

HALIFAX

Strategic Road Safety Plan

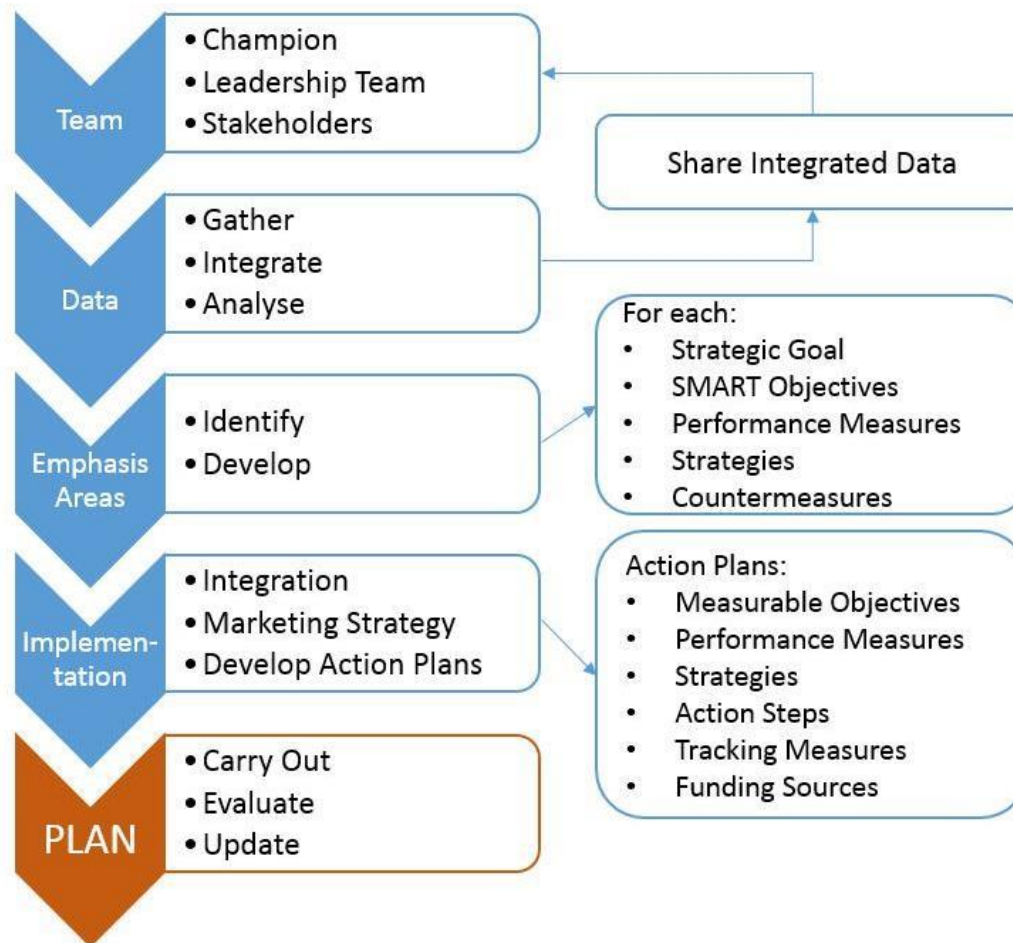
Traffic Management
Transportation & Public Works

