

Attachment 7 – Taking Action on Impaired Driving

This attachment contains:

- A summary of impaired driving statistics, including a 2019 Report on Impaired Driving from Statistics Canada and Toronto-specific collision statistics with a focus on injury collisions due to impaired driving;
- A discussion of the basic strategies and countermeasures to reduce impaired driving;
- An overview of Transportation Services' application of Vision Zero principles and safe street efforts that improve collision outcomes that may result if a motorist chooses to drive while impaired;
- A summary of Toronto Police Services' enforcement, education and engagement efforts to combat impaired driving, as well as an update on these efforts since the March 2023 Board report;
- An overview of Toronto Public Health harm reduction approach to address substance use and mental health;
- A summary of broader national and provincial efforts to address impaired driving through changes to the Criminal Code and Highway Traffic Act, as well as to educate youth on the harms associated with substance use and abuse; and
- Recommendations on additional measures to further reduce impaired driving.

Impaired Driving Statistics

Impaired driving, including both alcohol- and drug-impairment, is a major public safety issue across Canada. Despite significant progress and reductions in impaired driving and its significant human and financial costs, it remains one of the leading criminal causes of death in Canada and is still the most common offence brought to adult criminal court. Impaired driving rates vary across the country, both provincially and at the metropolitan level, with the lowest provincial rates of impaired driving reported in Ontario and with Toronto recording one of the lowest rates of impaired driving among metropolitan areas.

2019 Report on Impaired Driving from Statistics Canada

According to Statistics Canada's latest report on impaired driving in Canada¹, the rate of impaired driving recorded in 2019 was the highest since 2011, but still well below the peak rates recorded since the mid-1980s. The incidents of impaired driving causing death or bodily harm have significantly fallen, and the rate of impaired driving causing death was at its lowest since comparable data were first collected in 1986. Additionally, while the overall rate of police-reported impaired driving incidents has decreased and the rate of alcohol-impaired driving has fallen, the proportion of drug-impaired driving incidents has risen since 2009. Increases in the awareness and ability of the police to detect and classify drug-impaired driving separate from alcohol-impaired driving, as well as increases in mandatory testing and lower quantities of alcohol and drugs in the blood required to constitute a criminal offence, may partly account for some of the observed increases.

In 2019, the highest rate of police-reported impaired driving incidents among the provinces was recorded by Prince Edward Island with 645 incidents per 100,000 population. Conversely, Ontario had

the lowest rate of police-reported impaired driving at 104 incidents per 100,000 population; the national rate of police-reported impaired driving is 228 incidents per 100,000 population.

Looking at census metropolitan areas (CMAs), the recorded rates of impaired driving are generally lower than the national rate. Of the 34 CMAs, the highest rate of police-reported impaired driving was recorded in Moncton, with a rate of 529 incidents per 100,000 population; the second-lowest rate was recorded in Toronto with 73 incidents per 100,000 population. A variety of factors may influence the relatively low rates of impaired driving in CMAs; the share of households without a personal vehicle, the compact nature of urban areas, and the availability of alternative transportation all influence the potential of a motorist choosing to drive while impaired.

Overall, the COVID-19 pandemic impacted a wide range of social issues, including impaired driving. Initial data provided by Statistics Canada seem to indicate that overall, there was not a marked increase in alcohol consumption likely due to fewer opportunities to socialize. In contrast, cannabis use saw a slight increase, and young adults – the group most at risk of impaired driving – were more likely to have increased their consumption of alcohol or use of drugs.

According to the data provided for 2019 and 2020, police services reported a 14% decrease in the number of impaired driving incidents during the COVID-19 pandemic. The decrease was significantly more visible in the number of impaired driving incidents that caused death or bodily harm, which fell 33%. Although consumption may not have changed significantly during the pandemic, the likelihood that motorists would choose to drive while impaired was likely decreased due to changes in social habits, such as staying home instead of visiting an establishment or location outside of the home.

Toronto Statistics Since the On-set of the COVID-19 Pandemic

In the City of Toronto, collisions involving impaired motorists account for less than 1.5% of the total collisions recorded each year. Table 1, below, shows the percentage of all collisions from 2018 to 2022 that involved impairment. While the percentage of collisions involving an impaired motorists has increased since 2019, it is difficult to conclude whether impaired driving has increased or decreased based solely on this data, as it represents a small percentage of the total number of collisions recorded annually.

