

Vision Zero Road Safety Plan (2017-2021) Update

Date: November 24, 2017

To: Public Works and Infrastructure Committee

From: General Manager, Transportation Services

Wards: All

SUMMARY

In July 2016, City Council approved the Vision Zero Road Safety Plan (RSP), a comprehensive, five year (2017-2021) \$80.3 million action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets. The City is committed to Vision Zero and its fundamental message: "Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero".

The RSP follows a widely accepted, holistic approach to improving road safety which includes engineering, education, enforcement, engagement and technology-based solutions, focusing on six emphasis areas: pedestrians, school children, older adults, cyclists, motorcyclists, and aggressive driving & distraction.

Since its adoption, the RSP has been subject to three accelerations and expansions, totalling \$7.669 million:

- In 2016, a reallocation of \$2.293 million to RSP capital funds enabled delivery of the RSP to commence in advance of the 2017 budget through leveraging Public Transit Infrastructure Funding (PTIF) to accelerate pavement marking enhancements and the roll-out of Pedestrian Safety Corridors.
- In 2017, a reallocation of \$4.156 million to RSP capital funds enabled initiation of the "Senior Safety Zones" program, added Motorcycles as an emphasis area, created the "Road Safety Committee", and leveraged PTIF to expand a number of countermeasures, and accelerate the roll-out of Pedestrian Safety Corridors and the "Watch Your Speed" program.
- For 2018, a proposed reallocation of \$1.220 million within the Transportation Services' Capital Budget submission, using funds released from leveraging PTIF that were originally earmarked to partially fund the Geometric Improvements program. This will enable acceleration and expansion of the Enhanced Pavement Markings program, Automated Speed Enforcement program, Mobile "Watch Your Speed" program, and awareness initiatives for school children, older adults, and cyclists.

To further accelerate the RSP, in response to requests by Council, this report recommends that an additional \$6.303 million in capital funding over the next three

years from 2019 to 2021 be considered as part of Transportation Services' future Capital Budget submissions.

In addition, this report considers the feasibility of accepting donations from the public to provide funding support for local projects and recommends commencing the detailed planning and implementation process for an automated speed enforcement program to operate in school zones and community safety zones.

Staff are planning to report back to Council with a fully revised RSP in the first quarter of 2019 that would revisit the existing countermeasures and proposed new countermeasures for the next 5 year period (2019-2024).

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council direct the General Manager, Transportation Services to consider as part of the 2019 capital and operating budget process the funding required to implement the further acceleration and expansion of the Road Safety Plan.
2. City Council direct the General Manager, Transportation Services to proceed with Automated Speed Enforcement in conjunction with the Province of Ontario and other partnering municipalities, including the issuance of a Request for Proposals investigating the feasibility for the City of Toronto to manage the Joint Processing Centre on behalf of the partnering municipalities for the future Automated Speed Enforcement program.
3. City Council request the Director, Court Services and the City Solicitor to undertake an investigation into the feasibility of adopting an Administrative Penalty System (APS) for both the Red Light Camera program and future Automated Speed Enforcement (ASE) program.

FINANCIAL IMPACT

Generally, the recommendations in this report have no financial impact on the 2018 Capital and Operating budgets but will impact future year Transportation Services Capital and Operating budgets and plans.

The Road Safety Plan approved in principle by Council in 2016 for consideration annually in future year budget processes totals \$80.3 million, comprising \$75.8 million in capital and \$4.5 million in operating funding.

This report identifies an additional \$6.303 million in capital funding for the period 2019 to 2021 and a reduction in operating funds of \$0.600 million. This change will be considered against other unfunded City priorities as part of future year operating and capital budget processes and would increase the overall cost of the Road Safety Plan

proposal to \$86.0 million, including \$82.1 million in capital and \$3.9 million in operating funding.

