

Mobility monitor

Transportation Data

Monitoring today,
for tomorrow.

This issue

Traffic collisions in Calgary

August 2008
Issue #28

KEY FINDING

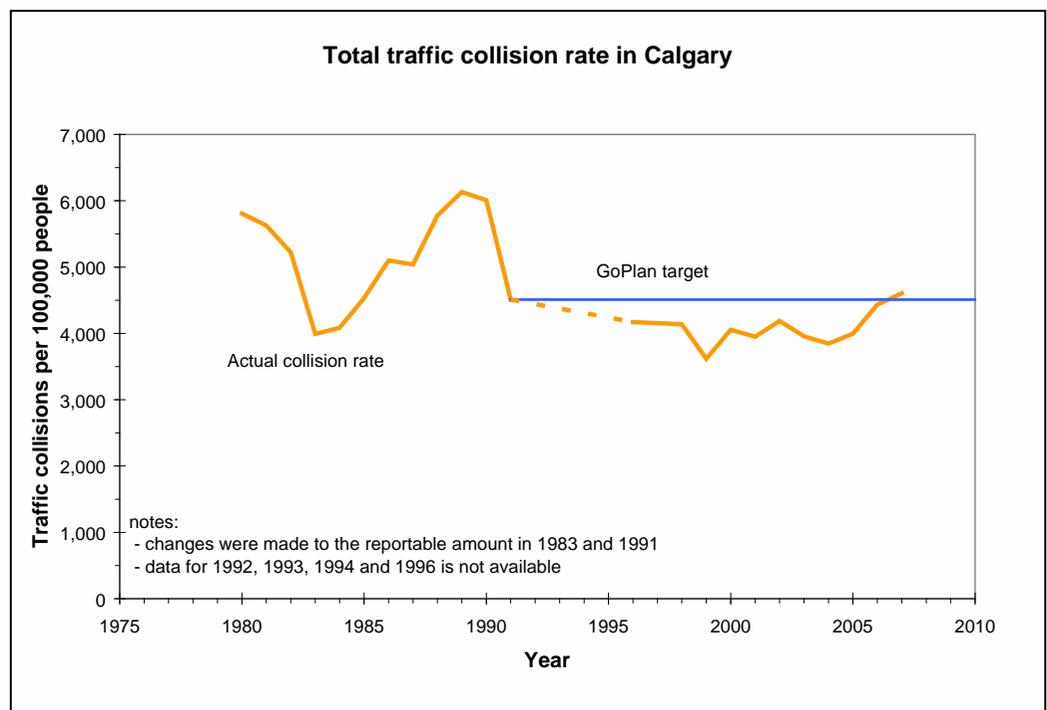
Since 1991 the total collision rate per capita has stayed below the target set out in the GoPlan. In 2007 the rate rose above the target for the first time.

After the GoPlan target of 4,500 collisions per 100,000 people was adopted in 1995, the total collision rate decreased. It reached 3,617 in 1999.

Beginning in 2004, the rate began to rise each year. By 2006 it had reached 4,434 and in 2007 it passed the GoPlan target to reach 4,606. The increase is primarily due to an increase in property damage collisions.

A collision is classified as a property damage collision if there were no injuries or fatalities and the cost of the damage exceeded \$1,000 (the reportable amount under provincial law).

Increases in repair costs can cause an increase in property damage collisions when the reportable amount does not increase at the same rate.



Source: Calgary Police Service

KEY FINDING

The number of traffic collisions resulting in injury and the rate of traffic collisions resulting in injury per capita has been decreasing over the last ten years.

A collision is classified as an injury collision if there were injuries, but no fatalities.

The number of traffic collisions resulting in injury decreased from 4,003 in 1998 to 3,300 in 2007. This was an 18 per cent reduction in the number of collisions.