Table 1: Total Collisions Involving Impaired Motorists

Year	Total Recorded Collisions	Collisions Involving Impaired Motorists	Percentage of Collisions Involving Impaired Motorists
2018	62,354	626	1.0%
2019	64,343	560	0.9%
2020	35,082	443	1.3%
2021	33,943	485	1.4%
2022	47,005	654	1.4%
Total	242,727	2,768	1.1%

Looking at the number of collisions that result in injuries, including those killed and seriously injured, impairment accounts for approximately two percent of all injuries reported, with only minor variation recorded over the last five years. Of the seriously injured, impairment accounts for approximately five to eight percent, which has decreased over the last five years and since the onset of the pandemic. There is significant variability in the number of fatal collisions involving impairment, with a marked decrease

recorded during the height of the pandemic in 2020 but an overall decreasing trend since 2018, as shown in Table 2 and on Figure 1.

Table 2: Percentage of Injury Collisions Involving Impairment

Year	All Injuries			Seriously Injured			Fatal		
	Total	Impaired	%	Total	Impaired	%	Total	Impaired	%
2018	15019	307	2.0%	382	27	7.1%	66	6	9.1%
2019	14050	308	2.2%	330	25	7.6%	64	3	4.7%
2020	10098	195	1.9%	246	16	6.5%	40	1	2.5%
2021	7945	188	2.4%	240	16	6.7%	60	5	8.3%
2022	10109	223	2.2%	260	13	5.0%	50	3	6.0%
Total	57221	1221	2.1%	1,458	97	6.7%	280	18	6.4%

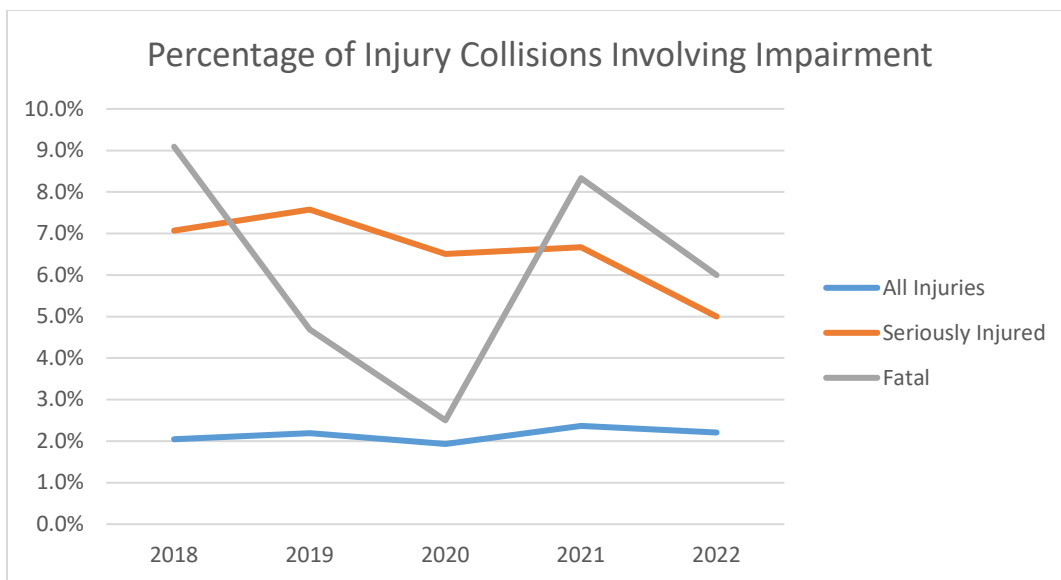


Figure 1: Percentage of Collisions Involving Impairment

On average, approximately 20% of all persons injured in a collision involving impairment are between the ages of 15 and 24; this age group accounts for only 11.5% of the total population of Toronto based on the 2021 Census and are therefore significantly overrepresented. In 2020, at the height of the COVID-19 pandemic, this age group saw the largest increase in their representative share of injuries as a result of impaired collisions. While these numbers have decreased since the start of the pandemic, young adults between the ages of 15 and 24 remain the most over-represented age group as a percentage of persons injured in impaired collisions versus their percentage of the total population.

