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COMMUNITY SAFETY ZONE INSTALLATION GUIDELINES

The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated March 28, 2011, from the Commissioner of Transportation Services with the following amendment:

- 3. That staff, in consultation with York Regional Police and the local municipalities, review the implications of identifying all school zones as Community Safety Zones, and report back within six months.**

1. RECOMMENDATIONS

It is recommended that:

1. Regional staff of the Transportation Services Department continue to utilize the current Community Safety Zone Warrant Criteria, as adopted by Regional Council on December 19, 2002.
2. The Regional Clerk circulate this report to the Clerks of the local municipalities for their information.

2. PURPOSE

This report is in response to a Transportation Services Committee request to designate all school areas as Community Safety Zones.

3. BACKGROUND

On September 1, 1998, the *Highway Traffic Act* was amended to permit municipalities to establish Community Safety Zones on public roads under their jurisdiction

In 1998, Section 214.1(1) of the *Highway Traffic Act* was adopted, which delegated authority to the Council of a municipality to designate by by-law a part of a highway under its jurisdiction as a Community Safety Zone if, in the Council's opinion, public safety is of special concern on that part of the highway.

Community Safety Zones are sections of roadways where public safety is of special concern and traffic offences are subject to double the fines

Community Safety Zones are typically designated on roadways near schools, day-care centres, retirement residences, or road sections that are identified as high collision locations. Within designated Community Safety Zones, while traffic laws remain the same, demerit points of offenders are not affected, but traffic offences are subject to double the fines by a Community Safety Zone designation. The intent of these zones is to modify driver behaviour and increase safety for all road users, particularly vulnerable road users like children and seniors.

In accordance with the Sections 214.1 (4) and (5) of the *Highway Traffic Act*, Community Safety Zone designations do not take effect until municipal by-laws are in place and the required signs are posted. The Community Safety Zone signs must be located at the limits of the zone as prescribed in the designating municipal by-law or Ontario Regulation. A standard Community Safety Zone sign in accordance with the Ontario Traffic Manual Book 5 is shown in Figure 1.

Figure 1
Community Safety Zone Sign



On December 19, 2002, Regional Council adopted its own criteria for the implementation of Community Safety Zones

In 2002, York Region developed its own criteria and implementation process to ensure that Community Safety Zones are implemented consistently across the Region.

The Region's current Community Safety Zone warrant criteria considers both the need for special consideration and whether or not the designation will result in an improvement in safety performance

The Region's current Community Safety Zone warrant criteria has two separate warrants both of which must be met in order to install a Community Safety Zone. The first component, *Designated Areas of Special Consideration*, recommends that Community Safety Zones only be considered for implementation in areas of special concern that are obvious to road users.

These areas include:

- Community centres
- Elementary or secondary schools
- High pedestrian traffic locations (defined as a location experiencing an average of 100 pedestrians per hour or more for any eight hours of the day)
- Seniors' centres and residences

The second component, *Safety Performance*, consists of collision and risk components that consider the following factors:

- Posted speed
- Daily traffic volumes
- Number of lanes
- Length of sidewalks
- Pedestrian volumes
- Intersections and entrances per kilometre

The collision warrant specifies a rate of collision threshold and the risk warrant involves analyzing the features of the road section. Before the risk warrant for a road section can be evaluated, there must be positive confirmation from York Regional Police from field observations that there is an unusually high violation rate at the location. The policy guides the analyst to assign a risk factor score to road sections, which will determine the potential for safety improvements. The Region's current Community Safety Zone policy is outlined in *Attachment 6*.

There are currently five Community Safety Zones on the Regional road network. Requests for new Community Safety Zones are reviewed on a case-by-case basis, using warrant criteria approved by Regional Council

There are currently five Community Safety Zones installed on the Regional road network as outlined in Table 1.

