



Office of the Commissioner
Transportation Services Department

MEMORANDUM

To: Members of Committee of the Whole

From: Paul Jankowski
Commissioner of Transportation Services

Date: September 19, 2019

Re: 2019 Annual Collision Statistics Report

This memorandum provides Council with the 2019 annual collision statistics report.

Transportation Services reviews collision statistics to understand traveller behaviour and trends to identify actions

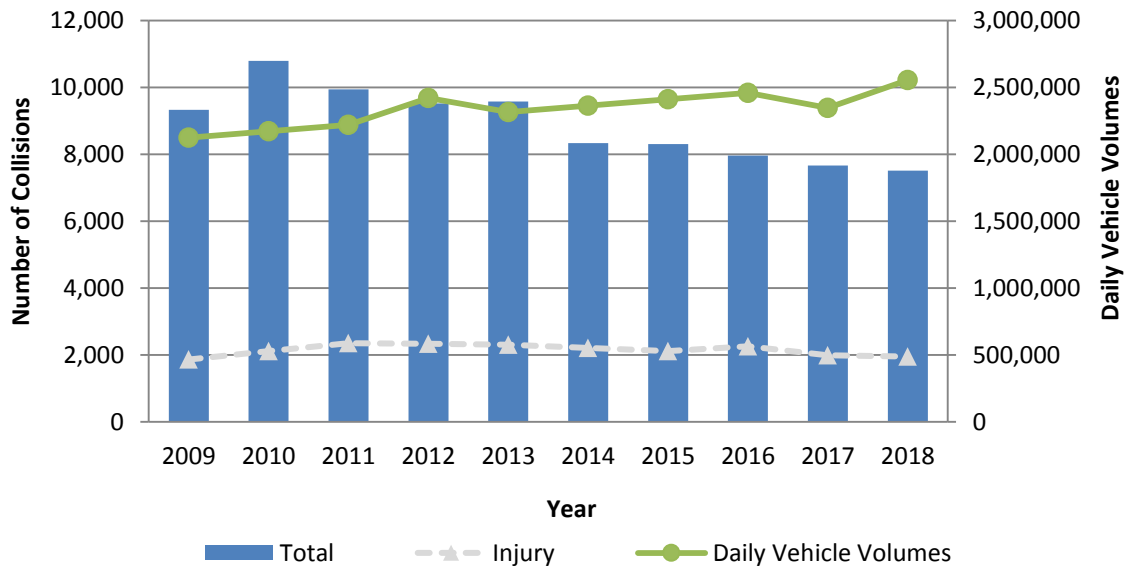
Transportation Services collects motor vehicle collision reports from York Regional Police to assess and prepare the information for reporting. This process takes six to eight months to complete. Staff typically shares the summary of the preceding years' experience with Council in the fall of each year.

The 2019 Annual Collision Statistics Report (Attachment 1) contains a detailed breakdown of collision data occurring on Regional roads. The report provides information relating to the traveller safety experience and maps showing collision locations. The information helps staff understand traveller behaviour, patterns and trends across the Regional transportation system in order to identify actions.

Collisions on Regional roads continue to decrease while daily traffic volumes continue to increase

While daily traffic volumes continue to increase year over year by approximately two per cent, collision experience is on a downward trend. A review of collision statistics over the last decade shows that for the past eight years the Region has continued to experience a downward trend in total collisions with less than 7,600 collisions in 2018, a 10-year low. Injury collisions have remained constant at approximately 2,000 collisions per year or about 24 per cent of all collisions (Figure 1).