The Acting Chief Financial Officer has reviewed this report and agrees with the financial impact information

DECISION HISTORY

At its meeting of July 12, 13, 14 and 15, 2016, City Council endorsed the Road Safety Plan (2017-2021) and endorsed in principle the countermeasures and enhanced Road Safety Plan identified within the supplementary report (July 11, 2016). The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW14.1>

At its meeting of November 8, 2016, City Council requested that the Acting General Manager, Transportation Services, as part of the Road Safety Plan, investigate and report to Public Works and Infrastructure Committee on the feasibility of the expansion of the mobile "Watch Your Speed" Program and investigate the feasibility of accepting donations from the public to provide additional funding support for the on-going operational cost of expanding services and programs.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.MM22.29>

At its meeting of October 2, 3, and 4, 2017, City Council requested the Deputy City Manager, Cluster B, the Deputy City Manager and Chief Financial Officer and the General Manager, Transportation Services, to identify required resources and develop an associated implementation plan which would achieve 100 percent installation of school safety zones by 2022 and report the findings in the first quarter of 2018.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.MM32.24>

At its meeting of October 2, 3, and 4, 2017, City Council requested the General Manager, Transportation Services to include options to accelerate Vision Zero planning, including the feasibility of accelerating the implementation from five years to two years, as part of the upcoming progress report to the November 28, 2017 meeting of the Public Works and Infrastructure Committee on the status and implementation of Toronto's Vision Zero Road Safety Plan.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.MM32.41>

At its meeting of November 14, 2017, Toronto and East York Community Council (TEYCC) requested that the General Manager, Transportation Services, to report to TEYCC in Q2 2018 on options to improve pedestrian safety in residential neighbourhoods, including paved speed limit markings and additional zebra crossings.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE28.92>

COMMENTS

Progress to Date

Since adoption of the RSP by Council in June 2016, staff have made significant progress in each of the six emphasis areas: pedestrians, school children, older adults, cyclists, motorcyclists, and aggressive driving & distraction.

Pedestrians

Pedestrian collisions involve any person that is not riding in or on a vehicle. Based on the latest analysis, there have been a total of 921 pedestrian KSI collisions that occurred from 2011-2016, which accounted for 45% of the total KSI collisions in the City during this period. Progress in this category to date includes:

- Installed 837 speed-limit signs along 39 corridors where speed limits have been reduced by 10 kilometres per hour
- Installed approximately 20,000 km of pavement paint for zebra markings in School Safety Zones, Senior Safety Zones and pedestrian safety corridors
- Activated 60 accessible pedestrian signals to assist people to cross at signalized intersections
- Installed four pedestrian crossovers (PXO's)
- Installed 5,705 metres of sidewalk over seven projects, with plans to install another 3,480 meters of sidewalk over five projects by the end of 2017
- Developed a "Safety Guide for Pedestrians" brochure for the Toronto Police Services' annual Pedestrian Safety Campaign in November 2017
- Developed a vulnerable road user fatality review process and conducted 5 vulnerable road user reviews, with plans to undertaking these reviews on an ongoing basis where fatalities occur
- Initiated road safety audits at 6 locations to identify potential road safety improvements by the end of 2017

School Children

School children collisions involve pedestrians and cyclists between the ages of 4 and 19 travelling to and from school. These collisions occurred during school months, during weekday school hours and within one (1) kilometer of a school. Given their lack of experience, skills and physical development, children are considered amongst the most vulnerable roadway users. Progress in this category to date includes:

- Launched the new School Safety Zones program on September 5th, 2017, featuring new school ahead signs with flashing beacons, "School" stencils and enhanced pavement markings around the school neighbourhood
- Installed 15 flashing beacons at seven School Safety Zones for eight schools, with plans to install School Safety Zones at 12 more schools by the end of 2017
- Installed 23 permanent "Watch Your Speed" driver feedback signs at 11 schools.
- Launched the Lawn "Slow Down" Signs program to advise drivers to slow down in local neighbourhoods with school children

Older Adults

Collisions involving older adults are those that involve any person over the age of 55. Based on the latest analysis, fatalities involving pedestrians over age 55 have trended upward significantly over the past three years. In 2016, older adults have accounted for 82% of the pedestrian fatalities. Progress in this category to date includes:

- Launched the new Senior Safety Zones program in January, 2017, which features new Senior Safety Zone signage, enhanced pavement markings and increased pedestrian walk times at crosswalks.
- Installed ten Senior Safety Zone locations, with plans to install two more by the end of 2017
- Equipped 96 signalized intersections with longer pedestrian crossing times to allow more time for pedestrians to safely cross the street
- Launched the Lawn "Slow Down" Signs program to advise drivers to slow down in local neighbourhoods with older adults

Cyclists

Cyclist collisions involve a person riding a bicycle who comes into contact with a vehicle, pedestrian or stationary object. Lacking the safety features and protections available in a vehicle, cyclists involved in a collision are at an increased risk of death or serious injury. Progress in this category to date includes:

