics

Appendix F – Enforcement on the Linc and RHVP

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