




HAMILTON POLICE SERVICE

INFORMATION REPORT

TO:	Chair and Members Hamilton Police Services Board
BOARD MEETING DATE:	April 27, 2023
SUBJECT:	2022 Year End Report – Traffic Stats
REPORT NUMBER:	23-029
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, property damage and to address the quality of life concerns for motorists, vulnerable road users and residents.
- The 2022 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 2022, as COVID-19 restrictions eased, traffic volume increased and HPS continued to participate in the R.I.D.E. Program. There were 83,595 vehicles stopped in 2022, a decrease of 36% compared to 2021.
- The HPS issued 41,834 traffic related PONs in 2022, a 14% decrease from 2021 (48,576 PONs issued).
- The Traffic Safety Unit (TSU) issued 16,420 PONs, which is 39% of the total PONs issued by the HPS in 2022.
- The Unit increased its PON enforcement from 14,873 in 2021 by 10% and increased Part III issuance by 55% over 2021 (616), issuing a total of 953 Part III summons.
- The 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

See Appendix A

Traffic Safety Unit & HPS Annual Traffic Safety Strategy

In 2021, the 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.

The TSU supported the Traffic Safety Office with enforcement to support numerous education and awareness campaigns throughout 2022. With the support of Corporate Communications over 130 social media messages were shared with the community. These messages 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 Traffic Safety Strategy in 2023. 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 Ontario. 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.

In 2022 the TSU issued 16,420 PONs accounting for 39% of the total PONs (41,834) issued by the HPS. This was an increase of 10% from 2021 (14,873). The TSU also issued 953 Part III Summons in 2022, an increase of 55% from 2021 (616). Speeding remains the primary charge issued by the Unit, consisting of 52% (8,506) of the total charges levied.

The TSU expanded into the enforcement of Commercial Motor Vehicle (CMV) enforcement in 2022. The Unit partnered with external agencies including but not limited to the Ministry of Transportation Ontario (MTO) and neighbouring police agencies. This partnership culminated in 6 CMV enforcement lanes in 2022 that inspected 157 vehicles, laid 292 charges and took 85 vehicles out of service. The Unit has since developed two members into CMV Inspectors, providing the ability to be self-sufficient when conducting CMV inspection lanes.

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Five-Year Motor Vehicle Collision Chart

See Appendix B

Motor Vehicle Collisions

In 2022, 9,221 Motor Vehicle Collisions (MVCs) were reported. This is up from 7,819 in 2021 (18% increase) and a 2% decrease from the 5 year average of 9,411. The COVID-19 pandemic played a role in the fluctuations as lockdowns reduced traffic on our roadways.

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.

Non-Hazardous Violations

Non-Hazardous Violations (seatbelt violations, fail to surrender permit, validation tag offences, etc.) increased 19% from 2021. In 2022, 11,597 violations were issued, compared to 9,725 in 2021.

Hazardous Moving Violations

The HPS issued 30,229 Hazardous Moving Violations (red light, stop sign infractions, speeding, careless, distracted driving offences, etc.), a decrease of 22% from the 2021 total of 38,851.

Fatalities

In 2022, there were 19 fatal motor vehicle collisions resulting in 24 deaths, which is a 19% increase over the 16 fatal collisions in 2021. Of the 24 fatalities, six were drivers, six were passengers, 11 were pedestrians and one was a cyclist.

Alcohol and Drug Related Driving Offences 2021/2022

See Appendix C

Alcohol & Drug Related Driving Offences

In 2022 there were 710 alcohol and drug related driving offences which represents a decrease of 1% from 716 offences in 2021. There were 165 motor vehicle collisions involving alcohol and/or drugs in 2022 compared to 191 in 2021 (a 14% decrease). The HPS laid 74 impaired by drug charges in 2022 compared to 151 in 2021 (a 51% decrease). Appendix D shows the five-year trend for alcohol and drug related charges.

Five-Year Trend: Alcohol & Drug Related Charges

See Appendix D

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R.I.D.E. 2021 vs 2022 Comparison

See Appendix E

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. For 2022/2023 the Service received \$42,100.00. 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 2021/2022.

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

See Appendix F

In 2022, there were a total of 83,595 vehicles stopped by the R.I.D.E. program. This represents a decrease of 36% compared to 2021 (130,955) and a 73.3% increase over 2020 (48,239 vehicles). R.I.D.E. lanes were temporarily suspended from April to November 2020 due to the pandemic.

Enforcement on the LINC and RHVP

See Appendix G

Lincoln Alexander Parkway and Redhill Valley Parkway Initiatives

Since 2015, the Community Safety Division of the HPS has been focused on reducing collisions, speeding 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, 3 and Community Safety Division Units such as Impaired Driving Unit, Marine Unit and Emergency Response Unit members.

