




# HAMILTON POLICE SERVICE

## INFORMATION REPORT

<b>TO:</b>	Chair and Members Hamilton Police Services Board
<b>BOARD MEETING DATE:</b>	April 25, 2024
<b>SUBJECT:</b>	2023 Year End Report – Traffic Stats
<b>REPORT NUMBER:</b>	24-029
<b>SUBMITTED BY:</b>	Frank Bergen, Chief of Police
<b>SIGNATURE:</b>	

### 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 2023 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. During the holiday season, R.I.D.E. lanes were emphasized. These campaigns would be communicated through the Traffic Safety Calendar and email communications to officers.
- In 2023 HPS continued to participate in the R.I.D.E. Program. There were 55,264 vehicles stopped in 2023, a decrease of 33.89% compared to 2022.
- The HPS issued 32,254 traffic related PONs in 2023, a 22.9% decrease from 2022 (41,834 PONs issued).
- The Traffic Safety Unit (TSU) issued 13,414 PONs, which is 46% of the total PON's issued by HPS, an increase of 7% compared to 2022 when TSU issued 39% of HPS PON's. TSU also issued 1,678 Part 3's in 2023, a 76% increase from the 953 issued in 2022.
- 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.

### INFORMATION

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## **Traffic Safety Unit**

See Appendix A

## **Traffic Safety Unit & HPS Annual Traffic Safety Strategy**

The TSU was implemented in 2021 and consists of 18 full time Officers. The 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 2023. With the support of Corporate Communications 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. Infractions involving aftermarket modifications to vehicles such as illegal tinting and noisy mufflers 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 2023 The Traffic Safety Unit (TSU) issued 13,414 PONs, which is 46% of the total PON's issued by HPS. This an increase of 7% compared to 2022 when TSU issued 39% of HPS PON's. TSU also issued 1,678 Part 3's in 2023, a 76% increase from the 953 issued in 2022. Speeding continues to be the dominant charge issued by the unit, consisting of 45% of the total charges levied.

The TSU continued Commercial Motor Vehicle (CMV) enforcement in 2023. The Unit partnered with external agencies including the Ministry of Transportation Ontario (MTO) and neighboring police agencies. Prior to 2022, TSU relied on partnering with external agencies for CMV enforcement. However, in 2023 TSU now have 2 members that were qualified CMV inspectors, providing opportunity to fulfill these inspections within the City of Hamilton. In 2023, TSU were involved in 444 inspections, pulling 127 vehicles out of service and removing 3 plates. A total of 1,450 charges were levied. Further, TSU continued to foster their relationship with external agencies – MTO, OPP, Halton and Niagara Police, and

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participated in an additional 239 inspections, removing 89 vehicles from Hamilton highways, removed 14 plates and laid 403 charges.

### **Five-Year Motor Vehicle Collision Chart**

See Appendix B

### **Motor Vehicle Collisions**

In 2023, 8,979 Motor Vehicle Collisions (MVCs) were reported. This is down from 9,221 in 2022 (2.6% decrease).

The MVC data is compiled by two reporting methods that are available to Hamilton road users. Property damage collisions can be reported by attending the Collision Reporting Centre (CRC) during business hours. If the collision involves medical attention, an HPS officer will attend the scene to complete the investigation. Since the fall of 2023, the CRC is responsible for completing reports that involve Fail to Remains, City vehicles and collisions that involve minor injury.

### **Non-Hazardous Violations**

Non-Hazardous Violations (seatbelt violations, fail to surrender permit, validation tag offences, etc.) increased 15.5% from 2022. In 2023, 13,396 violations were issued, compared to 11,597 in 2022, an increase of 1,799 violations

### **Hazardous Moving Violations**

The HPS issued 18,858 Hazardous Moving Violations (red light, stop sign infractions, speeding, careless, distracted driving offences, etc.), a decrease of 37.6% from the 2022 total of 30,229.

### **Fatalities**

In 2023, there were 14 fatal motor vehicle collisions resulting in 15 deaths, which is a 26.3% decrease over the 19 fatal collisions in 2022. Of the 15 fatalities, 7 were drivers, 4 were passengers, 3 were pedestrians and 1 was a cyclist.

### **Alcohol and Drug Related Driving Offences 2022/2023**

See Appendix C

### **Alcohol & Drug Related Driving Offences**

In 2023 there were 650 alcohol and drug related driving offences, which represents a decrease of 8.4% from 710 offences in 2022. There were 146 motor vehicle collisions involving alcohol and/or drugs in 2023 compared to 165 in 2022 (an 11.5% decrease). The HPS laid 58 impaired by drug charges in 2023 compared to 74 in 2022 (a 21.6% decrease).