Table 3: Age Distribution of Persons Injured in Impaired Collisions

Age Group	Percentage of Total Population	Percentage of Persons Injured in Impaired Collisions	
		2018-2022	2020
0 - 4	4.4%	0.6%	1.5%
5 - 14	9.3%	1.4%	0.5%
15 - 24	11.5%	20.0%	23.1%
25 - 34	17.6%	28.8%	27.2%
35 - 44	14.3%	19.5%	22.1%
45 - 54	12.9%	15.5%	14.4%
55 - 64	13.0%	8.9%	7.7%
65 - 74	9.3%	3.5%	2.1%
75 - 84	5.2%	1.2%	0.5%
85 +	2.6%	0.4%	1.0%
Unknown	--	0.1%	0.0%

Current Efforts to Combat Impaired Driving

According to the United States Department of Transportation's National Highway Traffic Safety Administration², four basic strategies are used to reduce impaired driving and the collisions that result from a motorist choosing to drive while impaired. These four strategies are:

1. Deterrence: enacting, enforcing and adjudicating laws prohibiting impaired driving so motorists do not choose to drive while impaired;
2. Prevention: reduce substance use or abuse and keep impaired people from driving;
3. Communications and outreach: inform the public about the dangers of driving while impaired and establish social norms that make driving while impaired unacceptable; and
4. Treatment: reduce dependency or addiction among drivers.

The City of Toronto plays a small – but crucial – part of the overall efforts to combat impaired driving. Within the City, several divisions have responsibilities that fall under the four basic strategies to address impaired driving, including Toronto Police Services who focus on deterrence and communications and outreach and Toronto Public Health who focuses on prevention and treatment. Transportation Services, responsible for the design and management of City roadways, also plays a key part in reducing the potential for severe and fatal outcomes as the result of a motorist choosing to drive impaired and in promoting non-auto modes of transportation that encourage impaired users not to drive but instead choose to walk, take transit or utilize ride-sharing services.

Larger and more comprehensive efforts related to these four strategies – such as deterrence through enacting and adjudicating impaired driving laws and broader strategies to address prevention and treatment – fall under the purview of the provincial and federal governments.

Vision Zero and Impaired Driving in the City of Toronto

While impaired driving is not one of the emphasis areas within the Vision Zero Road Safety Plan (RSP), the overall application of the principles and focus areas within the Vision Zero framework – that it is the shared responsibility of those who design, operate, maintain and use the roadway network to ensure safety and that it is the City's responsibility to design the roadway network with the knowledge that humans make mistakes and those mistakes should not be deadly – work together to minimize the risk of

serious injury and fatal collisions and to provide further protection for vulnerable road user as result of a motorist choosing to drive impaired.

As outlined in the Council-endorsed Vision Zero Road Safety Plan, speed management is the most essential element for improving road safety for all users, especially those who are most vulnerable. The application of roadway design elements that reinforce appropriate and safe travel speeds reduce the likelihood of severe or fatal outcomes as a result of speeding motorists, including those who may be impaired. Controlling and minimizing conflicts between roadway users through the application of geometric improvements, signal timing changes such as Leading Pedestrian Intervals and the use of automated enforcement, including red light cameras and automated speed enforcement, also help to minimize severe or fatal outcomes as a result of dangerous motorist behaviour, such as driving while impaired.

Impaired Driving Enforcement by Toronto Police Services

Within the Toronto Police Service (TPS), Traffic Services officers are responsible for enforcing the Highway Traffic Act, investigating collisions resulting in serious injuries and fatalities as well as working to prevent collisions. As part of lawful traffic stops, officers are able to complete Mandatory Alcohol Screening (MAS) tests, as well as Drug Recognition Evaluations to target potentially-impaired motorists. MAS tests, through the use of Approved Screening Devices (ASD), have become an invaluable tool in detecting and preventing impaired driving. The TPS has purchased an additional 150 ASDs to address the recent Supreme Court decision, *R. v. Breault*. The additional ASDs will allow each uniform officer on the road to have immediate access to the device and ensure the TPS is compliant with the requirement of the decision.

The TPS Vision Zero Enforcement Team (VZET) was created in late 2020 to address the growing demands from communities throughout the City to increase road safety and support the Council-endorsed Vision Zero Road Safety Plan. The VZET focuses on intercepting motorist behaviours responsible for the most serious types of collisions across the City, including impaired driving. As a data-driven group, VZET uses statistical data to create a deployment schedule that covers many communities within Toronto, focusing on areas with increased traffic issues.

