

<p>1. Community Safety Zones Implementation Plan Plan de mise en œuvre des zones de sécurité</p>
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**Committee Recommendations as amended**

**That Council:**

1. approve the proposed Community Safety Zone Implementation Plan as described in this report and the associated Community Safety Zone By-law, a draft of which is attached as revised Document 1;
2. approve that Table 1 in the report “Community Safety Zone Implementation Plan” ACS2019-TSD-TRF-0008 be amended to include any clerical and typographical errors corrected in the revised Community Safety Zones table described in the revised Document 1 as Schedule “A” (per Motion n° TRC 2019-6/4);
3. delegate authority to the General Manager of the Transportation Services Department and the Director of Traffic Services, individually, to add future Community Safety Zones to the By-law, as described in this report, and that the City Solicitor place such amending by-laws on the agenda of Council for enactment; and
4. formally request, through the Mayor, that the Province of Ontario:
  - a) Modify the Highway Traffic Act to allow for doubling of fines within School Zones without the need for additional Community Safety Zone signage;
  - b) Modify the Regulations to ensure that School Zone signage meets the evidentiary requirements for use of Automated Speed Enforcement within School Zones; and,
  - c) Modify the Regulations to allow for a narrower signage configuration for Community Safety Zones within bilingual jurisdictions.

### Recommandations du comité telles que modifiées

Que le Conseil :

1. approuve le plan de mise en œuvre proposé des zones de sécurité communautaire décrit dans le présent rapport et le règlement municipal sur les zones de sécurité communautaire connexe, dont une ébauche est jointe en tant que Document 1 révisé;
2. approuve la modification du tableau 1 du rapport « Plan de mise en œuvre des zones de sécurité communautaire » (ACS2019-TSD-TRF-0008) pour y intégrer la correction des erreurs de transcription et des coquilles qui figurent dans le tableau sur les zones de sécurité communautaire constituant l'annexe A du document 1 (conformément à la motion n° TRC 2019-6/4);
3. délègue au directeur général de la Direction générale des transports et au directeur des Services de la circulation, individuellement, le pouvoir d'ajouter au règlement les futures zones de sécurité communautaire décrites dans le présent rapport et de déléguer à l'avocat général de la Ville le pouvoir d'inscrire le règlement modificatif adéquat directement à un futur ordre du jour du Conseil pour adoption; et
4. demande officiellement au gouvernement de l'Ontario, par l'entremise du maire :
  - a. de modifier le Code de la route pour permettre de doubler le montant des amendes dans les zones scolaires sans avoir à y installer de signalisation supplémentaire indiquant la présence d'une zone de sécurité communautaire;
  - b. de modifier la réglementation de sorte que la signalisation dans les zones scolaires réponde aux exigences de justification entourant l'utilisation de dispositifs de contrôle automatisé de la vitesse;

- c. **de modifier la réglementation de manière à réduire la taille des panneaux à installer dans les zones de sécurité communautaire des territoires bilingues.**

For the Information of Council:

The committee approved the following Direction to staff:

That staff be directed to look into adding a feasible location in the core as the 9<sup>th</sup> pilot project location.

Pour la gouverne du Conseil

Le comité a également approuvé la directive au personnel ce que suit:

Que le personnel étudie la possibilité de faire d'un emplacement approprié du centre-ville le 9<sup>e</sup> du projet pilote.

DOCUMENTATION / DOCUMENTATION

1. Director's report, Traffic Services, Transportation Services Department, dated 1 November 2019 (ACS2019-TSD-TRF-0008)  
  
Rapport du directeur, Services de la circulation, Direction générale des transports, daté le 1 novembre 2019 (ACS2019-TSD-TRF-0008)
2. Extract of Draft Minute, Transportation Committee, 13 November 2019.  
  
Extrait de l'ébauche du procès-verbal de la Comité des transports, le 13 novembre 2019.