Summary

The HPS continues to work in partnership with our stakeholders to focus on changing driver behavior in order to improve traffic safety and public safety. HPS is a founding member of the Hamilton Strategic Road Safety Committee. This Committee emphasizes 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.

Speeding, aggressive driving, impaired driving and distracted 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's traffic safety "Vision Zero" initiative with the simple goal of zero

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fatalities and serious injuries on our roadways. Strategic 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 – Traffic Safety Unit

Appendix B – Five-Year Motor Vehicle Collision Chart

Appendix C – Alcohol and Drug Related Driving Offences 2021/2022

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

Appendix E – R.I.D.E. 2021 vs 2022 Comparison

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

Appendix G – Enforcement on the LINC and RHVP

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- c: Paul Hamilton, Deputy Chief – Support
- Shawn Blaj, Superintendent – Community Safety
- Paul Evans, Inspector – Traffic & Emergency Response

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23-029 Appendix A – Traffic Safety Unit

Traffic Safety Unit	2021	2022
PONs issued	14,873	16,420
Part III Summons	616	953
Speeding Charges	9,849	8,506
Commercial Motor Vehicle Charges	372	3,975
Traffic PONs issued by HPS	48,576	41,834

23-029 Appendix B – Five-Year Motor Vehicle Collision Chart

Motor Vehicle Collisions	2018	2019	2020	2021	2022
Total MVCs	11,071	11,593	7,352	7,819	9,221
Property Damage	1,551	1,516	868	1,260	1,678
Personal Injury	1,381	1,270	1,039	1,057	1,247
Citizen Reports	8,139	8,807	5,445	5,502	6,296
Fatal Collisions*	14	17	15	16	19
Resulting Deaths	14	17	15	16	24

*Fatal Collisions are not included in the total MVC number

23-029 Appendix C – Alcohol and Drug Related Driving Offences 2021/2022

	2021	2022	% Change
Impaired	230	277	20%
Over 80 mg	273	290	6%
Impaired Cause Bodily Harm	0	0	0%
Impaired by Drugs	151	74	-51%
Impaired Cause Death	0	0	0%
Refuse Breath	30	42	40%
Over 80 Cause Death	0	0	0%
Over 80 Cause Bodily Harm	0	0	0%
Refuse Blood/Urine or D.R.E. Exam	21	10	-52%
Refuse A.S.D	11	17	55%
Blood Samples Taken	24	21	-13%
Alcohol & Drug-Related Driving Offences	716	710	-1%

23-029 Appendix D – Five-Year Trend: Alcohol & Drug Related Charges

Type of Charges	2018	2019	2020	2021	2022
Impaired	282	243	250	230	277
Over 80 mg	314	308	284	273	290
Impaired Cause Bodily Harm	2	2	1	0	0
Impaired by Drugs	52	69	134	151	74
Impaired Cause Death	1	0	0	0	0
MVCs Involving Alcohol/Drugs	148	152	172	191	165
Refuse Breath	37	29	31	30	42
Over 80 Cause Death	1	0	0	0	0
Over 80 Cause Bodily Harm	2	0	0	0	0
Refuse Blood/Urine or DRE Exam	9	7	7	21	10
Refuse A.S.D	6	5	10	11	17
Blood Samples Taken	3	13	30	24	21
Alcohol & Drug-Related Driving Offences	706	663	713	716	710

23-029 Appendix E – R.I.D.E. 2021 vs 2022 Comparison

	2021 Yearly Total	2022 Yearly Total	% Difference
Stopped	130,955	83,595	-36%
Pass	140	56	-60%
Warn	6	7	17%
Fail	4	4	0%
Impaired	5	4	-20%
Over .08	6	7	17%
Refuse A.S.D.	1	1	0%
Refuse Breath	0	0	0%
Other C.C.	14	1	-93
Roadside Demand	151	68	-55%
Alcohol Warn Range Suspension	6	7	17%

23-029 Appendix F – Five-Year R.I.D.E. Program Statistics

	2018	2019	2020	2021	2022
R.I.D.E. Stops	136,896	86,806	48,239	130,955	83,595
R.I.D.E. Tests	138	420	128	151	68

23-029 Appendix G – Enforcement on the Linc and RHVP

LINC & RHVP 2022 (IDU, ERU, Marine) TOTALS:
Total PONs issued = 161
Total Stunting Charges = 26
Total number of RIDE Stops = 6,216
Total number of RIDE Set up = 260
Officers used in RIDE Set up = 423
Officer Hours dedicated to Enforcement Operation = 132 hrs.