Figure 1
Regional Collision Statistics between 2009 and 2018

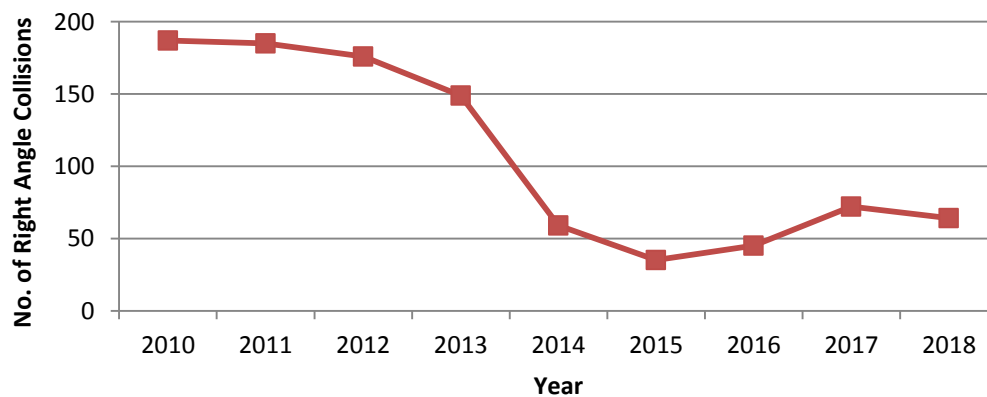


York Region’s red light camera program has been successful in reducing right angle collisions by 68 percent at red light camera locations

The Regional red light camera program was launched in 2013 to improve driver and pedestrian safety by reducing the number of right angle collisions at intersections. The program began with 20 cameras in 2013 and was expanded to 40 cameras in 2017.

Red light cameras have significantly reduced the number of right angle collisions, from 187 in 2010 to 64 in 2018. Since implementing red light cameras, the annual average number of right angle collisions has reduced by 68 per cent (Figure 2). Red light cameras have proven to change driver behaviour, benefiting the community.

Figure 2
Right Angle Collisions at Red Light Camera Locations

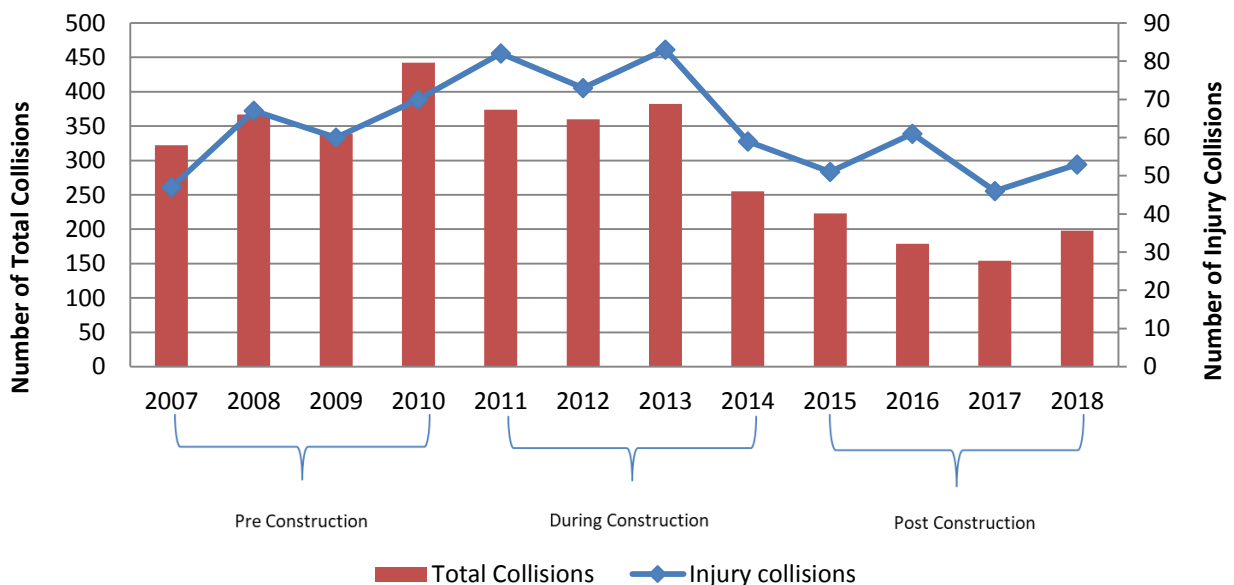


Reported collisions on Highway 7 between Bayview Avenue and South Town Centre Boulevard have decreased by 49 per cent since the rapidway was completed

York Region's first bus rapidway on Highway 7 between Bayview Avenue and South Town Centre was constructed from 2011 to 2014. The project included bus rapid transit lanes, vivaNext stations at major intersections, curbside bicycle lanes and pedestrian facilities, median landscaping and streetscaping elements.