Table 1
Community Safety Zone locations on Regional Roads

Road	Section	Municipality	Special Concern
Weston Road (Attachment 1)	Rowntree Dairy Road to Chrislea Road	City of Vaughan	High Pedestrian Volume
King Road (Attachment 2)	Warren Road to John Street	Township of King	School Area
Bayview Avenue (Attachment 3)	Thornlea Road to Sycamore Drive / Romfield Circuit North	Town of Markham	Community Centres and School Area
Highway 7 (Attachment 4)	Conservation Avenue / Laidlaw Boulevard to Grandview Boulevard / Galsworthy Drive	Town of Markham	School Area
16 th Avenue (Attachment 5)	Fern Avenue to Maple Avenue	Town of Richmond Hill	School Area

All Community Safety Zone designations are in effect 24 hours a day, seven days per week. Location plans showing each location are attached to this report (*See Attachments 1 - 5*). There have been no new Community Safety Zones installed on the Regional Road network since 2005.

4. ANALYSIS AND OPTIONS

The designation of a Community Safety Zone requires careful consideration and therefore a “blanket” Community Safety Zone designation in all school zones is not recommended.

A comparison confirms that the Region’s current Community Safety Zone Warrant Criteria are consistent with other jurisdictions and provide an effective guideline for implementation

A comprehensive review was undertaken to examine the Region’s current Community Safety Zone Warrant Criteria and compare it with those that are currently being applied in other municipal jurisdictions.

Niagara Region, Waterloo Region and York Region apply a similar in-house Community Safety Zone warrant criteria for evaluation. In consulting with the City of Hamilton, the City of Ottawa and the City of Toronto it was learned that these municipalities, through their own evaluation studies, have found Community Safety Zones to be generally

ineffective in changing driver behaviour. Accordingly they are not currently considering additional locations for Community Safety Zones.

Overall, staff are satisfied that the Region's current Community Safety Zone Warrant Criteria provides an effective guideline for implementation, and recommend that the current warrant criteria be maintained.

Police enforcement resources must be taken into consideration when determining the effectiveness, size and location of Community Safety Zone

York Regional Police indicate the Community Safety Zone policy is appropriate, given the strict criteria must first be satisfied before a location would qualify for designation. It is imperative that in order for any road sign to retain credibility with motorists, community safety zones must be used in a meaningful way. "Blanketing" all school zones as Community Safety Zones may actually cause a loss of credibility to the zones that already exist and would do little if anything to change driver behaviour in the new areas. Motorists typically do not associate the presence of community safety zone signs with a need to drive more safely. The current policy of judging each location against the criteria on a case-by-case basis is sound and should be continued.

The designation of the Community Safety Zone requires careful consideration, a "blanket" Community Safety Zone designation in all school zones is not recommended

In response to the Committee request to designate all school areas as Community Safety Zones, each of the 64 school areas that currently have frontage on Regional roads would have to be assessed on a case-by-case basis using the Region's current Community Safety Zone Warrant Criteria. It would take staff approximately six months of effort for Transportation Services to complete all the assessments. This does not include the York Regional Police resources necessary to conduct field observations on all 64 school zones to comply with the warrant procedure.

Staff do not recommend conducting a review of all 64 locations due to available staff resources and competing priorities; staff respond to approximately 1,500 traffic analysis of intersection capacity, signal timing and safety requests per year.

5. FINANCIAL IMPLICATIONS

There are no financial implications as a result of this report.

6. LOCAL MUNICIPAL IMPACT

There is no direct impact on the local municipalities. This report will be forwarded to each of the local municipalities for their information.