Transportation Standing
Committee June 28, 2018

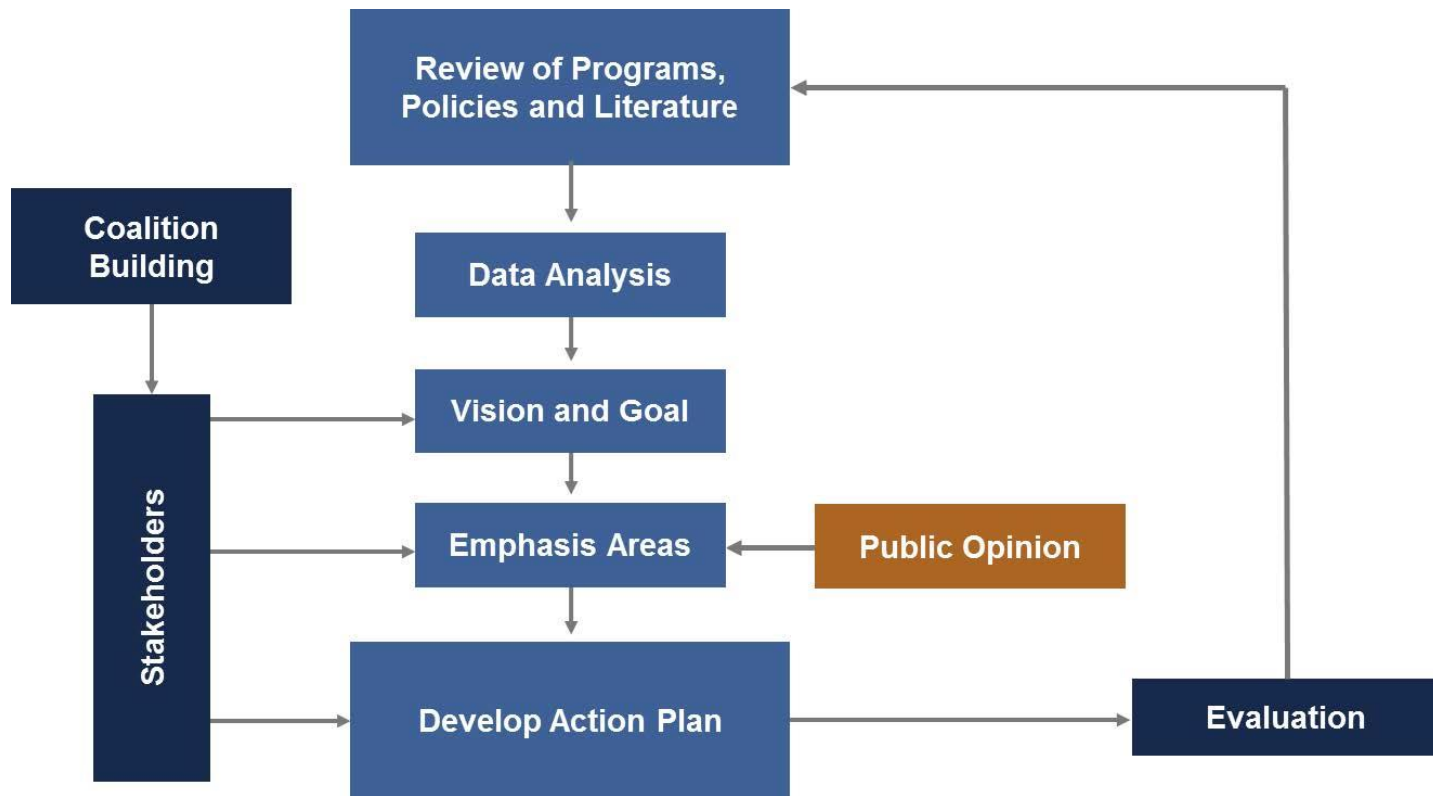
Timeline

- 2016/17 TPW Business Plan objective: Create an overall road safety strategy to encompass all road users, including pedestrians, cyclists and motorists
- February 2017 - RFP awarded to CIMA Canada Inc.
- March 2017 – Project Kickoff
- April to May 2017 - Public Engagement
- June to August 2017 – Stakeholder Engagement
- December 2017 - Interim Report to TSC
- June 28, 2018 - Final Report to TSC