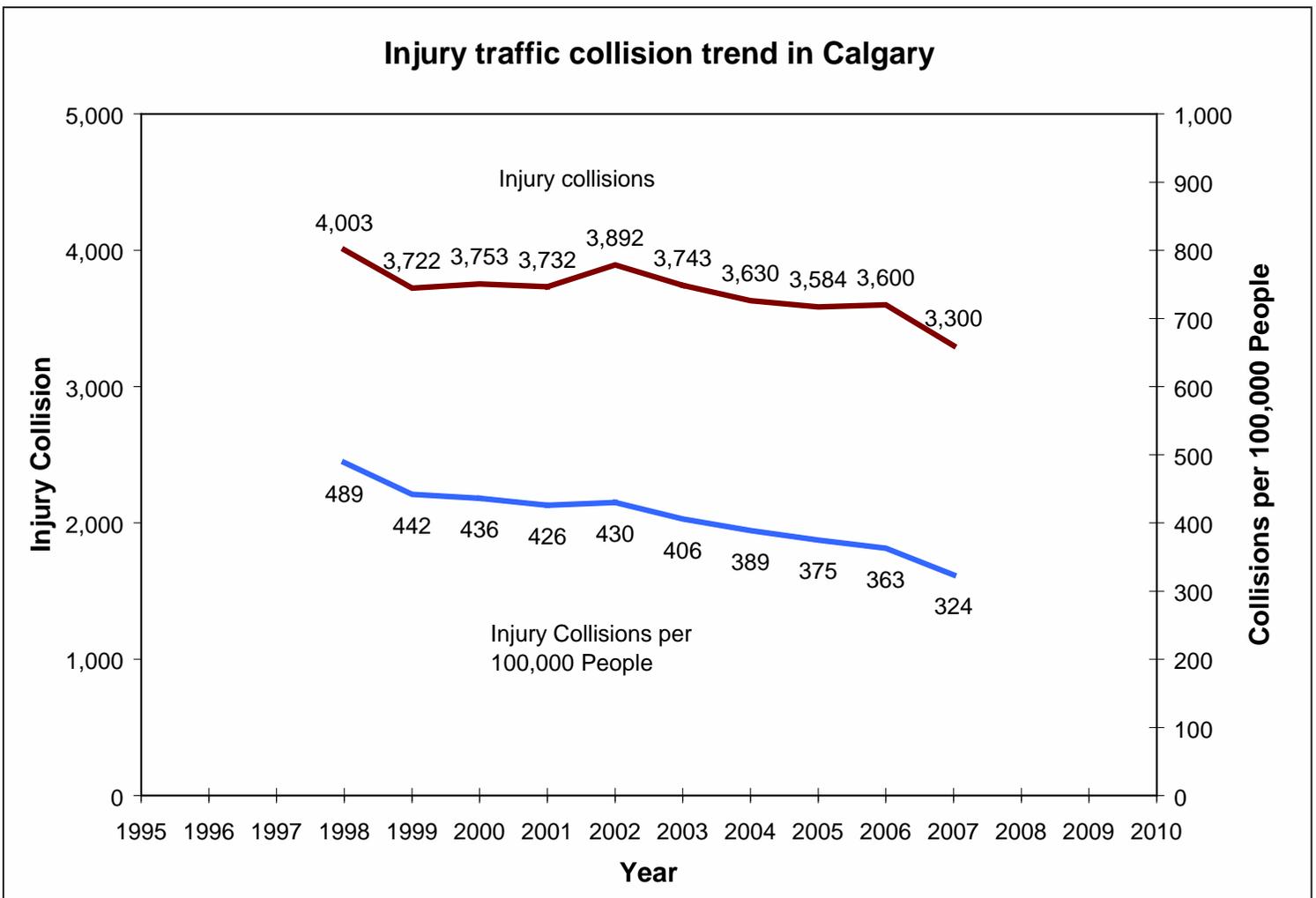
From 2006 to 2007 there was an 8 per cent drop in the number of collisions.

The rate of injury collisions per capita decreased from 489 collisions per 100,000 people in 1998, to 324 collisions per 100,000 people in 2007.

From 2006 to 2007 there was an 11 per cent drop in the rate of collisions per 100,000 people.

While the rate of injury collisions decreased steadily from 1998 to 2007, the total collision rate has increased. The downward trend in the rate of injury collisions suggests that people involved in collisions are less likely to be injured.

Improved safety design of both roads and vehicles may explain the observed trend.



Source: Calgary Police Service

KEY FINDING

Calgary has one of the lowest rates of injury collisions in major Canadian cities.

The chart below compares injury collision data from several major cities in Canada. The data is for the most recent year available. In most cases that is 2007.