7. CONCLUSION

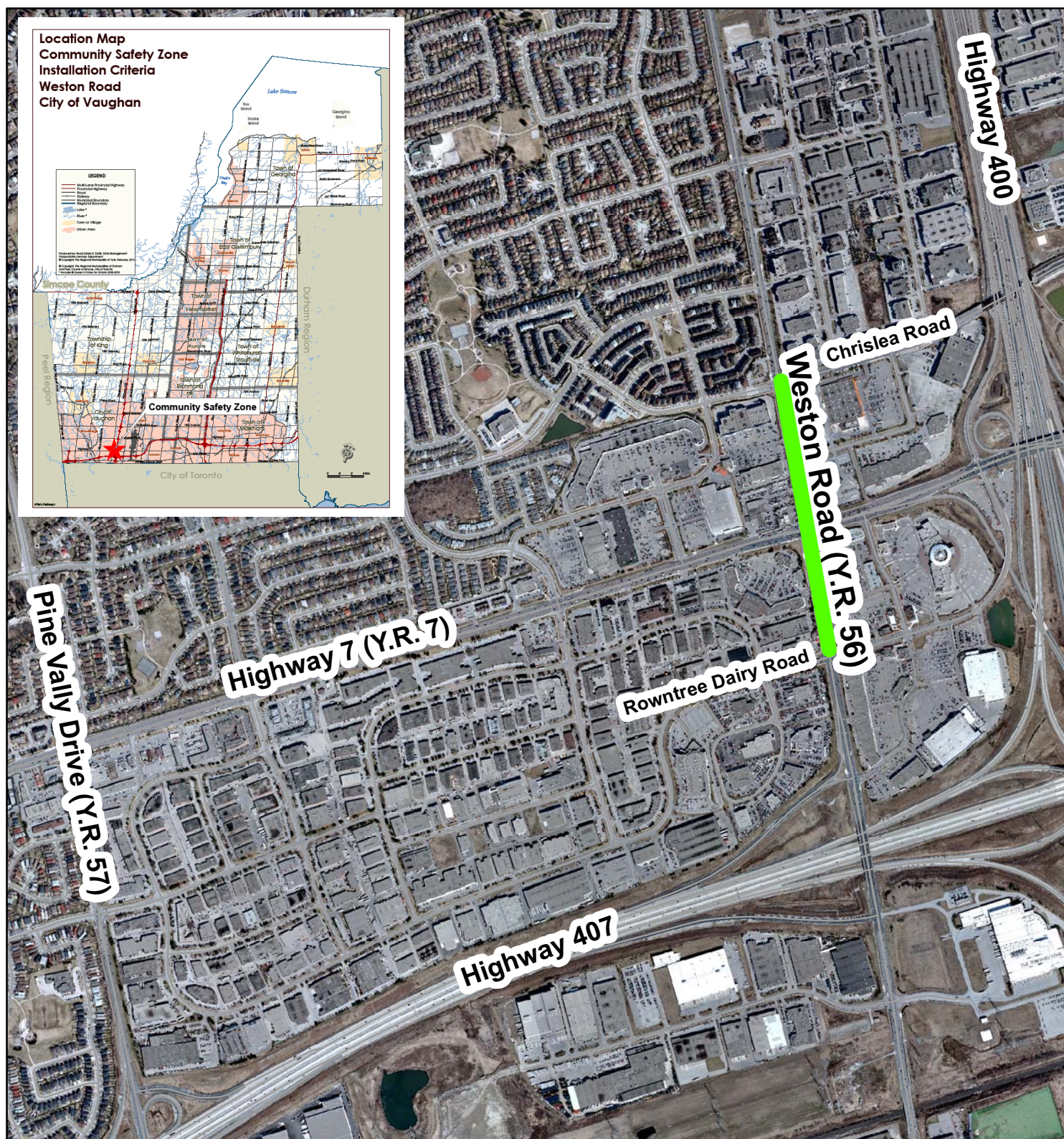
The findings of the Community Safety Zone Warrant Criteria review indicate that the Region's current criteria approved by Regional Council on December 19, 2002, provide an effective guideline for implementation. In addition, Community Safety Zones should only be implemented at specific sites where significant improvements to traffic safety can be realized.

It is recommended that staff of the Transportation Service Department continue the current practice of reviewing each request on a case-by-case basis, and reserve Community Safety Zone designations for road sections of special concern.

For more information on this report, please contact Steven Kemp, Director, Traffic Management and Intelligent Transportation Systems at Ext. 5226.

The Senior Management Group has reviewed this report.

(The six attachments referred to in this clause are attached to this report.)