TPS also administers the Reduce Impaired Driving Everywhere (R.I.D.E.) program, where officers create a check point and screen for anyone who may be driving impaired. R.I.D.E. deployments occur throughout the year, and officers use MAS as a proactive measure to screen for impairment by alcohol. R.I.D.E. deployments include Qualified Breath Technicians and Drug Recognition Expert to also screen for drug impairment. Over the holiday season, when impaired driving is particularly prevalent, additional time and resources are allocated to R.I.D.E. enforcement initiatives.

More information from TPS, including enforcement efforts, are included in the 2023 TPS Report on Impaired Driving.

Education and Engagement on Impaired Driving

Education and engagement related to impaired driving serves to inform the public about the dangers of driving while impaired and is used to help establish positive social norms that make driving while impaired socially unacceptable.

TPS Traffic Services engages the community using social media and has unique programs to educate the public on traffic laws, including impaired driving and the associated consequences. One unique program to note is the live "Ask a Traffic Cop" show that airs on various social media platforms and allows the

public to ask questions that are then answered live by the host officer. Topics of discussion focus on traffic safety, such as impaired driving, and general traffic and policing questions.

Additionally, TPS has several external partnerships including Mothers Against Drunk Driving (MADD) Canada, Arrive Alive Drive Sober (Arrive Alive) and the Traffic Injury Research Foundation (TIRF). These partnerships work together to develop and share key messaging related to impaired driving. Traffic Services officers also represent TPS as a member of the MADD Toronto Board of Directors and provide presentations at conferences and in educational institutions alongside TIRF and Arrive Alive. TPS also partners with other City divisions, such as Transportation Services and Strategic Public & Employee Communications on safety campaigns, including those focused on reducing impaired driving.

More information from TPS, including educational and engagement efforts, are included in the 2023 TPS Report on Impaired Driving.

Public Health and Impaired Driving

Systematically addressing impaired driving is particularly challenging as traditional efforts such as enforcement only capture individual incidents. High-risk impaired motorists are increasingly high-concentration, repeat offenders and more likely to be polysubstance users. Many of these offenders have substance use and/or mental health disorders that are often undiagnosed and therefore go untreated. An enforcement-centred approach to addressing impaired driving de-emphasizes the unique, long-term needs of high-risk impaired motorists and is less effective at addressing repeat-offenders. What is typically more-effective is a comprehensive and holistic strategy that includes a public health approach³.

The public health approach focuses on prevention, working at the population level, through a harm-reduction model. A public health approach to addressing impaired driving includes preventing the use of alcohol and other drugs by high-risk groups such as youth, promoting how to use alcohol and drugs more safely and providing supportive services for those who do, and supporting laws and policies that reduce alcohol and drug-related harms. In this context, Toronto Public Health (TPH) works to promote mental health and respond to substance use issues across the population, which includes work to prevent and address the harms associated with alcohol and other drugs including impaired driving.

In April 2023⁴, the Board of Health asked the Medical Officer of Health to create a comprehensive Mental Health and Addictions Strategy for Toronto, including an updated Toronto Drug Strategy. This comprehensive strategy will offer recommendations for work across City of Toronto divisions, TPH, local organizations and government partners. While not specifically addressing impaired driving, this and other efforts underway by TPH to educate and inform on issues such as teen safe alcohol and cannabis use and safe driving will work to address the conditions that lead to high-risk impaired driving and ultimately reduce its occurrence.

Provincial and National Efforts

Recent changes to the Federal Criminal Code include Bill C-46⁵, which creates a new, modern, simplified and more coherent system to better deter drug- and alcohol-impaired driving. The authorization of mandatory alcohol screening where police have already made a lawful stop enables Toronto Police Services to perform MAS testing. Bill C-46 also included changes to the use of ignition interlock devices and eliminated or restricted defences that encourage risk-taking behaviour and make it harder to enforce laws against impaired driving, both important provisions to reduce impaired driving.