The number of collisions has decreased on this segment of Highway 7 by 49 per cent since completion of the rapidway construction. The number of injuries has also reduced by five per cent (Figure 3). Several operational measures have been implemented which may have attributed to the reduction in collisions. These measures include a regulatory speed limit reduction, protected left turn movements, reduced curb radii, audible pedestrian signals, two-stage pedestrian crossings and enhanced markings and signs.

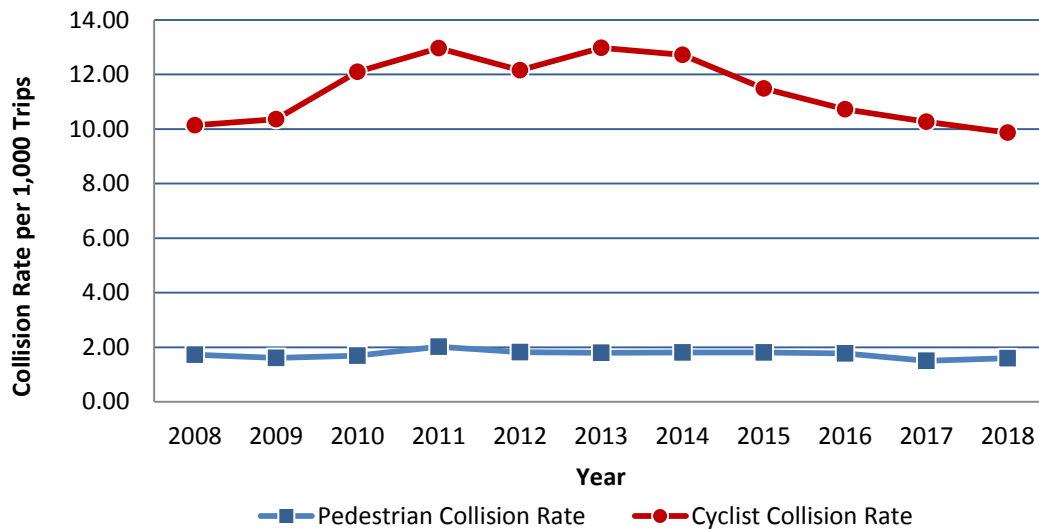
Figure 3
Collisions on Highway 7 Rapidway



Pedestrian and cyclist trips continue to grow while cyclist collision rates are trending downward and pedestrian collision rates remain fairly constant

As the Region continues to urbanize and promote active modes of transportation, walking and cycling trips continue to increase at an average rate of five per cent per year. Since 2014, the rate of collisions involving cyclists has decreased annually by two per cent. The rate of collisions involving pedestrians has remained fairly constant (Figure 4). Over the past 10 years there has been an annual average of 154 pedestrian collisions and 90 cyclist collisions.

Figure 4
Pedestrian and Cyclist Collision Rates



Almost all pedestrian collisions result in injury while cyclists sustain injury in almost 80 per cent of all collisions. Pedestrians and cyclists are the most vulnerable travellers on the Regional transportation system. Pedestrians and cyclists lack personal protection compared to travellers in enclosed vehicles.

Past studies have indicated that pedestrian and cyclist collisions are not random events. Typically, these collisions result from mistakes made by one or more of the involved parties. These mistakes can be identified and counteracted through a combination of education, skill development, engineering and enforcement measures. Regional efforts are focused on ways to reduce the number of these occurrences.

Improving pedestrian and cyclist safety remains a priority for Council

Staff is currently piloting short-term safety measures for pedestrians and cyclists at selected locations, including leading pedestrian intervals, right turn on red restrictions, fully protected left turns and advisory signage. Staff is assessing other locations to pilot the following medium-term measures:

- Controlled mid-block pedestrian crossings
- Advanced stop/yield lines to discourage motorists from stopping in the crosswalk
- Bollards to provide protection from turning vehicles at intersection sidewalks

Staff will report preliminary results of pilot measures and provide an update on the medium-term measures to Council in 2020.

Paul Jankowski
Commissioner of Transportation Services

Bruce Macgregor
Chief Administrative Officer

Attachment (1)
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