**Transportation Committee  
Report 6  
27 November 2019**

**4**

**Comité des transports  
Rapport 6  
le 27 novembre 2019**

**Report to  
Rapport au:**

**Transportation Committee  
Comité des transports  
13 November 2019 / 13 novembre 2019**

**and Council  
et au Conseil  
20 November 2019 / 20 novembre 2019**

**Submitted on November 1, 2019  
Soumis le 1er novembre 2019**

**Submitted by  
Soumis par:**

**Philippe Landry, Director/Directeur, Traffic Services/ Services de la circulation,  
Transportation Services Department/Direction générale des transports**

**Contact Person**

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**Ward: CITY WIDE / À L'ÉCHELLE DE LA VILLE      File Number: ACS2019-TSD-TRF-0008**

**SUBJECT: Community Safety Zones Implementation Plan**

**OBJET: Plan de mise en œuvre des zones de sécurité communautaire**

## REPORT RECOMMENDATIONS

That the Transportation Committee recommend that Council:

1. Approve the proposed Community Safety Zone Implementation Plan as described in this report and the associated Community Safety Zone By-law, a draft of which is attached as Document 1;
2. Delegate authority to the General Manager of the Transportation Services Department and the Director of Traffic Services, individually, to add future Community Safety Zones to the By-law, as described in this report, and that the City Solicitor place such amending by-laws on the agenda of Council for enactment.

## RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil :

1. D'approuver le plan de mise en œuvre proposé des zones de sécurité communautaire décrit dans le présent rapport et le règlement municipal sur les zones de sécurité communautaire connexe, dont une ébauche est jointe en tant que Document 1;
2. De déléguer au directeur général de la Direction générale des transports et au directeur des Services de la circulation, individuellement, le pouvoir d'ajouter au règlement les futures zones de sécurité communautaire décrites dans le présent rapport et de déléguer à l'avocat général de la Ville le pouvoir d'inscrire le règlement modificatif adéquat directement à un futur ordre du jour du Conseil pour adoption.

## BACKGROUND

The *Highway Traffic Act* (HTA) provides a municipality the authority to designate a part of a roadway under their jurisdiction as a Community Safety Zone (CSZ). As per the *HTA*, the official designation of a segment of roadway as a CSZ requires the enactment of a municipal by-law which includes the designated area and the erection of regulatory signs on the designated part of the roadway.

Once a CSZ is designated and established, the *HTA* provides that any person convicted of specific offences described in the *HTA* is liable to increased fines if it is committed

while in a CSZ. For example, fines for speeding in a CSZ will be doubled for each kilometre-per-hour driven over the speed limit. Similarly, fines for careless driving for contraventions of other rules of the road will also be doubled. Set fines for certain offences committed in a CSZ are also increased.

### **Automated Speed Enforcement**

Recent changes to the *HTA*, made under [\*Bill 65 – Safer School Zones Act 2017\*](#), allow for the use of automated speed enforcement (ASE) within Community Safety Zones (CSZ), where the speed limit is below 80 kilometres per hour. The use of ASE provides an opportunity for the consistent enforcement required to effectively encourage drivers to reduce their operating speeds.

The implementation of CSZ in school areas will allow the City to pilot ASE technology at various school areas across the city. The ASE Pilot Project was approved through direction issued as part of Motion TRC 14/2 in May 2016, as part of deliberations related to both the Photo Radar on Local Streets Report (ACS2016-CMR-TRC-0009) and the Use of Photo Radar in Canadian Municipalities Report (ACS2016-COS-PWS-0021).

### **DISCUSSION**

Traffic Services staff have developed a data-driven approach to evaluate school areas and to identify those that are best suited for the implementation of a CSZ, and which can be considered candidate locations for the upcoming ASE pilot project.

### **EVALUATION CRITERIA**

Transportation Services staff have conducted a review of roadways in the vicinity of Ottawa's 376 schools to identify areas that should be considered for the implementation of CSZs. The review considered several factors impacting the safety of children walking or cycling to get to and from school. The data collected to evaluate each school zone included the following:

- Compliance with the posted speed limit – percentage of traffic travelling at or below the posted speed limit;
- Number of high-end speeders on the roadway adjacent to the schools – defined as those vehicles travelling 15 km/h or more over the speed limit;

- Number of children not being transported to and from the school via bus transport – a surrogate for the number of children potentially walking or cycling to school;
- Number of reported collisions involving school-aged vulnerable road users; and,
- The school's involvement in a Safe and Active Routes to School program – this program, coordinated by the EnviroCentre, helps schools develop plans to encourage safe walking and cycling for school travel.

