

**Town of Devon
Traffic Safety Plan**

2004

TRAFFIC SAFETY PLAN

Town of Devon, Alberta May 2004

- 1) The Town of Devon is a progressive community located along the North Saskatchewan River approximately 15 minutes southwest of Edmonton and is bordered by two Provincial Highways. Along its west border running North and South is Highway 60. Along the South border runs Highway 19, going east and west and intersects with Highway 60. Devon has a population of 5,314, which is spread out throughout the Townsite.

Devon has 50.31kms of roadway to service, not including the Sections of Highway, which pass along its borders. There are 4.57kms of Arterial roadways, 11.09kms of collector roadways, 15.99kms of local roadways, 3.7kms of gravel access roads and 14.94kms of laneways. These traffic ways run through the community's downtown area, light industrial/business sector, residential areas, 3-school area and a number of playground areas. All school areas have been posted as Playground zones to accommodate the play structures and sportfields located at these spots.

Devon has one fulltime Special constable and is scheduled to add another full time position in 2005.

Current duties of this position are to enforce local bylaws, such as parking, nuisance complaints, garbage and litter, as well as land use bylaws. The special constable also does some enforcement around the use of Safety belts and obeying traffic signs. In 2005 when the additional full time special constable position is brought on to the town, the officers office will be moving from the Town office to the RCMP building. This move will allow a better sharing of information and resources. The Special Constables will be trained in the use of laser radar and will work more closely with the RCMP in doing traffic enforcement in the community. The additional officer will also allow for better patrols through the Towns trail and Park's systems and enforcement of the Liquor and gaming will be better facilitated.

As part of the Towns 3-year Policing Business plan, the Bylaw officers will also perform at least 10 traffic patrols per officer. This will mirror what the RCMP will be doing as part of the same plan.

In 2004, the Town of Devon also entered into a contract with Devon P.R. Services to provide photo radar in the community. This contract service provider has special constables registered to Devon. Their Special Constable status only allows them to enforce the Provincial Offences Procedure Act and the Traffic Safety Act while the Town of Devon employs them. Photo Radar is done in consultation with the local RCMP to provide additional traffic enforcement to the highest areas of concern. These include Sections along Highway 60 that are posted 70kms, playground zones that also include the school areas, as well as along some of the Town's major arterial roadways where speeding has been identified as a serious problem.

2) Traffic Statistics

<u>Year</u>	<u>Fatal accidents</u>	<u>Injury Accidents</u>	<u>Property Damage</u>
1997	1	11	67
1998	2	20	102
1999	0	17	114
2000	1	14	126
2001	0	11	102
2002	0	14	130
2003	0	10	123

Primary contributing factor – 2003 Motor Vehicle Collisions

Intersection Related	- 19
No Seat Belt	- 8
No Child Restraint	- 0
Driver experience	- 15
Weather related	- 24
Following too close	- 12
Speed	- 7

Review of Injury Accidents from 1999 – 2003

Intersection Related	- 37
No seat Belt	- 6
No Child restraint	- 0
Driver Experience	- 9
Weather Related	- 19
Following Too Close	- 16
Speeding	- 13

- 3) The statistical data indicates that the majority of collisions occur at intersections, with the majority of those occurring along major arterials in the community or along Highway 60 where the entrances/exits are to get into town. Data collected for 2002 and 2003 also show that there are a large amount of accidents that occur at the 2 Grocery stores in Devon. Driver experience and not paying attention are the two major factors for the accidents in the two parking areas. Intersection accidents have been mostly attributed to not obeying the posted traffic signs as well as speeding. Intersection accidents have also been reduced or eliminated in some areas of the Town since 2000. Some of this can be attributed to intersection upgrades that were done in those areas.

Data collected in 2003 also show that the majority of accidents occur during high traffic times. These include the early morning rush from 07:30 to 09:00, noon hour from 11:30 to 13:00 and evening 16:00 to 18:30. Also Playground Areas/ School areas have been identified as areas of concern through public surveys as part of the Police Business Plan even though accident data from these areas is very minimal.

A review of the accidents which occurred along the intersection at Highway 60 in 2003 also show Driver error and speed have contributed to the seriousness of injuries and property damages.

The Town of Devon in partnership with the Local RCMP also completed the Town's 3 year (2004 –2006) Policing Business Plan. Through consultation with the Community, Council, Town Administration and the RCMP 4 areas of Traffic concerns were identified. In the plan under traffic control, speeding, rising accidents, traffic obstruction/ congestion and off road vehicles were identified as issues the community and policing need to address.