- Completed cycle projects at 11 locations including 3 cycle tracks totalling 7.24 km, 6 bike lanes, totalling 6.2 km and sharrows on 2 cycle routes, totalling 10.0 km
- Completed five intersection improvements to improve cyclist safety
- Participated in Cycle Toronto's 2017 'Get Lit' program focused on cyclists' safety at night
- Implemented design modifications, including temporary separators, to the Martin Goodman Trail following a fatality and subsequent vulnerable road user review
- Commenced design work to re-align the Martin Goodman Trail and install permanent separators from Lake Shore Boulevard between Royal Canadian Legion Branch 344 and the Boulevard Club
- Initiated safety audits of all multi-use trails in Toronto adjacent to roadways.

Motorcyclists

Similar to Cyclists, Motorcyclists lack many of the protections and safety systems available in vehicles, and hence when involved in a collision are subject to an increased risk of death or serious injury. Progress in this category to date includes:

- Installed five new signs near Sheppard Avenue and Twyn Rivers to alert motorcyclists about the specific safety risks and challenges of the corridor
- Participated in the Motorcycle Show in February 2017 to promote Vision Zero, raise awareness on motorcyclists safety and provide better understanding of specific risks faced by motorcyclists
- Engaged with the Rider Training Institute to gain a better understanding of motorcyclist safety concerns

Aggressive Driving & Distraction

Aggressive driving collisions result from drivers: following too close, exceeding the speed limit, travelling at speeds too fast for conditions, disobeying a traffic control, failing to yield the right-of-way, and improper passing. Distraction collisions are collisions in which a person involved was inattentive, regardless of road user type (pedestrian, cyclist or driver). Progress in this category to date includes:

- Made physical changes at 28 intersections, including curb radius reductions and intersection re-alignments, to reduce pedestrian crossing distances and help reduce aggressive driving
- Installed red light cameras at 65 new locations, with plans to add 10 more by the end of 2017
- Installed 28 Uninterruptible Power Supply units at critical signalized intersections to ensure resiliency in the event of power black-outs to reinforce turning restriction by-laws.
- Installed 68 LED Blank-Out Signs at 17 signalized intersections to reinforce turn prohibitions.
- Installed 22 new traffic control signals
- Installed reflective backboards at 247 signals
- Installed 186 speed humps at 53 locations

Acceleration and Expansion of the Road Safety Plan

The current program of work set out in the Road Safety Plan is \$80.3 million.

Since its adoption, the RSP authorized budget has been subject to three accelerations and expansions, totalling \$7.669 million:

- In 2016, in response to a PWIC recommendation to explore opportunities to accelerate and expand the original staff recommended plan via a supplementary report to Council, a reallocation of \$2.293 million to RSP capital funds enabled delivery of the RSP to commence in advance of the 2017 budget through leveraging Public Transit Infrastructure Funding (PTIF) to accelerate pavement marking enhancements and the roll-out of Pedestrian Safety Corridors.
- In 2017, a reallocation of \$4.156 million to RSP capital funds enabled initiation of the "Senior Safety Zones" program, added Motorcycles as an emphasis area, created the "Road Safety Committee", and leveraged PTIF to expand a number of countermeasures, and accelerate the roll-out of Pedestrian Safety Corridors and the "Watch Your Speed" program; and
- For 2018, a reallocation of \$1.120 million within the Transportation Services' Capital Budget submission, using funds released from leveraging PTIF that were originally earmarked to partially fund the Geometric Improvements program. This will enable acceleration and expansion of the Enhanced Pavement Markings program, Automated Speed Enforcement program, Mobile "Watch Your Speed" program, and awareness initiatives for school children, older adults, and cyclists.

In Q4 2017, Transportation was requested to investigate the feasibility of further accelerating the implementation of the RSP from the originally programmed five years (2017-2021) to within two years of the motion (i.e. by the fourth quarter of 2019).

To assess the feasibility of further accelerating the RSP, staff reviewed each specific countermeasure and the capital and operating costs and staffing implications associated with acceleration.