The Ontario Highway Traffic Act (HTA) includes punishments that are in addition to those in the Federal Criminal Code. Several changes went into effect in January 2019, including zero tolerance rules for

young, novice and commercial drivers; escalating monetary penalties that apply to all impaired drivers; and a number of increased penalties that include license suspension, vehicle impoundment, mandatory education or treatment programs and ignition interlock devices. The addition of monetary and immediate roadside penalties allows administrative sanctions to be applied at the time of the offence versus after a motorist has pled guilty or been convicted of a criminal offence, improving the efficacy of TPS enforcement on reducing and deterring impaired driving. Furthermore, the addition of mandatory education and treatment programs, such as the Back on Track⁶ program, take a public health-informed approach to reducing impaired driving behaviour.

Prevention of impaired driving behaviour through standardized education for youth is also within the purview of the provincial and Federal governments. Schools play an important role in promoting health and well-being of young people, and educators are uniquely positioned to influence their students' mental and physical health. Substance use and abuse education is included in both the Federal and provincial curriculums, as part of students' Health and Physical Education. In Ontario, the learning expectations related to substance use focus on an understanding of the effects of drugs and the consequences of their use⁷. This knowledge is integrated with the development of a variety of skills that help students make and maintain healthy choices. Additionally, passage of Bill 98, Better Schools and Student Outcomes Act 2023⁸ gives the Minister of Education the authority to issue policies and guidelines to for school boards respecting student mental health. Increases in provincial funding and mandatory learning on mental health literacy are important to a foundation of well-being that can improve mental health and substance use/abuse outcomes later in life.

Conclusions and Recommendations

Table 4 shows a summary of the holistic approach to road safety in the City of Toronto, including the five E's – engineering, enforcement, education, engagement and evaluation – and how they each have an impact on addressing the potential outcomes of impaired driving.

Transportation Services will continue to implement the Council-endorsed Vision Zero Road Safety Plan to reduce traffic-related fatalities and serious injuries on Toronto's streets. Implementation of geometric road safety modifications and speed management measures will reduce the potential for fatal and serious injury collisions as a result of a motorist choosing to drive while impaired, and promotion of active forms of transportation will reduce the likelihood that they choose to get behind the wheel while impaired.

Transportation Services will also continue to work with our partner agencies to educate and inform the public about the risks of driving while impaired, as well as work to identify additional community partners such as youth organizations that can focus on peer-to-peer engagement. Additional partnerships will be investigated to determine how Transportation Services can help and support broader efforts to address impaired driving behaviour, such as working with Toronto Public Health on their mental health and harm reduction strategies to link social and environmental factors to traffic collision data and better understand connections and strategies for improvements.

Transportation Services recommends that City Council renew their request from the endorsement of the Vision Zero 2.0 Road Safety Plan (2019.IE6.8) for the Ministry of Transportation to change the maximum Blood Alcohol Concentration for all licensed motorcycle drivers to 0 percent⁹. While recent implementation of zero tolerance laws apply to young (age 21 and under), novice (holding a G1, G2, M1 or M2 license) and commercial (requiring an A-F driver's license or Commercial Vehicle Operator's Registration or driving a road-building machine) drivers, the addition of motorcyclists would recognize

their consideration as a Vulnerable Road User and inclusion as a Vision Zero emphasis area for the City of Toronto.

In order to support further reduce and generate effective and novel solutions to address impaired driving in Ontario, it is recommended that City Council consider a request to the Ministry of Transportation of Ontario to create a Provincial Impaired-Driving Task Force. Typically consisting of a broad range of stakeholders, a provincial Impaired-Driving Task Force can identify impaired-driving problems across Ontario, make recommendations to reduce impaired driving, identify and overcome obstacles impeding effective countermeasures, identify and address unintended consequences^a that may result from proposed actions, and provide a network of communication and cooperation. Transportation Services will also contribute to and support any broader provincial or federal efforts to address the conditions that lead to impaired driving.

