



Staff Report

To: Council
From: Karla Musso-Garcia, C.E.T, CRS-I Manager- Operations
Meeting Date: June 26, 2024
Report No: OCS2024-18
Subject: Community Safety Zone Policy
Type: Requires Action X or For Information Only
Motion No. C240626-6

Recommendation

It is recommended that:

1. Report No. OCS2024- 18 be received and adopted;
2. That Council Enact *Policy POL-OPS-01 - Community Safety Zone Policy* attached to this report as Appendix A; and
3. That staff finalize the implementation plan and bring forward the appropriate by-law for the Council's consideration.

Background

The Township Operations Department has conducted an analysis of traffic operations, which includes the collection of data on traffic volumes, review of road maintenance classifications, identification of gaps in traffic standards, traffic by-law review, and implementation of traffic calming initiatives. As part of this process, the Operations division has initiated an internal workflow evaluation process to review traffic-related requests or concerns. It is important to note that a baseline analysis has been considered from a driver interaction and policy perspective.

As part of the approach to improve traffic safety, various initiatives have been undertaken. These include coordinating and expanding line painting within capital projects, reviewing and enforcing speed sign standards, inspecting and replacing retro reflectivity failures, updating the Right of Way Control By-law, and evaluating Community Safety Zones. This report focuses on the review of Community Safety Zones.

A *Community Safety Zone (CSZ)* is a designated section of roadway recognized under the *Highway Traffic Act*. When a roadway is designated as a CSZ, traffic safety violations can result in the doubling of fines and additional demerit points associated with speeding or sign violations. Municipalities have the authority to designate CSZs on roadways under their jurisdiction. However, roads not under Township jurisdictions, such as County Roads and MTO roads, would require designation via County policy and on provincial highways via the Solicitor General and Minister of Correctional Services office. The Community Safety Zone must be passed through by-law, registered as a Provincial Offence, and have signs erected to make the designation effective and enforceable.

Recent changes to the *Highway Traffic Act* allows municipalities to implement automated speed enforcement (ASE) in community safety zones. This means speeding violations can be captured by cameras and tickets issued to the registered owner of the vehicle, regardless of who was driving. While ASE doesn't currently apply demerit points, it still serves as a deterrent to speeding and reinforces the importance of following the posted speed limits in high-risk areas. Implementing Automated Speed Enforcement (ASE) within designated Community Safety Zones (CSZs) requires careful planning and adherence to established criteria. The establishment of a community safety zone policy is the first step to enabling the legal authority to utilize ASE within our jurisdictional roads. Additionally, regulations dictate approved camera devices, clear signage requirements, limitations on deployment zones, and a system for capturing violations, reviewing footage, and issuing tickets via the Ontario Provincial Offences Act.

A review of the Community Safety Zone by-law and program was identified as a priority by the Township's Traffic Safety Advisory Committee. At its meeting of May 16th, 2024 the Traffic Safety Advisory Committee reviewed the draft policy and program and recommended Council's endorsement of the policy.

The Township's current *By-law 2005-077 a By-law to Designate Community Safety Zones*. However, a policy or criteria does not currently exist to ensure consistent application. Using the standard industry-applied criteria, many of the CSZ would apply only to County roadways, not under the Township's jurisdiction, and current locations in the Township's By-law, which are linked to school zones and a particular area north of Line 15, between Hwy 12 and Bass Lake SR.

To ensure consistent application of the CSZ By-law within the Township, a policy was drafted to establish clear criteria pertaining to these zones. The policy will serve as a tool regarding traffic safety, including evaluation criteria, which will enable effective and consistent enforcement for the purpose of modifying driver behaviour. As requests for the expansion or implementation of community safety zones are received, the established policy will be followed, ensuring that baseline criteria are met before a designation is made.

Analysis

The Township surveyed municipalities and counties throughout the Province and reviewed industry associations such as the Ontario Traffic Council, Institute of Transportation Engineers, Ontario Good Roads Association, and Vision Zero to gather information on criteria and implementation methods used throughout various-sized communities.