The criteria were scored for each location and the output of the data review was a ranked list of locations based on accumulation of their respective criteria scores. Locations were further reviewed to determine the type of regulatory signage currently in place along the school area's corresponding roadway(s).

## **SITE FEASIBILITY**

Following the data review, site visits were conducted at the highest-ranking sites to determine the feasibility of installing CSZ signage within the right-of-way, as per the *Regulations* associated with the *HTA*. In order for a CSZ to be enforceable, the regulatory signs have to meet the installation, sizing and bilingual requirements of the *Regulation*.

CSZ signage is more than twice as wide as a standard speed limit sign, and thus certain roadways where a CSZ would be recommended may not be able to accommodate these types of signs given existing infrastructure and right-of-way features. Document 2: Community Safety Zone Signage provides an illustration of the required regulatory signs, in addition to photographs of a temporary sign installed along different roadways. These photographs depict instances where roadways can and cannot physically accommodate the required CSZ regulatory signage.

Following the site visits of the highest-ranking sites, eight (8) locations were identified that met the regulation requirements for the implementation of a CSZ. These locations can physically accommodate, on both sides of the roadway where the zones begin and end, bilingual CSZ signage as required by the *HTA*.

### Community Safety Zone Implementation Plan

Community Safety Zones will be implemented by November 30, 2019 at the eight (8) new locations identified in Table 1 – New Community Safety Zones below. The table also provides the names of the schools with portions of their property fronting onto the roadway designated as a CSZ.

**Table 1 - New Community Safety Zones**

<b>Ward #</b>	<b>Roadway Name</b>	<b>From</b>	<b>To</b>	<b>Schools Fronting on Roadway</b>
<b>1</b>	Watters Road	A point 67 metres north of the intersection of Watters Road and Charlemagne Boulevard	A point 111 metres north of the intersection of Robervale Avenue and Watters Road	St. Francis of Assisi School
<b>3</b>	Longfields Drive	A point 46 metres north of centre island of Berrigan Drive and Longfields Drive roundabout	A point 20 metres from Silver Sage Avenue and Longfields Drive intersection	École élémentaire catholique Pierre-Elliott-Trudeau  St. Mother Teresa High School  Longfields-Davidson Heights Secondary School
<b>7</b>	Bayshore Drive	A point 26 metres south of the intersection of Bayshore Drive and Woodridge Crescent (north)	A point 48 metres north of the intersection of Bayshore Drive and Woodridge Crescent (south)	St. Rose of Lima School

Ward #	Roadway Name	From	To	Schools Fronting on Roadway
8	Meadowlands Drive W	A point 17 metres west curb edge of Sullivan Avenue and Meadowland Drive W intersection	A point 22 metres east of Brook Lane	St. Gregory School
11	Ogilvie Road	A point 66.7m east of Ogilvie Road and Elmlea Gate	A point 154m east of Appleford Street and Ogilvie Road	Gloucester High School
18	Smyth Road	A point 186 metres west of Roger Guindon Avenue and Smyth Road	A point 32.8 metres east of Haig Drive and Smyth Road intersection	Vincent Massey Public School Hillcrest High School École secondaire catholique Franco-Cité
19	Innes Road	A point 13.5 metres northwest of Innes Road and Portobello Boulevard intersection	A point 183 metres west of Innes Road and Trim Road intersection	École secondaire catholique Béatrice-Desloges
23	Katimavik Road	A point 18 metres west of the intersection of Castlefrank Road and Katimavik Road	A point 155 metres west of the intersection of McGibbon Drive and Castlefrank Road	Holy Trinity Catholic High School

Given these new CSZ locations, the number of CSZs will increase from four (4) to 12. The existing four CSZs in Ottawa are located along:

1. Castlefrank Road between Hungerford Gate and McCurdy Drive North ([BY-LAW No. 2017 – 125](#));
2. Bridge Street between Dickinson Street and North Riverside Drive ([BY-LAW No. 2016 – 195](#));
3. Long Island Road between Waterpark Place and Cindy Hill Crescent ([BY-LAW No. 2016 – 195](#)); and,
4. Portobello Boulevard between Brian Coburn Boulevard and Innes Road ([BY-LAW No. 2016 – 217](#)).