¹ Impaired Driving in Canada, 2019 <https://www150.statcan.gc.ca/n1/pub/85-002-x/2021001/article/00012-eng.htm>

² Strategies to Reduce Impaired Driving | NHTSA <https://www.nhtsa.gov/book/countermeasures/alcohol-and-drug-impaired-driving/strategies-reduce-impaired-driving>

³ Governors' Highway Safety Association report on "High Risk Impaired Drivers: Combatting a Critical Threat" https://www.ghsa.org/sites/default/files/2019-12/GHSA_HRIDReport_Final%20%281%29.pdf

⁴ <https://secure.toronto.ca/council/agenda-item.do?item=2023.HL3.1>

⁵ Backgrounder for former Bill C-46, <https://www.justice.gc.ca/eng/cj-ipc/sidl-rlcfa/c46b/toc-tdm.html>

⁶ Back on Track | The Centre for Addiction and Mental Health <https://www.camh.ca/en/your-care/programs-and-services/back-on-track>

⁷ Health and Physical Education <https://www.dcp.edu.gov.on.ca/en/curriculum/elementary-health-and-physical-education/context/the-strands-in-the-health-and-physical-education-curriculum>

⁸ Bill 98, Better Schools and Student Outcomes Act, 2023 - Legislative Assembly of Ontario <https://www.ola.org/en/legislative-business/bills/parliament-43/session-1/bill-98>

⁹ Agenda Item History - 2019.IE6.8 (Item 20) <https://secure.toronto.ca/council/agenda-item.do?item=2019.IE6.8>

^a For example, the increase in Mandatory Alcohol Screening (MAS) tests may have the unintended consequence of increasing the number of hit-and-run collisions. Preliminary evaluation of collision statistics since the application of MAS testing enabled by Bill C-46 show a potential correlation between MAS testing and an increase in hit-and-run collisions. Motorists, fearful of being charged with impaired operation and facing the potential monetary and other administrative penalties associated with the updates to the HTA, may choose to flee the scene of a collision and instead accept the penalties associated with such action.

Table 4: Summary of Efforts to Combat Impaired Driving and Recommendations

E	Division(s) Responsible	Vision Zero Principal	Impact on Addressing Impaired Driving	Jurisdictional and Literature Scan	Recommendations
Engineering	Transportation Services	The roadway network should be designed so that mistakes made by humans do not lead to deadly consequences.	<p>Efforts to improve safety for all, including managing travel speeds, reduce the likelihood of serious injury and fatal collisions as a result of impaired driving. While improving roadway safety does not prevent a motorist from choosing to drive while impaired, it does reduce the potential for severe outcomes as a result of that choice.</p> <p>Improvements to the built environment to make walking and cycling safer change the modal share away from auto dependence, making it less likely that a person who is impaired will choose to drive versus use an active or shared form of transportation, such as walking, cycling, taking transit or using rideshare services.</p>	The City of Ottawa's 2020-2024 Road Safety Plan ¹⁰ key emphasis areas include high-risk drivers: distracted, aggressive and impaired. Engineering countermeasures to address high-risk drivers include implementation of rumble strips in rural areas, local roadway 30 km/h speed limit reductions, use of high-friction pavement surface treatments, installation of traffic calming measures, roadside design improvements, and installation of gateway speed limit signage to establish 40 or 30 km/h speed limits within neighbourhoods.	Transportation Services will continue to implement the Vision Zero Road Safety Plan, including construction of geometric road safety modifications, deployment of speed management strategies and promotion of active forms of transportation to reduce the likelihood and potential for serious injury and fatal collisions as a result of impaired driving.
Enforcement	Toronto Police Services	Enforcement efforts should focus on the most dangerous violations, including impaired driving.	TPS performs targeted impaired driving enforcement to deter motorists from driving impaired. The Vision Zero Enforcement Team focuses on the "Big 4" offences known to contribute to KSI collisions, including impaired driving. Enforcement efforts include the Reduce Impaired Driving Everywhere (R.I.D.E.) deployment programs and completion of Mandatory Alcohol Screening (MAS) tests and Drug Recognition Evaluations during routine traffic enforcement. More information on these programs can be found in the 2023 TPS Report on Impaired Driving.	A jurisdictional scan of enforcement efforts in surrounding municipalities is included in the 2023 TPS Report on Impaired Driving	As noted in the 2023 TPS Report on Impaired Driving, TPS will continue to work with the City, the Ministry and O.P.P. to deploy R.I.D.E. programs with the ultimate goal of taking impaired motorists off our roadways.
Education & Engagement	Toronto Police Services, Transportation Services, Strategic Public & Employee Communications	Education efforts should focus on meaningful engagement in culturally-relevant ways that support involvement and partnerships with respected organizations and community leaders.	<p>TPS has several external partnerships, including Mothers Against Drunk Driving (MADD) Canada, Arrive Alive Drive Sober and the Traffic Injury Research Foundation (TIRF) to share key messaging. Programs include the unique "Ask a Traffic Cop" show, which focuses on traffic safety including impaired driving and airs on various social media platforms. More information on these programs can be found in the 2023 TPS Report on Impaired Driving.</p> <p>TPS also partners with other City divisions, such as Transportation Services and Strategic Public & Employee Communications on safety campaigns, including those focused on reducing impaired driving.</p>	<p>A jurisdictional scan of education efforts by police services in surrounding municipalities is included in the 2023 TPS Report on Impaired Driving.</p> <p>According to the Impaired Driving Coalition of Canada's National Action Plan¹¹, education and engagement activities should focus on developing customized messaging in response to different audiences and reaching them through different mediums. For example, the Ontario Ministry of Transportation works with organizations such as Ontario Students Against Impaired Driving (OSAID) to develop targeted educational messaging that speaks on a peer-to-peer level.</p>	<p>As noted in the 2023 TPS Report on Impaired Driving, TPS will continue their enhanced public education, through existing and new mediums, to ensure that information on the dangers and consequences of impaired driving are known.</p> <p>Transportation Services will continue to reinforce TPS messaging and will identify additional opportunities to target youth and build partnerships with youth-focused groups.</p>