LOCATION PLAN

Community Safety Zone

Weston Road (Y.R. 56)

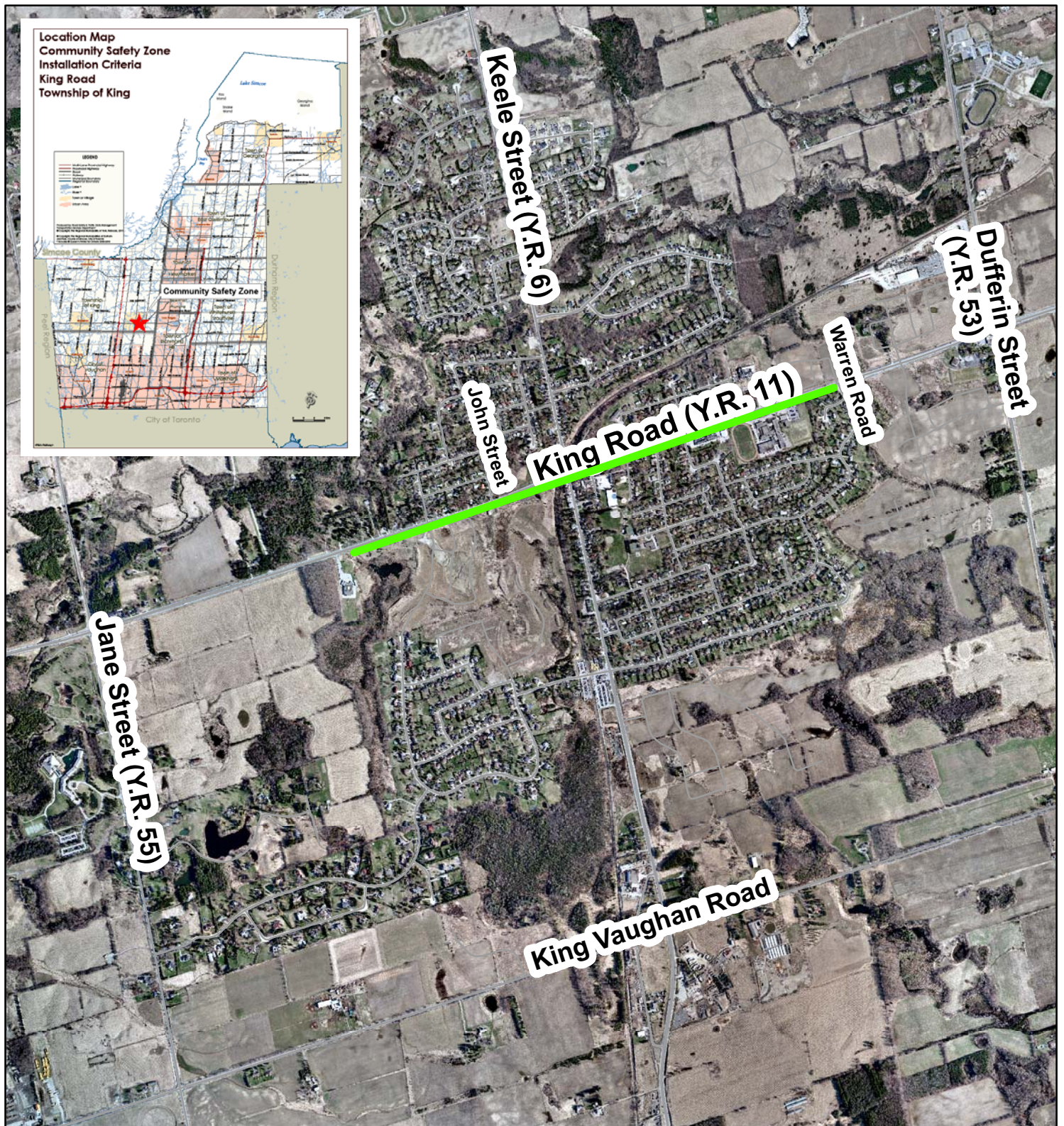
Rowntree Dairy Road to Chrislea Road

City of Vaughan

Community Safety Zone