Project Methodology – FHWA Guidelines



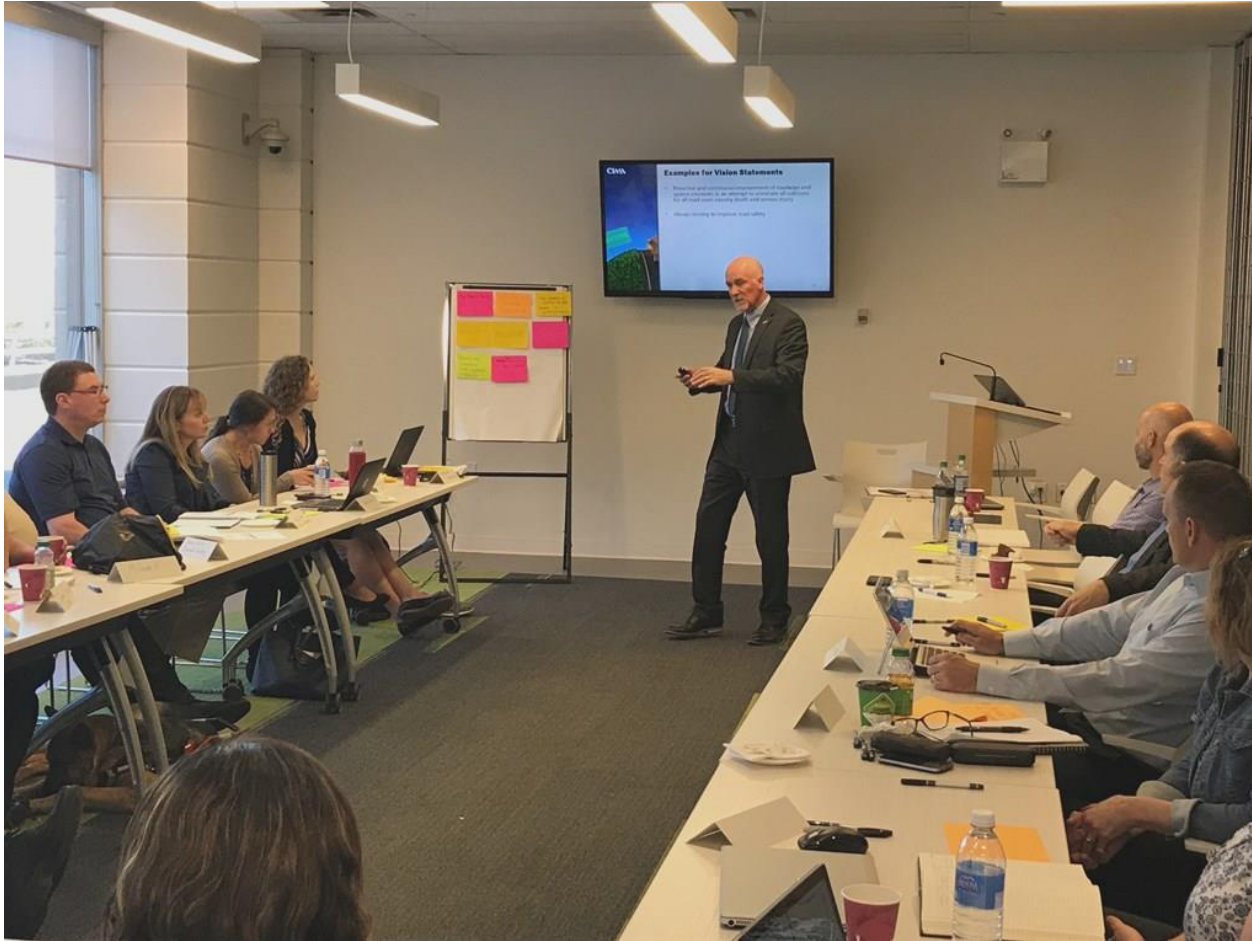
Project Methodology – HRM SRSP



Stakeholder Engagement



Collaboration



- Vision -

Moving towards zero fatalities and injuries for people using any mode of transportation.

Vision Zero vs. Towards Zero

Vision Zero was developed in Sweden in 1994

Its core principle is that humans may fail but the road system should not, shifting the responsibility of safety onto the system design

Many jurisdictions in North America, including Canada, have recognized that an intermediate step first should be taken to reduce fatal and injury collisions to ultimately achieve zero fatality or injury.

Towards Zero has a similar intent as Vision Zero but recognizes the reality that zero deaths and injuries cannot be accomplished in the immediate future.

No loss of life is acceptable

- Goal -

15% reduction of fatal and injury collisions within five years.

How did we get to 15%

Though it may initially appear modest, a 15% reduction is a challenging, yet achievable, goal

Key challenges include:

- HRM does not have an established safety committee;
- The municipality and its partners are starting from the beginning and must put funding and support programs in place;
- The Halifax region is growing and, as a result, so is congestion. A 15% reduction based on today's population is a greater percent reduction after five years of growth

It is important to note that this goal is not set in stone. If the target is achieved, the goal should be reset for further reduction.

