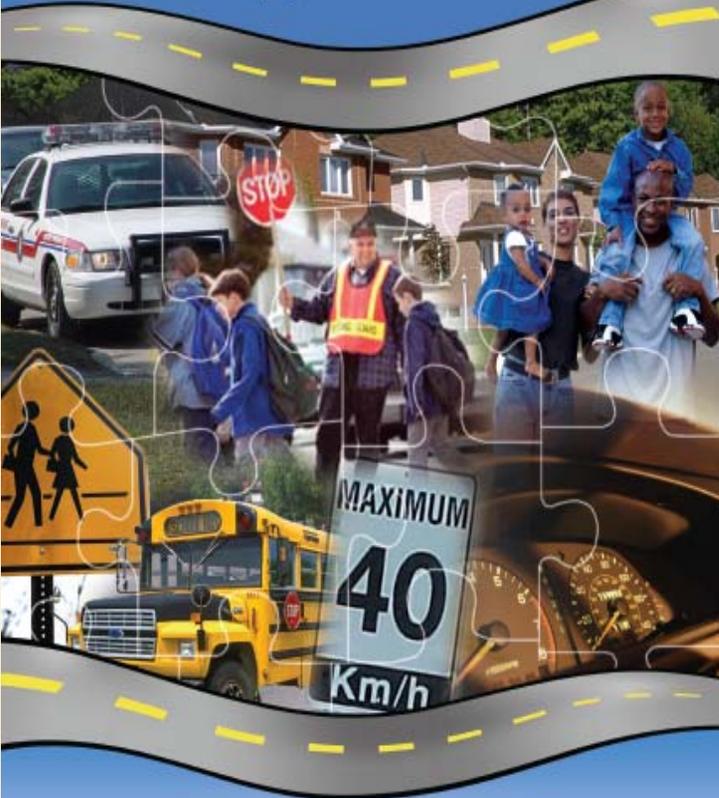




safe streets
changing driver behaviour...



be a part of it

Safe Streets Program Update

April 27, 2010

Development Services Committee

Engineering Department

Operations Department



Safe Streets Program - Background

- **Adopted by Council on January 27, 2004**
- **Safe Streets Strategy based on “Three E’s” initiative:**
 - Education
 - Enforcement
 - Engineering
- **Implementation of the strategy through the Traffic Safety Committee – Comprised of 8 residents (1 per ward) and 4 Ward Councillors**
- **In September 2009, Council directed the Director of Engineering review and identify opportunities to improve the program and to report back in early 2010**

Sept 2009 Council Comments

Council requested that the following be considered in an updated strategy:

1) Social Marketing Campaign

Response: Improve collaborative efforts with Police to actively promote their traffic safety programs (ie. Road Watch, Operation ABC, Community Safety Village).

2) Work together with developers to have some form of treatment on roads in new subdivisions to encourage lower speeds

Response: Engineering standards currently require that new developments incorporate traffic calming features to help reduce speeding (ie. parking bays, bicycle lanes, narrower roads & boulevards).

3) Research the traffic calming strategies implemented in the Town of Newmarket

Response: Newmarket's strategy "Safety Driven" emulates Markham's Safe Streets Program, but is currently experiencing similar challenges as Markham.

Sept 2009 Council Comments (Cont'd)

4) Working together with Association of Municipalities of Ontario (AMO)

- Double fines in residential areas
- Explore the possibility of photo radar

Response: Community Safety Zones can double fines in specific areas, where signed and approved by law. However, they are only effective if enforcement is provided.

Ontario has no plans for permitting use of photo radar. Council can request AMO to petition the Province to pass legislation, permitting use of the technology