The proposed Community Safety Zone By-law described in Document 1 identifies the limits of each of the 12 CSZs and serves to consolidate all designated CSZ locations. It will also replace the individual by-laws associated to the four existing CSZ listed above. The existing CSZ by-laws will be repealed and consolidated into the new CSZ By-law described in Document 1. Future CSZ locations identified by staff for inclusion in the ASE project will be added to the By-law's corresponding schedule through the authority delegated individually to the General Manager of the Transportation Services Department and the Director of Traffic Services to add future CSZs to the By-law, based on the evaluation criteria described in this Report. The City Solicitor will place such amending by-laws on the Agenda of Council for enactment, and the General Manager of the Transportation Services Department will report any locations added by either the General Manager, or Director, to the Transportation Committee on an annual basis.

### **Funding Source**

The average cost for the implementation of a CSZ regulatory sign is approximately \$600, and the number of signs required per zone depends on its length. The implementation of the eight (8) new CSZs, requiring the installation of 40 regulatory CSZ signs, is estimated to cost \$24,000 and can be funded under Traffic Services' Safety Improvement Program. Future CSZ installations for the ASE project will be funded under the approved Traffic Services' operating budget.

### **Communication Plan**

As part of the Community Safety Zone initiative, Traffic Services, in collaboration with Public Information and Media Relations, will develop a comprehensive communications and stakeholder outreach plan to ensure Council, the public and affected schools (or

neighbourhoods) are aware of the initiative and its intention to implement the measures outlined in this report.

## **RURAL IMPLICATIONS**

Community Safety Zones are applicable city-wide.

## **CONSULTATION**

The proposed process for implementation of Community Safety Zones is data-driven, which ensures a transparent and consistent approach city-wide.

## **ADVISORY COMMITTEE(S) COMMENTS**

**Not applicable.**

## **LEGAL IMPLICATIONS**

There are no legal impediments to approving the recommendations in this report. Subsection 214.1(1) of the *Highway Traffic Act*, R.S.O 1990, c.H.8, as amended, authorizes the Council of a municipality to designate by by-law part of a highway under its jurisdiction as a community safety zone, if in Council's opinion, public safety is of special concern on that part of the highway. Council may deem it necessary to implement community safety zones in school areas and delegate the authority to the General Manager of the Transportation Services Department and the Director of Traffic Services, individually, pursuant to Subsection 23.2(1)c. of the *Municipal Act, 2001*, to add future school areas in the by-law designating the community safety zones as further described in this report.

## **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications.

## **FINANCIAL IMPLICATIONS**

The estimated cost to implement the 8 CSZs would be funded from the 2019 Safety Improvement Program project # 909317. All future CSZ installations would be funded from future Traffic Services operating budgets, subject to Council approval.

## **ACCESSIBILITY IMPACTS**

There are no impacts to accessibility associated with this report.

## **TERM OF COUNCIL PRIORITIES**

The Community Safety Zone Report aligns with the Transportation and Mobility Priority in the City of Ottawa's 2015-2018 Strategic Plan.

## **SUPPORTING DOCUMENTATION**

- Document 1 – Draft Community Safety Zone By-law
- Document 2 – Community Safety Zone Signage

## **DISPOSITION**

The Transportation Services Department will administer Community Safety Zones in Ottawa, as supported and approved by Council. As outlined in the report, the eight (8) new Community Safety Zones will be introduced and signed by November 30, 2019. Additionally, the Transportation Services Department, in consultation with the City Solicitor, will finalize any by-law amendments required and as described in this report, and will place such amending by-laws on the agenda of Council for enactment.