



REPORT

TO: Mayor Bonnette and Members of Council

FROM: Matt Roj, Traffic Coordinator

DATE: June 14, 2022

REPORT NO.: TPW-2022-0022

SUBJECT: Automated Speed Enforcement – Community Safety Zones

RECOMMENDATION:

THAT Report No. TPW-2022-0022, dated June 14, 2022, regarding the Automated Speed Enforcement – Community Safety Zones be received;

AND FURTHER THAT the proposed Community Safety Zones be approved by Council;

AND FURTHER THAT the Uniform Traffic Control By-law 84-1, Schedule “29” Community Safety Zones – Signs on Display be amended.

KEY POINTS:

The following are key points for consideration with respect to this report:

- Bill 26 is legislation that amended the Highway Traffic Act to permit municipalities to designate road segments as Community Safety Zones (CSZs).
- There are four (4) existing Community Safety Zones (CSZs) located in the Town.
- To prepare for the Automated Speed Enforcement (ASE) program in 2023, mobile camera, staff evaluated 24 road segments, which included the four (4) existing CSZs and 20 potential CSZs.
- Eight (8) road segments were selected for the initial implementation of new CSZs zones in 2022.
- The Uniform Traffic Control By-law 84-1, Schedule “29” Community Safety Zones – Signs on Display amendment requires Council approval.
- The initial implementation of the proposed Community Safety Zones were included in the 2022 Traffic Engineering Workplan and will be installed by the end of the year.

- Any future costs to implement the remainder of the Community Safety Zones beyond this year will be reviewed and forwarded to Budget Committee for consideration as part of a future budget process, subject to affordability of the Town's Long Range Financial Plan (LRFP).

BACKGROUND AND DISCUSSION:

At the Council meeting on February 7, 2022, staff presented the Automated Speed Enforcement (ASE) Report No. TPW-2022-0001, which identified the implementation of the additional Community Safety Zones (CSZs) on roads under the jurisdiction of the Town.

Community Safety Zone, Bill 26, an Act to Promote Public Safety, received a Royal Assent in June 1998. The Highway Traffic Act (HTA) allows municipalities to designate road segments as Community Safety Zones (CSZs) where "public safety is of special concern". The section of the road designated as a Community Safety Zone is subject to double the fines, under the Highway Traffic Act (HTA).

"A Community Safety Zone (CSZ) is a section of a roadway designated through a by-law passed by Council to identify it as a road segment where public safety is of paramount concern. Community Safety Zones may include roadways near schools, daycare centres, active parks, hospitals, senior citizen residences, and may also be used for collision prone areas within a community."

To prepare for the potential implementation of ASE program in 2023, staff conducted a traffic review of 24 road segments in April and May of this year. It included the existing four (4) CSZs and 20 additional locations that may potentially qualify for the ASE program mobile speed camera deployment. All 24 road segments included in this review satisfy the requirements of Bill 26 and the HTA to be designated as CSZs.

The selected CSZ locations for review focused on the roads located in the vicinity of schools, parks and senior centres, where motorists can encounter many vulnerable road users.

Proposed Community Safety Zones

During the review process, staff collected traffic information that included the average and operating speeds (85th percentile) and volume of traffic.

A detailed list of all the existing and proposed Community Safety Zone locations and associated speed information is included in Attachment 1.

The site selection process for initial implementation was based on comparing the posted speed limit to the operating speed for each road segment. At this time, only the roads with operating speeds exceeding 10km/h above the posted speed limit were chosen for the initial implementation of the Community Safety Zones to ensure their effectiveness and the need for enforcement as appropriate.

Miller Drive's two road segments, north and south of Eaton Street (south intersection), were combined into one Community Safety Zone, which reduces the total number of the initial CSZs from nine to eight.

The following eight (8) CSZs are recommended for the initial implementation:

- 1) Churchill Road North between Tanners Drive North and Peel Street (McKenzie-Smith Bennett School)
- 2) Maple Avenue between Mountainview Road North and Guelph Street (Dominion Gardens Park)
- 3) Miller Drive between Eighth Line and Argyll Road (St. Brigid Catholic Elementary School and Sacre-Coeur Catholic Elementary School)
- 4) Barber Drive (East) between Argyll Road and Niagara Trail (St. Catherine of Alexandria Catholic Elementary School)
- 5) Danby Road between Barber Drive and Silver Pond Drive (Ethel Gardiner Public School)
- 6) Eaton Street between Forsyth Crescent and Chaplin Crescent (Silver Creek Public School)
- 7) 15 Side Road between Trafalgar Road and Belmont Boulevard (west intersection) (Stewarttown Middle School)
- 8) 22 Side Road between Fifth Line (east intersection) and Elizabeth Street (Limehouse Public School)

Staff anticipate converting all the remainder Community Safety Zones as recommended in this Report (Attachment 1) through a multi-year project and will be included in future Traffic Engineering Workplans

In addition, the Uniform Traffic Control By-law (UTCB) 84-01 is required to be amended to include the addition of the new Community Safety Zones that will be initially implemented. Further amendments to the UTCB 84-01 will be required in the future to implement the remainder of the recommended CSZs.

Next Steps

Following Council approval of the recommended Community Safety Zones staff will purchase the required traffic signs and schedule their installation with Public Works. It is anticipated that initial implementation of the Community Safety Zones will be completed by the end of the year.

STRATEGIC PLAN ALIGNMENT:

This report aligns to the Town's Strategic plan recognizing the value to foster a healthy community that provides a clean environment and range of economic and social opportunities to ensure a superior quality of life in our community.

This report also identifies transportation as one of the Town's Strategic priorities.

RELATIONSHIP TO CLIMATE CHANGE:

This report is administrative in nature and does not directly impact or address climate change and the Town's Net Zero target.

PUBLIC ENGAGEMENT:

Public Engagement was not needed as this report is administrative in nature. Staff will coordinate with Communication staff to develop a Public Engagement Strategy to notify the public with regard to the implementation of the new Community Safety Zones, which will include all media and communication channels. The residents living near the new Community Safety Zones will be informed directly by hand-delivered letters.

INTERNAL CONSULTATION:

Internal discussion included Transportation and Public Works staff.

FINANCIAL IMPLICATIONS:

This report will be funded through an existing approved budget source.

Any future costs to implement the remainder of the Community Safety Zones beyond this year will be reviewed and forwarded to Budget Committee for consideration as part of a future budget process, subject to affordability of the Town's LRFP.

Reviewed and approved by,

Maureen Van Ravens, Director of Transportation

Bill Andrews, Commissioner of Transportation and Public Works

Jon Rehill, Acting Chief Administrative Officer