5) Innovative technology that will work for EMS and Fire Trucks

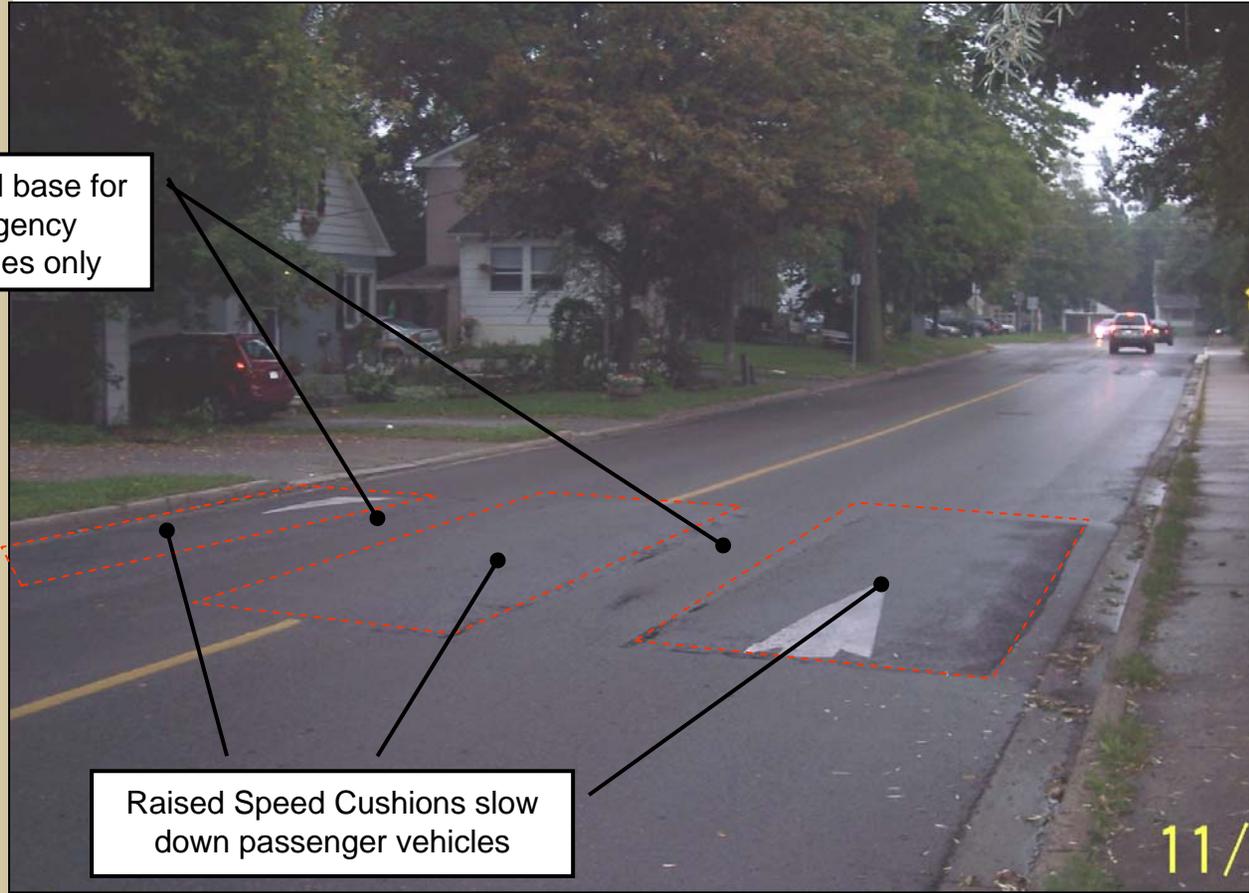
Response:

- Council resolution – Priority routes & position
- YRT policy does not permit vertical measures (speed humps, raised intersections) on existing and prospective routes; YRT will remove service from streets which have vertical measures
- To address EMS concerns, “speed cushions” are similar to speed humps, but have “gaps” that are designed to accommodate the wheel base of specific emergency response vehicles only, thereby allowing them to proceed unimpeded
 - Gaps cannot accommodate all types & sizes of emergency response vehicles
 - Does not conform to existing YRT Policy (ie. still considered a vertical measure)
 - Snow ploughing, ice build-up concerns
- YRT endorses only horizontal measures (chicanes, medians, roundabouts, on-street parking) or non-physical measures (enforcement, signage, speed display boards)
- Staff will investigate feasibility of “speed cushions” with YRT and EMS as an additional option for physical traffic calming

Sept 2009 Council Comments (Cont'd)