E	Division(s) Responsible	Vision Zero Principal	Impact on Addressing Impaired Driving	Jurisdictional and Literature Scan	Recommendations
Evaluation	Transportation Services, Toronto Police Services, Toronto Public Health	Data should be used to identify trends and systematically address problems, including working with non-traditional partners to target problems at the source.	<p>Evaluation of collision data is used to identify "hot spot" problem locations where targeted impaired driving enforcement can be deployed. Monitoring annual statistics related to impaired driving is also necessary to determine the efficacy of countermeasures and where to focus additional efforts.</p> <p>A public health approach to addressing impaired driving includes preventing the use of alcohol and other drugs by high-risk groups such as youth, promoting how to use alcohol and drugs more safely and providing supportive services for those who do, and supporting laws and policies that reduce alcohol and drug-related harms.</p>	<p>According to the Impaired Driving Coalition of Canada's National Action Plan, Fatal Collision Review Committees (FCRC) can review collision circumstances and characteristics to help identify appropriate and effective prevention strategies. The City of Ottawa's FCRC¹² was established in 2017 and has representation from Ottawa Police Service, the City of Ottawa Traffic Services, Ottawa Public Health, and the Regional Supervising Coroner's office. Their goal to make recommendations to improve safety, with consideration given to mechanical, environmental, structural, policy and human factors which can cause or contribute to preventable collisions.</p> <p>The United States' Governors' Highway Safety Association report on "High Risk Impaired Drivers: Combatting a Critical Threat" focuses on the challenges and opportunities associated with high-risk impaired motorists and the need to take a public health-informed approach to addressing impaired driving.</p>	<p>Transportation Services will:</p> <ul style="list-style-type: none"> - Continue to monitor efforts and impacts of the Vision Zero Road Safety Plan, as well as update and share data regularly; - Work with TPH on their mental health and harm reduction strategies to link social and environmental factors to traffic collision data to better understand connections and strategies for improvements; and - Support broader provincial or federal efforts to address the public health conditions that lead to impaired driving. <p>Recommend that City Council:</p> <ul style="list-style-type: none"> - Renew their request from the endorsement of the Vision Zero 2.0 Road Safety Plan (2019.IE6.8) for the Ministry of Transportation to change the maximum Blood Alcohol Concentration for all licensed motorcycle drivers to 0 percent; and - Consider a request to the Ministry of Transportation to create provincial Impaired-Driving Task Force to support the prevention, awareness, enforcement and treatment of impaired driving and to generate more collaboration and consensus for effective and novel solutions to address impaired driving in Ontario.

¹⁰ City of Ottawa Road Safety Action Plan: <https://ottawa.ca/en/parking-roads-and-travel/road-safety/road-safety-action-plan#section-a0843e4b-e4ad-400b-a828-590b76222ba5>

¹¹ Impaired Driving Coalition of Canada - Traffic Injury Research Foundation <https://tirf.ca/projects/idcc/>

¹² Ottawa Fatal Collision Review Committee 2020 annual report <https://www.ontario.ca/document/ottawa-fatal-collision-review-committee-2020-annual-report>