### **Five-Year Trend: Alcohol & Drug Related Charges**

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See Appendix D

### **R.I.D.E. 2022 vs 2023 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 \$41,600.00. 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.

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

See Appendix F

In 2023, there were a total of 55,264 vehicles stopped by the R.I.D.E. program. This represents a decrease of 33.8% compared to 2022 (83,595).

### **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 fatalities and serious injuries on our roadways. Strategic enforcement, coupled with

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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

- c: Paul Hamilton, Deputy Chief – Support  
David Hennick, Superintendent – Community Safety  
Scott Moreton, Inspector – Traffic & Emergency Response

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**23-030 Appendix A – Traffic Safety Unit**

<b>Traffic Safety Unit</b>	<b>2022</b>	<b>2023</b>
PONs issued	16,420	13,414
Part III Summons	953	1,678
Speeding Charges	8,506	6,130
Commercial Motor Vehicle Charges	3,975	1,821
Traffic PONs & Part 3's issued by HPS	41,834	32,254

**23-030 Appendix B – Five-Year Motor Vehicle Collision Chart**

<b>Motor Vehicle Collisions</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Total MVCs	11,593	7,352	7,819	9,221	8,979
Property Damage	1,516	868	1,260	1,678	1,602
Personal Injury	1,270	1,039	1,057	1,247	1,006
Citizen Reports	8,807	5,445	5,502	6,296	6,321
Fatal Collisions*	17	15	16	19	14
Resulting Deaths	17	15	16	24	15
<b>Total Traffic PONs and Part 3's</b>	49,606	42,714	48,576	41,826	32,254

\*Fatal Collisions are not included in the total MVC number

**23-030 Appendix C – Alcohol and Drug Related Driving Offences 2022/2023**

	<b>2022</b>	<b>2023</b>	<b>% Change</b>
Impaired	277	273	-1.4%
Over 80 mg	290	251	-13.4%
Impaired Cause Bodily Harm	0	1	+100%
Impaired by Drugs	74	58	-21.6%
Impaired Cause Death	0	0	0
Refuse Breath	42	54	+28.6%
Over 80 Cause Death	0	0	0
Over 80 Cause Bodily Harm	0	0	0
Refuse Blood/Urine or D.R.E. Exam	10	8	-20%
Refuse A.S.D	17	6	-64.7%
Blood Samples Taken	21	11	-47.6%
<b>Alcohol &amp; Drug-Related Driving Offences</b>	<b>710</b>	<b>650</b>	<b>-8.5%</b>



**23-030 Appendix D – Five-Year Trend: Alcohol & Drug Related Charges**

Type of Charges	2019	2020	2021	2022	2023
Impaired	243	250	230	277	273
Over 80 mg	308	284	273	290	251
Impaired Cause Bodily Harm	2	1	0	0	1
Impaired by Drugs	69	134	151	74	58
MVC'S Involving Alcohol/Drugs	152	172	191	165	146
Impaired Cause Death	0	0	0	0	0
Refuse Breath	29	31	30	42	54
Over 80 Cause Death	0	0	0	0	0
Over 80 Cause Bodily Harm	0	0	0	0	0
Refuse Blood/Urine or DRE Exam	7	7	21	10	8
Refuse A.S.D	5	10	11	17	6
Blood Samples Taken	13	30	24	21	11
<b>Alcohol &amp; Drug-Related Driving Offences</b>	<b>663</b>	<b>713</b>	<b>716</b>	<b>710</b>	<b>650</b>

**23-030 Appendix E – R.I.D.E. 2022 vs 2023 Comparison**

	<b>2022 Yearly Total</b>	<b>2023 Yearly Total</b>	<b>% Difference</b>
Stopped	83,595	55,264	-33.89%
Pass	56	82	+46.4%
Warn	7	5	-28.6%
Fail	4	5	+25%
Impaired	4	2	-50%
Over .08	7	7	0
Refuse A.S.D.	1	0	-100%
Refuse Breath	0	0	0
Other C.C.	1	4	+300%
Roadside Demand	68	92	+35.2%
Alcohol Warn Range Suspension	7	5	-28.6%

**23-030 Appendix F – Five-Year R.I.D.E. Program Statistics**

	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
R.I.D.E. Stops	86,806	48,239	130,955	83,595	55,264
R.I.D.E. Tests	420	128	151	68	92

**23-030 Appendix G – Enforcement on the Linc and RHVP**

<b>LINC &amp; RHVP 2023</b>	
<b>TOTALS:</b>	
<b>Total PONs issued = 551</b>	
Total Stunting Charges = 21	
Total number of RIDE Stops = 4,373	
Total number of RIDE Set up = 150	
Officers used in RIDE Set up = 264	