The review found that whilst some countermeasures within the RSP can be accelerated, it is not feasible to accelerate all aspects of the plan, as:

- Projects are subject to the Major Capital Infrastructure Coordination (MCIC) process which ensures that roadworks across the City are coordinated and programmed to minimize impacts on road users and the duration of works. This includes projects that would traditionally be delivered by multiple agencies, e.g. transportation, water and BIA improvements, being bundled together for delivery synergies. The MCIC process identifies and programs projects on a five year horizon, locking down a delivery date three years out. Advancing some already programmed RSP projects results in the creation of conflicts with other planned projects which if moved themselves then have a cascade effect on other programmed projects.
- Contracts for specific projects types, such as safety zone designs, and contracts for construction and inspection will be required to help accelerate various aspects of the plan. Such contracts typically take a minimum of one year to go through the procurement process.

The following sections provide an overview of the countermeasures that can be either accelerated, expanded; or both accelerated and expanded. Where it was determined that a countermeasure could not be accelerated to enable full delivery within the requested two-year timeframe, they have been accelerated to the greatest extent feasible. This discussion includes both those accelerations and expansions that are contained within Transportation Services proposed 2018 Budget that leverages PTIF in 2018, as well as those that are recommended for consideration in 2019 and beyond.

Accelerations

Five (5) countermeasures can be accelerated. These are outlined below along with their associated costs.

Countermeasure 16 – Support New Senior Citizens Strategy

Description:	<ul style="list-style-type: none">• In support of the New Senior Citizens Strategy, the Seniors Safety Zones were created as a part of Countermeasure 41 and the program was launched on January 10, 2017• Senior Safety Zones include elements such as "Senior Safety Zone" signs, zebra markings, and speed limit stencil pavement markings
Current Program:	<ul style="list-style-type: none">• 60 Senior Safety Zones in total• Implement the first 12 Senior Safety Zones in 2017 after introducing Countermeasure 41 that creates "Senior Safety Zones" in 2016.• Implementing 12 Senior Safety Zones per year from 2018 to 2021
Accelerated Program:	<ul style="list-style-type: none">• 24 Senior Safety Zones per year starting in 2019• Completing the program (total of 60 Senior Safety Zones) by 2020
Cost Implications:	<ul style="list-style-type: none">• Acceleration of the program is not included in the 2018 Capital Budget• Acceleration will bring forward current 2021 funds of \$100,000 into 2019, subject to approval through the 2019 budget process

Countermeasure 20 – Advanced Green for Pedestrians

Description:	<ul style="list-style-type: none">• To improve pedestrian safety at intersections, pedestrians would be given an advanced pedestrian walk signal in advance of the green for vehicles
Current Program:	<ul style="list-style-type: none">• 100 intersections in total• Completing 20 intersections per year from 2017 to 2021
Accelerated Program:	<ul style="list-style-type: none">• 40 intersections per year starting in 2019• Completing the program (total of 100 intersections) by 2020
Cost Implications:	<ul style="list-style-type: none">• Acceleration of the program is not included in the 2018 Capital Budget• Acceleration will bring forward current 2021 funds into 2019, subject to approval through the 2019 budget process

Countermeasure 25 – School "Watch Your Speed" Program

Description:	<ul style="list-style-type: none"> To advise drivers of their speed and remind them to be mindful of their speed as they travel through local neighbourhoods with schools Currently, "Watch Your Speed" signs are already being implemented as a part of School Safety Zones program (Countermeasure 14)
Current Program:	<ul style="list-style-type: none"> Installing permanent radar speed signs at 100 schools in total 20 schools per year from 2017 to 2021
Accelerated Program:	<ul style="list-style-type: none"> Amalgamate delivery into the School Safety Zones program (Countermeasure 14) starting in 2019
Cost Implications:	<ul style="list-style-type: none"> Reallocate the remaining \$1.26 million of this program to the School Safety Zones Program (Countermeasures 14) and accelerate the overall School Safety Zones Program in 2019, subject to the 2019 Transportation Services budget submission.