The primary goal of the Township's CSZ policy is to determine Oro-Medonte's unique requirements. The policy considers not only the industry standard Road Safety Risk Component (Justification #2) but also incorporates some baseline justification protocols regardless of the Road Safety Risk Metrics (Justification #1), and supplementary considerations unique to the traffic flows in Oro-Medonte, which may not be captured by Average Annual Daily Traffic volume (AADT) or collision data (Justification #3). Many Municipal policies in Ontario use a set of criteria to identify Road Safety Risk Components. These criteria are outlined by the Ontario Traffic Council and include factors such as traffic volumes, operating speeds, lanes, sidewalks, pedestrian counts and intersection quantity (Justification #2). However, the metric standards for the associated traffic and collision data volumes is limiting. As a result, many of the Township's road networks would not meet the criteria for CSZ with these criteria alone.

The proposed criteria in the draft policy would expand existing CSZs to include new CSZs established By-law on roadways adjacent to Township-wide/Regional Parks and Community Parks, as defined in the Master Parks Plan. This approach will expand the current limitation of the School Zones application and focus on high use, high population density community locations which would be subject to higher road safety risks. The use of Justification #1 and #3 expands existing zones and creates new zones.

The new criteria would be applied to:

Description	Type/Designation (i.e. Neighbourhood, Community, etc.)
Horseshoe Valley Memorial Park	Community Park
Ramey Memorial Park	Community Park
Shanty Bay Ball Diamonds	Community Park
Shelswell Park	Community Park
Sweetwater Park	Community Park
Warminster Park (Danny McHugh)	Community Park
Bayview Memorial Park	Township wide/Regional Park
Carthew Bay Boat Launch	Township wide/Regional Park
Hawkstone Wharf	Township wide/Regional Park

Line 9 Boat Launch	Township wide/Regional Park
Lions Ball Diamonds	Township wide/Regional Park
Bass Lake Park (line 15 N)	Township wide/Regional Park
Richelieu Park	Township wide/Regional Park (because of soccer field)
Shanty Bay Wharf	Township wide/Regional Park (because of wharf)

For example A sample has been provided for Warminster using the new criteria. In this case, the Community Safety Zone on the East side of Hwy 12 would be expanded through to Townline, including Danny McHugh Park and Richelieu Park.