TRANSPORTATION SERVICES



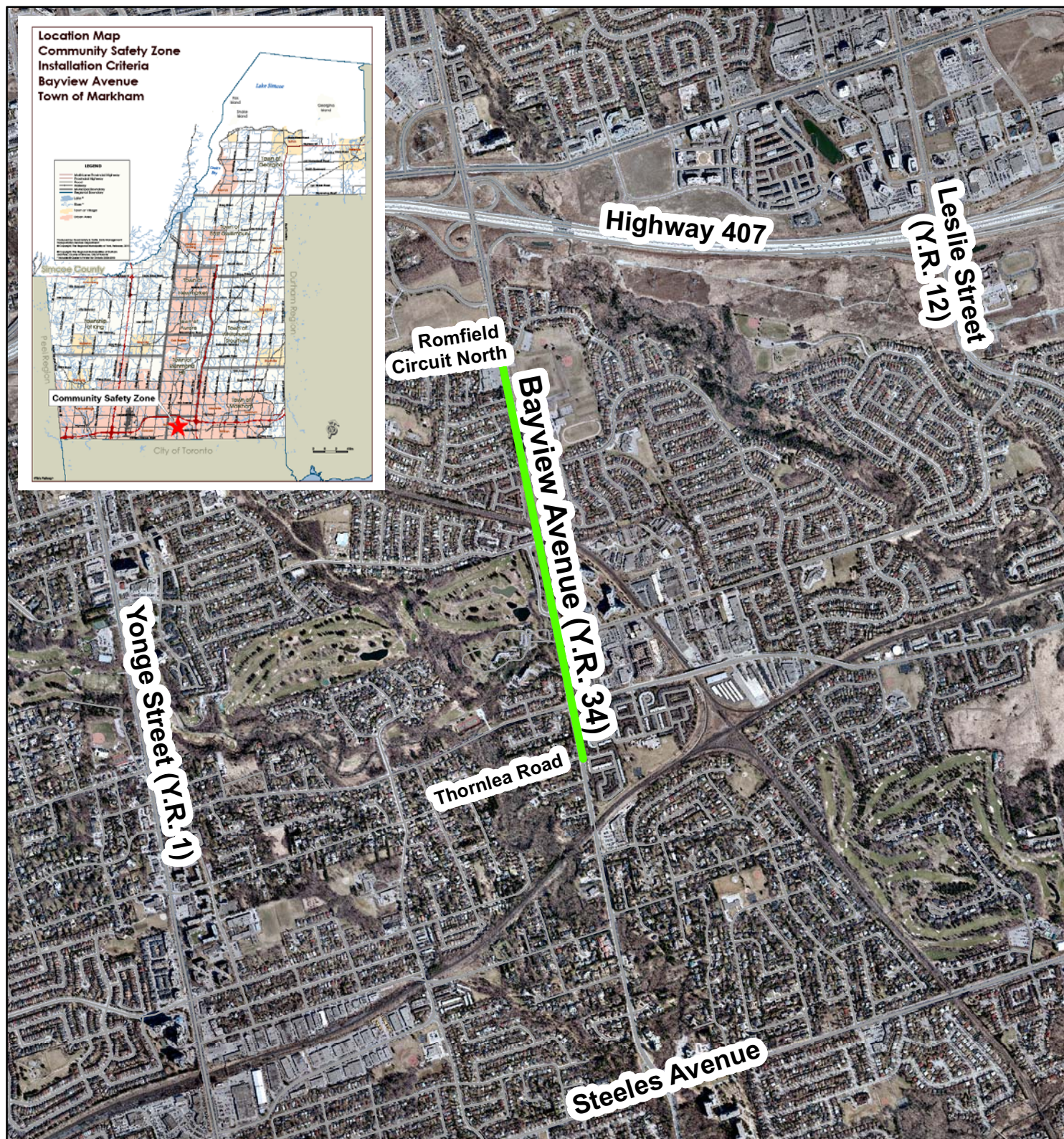
LOCATION PLAN

Community Safety Zone
King Road (Y.R. 11)
Warren Road to John Street
Township of King

