

# DECISION/DIRECTION NOTE

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**Title:** St. John's Collision Report (2012)

**Date Prepared:** March 2, 2021

**Report To:** Committee of the Whole

**Councillor and Role:** Councillor Ian Froude, Transportation and Regulatory Services & Sustainability

**Ward:** N/A

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## **Decision/Direction Required:**

Direction is required on the next steps to take with City Wide collision analysis.

## **Discussion – Background and Current Status:**

The attached St. John's Collision Report (2012 – 2019) provides a high level analysis of all collisions that have occurred on City streets from January 1, 2012 to December 31, 2019.

This report provides an overview of historic collisions and highlights a few broad trends within the local collision experience. The worst locations for collisions are listed in each of three categories:

- At intersections.
- At mid-blocks.
- At high pedestrian/cycling incident locations.

This report makes seven recommendations:

- That future reports revert to an analysis based on a 5 year collision history
- That a detailed analysis of the top 10 collision locations in the intersection category be conducted
- That the mid-block analysis be updated with traffic volumes and re-ranked according to collision rate
- That once the mid block sections are re-ranked the top 10 locations be evaluated in detail
- That the practice of incorporating access management approaches in City projects and new development continue
- That a detailed analysis of the top 10 collision locations in the pedestrian/cycling incident category be conducted
- That the City continue its ongoing efforts to improve pedestrian and cycling facilities

As the next step for collision analysis the detailed evaluations recommended by the report should be completed. Based on these evaluations, designs should be prepared for cases where changes to the local infrastructure could be made to mitigate the poor safety performance. A consultant award to complete the detailed evaluations, provide a list of

# ST. JOHN'S

recommended improvements, and complete select designs is planned. Funding for this project is under consideration through the 2021 Capital Out of Revenue process.

In future years, new areas will be identified by an annual collision report for detailed evaluation. Projects stemming from this first evaluation will also be moved from design into implementation. Ongoing funding allocations will need to be considered in addressing safety on City streets. As always, City staff will seek opportunities to incorporate safety improvements into ongoing infrastructure work to optimize capital spending.

As these changes are identified, designed, and implemented it will be important to keep residents informed. This fits with the concept of informing residents of changes coming to their community. A simple approach would be to maintain an [engagesjohns.ca](https://www.johns.ca) page for safety projects with a Q and A, similar to other capital works projects.

### **Key Considerations/Implications:**

1. Budget/Financial Implications:

On [February 24, 2021](#) Council considered the Capital Out of Revenue list. This list included a budget of \$100,000 for an “Intersection Safety Program”. The intent of this budget item is to provide the capacity for City staff to hire a professional engineering firm to conduct detailed evaluations and designs for the top locations identified in the report.

2. Partners or Other Stakeholders:

The City works with both the Province and the RNC on collisions / collision data.

3. Alignment with Strategic Directions/Adopted Plans:

Producing this report aligns with the strategic direction “A city that builds a balanced transportation network to get people and goods where they want to go safely.” And specifically the goal to “Improve safety for all users on a well-maintained street network”

4. Legal or Policy Implications:

n/a

5. Privacy Implications:

n/a

6. Engagement and Communications Considerations:

n/a

7. Human Resource Implications:

n/a

8. Procurement Implications:

The recommendations include the hiring of a professional engineering firm to complete next steps.

9. Information Technology Implications:

n/a

10. Other Implications:

n/a

**Recommendation:**

That Council:

- adopt the seven recommendation of the St. John's Collision Report (2012 – 2019)
- direct staff to procure the services of a professional engineering firm to complete detailed evaluations and design drawings for top locations identified in the report (at such time as budget is allocated)
- direct staff to update the collision report on an annual basis, generally delivering the report by Q4 for the preceding year's data (for example, the 2016-2020 report would be delivered by Q4 2021)

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**Approved by:** Garrett Donaher, Manager, Transportation Engineering

**Report Approval Details**

Document Title:	St. John's Collision Report (2012 – 2019).docx
Attachments:	- St. John's Collision Report (2012 – 2019).docx
Final Approval Date:	Mar 3, 2021

This report and all of its attachments were approved and signed as outlined below:

**Scott Winsor - Mar 3, 2021 - 9:53 AM**

**Jason Sinyard - Mar 3, 2021 - 10:38 AM**