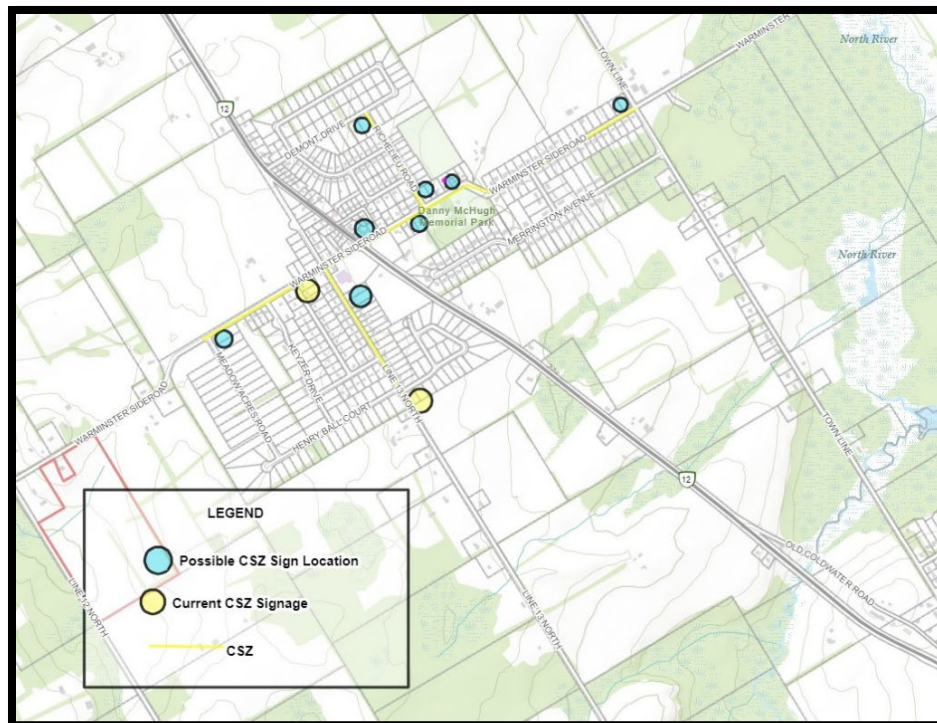


Figure 1 Warminster Proposed CSZ Expansion - WMSR and Richelieu Rd

A sample of a new zone would include Lakeshore Rd East and Parkside Rd



Figure 2 - Bayview Memorial Park, Boat Launch CZS

If endorsed by the Council, staff will first apply the CSZ criteria and justification process across the Township road network to areas in (Justification 1) and bring back an updated by-law with the criteria set out in the policy adoption.

Justification 2: would be applied on an as-required basis where traffic data or traffic studies have met the warrants or will undergo a speed management review for possible implementation. As noted, the road safety analysis as part of the second justification will involve a review of collision and other traffic data (pedestrian and traffic volume, operating speeds etc.). Much of the traffic data is not currently available; however, additional data collection would be required in any request for traffic reviews. It is recognized that CSZ evaluation for justification two is a significant undertaking and is to be implemented in development applications and future traffic studies on an infill basis.

Justification 3: This would be applied on an as-required basis; an example of this could include the development of a CSZ on Line 7 South, given the intermittent traffic increases due to events at Burls Creek Event Grounds.

The implementation of the policy would be phased with the development of a new by-law and repealing of bylaw 2005-077; it is anticipated that the by-law would return for the July 17, 2024 meeting to implement the Justification 1 component of the policy, and the areas would be enforceable once the signs are installed. Installation timing would be subject to locate timing and availability of supplies and more detailed timing would be provided with

the by-law report. The areas would be installed in order of existing location expansions followed by higher volume traffic zones. As per the policy, each of the area implementations will be communicated via Township communication channels. Justification 2 will be applicable to future traffic studies but will not be retroactively applied. It is anticipated that the implementation would be completed in 2024 prior to the onset of winter.

Implementing the Community Safety Zone Policy would provide the foundational policy for developing an Automated Speed Enforcement program.

Financial / Legal Implications / Risk Management

It is anticipated that the full implementation revisions of the Community Safety Zones would require an initial investment of approximately \$30,000 for the purchase and installation of the requisite signage and an additional operating costs of approximately \$7,500 for the mandatory retro reflectivity maintenance inspections and upkeep of signs. Detailed financial information and funding will be brought forward following the application of the new policy which will be brought forward in an implementation plan and updated Community Safety Zone by-law.

Further focus on traffic-related service levels will also require additional dedicated staff time and focus, which will be reviewed in the 2025/2025 budget.

Policies/Legislation

- Ontario Highway Traffic Act
- By-law 2005-077 to Designate Community Safety Zones

Corporate Strategic Goals

- Community Safety

Consultations

- Director, Operations and Community Services
- Operations Technologist Supervisor
- Ontario Traffic Council
- County of Simcoe
- OGRA, and AORS membership.

Attachments

Appendix A - *Policy POL-OPS-01 - Community Safety Zone Policy*

Conclusion

Report OCS-2024-18 provides a summary of the process by which the updated Community Safety Zone policy was developed and specific policy recommendations. If the policy is adopted, a by-law that would repeal and replace by-law 2005-077 to implement Community Safety Zones under the new policy guidelines identified above will be brought back to the Council with timelines and financial considerations for implementation along with specific road locations for the provincial Offences Act fine endorsement for the July 17, 2024 meeting of Council.

Respectfully submitted,

Karla Musso-Garcia, C.E.T. CRS-I
Manager Operations

Approvals:

Shawn Binns, CAO

Date of Approval:

June 19, 2024