Countermeasure 27 – School Travel Planning/Active and Safe Routes to School

Description:	<ul style="list-style-type: none"> The City recently received a donation of \$100,000 from the Bloomberg Philanthropies - Partnership for Healthy Cities program to support and help accelerate the Safe Routes to School program of the RSP to commence in 2018 and run in parallel with the accelerated implementation of School Safety Zones
Current Program:	<ul style="list-style-type: none"> Support initiatives that bring community stakeholders together at schools to identify travel issues faced by staff and students and possible solutions
Accelerated Program:	<ul style="list-style-type: none"> Roughly \$50,000 of the donation will fund the installation of one additional School Safety Zone and enhanced pavement markings for the safe routes to school The remaining \$50,000 of the donation will help to fund an education campaign for active and safety routes to school
Cost Implications:	<ul style="list-style-type: none"> Funding of \$100,000 from Bloomberg Philanthropies. No additional impact on the 2018 Capital Budget

Countermeasure 29 – Reduced Crossing Distance

Description:	<ul style="list-style-type: none">• Reduce crossing distances on local and collector roads near schools and areas frequented by older adults• Provides additional visibility and protection for older adults and/or children in addition to slowing traffic
Current Program:	<ul style="list-style-type: none">• The implementation of curb extensions to reduce crossing distances at intersections is typically combined with other capital works and so typically takes 3-4 years from planning to installation.
Accelerated Program:	<ul style="list-style-type: none">• A pilot will be implemented in 2018 using paint and bollards in order to accelerate the implementation of these curb extensions.• Pending the success of the pilot, a more detailed plan can be developed to accelerate the completion of the program.
Cost Implications:	<ul style="list-style-type: none">• Cost for pilot is nominal and will be absorbed within the existing authorized 2018 Capital Budget

Expansions

Four (4) expansions to existing countermeasures, and one (1) new countermeasure have been identified. These are outlined below along with their associated costs.

Countermeasure 12 – Automated Enforcement Advocacy and Pilot

Description:	<ul style="list-style-type: none">• To support the implementation of automated enforcement in the City, pending the passing of the associated legislation and regulations by the Province
Current Program:	<ul style="list-style-type: none">• When the RSP was developed in 2016, staff had proposed to undertake a pilot to understand the feasibility of automated speed enforcement in school zones and construction zones.• Implementation would be a 2-3 year timeframe following the legislation and regulations

<p>Expanded Program:</p>	<ul style="list-style-type: none"> • On May 30th, 2017 the province passed the Safer School Zones Act allowing municipalities to implement Automated Speed Enforcement (ASE) in school zones and in areas designated as Community Safety Zones • In recent consultation with the Province, a plan has been developed to accelerate the process by having the following stages of implementation run concurrently: <ul style="list-style-type: none"> • Regulations – The City of Toronto and other Ontario municipalities will be working with the Province of Ontario to establish the associated regulations that will dictate how the Automated Speed Enforcement (ASE) program will operate; • Joint Processing Centre – The Province envisions there being one Joint Processing Centre (JPC) similar to the JPC for Red Light Cameras (RLC) that is currently managed and administered by Transportation Services and staffed with Provincial Offences Officers who review photo/video evidence collected by the automated system and apply charges where violations have occurred. Given the successes of the City’s JPC for RLC over the past two decades, staff are seeking permission to further investigate and develop the business case and cost-sharing formula between the participating municipalities with the assumption that Toronto would host the ASE JPC; and • Procurement Strategy – Similar to the RLC program, a vendor needs to be retained to provide the automated speed enforcement system as well as provide ongoing maintenance and support services. With the assumption that Toronto would host the ASE JPC, staff are seeking permission to initiate the Request for Proposals process in 2018 to run in parallel with the province’s efforts to develop the regulations. In this accelerated approach, the City and partnering municipalities would be in a position to award to the preferred vendor following the provincial parliamentary assent of the associated regulations. • Legal Administration - In addition, Courts and Legal Services in determining how the program can be most effectively administered are seeking permission to further investigate the costs and implications associated with enforcing all automated enforcement charges (i.e. both RLC and ASE) through the administrative penalty system (APS). In August of this year, the City adopted an APS approach for parking violations and found that it results in more efficient and streamlined dispute resolution process. Given this, consideration should be given to converting the RLC program to APS and subsequently starting the ASE as an APS administered program.
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Cost Implications:	<ul style="list-style-type: none"> Leverage PTIF in 2018, reallocating \$102,000 of the 2018 Capital Budget from the Geometric Improvements program (Countermeasure 36) to this countermeasure to advance the RFP process
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Countermeasure 19 – Education and Awareness Initiatives