Community Safety Zone 



TRANSPORTATION SERVICES



LOCATION PLAN

Community Safety Zone Installation Criteria

Bayview Avenue (Y.R.34)

Thornlea Road to Sycamore Drive / Romfield Circuit North

Town of Markham

Community Safety Zone





LOCATION PLAN

Community Safety Zone

Highway 7 (Y.R. 7)

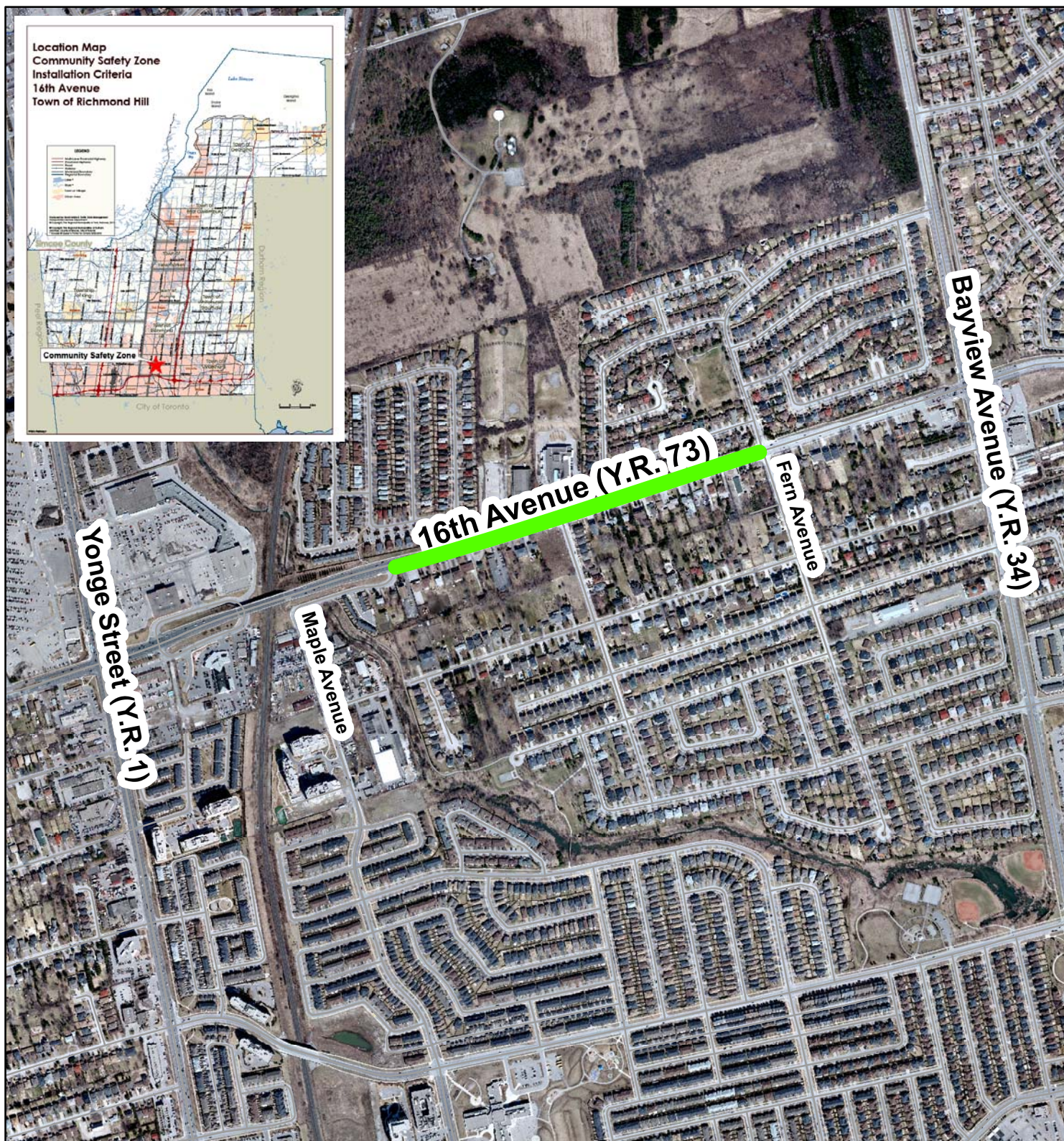
Conservation Avenue / Laidlaw Boulevard
to Grandview Boulevard / Galsworthy Drive