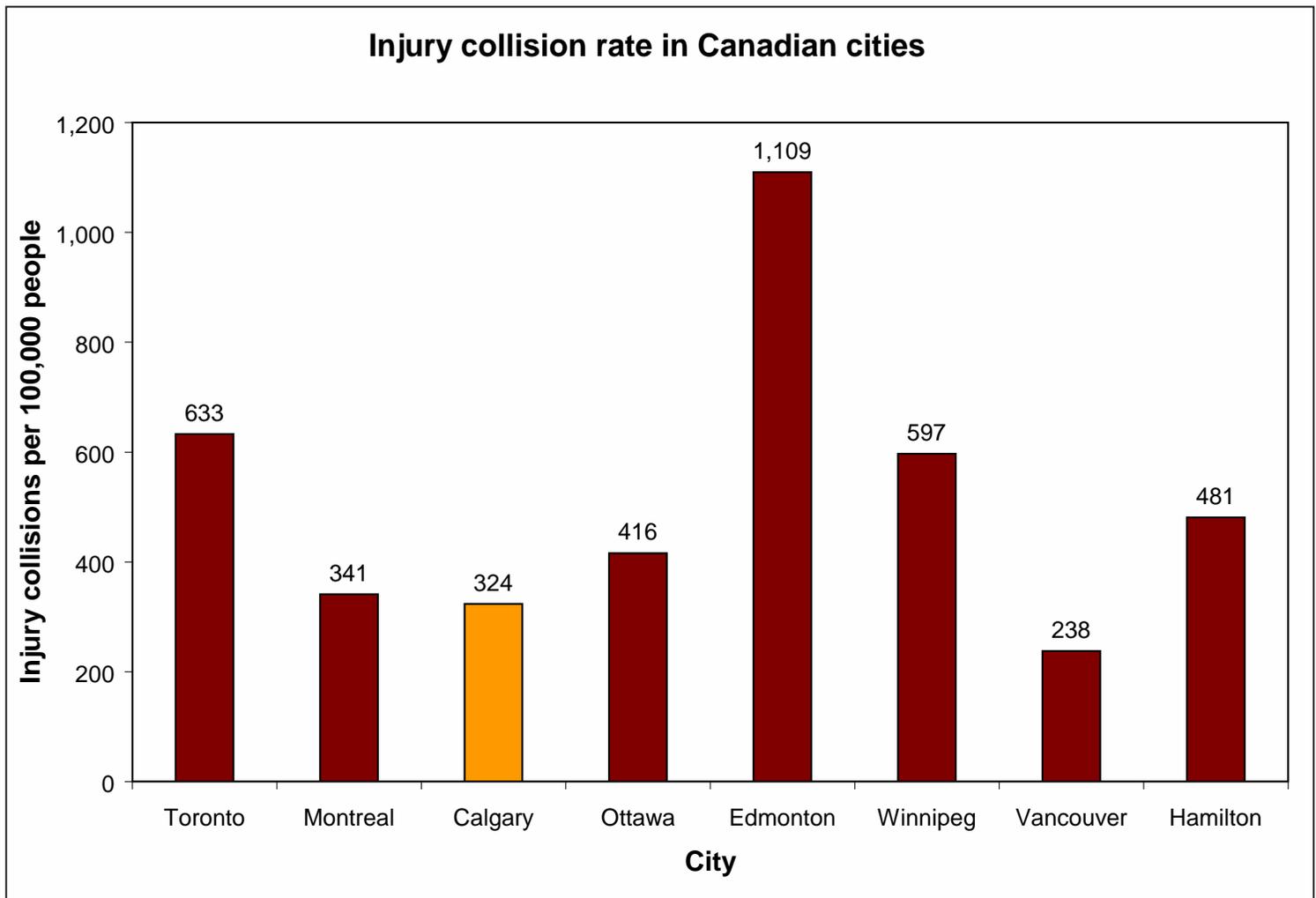
The 2007 rate for Calgary of 324 injury collisions per 100,000 people made it the second lowest rate of eight major Canadian cities.

The injury collision rates varied from 238 injury collisions per 100,000 people in Vancouver to 1,109 injury collisions per 100,000 people in Edmonton. The average injury collision rate for the eight cities was 517 injury collisions per 100,000 people.

Calgary's traffic safety programs

Calgary has introduced several programs to improve traffic safety and reduce traffic collisions.

- The Calgary Police Service's *Intersection Safety Camera* program,
- The *Look Out for Each Other* pedestrian safety campaign,
- Traffic calming measures.



Source: City Toronto 2008 Personal Injury and Fatal Collision Summary Leaflet

Implications

Improved safety of the transportation system is a goal of the Calgary Transportation Plan.

While the recent trend shows an increase in the total collision rate, the trend in the injury collision rate has been to fewer injury collisions. Improved safety design of both roads and vehicles could explain the observed downward trend.

One possible explanation for the increased rate of total collisions is that the reportable amount has not kept up with increases in repair costs. However, other explanations cannot be discounted and more review is needed.

The increasing rate of total collisions is a cause for concern, despite the reduction in injury collisions.

Calgary compares well with other cities with respect to the injury collision rate.

Sources of Information

The traffic collision information in this Mobility Monitor was compiled by the Traffic Safety Section of the Traffic Engineering Division of Calgary Roads using reports from the Calgary Police Service. The City of Calgary's Civic Census provided the population estimates used to calculate the collision rates.

The statistics in this Mobility Monitor may vary from those in other reports. These variations are the result of differences in statistic definitions, not in what is being reported.

The information on other cities was obtained from the *2008 Personal Injury and Fatal Collision Summary Leaflet* prepared by the City Toronto and available at their website: www.toronto.ca/transportation.

How accurate and reliable are these data?

How concerned should you be by the potential for error in the data presented in the Mobility Monitor? Traffic on a road can vary by ten per cent or more from one day to the next. The traffic collision data used in this Mobility Monitor are counts of all traffic collisions, and do not have this accuracy limitation.

Even so, a change from one year to the next may be due to some random event, such as the weather, accidents or illness. This is why it is wise to look at trends, since changes that are consistent over a long period of time are more likely to be real, and not just the result of random events.

It must be kept in mind that no one source of information can claim to be infallible. Consideration and appropriate weighting of other sources of information is to be encouraged before making decisions.

The Mobility Monitor

The Mobility Monitor is part of the Ongoing Monitoring and Implementation Program (OMIP) for the Calgary Transportation Plan (CTP). The purpose of the Mobility Monitor is to report on strategic trends and events that affect the implementation of the CTP, and to recommend future actions. The Mobility Monitor is produced by the Transportation Data division of Transportation Planning.