Description:	<ul style="list-style-type: none"> To develop new or enhanced educational materials and communications strategies to support existing road safety campaigns Further raise awareness of the safety risks and leading causes of collisions
Current Program:	<ul style="list-style-type: none"> On-going development of messaging and means of distribution that is targeted towards specific age groups and road users, depending on the campaign
Expanded Program:	<ul style="list-style-type: none"> Support the Cycle Toronto’s 2018 ‘Get Lit’ program focused on cyclists’ safety at night Develop new materials for the Lawn "Slow Down" Signs program in 2018 to advise drivers to slow down in local neighbourhoods with school children and older adults Advance an education campaign aimed at reducing distraction.
Cost Implications:	<ul style="list-style-type: none"> Leverage PTIF in 2018, reallocating \$85,000 of the 2018 Capital Budget from the Geometric Improvements program (Countermeasure 36) to this countermeasure to advance the educational campaigns above

Countermeasure 35 – Mobile "Watch Your Speed" Program

At its meeting on November 8, 2016, City Council adopted a motion (MM29.22) for Transportation Services to investigate the feasibility of expanding the existing Mobile “Watch Your Speed” Program.

Description:	<ul style="list-style-type: none"> To address speeding behaviour by reminding drivers to be mindful of their speed as they travel through local neighbourhoods by deploying portable "Watch Your Speed" (WYS) signs at locations with speeding issues, as identified through a data-driven approach
Current Program:	<ul style="list-style-type: none"> Purchase a total of 20 "Watch Your Speed" signs from 2017 to 2021 to be rotated throughout the city Each sign stays at one location for one week Limit the placement of "Watch Your Speed" signs to local roads and roads with a maximum of one lane per direction Deployment of signs to be delivered by in-house staff

Expanded Program:	<ul style="list-style-type: none"> • Increase to a total of 44 "Watch Your Speed" signs to be rotated throughout the city • Each sign stays at one location for three weeks • Allow placement of "Watch Your Speed" signs on arterial roads with a maximum of two lanes in each direction • Deployment of signs to be delivered through hiring of a contractor
Cost Implications:	<ul style="list-style-type: none"> • Reallocate the \$150,000 of Operating Budget per year from 2018-2021 to the Capital Budget in order to hire a contractor to deliver the expanded program, reducing a total of \$600,000 of operating budget from 2018-2021 • Leverage PTIF in 2018, reallocating \$828,000 of the 2018 Capital Budget from the Geometric Improvements program (Countermeasure 36) to this countermeasure to accelerate the program in 2018 • Require an additional \$2.4 million to hire a contractor to maintain and deploy the signs on a monthly basis throughout the year, from 2019 to 2021

Countermeasure 46 – Community Donations Program

In response to motion MM29.22 that was adopted by Council on November 8, 2016 for Transportation Services to investigate the feasibility of accepting donations from the public to fund RSP, staff have developed a plan with support from the Office of Partnerships.

Description:	<ul style="list-style-type: none"> • To develop e-donation application to allow donors to donate money to any specific countermeasure or program within the RSP to help offset future cost for acceleration and expansion of different countermeasures and programs within RSP • The new e-donation application will allow for on-line donations by interested residents, with immediate tax receipt. This application is used operationally elsewhere in the corporation, such as Animal Services. As per the Municipal Code, Chapter 71, Article X, 71-19, each donation must not exceed \$50,000 and the donations must not have been solicited by the City through a fundraising campaign or otherwise. • Donations are only accepted when interested residents voluntarily donate funds to support the RSP. Residents who have voluntarily donated funds to support RSP may contact their Councillor to advise what improvements they would like to the funds to apply to.
Current Program:	<ul style="list-style-type: none"> • This is a new program
Accelerated Program:	<ul style="list-style-type: none"> • The on-line donations application will be available by the fourth quarter of 2018

Cost Implications:	<ul style="list-style-type: none"> No additional costs required
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Accelerations and Expansions

Three (3) countermeasures have been identified as suitable for both acceleration and expansion. These are outlined below along with their associated costs.