Typical "Speed Cushion" Design

Gaps allow wheel base for specific emergency response vehicles only



Raised Speed Cushions slow down passenger vehicles

Sept 2009 Council Comments (Cont'd)

- 6) **The Police Chief and District Superintendents be invited to a future Development Services Committee to discuss dedicated enforcement officer and funding**

Response: The Town of Markham should pursue a Service Level Agreement with the Police that will clearly articulate minimum enforcement levels in the Town

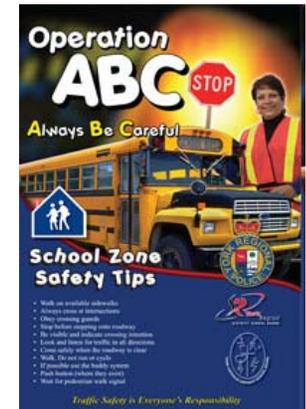
Key Messages

- A revised strategy needs to be focused and sustainable
- The Safe Streets candidate ranking system has been proven to effectively identify aggressive driving behaviour on critical streets
- Dedicated police enforcement and cooperation are critical to the success of the program
- The general public must assume some responsibility – improved community education and awareness is needed
- Due to the high capital cost, Engineering measures should only be considered once all other measures have been exhausted and have been proven to be ineffective
- An improved consultation process is required to ensure that there is sufficient community support for implementing physical traffic calming measures

Updated Strategy

EDUCATION

- Speed Display Boards
 - Pilot program to rotate four Speed Display Boards throughout the Town on a quarterly basis (16 streets per year)
 - Utilize existing Safe Streets point-ranking criteria to identify candidate streets
 - If the program is proven to be effective and sustainable, expansion and procurement of additional display boards will be considered for subsequent years
- Endorse existing York Region Police traffic safety programs
 - Road Watch
 - Operation ABC
 - Community Safety Village
- Develop a “Safe Streets” web portal
 - Safe Streets Strategy Policy & Guidelines
 - Up-to-date scheduling of speed display board locations
 - Weblinks to York Region Police traffic safety programs
 - Facilitate resident comments (ie. “Comments” text box)



Updated Strategy (cont'd)

ENFORCEMENT

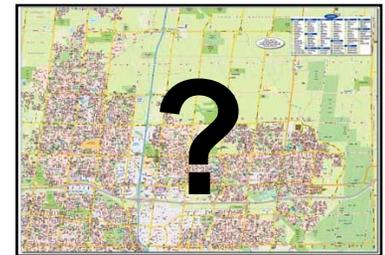
- Formal request to Police Services Board to consider dedicated enforcement and/or establish a Service Level Agreement as it pertains to traffic enforcement in the Town
- Council resolution to AMO to petition the province to enact legislation permitting an enforceable photo radar program in the Town
- Consider expanding existing Community Safety Zones to additional school zones



Updated Strategy (cont'd)

ENGINEERING

- Establish a process and warrants for traffic calming to assist Council and staff in evaluating future traffic calming requests and design options
- Establish when educational and enforcement initiatives have proven unsuccessful before physical traffic calming are considered
- Establish minimum residential response and acceptance rates for preferred traffic calming method
- Resident-solicited petition required, identifying sufficient support for traffic calming from households within a predetermined catchment area



Sample Catchment Area

-  Households on Subject Street
-  Households on Adjoining Streets



Updated Strategy (cont'd)

TRAFFIC SAFETY COMMITTEE

- The Traffic Safety Committee be disbanded
- The revised strategy be managed by the Operations Department, with general oversight handled by Transportation Committee
- Candidate streets will be established using comprehensive Safe Streets candidate ranking system, with subsequent approval by Transportation Committee

Next Steps

- Council input/direction: April 27, 2010
- Meeting between senior management, Mayor and the Police Services Board
- Request to the Police Services Board to consider dedicated enforcement and/or establish a Service Level Agreement as it pertains to traffic enforcement in the Town
- Request that the Police Chief and District Superintendents attend a future Development Services Committee meeting to discuss dedicated enforcement officer and funding
- Council resolution to the AMO to petition the province to enact legislation permitting an enforceable photo radar program in the Town
- Report to Council to approve revised Safe Streets Program including future budget allowances: November-December 2010