Emphasis Areas

- Emphasis areas are the highest priority areas to focus resources to have the greatest impact in reducing injuries and fatalities
- Generally, six to eight emphasis areas are selected for SRSP's
- The sources for the selection of emphasis areas come from :
 - Collision analysis
 - Public opinion
 - Social, political and practical constraints

Public Engagement

HALIFAX STRATEGIC ROAD SAFETY PLAN

The plan will aim to identify traffic issues within the municipality and set out targets and actions for road safety improvements for the next five years (2018-2022).

The Halifax Regional Municipality (HRM) is developing a Strategic Road Safety Plan (SRSP) to improve road safety in the Municipality. This SRSP will set out the vision, goal, and action plans to guide the Municipality and its road safety partners towards creating safer roads and reducing the number of collisions and, thus road fatalities and injuries. The HRM will work and consult with a broad range of partners including the Province, police, and advocacy groups in the development of this plan. It is very important for us to have a better understanding of safety issues and priorities perceived by the public.



Let us know what your priorities are regarding road safety so we can make improvements where it counts most.

Provide your input on road safety. Fill out a survey at:

www.halifax.ca/surveys

The survey closes on May 19, 2017.



Strategic Road Safety Plan Work Flow

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CIMA
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	5 - Highest Priority	4 - High Priority	3 - Medium Priority	2 - Low Priority	1 - Not a Priority	No Opinion
Aggressive Driving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Distracted Driving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Impaired Driving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Seat Belt and Car Seat Usage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Speeding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicyclists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Motorcyclists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Older Drivers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrians	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
School Zones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Unlicensed, Suspended, or Revoked License Drivers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Young Drivers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Animal-related Collisions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Buses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Intersections	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Nighttime Collisions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roadway/Lane Departure Collisions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trucks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle-Train Collisions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Winter Weather-Related Collisions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Work Zone Related Collisions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