In early April 2004, the Town also began its Photo Radar enforcement. Initial enforcement has shown that the Town concerns with speeding along Highway 60 through the Towns limits is worse than predicted. The first four days tickets issued were slight less than 1000/8 hour day. The in town offences for the initial start up were as predicted, especially through playground zones.

4) To address the traffic concerns that have been identified in the Town's 3-year Policing Business plan as well support enforcement of areas where accidents have been identified as a problem the following steps are being taken;

- A) Photo Radar will operate in the community up to 48 hrs per week. Scheduling and enforcement areas will be consulted with the NCO/ic of the RCMP on a weekly bases. Notification of Photo radar out side the posted signage will include a weekly posting in the local paper.
- B) RCMP officers will perform a minimum of 10 speed control enforcement per officer per /month. Half of these patrols will be done in Playground/school zones which are enforced from 08:00 to ½ hour after sunset. In 2005 enforcement will be expanded to include the Bylaw Special Constables.
- C) Publish educational and warning about traffic issues in the local paper and school newsletter. (Drinking & Driving, Safety Belts, speeding & the use of Off Road vehicles in Town)
- D) Perform traffic education programs with partnering agencies (Schools, Parkland Ambulance, Devon Fire Services.)

5) All enforcement efforts will be record using varied information. The Contractor for Photo Radar services will provide a monthly report which will show the number of hours enforcement. The benchmark of average speed of violators for 2004 will be compared to the average speed of violators for the same dates and locations in 2005.

Enforcement efforts will be recorded by offence for seat belts and intersections on a daily basis for comparison to year-end statistical data impacting on the Vision 2010 goals to determine effectiveness. Recorded efforts to include public awareness efforts and educational situations.

Traffic Control – Speeding

Issue It has been identified that there is an unacceptable amount of speeding that takes place within the Town of Devon and especially on collector and Arterial roads, as well as in school and playground areas.

Desired Outcomes The following are the desired outcomes that were identified with regards to the traffic control – speeding concern;

- To Maintain safe roadways (prevent accidents)
- Increase the visibility of speed control
- Be proactive in speed control monitoring with a balance between local roadways and highway monitoring.
- Match speed control monitoring to times of increased frequency of speeding.
- Reduce the perception of speeding on local roadways, as well as the perception that you can speed without consequences.

Action Plan The following are actions, which have been identified to help achieve the above desired outcomes.

Action	Responsibility	Schedule	Measure
Coordinate Photo Radar patrols with RCMP to maximize coverage around Community	RCMP/ Photo Radar Contractor	To commence with the start of the Photo Radar contract in 2004	Number of increased hours, along with a review of stats from the community for speeding offences.
Continue with the direction that each RCMP member will perform a minimum of 10 speed control sessions/ month	NCO/ic	Ongoing	Minimum of 10 / officer per month - Log sheets to documents time s & roads monitored.
Install Photo Radar signage around community	Town/Photo Radar Contractor	Commence with Photo Radar Contract 2004	Use control test results from year 1 & compare to control tests utilizing same conditions for years 2 & 3. Comments &compare speeding stats to the past
Provide Quarterly statistics/results to Council on Photo Radar enforcement and regular RCMP Traffic enforcement	NCO/ic Town & Photo Radar Contractor	Ongoing	Compare stats to past year, along with a yearly review of Photo Radar stats.

Traffic Control – Obstruction/Congestion

Issue	It has been identified that the areas by the High School and Elementary School have traffic congestion problem, which tend to create hazards to both pedestrians and motor vehicle operators.		
Desired Outcomes	<p>The following are the desired outcomes that were identified with regards to the traffic control – obstruction/congestion;</p> <ul style="list-style-type: none"> • Improve road safety in these areas. • Reduce the incidences of congestion. • Develop predictable flow of traffic & parking patterns at Robina Baker School. • Curtail loitering on Athabasca Drive in the area north of the High School. • Ensure that municipal improvements/operations do not increase congestion problems. 		
Action Plan	The following are actions, which have been identified to help achieve the above desired outcomes.		
Action	Responsibility	Schedule	Measure
Coordinate RCMP members and Bylaw Enforcement to patrol School & Playground zones at specific times	Town & NCO/ic,	Commence upon approval of plan	Log of and areas patrolled- Statistic comparison to past
Publish educational & warning material in School news letters and local paper	RCMP/Town Admin	Once per annum upon adoption of Plan	Completed yearly
Complete off street congregation area in Centennial Park	Town-CPS depart	Develop in 2004	Completion of project & seen use by students