Town of Markham

Community Safety Zone 



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LOCATION PLAN

Community Safety Zone
16th Avenue (Y.R. 73)
Fern Avenue to Maple Avenue
Town of Richmond Hill

Community Safety Zone 



TRANSPORTATION SERVICES



Community Safety Zone (CSZ) Warrant Criteria

NO. :

Approval Date : December 19, 2002

Last Updated : June 5, 2003

POLICY STATEMENT:

This policy provides a warrant process for Community Safety Zones (CSZs) along The Regional Municipality of York road system.

APPLICATION:

The CSZ warrant and point-rating system is to identify the locations that meet the warrant for CSZs along the Regional road network.

PURPOSE:

Provides a set of criteria and a warrant for CSZ locations for Regional roads.

DEFINITIONS:

CSZs are used on "parts of a roadway" where public safety is of special concern to a community.

The CSZ warrant outlines two major components. The first component, Warrant 1 – Designated Areas of Special Concern must be satisfied before continuing onto Warrant 2. Warrant 2 – considers collision and risk components. One of these components must be satisfied in order for a CSZ to be implemented.

Warrant 1: Designated Areas of Special Consideration

CSZs must only be implemented at locations of special concern that are obvious to the road user. Therefore, CSZs must only be implemented at the following locations:

- Elementary or secondary schools.
- Community centres.
- High pedestrian traffic locations.
- Seniors' centres and residences.
- Proposed CSZ must be a minimum of one kilometre in length to a maximum of 2.5 kilometres.

For the purposes of this warrant, a high pedestrian location is defined as a location experiencing an average of 100 pedestrians per hour or more for any 8 hours of the day.

Warrant 2: Safety Warrant

The safety warrant is comprised of a collision component and a risk component. Either the collision component or the risk component must be satisfied for the safety warrant to be met.

- **Collision Component**

A CSZ should be implemented if the collision ratio is less than 1:900 (collisions per year:AADT), averaged over 36 consecutive months.

- **Risk Component**

It is recognized that a significant safety concern may exist even though it is not shown in the collision record, therefore, a second warrant based on the elements of risk is available.

Prior to using the risk warrant, field observations or the York Regional Police must verify that there is an unusually high violation rate at the location. The minimum accepted value for the risk factor is 15.

Table 1

Risk Factor Component

Risk Factor	High (Score 3)	Moderate (Score 2)	Low (Score 1)	Score
Posted speed (km/h) *	40	50	60	
Average daily volume	Over 20,000	10,000 to 20,000	Under 10,000	
Number of lanes	>4	3 or 4	2	
Length of sidewalks	<25%	25 to 75%	>75%	
Truck volume	>5 %	3-5 %	<3 %	
Pedestrians crossing in any 8 hours	>100	50 to 100	< 50	
Intersection and entrances per kilometre	> 10	4 to 10	< 4	
		TOTAL SCORE		

*Roads with a posted speed limit > 60-km/h shall not be considered for a CSZ.

REFERENCE:

[Approval \(Transportation and Works Committee Report 11, Clause 7, 2002\)](#)

CONTACT:

Director of Roads Transportation, Transportation and Works Department.

APPROVAL INFORMATION

CAO Approval Date: November 20, 2002

Committee: Transportation and Works

Clause: 7

Report No: 11

Council Approval:

Minute No. 178 **Page:**

Date: December 19, 2002

By-law No:

Minute No.

Page:

Date:

[Approval \(Transportation and Works Committee Report 11, Clause 7, 2002\)](#)

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