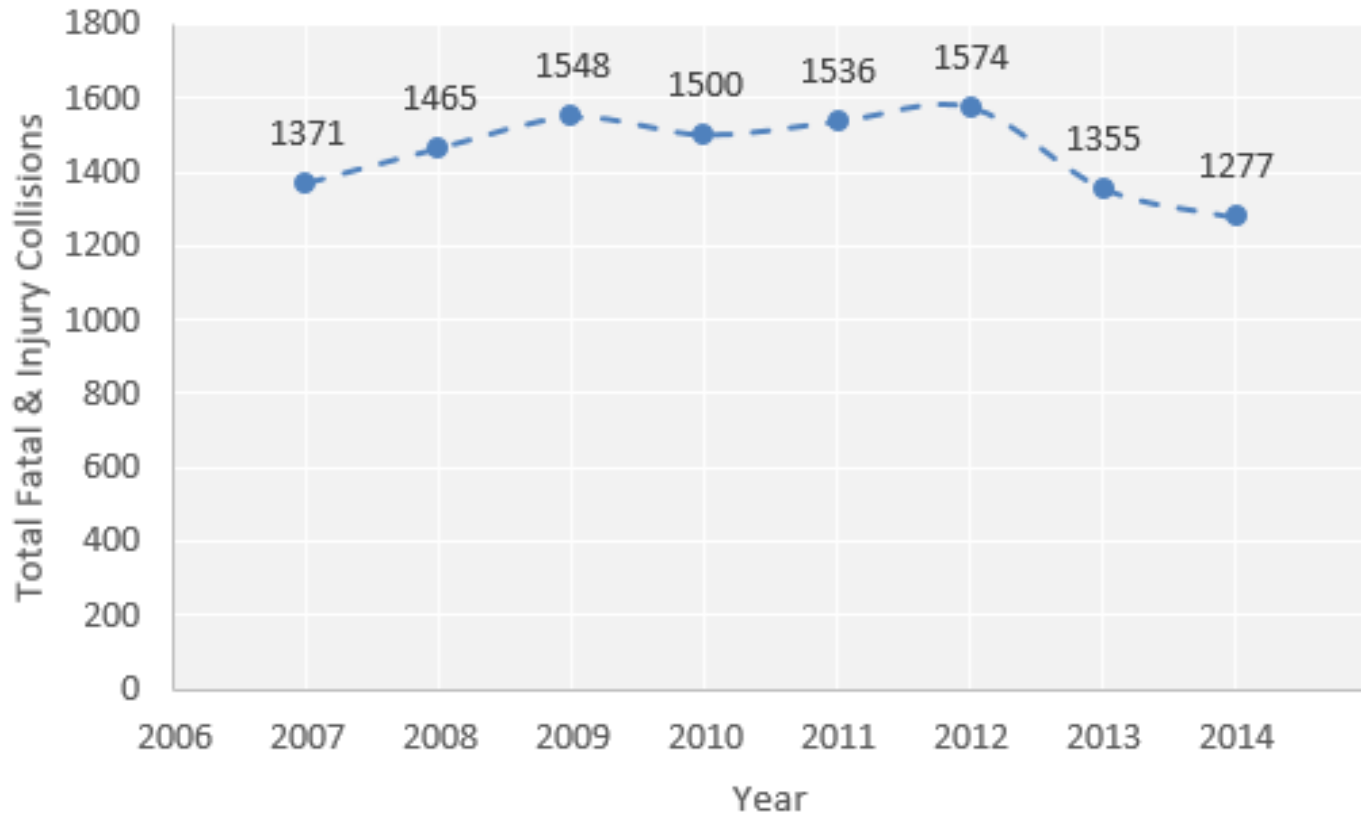
1219 Responses Received

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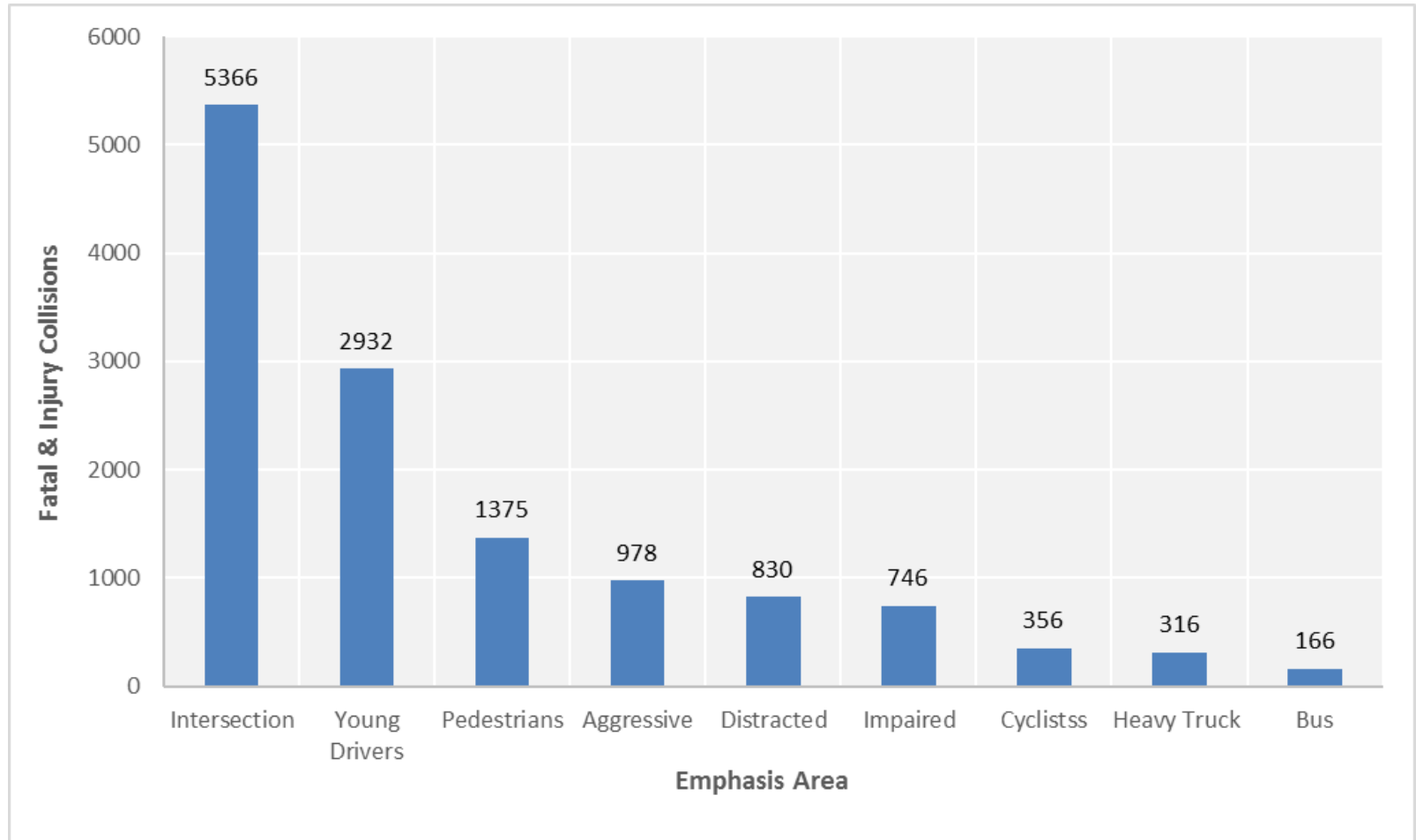
Collision Data