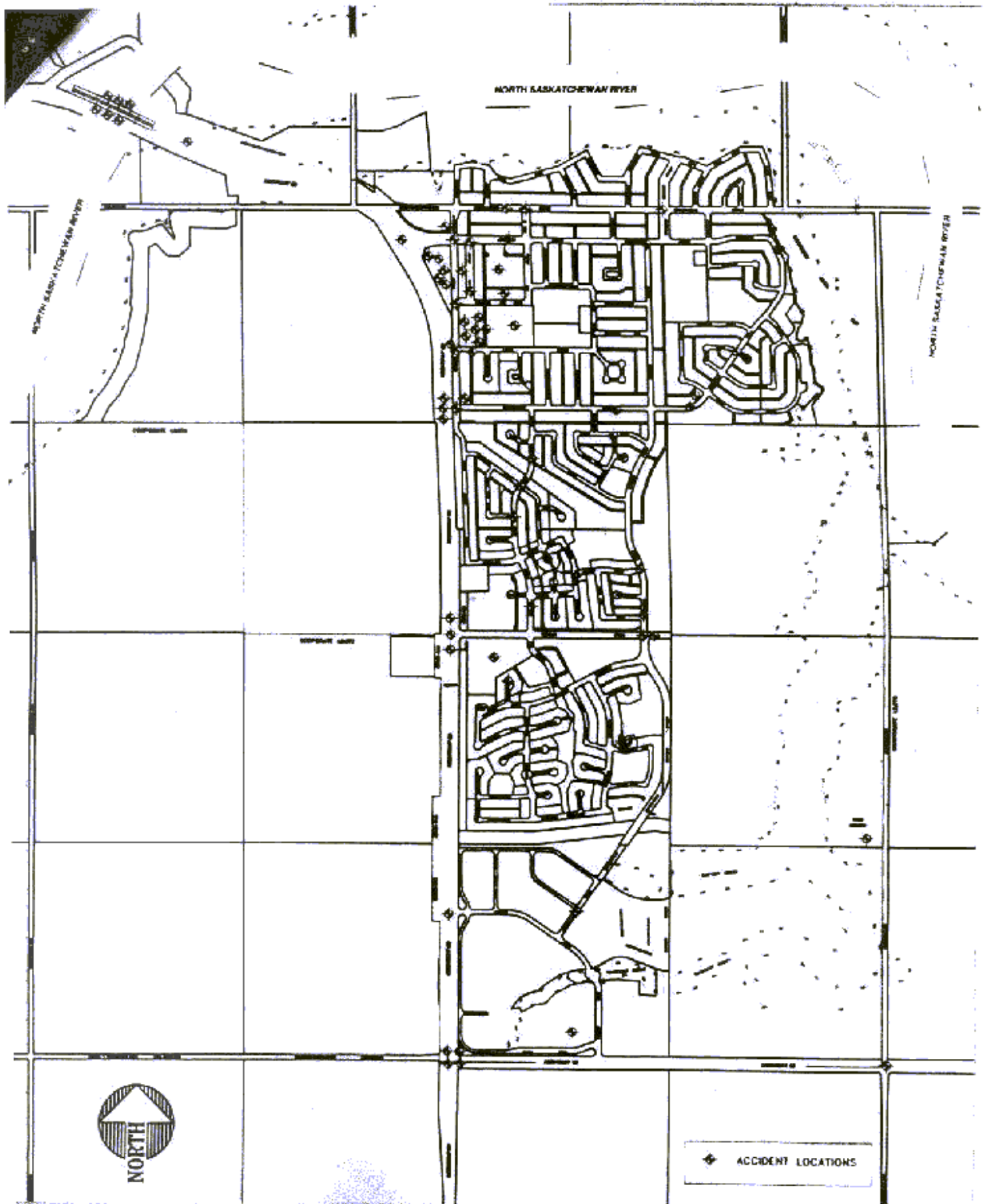
Traffic Control – Accidents

Issue	There are a rising number of traffic accidents in the community.		
Desired Outcomes	Determine where high risk sites for accidents are Reduce the volume of accidents		
Action Plan	The following are actions, which have been identified to help achieve the above desired outcomes.		
Action	Responsibility	Schedule	Measure
Ensure traffic enforcement concentrates on high risk areas , i.e. schools & playground areas	RCMP	Ongoing	Minimum of 5 traffic patrols should be done in these areas
Perform safety belt and stop sign checks/ campaigns	RCMP/Bylaw	Upon adoption of Plan	Perform 4 in the spring & 4 in the fall
Develop and track traffic accident location information to identify high-risk areas.	RCMP/Town	Upon adoption of the Plan	Completion of accident analysis on an annual basis.
Perform traffic education programs, partnering with local agencies.	RCMP/Town Schools	Upon adoption of the plan	Perform a minimum of 2 per year

