

Crosswalk Enforcement Unit (CEU)

A proposal to create a Crosswalk Enforcement Unit in Halifax

December 08, 2014

Crosswalk Enforcement Unit (CEU)

Parameters

- **be full time and dedicated unit to focus on crosswalk related issues**
- **address both drivers and pedestrians**
- **not resourced through reallocation of existing staff => additional resources**

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Transportation Research Board

- “clear that yielding increased following initiation of ... enforcement program”*
- *“clear the program must receive consistent focus for a period of a least a year “*

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Montreal's experience

- 2010 to 2013 SOTs to pedestrians only **increased** 54% - from 15,545 to 24,012
- same period pedestrian collisions with minor or serious injuries or death **decreased** 16%, from 1,410 to 1,189

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Halifax police respond

- 2013 – 94 SOTs issued to pedestrians;
129 to drivers – total 223
- 2014 to Nov 13th – 156 to pedestrians;
120 to drivers – total 276
=> forecast 320 to 350
- Halifax police have increased enforcement

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Why even more enforcement?

- **research paper concludes enforcement, if prolonged and sustained is effective**
- **anecdotal evidence from Montreal that enforcement has produced results**
- **efforts of increased education, some improved infrastructure and some increased enforcement have not achieved desired results**

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City Matters

- as important as excessive speeding is failing to yield to pedestrians is a greater concern according to City Matters survey
- **23%** rated excessive speeding a 9 or 10, i.e. extremely serious problem; pedestrian safety **36%** rated a 9 or 10

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Structure

- a **full-time dedicated** unit
- size of unit; mandate, i.e. balance of SOTs versus warnings, to be determined by police
- one model - cost of \$600,000 to \$700,000 (\$ to be confirmed by police)

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Revenue

- **potential for CEU to be self supporting through revenue from SOTs**
- **SOTs range from \$50 to \$500 depending on violation**
- **if any excess direct to improved crosswalk infrastructure**

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Budget

- **assuming 16 additional SOTs per day or 3,600 per year revenue should be sufficient to offset \$600,000 to \$700,000 of incremental expense**

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Achievements

- **Crosswalk Safety Advisory Committee**
- **Pedestrian Safety Action Plan**
- **Distractions Kill / Heads Up Halifax**
- **Crosswalk Safety Awareness Day**
- **zebra markings / allow crosswalk flags**
- **increased analysis by police; improved data**
- **increased enforcement**

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Halifax experience

to end of November 2014 compared to 2013

- reported vehicle-pedestrian collisions **increased 55%** (223 vs. 144)
- **on roads**, i.e. excl. parking lot collisions – **up 72%** (191 vs. 111)
- those **in crosswalks up 63%** (134 vs. 82)

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Efforts versus results?

- effort is great and required but not sufficient
- need to be measured on **results**
- much has been done yet results continue to deteriorate

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A simple idea

- **a distinct full-time dedicated parking enforcement unit exists to address MVA violations**
- **why not a similar full-time dedicated unit to address enforcement of crosswalk MVA violations? => if even a one-year pilot?**

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Why this proposal?

- pedestrian safety is a **Priority Outcome** of staff and Council incl. further enforcement
- CSAC recommends increased enforcement
- provides action and focus to increasing vehicle-pedestrian collision experience

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Alternatives

- more infrastructure – improved lighting; better signage => cost; no revenue
- more education => cost; no revenue
- more enforcement with existing resources – diverts from other focus
- a CEU => cost; offset by SOT revenue
=> neutral budget impact

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SOTs (2013)

6,843 (speeding)

1,873 (cell phones)

(crosswalk) **223**

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Advantages of CEU

- **addresses issue without diverting resources from other areas of focus**
- **unlike other initiatives a CEU will generate revenue through SOTs**

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Request

The Police Board include in its 2015-2016 budget request of Council a full-time dedicated Crosswalk Enforcement Unit, with SOT revenue assumed to fund the cost of the Unit.

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Thank you

**This is an opportunity for the Board
to be leaders, to be proactive,
to take action, at no expected cost
to address a priority issue.**

Questions?

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