- The objective of analysis was to identify groups of large frequencies of fatal or injury collisions
 - a type of collision (e.g. angle),
 - a behaviour resulting in collisions (e.g. aggressive driving),
 - a specific demographic (e.g. young drivers),
 - a facility type within the transportation network (e.g. intersections),
 - or modes of transportation (e.g. walking, bicycling, trucks)
 - Data was available for 2007-2014

Total Fatal & Injury Collisions (2007-2014)



Data Analysis Results



Data Analysis

Intersections
Young Demographic
Pedestrians
Aggressive Driving
Distracted Driving
Impaired Driving
Bicyclists
Heavy Trucks
Buses

Public Opinion

Distracted Driving
Impaired Driving
Pedestrians
Aggressive Driving
Intersections
Bicyclists
School Zones
Buses
Motorcycle Collisions

Emphasis Areas

Based on the results of the collision data analysis and public opinion survey, the HRM SRSP has identified seven emphasis areas.

These seven areas have the greatest opportunity to improve safety from a technical and social perspective.

INTERSECTION RELATED

All collisions occurring within an intersection



YOUNG DEMOGRAPHIC

Collisions that involve people under 25



PEDESTRIAN COLLISIONS

Collisions that involve any person who is not riding in or on a vehicle



AGGRESSIVE DRIVING

Collisions that result from behaviours like following too close, speeding, disobeying traffic control, improper passing and more



DISTRACTED DRIVING

Collisions that result from inattention



IMPAIRED DRIVING

Collisions where the driver is impaired or under the influence of drugs or alcohol



BICYCLIST COLLISIONS

Collisions that involve someone on a bicycle



Countermeasures

- A countermeasure is an action taken to reduce the incidence or severity of motor vehicle collisions.
- The basic categories of countermeasures for the SRSP are the traditional 3 “E”s of road safety, Engineering, Enforcement, and Education.
- Stakeholders were asked to identify and evaluate all current programs related to road safety and assess how they align with the seven emphasis areas.
- In addition to the existing programs, the consultant proposed a number of new countermeasures to the stakeholders.

Countermeasures

- Existing and proposed countermeasures were discussed with stakeholders who have the capability to commit to and deliver the programs.
- Countermeasures chosen must have two primary characteristics
 - They have a likelihood of reducing collision frequency or severity in their associated emphasis area
 - A stakeholder or stakeholders are prepared to support and deliver the countermeasure.

Action Plans

- Create a Towards Zero Task Force
 - Develop Terms of Reference
 - Meet regularly to hold stakeholders accountable
 - Develop a safety culture
- Procure Data Analysis System
 - Populate with historic data
 - Conduct location-specific assessments
 - Use approved countermeasure lists to develop action plans
 - Identify baseline for evaluation
- Develop Outreach Program
- Implement Countermeasures
- Evaluate implemented countermeasures

Year One

- Form Toward Zero Task Force
- Procure Data Analysis System
- Review of Internal Resources

Thank you.