Prioritization Report

	Topic	Issue/Concern	Priority Justification
1	Public Relations Information Distribution Police Response Police Coverage	<ul style="list-style-type: none"> • Visibility in the community with police coverage & presence. • Concerns with regards to Police Response • Lack of Information and Communication Distribution 	Areas within the realms of Public Relations have been identified as the number 1 priority for the plan to focus in on. It seems that many of the concerns raised about policing in the community relate back to a root problem of a communication breakdown. It is felt that by putting greater emphasis on areas public relations and communications would improve public perception greatly. Flexibility in Shifts and partnerships with Photo Radar and Bylaw will create greater policing coverage within the community.
2	<u>Traffic Control</u>	<u>Speeding</u> <ul style="list-style-type: none"> • Collector Roads • Arterial Roads • School & Playground Areas 	Speeding has been identified as the number 2 priority as it has continued to receive much discussion and public concern. It was also felt that by focusing more emphasis on speed monitoring would help reduce the chances of collisions within the community. The use of Photo Radar and continued Traffic Enforcement by RCMP will result in a greater level of visibility for community policing; thus it is expected that public relations and crime prevention would also be increased.
<u>3</u>	<u>Traffic Control</u>	Accidents- <ul style="list-style-type: none"> • Rising number of accidents in high risk areas 	Increased accidents along the highway intersections and major in town areas are a concern and have been identified as priority 3. Traffic Accidents correlates directly with Priority 2 and is seen to have the same level of concern and action.
<u>4</u>	<u>Traffic Control</u>	Traffic Obstruction/Congestion <ul style="list-style-type: none"> • At High School • At Robina Baker School 	This was identified as priority 4 as it is traffic related and is an ongoing concern.
<u>5</u>	<u>Youth Crime</u>	<ul style="list-style-type: none"> • Perception the youth crime is on the increase in the community • Lack of resources alternatives for the provision of the Youth Criminal Justice act 	This issue has been identified as priority 5 with the hopes that if partnerships and programs are put in place it will help address other areas like vandalism, theft, and drug/alcohol related issues.

6	<u>Vandalism</u>	<ul style="list-style-type: none"> • Along Main street • Along Pedestrian Walkways & Parks • At the Recycling Centre • To Private Property 	Vandalism was identified as priority 6 as it an issue that has been prevalent within the community from time to time as various levels. A separate ranking of the issue was provided since this an area of concern that the community does not wish to see get out of control.
7	Alcohol & Drugs	<ul style="list-style-type: none"> • Youth alcohol & drug abuse • Drug Dealing 	Alcohol and drugs was identified as priority 7 as it an issue that is a concern and although not out of control, is an area the community wishes to focus on. Proactive approaches and enforcement hope to prevent this problem from getting out of control and help address other issues like theft, violence and acts of crime related to drug use.
8	Theft	<ul style="list-style-type: none"> • construction sites • Industrial Park • Credit Card & Bank Fraud • Bicycles • From vehicles • 	Theft is a concern to the community although has not been a major problem in this area. Programs and Information given through the Town and RCMP will help this community to be proactive. Audits and information will help increase police visibility and public relations.
9	Public Peace	Noise from; <ul style="list-style-type: none"> • late night parties • Vehicle Stereo's • Use of "Jake" Brakes on highway adjacent to Town limits 	This item was identified as priority 9 as it again is something that the community does not wish to see get out of control.
10	Traffic Control	Off Highway Vehicles <ul style="list-style-type: none"> • <u>operating in parks</u> • operating on the streets 	This item was listed a priority 10 as it was felt that it is an issue, however a less of a concern than the items listed as priorities 1 – 9.
11	Non Police Enforcement Support	Lack of Support to organizations that help provide services to promote a safe community.	This area has been identified as a priority to ensure the Town and RCMP seeks opportunities to enhance community support to help make Devon a Safe place to live. This



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Drawn: C. van Steenis
 Used: 22 August 2003
 Written:



TRAFFIC ACCIDENT ANALYSIS
 01 JAN - 30 AUG 2002

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