Countermeasure 10 – Pavement Markings Improvements

In response to motion TE82.92 that was adopted by TEYCC on November 14, 2016 for Transportation Services to investigate on options to improve pedestrian safety in residential neighbourhoods, including paved speed limit markings and additional zebra crossing:

Description:	To implement zebra markings at unsignalized intersections and set-back stop bars within pedestrian safety corridors, senior safety zones and school safety zones
Current Program:	<ul style="list-style-type: none"> \$1.45 million worth of pavement markings in 2016 (initial acceleration of RSP as part of the supplementary report) \$200,000 worth of pavement markings per year from 2017 to 2021
Accelerated Program:	<ul style="list-style-type: none"> Completion of the original program by mid-2020
Expanded Program:	<ul style="list-style-type: none"> Additional \$205,000 worth of pavement markings to be completed in 2018 Install "School" stencil pavement markings in school safety zones Install speed limit pavement markings in Senior Safety Zones, pedestrian Safety Corridors, and Community Safety Zones Install zebra markings in School Safety Zones, Senior Safety Zones, Pedestrian Safety Corridors, and Community Safety Zones
Cost Implications:	<ul style="list-style-type: none"> Leverage PTIF in 2018, reallocating \$205,000 of the 2018 Capital Budget from the Geometric Improvements program (Countermeasure 36) to this countermeasure to accelerate the program in 2018 Acceleration will bring forward current 2021 funds into 2019, subject to approval through the 2019 budget process

Countermeasure 14 – School Zone Reviews and Enhancements (School Safety Zones)

In Q4 2017, City Council adopted a motion to identify required resources and develop an associated implementation plan which would achieve 100 percent installation of school safety zones by 2022. Staff have reviewed the delivery of this countermeasure, and as a result recommend the acceleration and expansion of the program as follows:

Description:	<ul style="list-style-type: none"> Clearly defining the frontage of a school as School Safety Zone will enhance safety for school children by reducing the likelihood of aggressive driving and promoting driver recognition of School Safety Zones as sensitive areas that require greater attention and respect for traffic laws School Safety Zones include elements such as "School Safety Zone" signs, lower speed limits, zebra markings, "School" stencil pavement markings, flashing beacons, and "Watch Your Speed" signs
Current Program:	<ul style="list-style-type: none"> 100 School Safety Zones in total Implementation of 20 School Safety Zones per year from 2017 to 2021
Accelerated Program:	<ul style="list-style-type: none"> Absorption of the School "Watch Your Speed" Program starting in 2019 (Countermeasure 25) Completion of 40 School Safety Zones per year starting in 2019, completing the originally programmed 100 School Safety Zones by mid-2020
Expanded Program:	<ul style="list-style-type: none"> Continue implementing 40 School Safety Zones per year beyond the completion of the original program in mid-2020, resulting in the completion of 60 additional School Safety Zones by the end of 2021.
Cost Implications:	<ul style="list-style-type: none"> Acceleration of the program is not included in the 2018 Capital Budget. Absorb the remaining \$1.26 million of the School Watch Your Speed Program in starting 2019, subject to approval through the 2019 budget process Expand the program by an additional \$1,740,000 from 2019 to 2021, subject to approval through the 2019 budget process

Full acceleration of the program to all 800 schools in Toronto by 2022 is not considered deliverable as it would require an additional \$32.4 million of funding, comprising \$29.0 million capital funding to design, install, manage contracts and maintain the school safety zones; and an additional \$3.4 million operating funding.

Countermeasure 38 – Road Safety Audits at High-Risk Locations

Description:	<ul style="list-style-type: none"> Road safety audits are an on-going program that identifies opportunities for road safety improvements at high-risk locations
Current Program:	<ul style="list-style-type: none"> Road safety audits at a total of 70 locations Completion of 14 locations per year from 2017 to 2021
Accelerated Program:	<ul style="list-style-type: none"> Accelerate to a rate of 30 locations per year starting in 2019 Completion the originally programmed 70 locations by mid-2020

Expanded Program:	<ul style="list-style-type: none"> • Continue implementing 30 audits per year beyond the completion of the original program in mid-2020, resulting in the completion of 48 additional Safety Audits by the end of 2021 • Conduct more rigorous Vulnerable Road User Safety reviews following any traffic-related fatality involving a vulnerable road user
Cost Implications:	<ul style="list-style-type: none"> • Acceleration of the program is not included in the 2018 Capital Budget. • Expand the program by an additional \$903,000 from 2019 to 2021, subject to approval through the 2019 budget process

Next Steps

Staff will be reviewing the RSP, including revisiting existing countermeasures and identifying proposed new countermeasures, to cover the five (5) year period of 2019-2024 and are planning to report back to Council with an updated RSP in the first quarter of 2019.

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