

**Transportation Committee
Report 6
27 November 2019**

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

**Extract of Draft Transportation
Committee Minutes 6
13 November 2019**

**Extrait de l'ébauche du
procès-verbal 6
du comité des transports
le 13 novembre 2019**

Transportation Services

Community Safety Zones Implementation Plan

ACS2019-TSD-TRF-0008

City Wide

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.**

Phil Landry, Director, Traffic Services, Transportation Services Department (TSD) and Krista Tanaka, Program Manager, Road Safety & Traffic Investment, TSD spoke to a detailed PowerPoint and responded to questions. A copy of the presentation is held on file with the City Clerk.

The following motions were introduced for the Committee's consideration:

Motion

Moved by Councillor J. Leiper

WHEREAS the report "Community Safety Zone Implementation Plan" (ACS2019-TSD-TRF-0008) recommends approving the proposed Community Safety Zone By-law in Document 1; and

WHEREAS there were clerical and typographical errors in Document 1, as the by-law must include the posted speed limits and correct signage placement measurements;

THEREFORE BE IT RESOLVED that the draft by-law contained in Document 1 of the report ACS2019-TSD-TRF-0008 be replaced with the attached revised Community Safety Zone By-law; and

BE IT FURTHER RESOLVED 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 attached revised Community Safety Zones table described in the attached Document 1 as Schedule "A".

Motion

Moved by Councillor S. Blais

WHEREAS the Government of Ontario passed new legislation, in May 2017, that amends the Highway Traffic Act to allow municipalities to implement Automated Speed Enforcement (ASE) in School Zones and Community Safety Zones where the speed limit is below 80 km/h; and

WHEREAS the ASE Provincial Legal Working Group has evaluated the Regulations governing the requirements for School Zone signage and deemed it

incompatible with the evidentiary requirements for ASE, thus eliminating the use of ASE within School Zones established as per Provincial Regulations; and

WHEREAS the only remaining option for ASE implementation is within Community Safety Zones; and

WHEREAS the Regulations require bilingual jurisdictions such as the City of Ottawa to install English and French Community Safety Zone signs side-by-side, resulting in 1.35 m signage that does not fit within the right-of-way in the vicinity of many schools within the City; and

WHEREAS the City of Ottawa recognizes School Zones as locations warranting the same level of disincentive for speeding and other Highway Traffic Act offenses as Community Safety Zones and Construction Zones;

THEREFORE be it resolved that City Council, through the Mayor, formally request that the Province of Ontario:

- Modify the Highway Traffic Act to allow for doubling of fines within School Zones without the need for additional Community Safety Zone signage;
- Modify the Regulations to ensure that School Zone signage meets the evidentiary requirements for use of Automated Speed Enforcement within School Zones; and,
- Modify the Regulations to allow for a narrower signage configuration for Community Safety Zones within bilingual jurisdictions.

Councillors R. Brockington and T. Kavanagh were also present and participated in discussion and questions of staff.

Having concluded discussions and questions of staff, the committee considered

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Councillors J. Leiper and S. Blais motions as follows:

Motion No. TRC 2019 6/4

Moved by Councillor J. Leiper

WHEREAS the report “Community Safety Zone Implementation Plan” (ACS2019-TSD-TRF-0008) recommends approving the proposed Community Safety Zone By-law in Document 1; and

WHEREAS there were clerical and typographical errors in Document 1, as the by-law must include the posted speed limits and correct signage placement measurements;

THEREFORE BE IT RESOLVED that the draft by-law contained in Document 1 of the report ACS2019-TSD-TRF-0008 be replaced with the attached revised Community Safety Zone By-law¹; and

BE IT FURTHER RESOLVED 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 attached revised Community Safety Zones table described in the attached Document 1 as Schedule “A”².

CARRIED

Motion No. TRC 2019 6/5

Moved by Councillor S. Blais

WHEREAS the Government of Ontario passed new legislation, in May

¹Revised Document 1 - **Community Safety Zone By-law** is appended

² Revised Community Safety Zones Table is appended

2017, that amends the Highway Traffic Act to allow municipalities to implement Automated Speed Enforcement (ASE) in School Zones and Community Safety Zones where the speed limit is below 80 km/h; and

WHEREAS the ASE Provincial Legal Working Group has evaluated the Regulations governing the requirements for School Zone signage and deemed it incompatible with the evidentiary requirements for ASE, thus eliminating the use of ASE within School Zones established as per Provincial Regulations; and

WHEREAS the only remaining option for ASE implementation is within Community Safety Zones; and

WHEREAS the Regulations require bilingual jurisdictions such as the City of Ottawa to install English and French Community Safety Zone signs side-by-side, resulting in 1.35 m signage that does not fit within the right-of-way in the vicinity of many schools within the City; and

WHEREAS the City of Ottawa recognizes School Zones as locations warranting the same level of disincentive for speeding and other Highway Traffic Act offenses as Community Safety Zones and Construction Zones;

THEREFORE be it resolved that City Council, through the Mayor, formally request that the Province of Ontario:

- Modify the Highway Traffic Act to allow for doubling of fines within School Zones without the need for additional Community Safety Zone signage;
- Modify the Regulations to ensure that School Zone signage meets the evidentiary requirements for use of Automated Speed

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Enforcement within School Zones; and,

- **Modify the Regulations to allow for a narrower signage configuration for Community Safety Zones within bilingual jurisdictions.**

CARRIED

Transportation Committee CARRIED the report as amended by Motion 6/4 and 6/5 with the following direction to staff:

Direction to Staff:

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

Revised DOCUMENT 1

BY-LAW NO. 2019 - XX

A by-law of the City of Ottawa to designate community safety zones throughout the City of Ottawa.

WHEREAS 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;

AND WHEREAS Council of the City of Ottawa deems it necessary to designate parts of highways in its jurisdiction as community safety zones;

AND WHEREAS the designated community safety zone areas are set out in Schedule "A" hereto;

AND WHEREAS on November 27, 2019, the Council of the City delegated the authority to the General Manager of the Transportation Services Department and the Director of Traffic Services, individually, pursuant to Subsection 23.2(1) paragraph C of the *Municipal Act, 2001*, to add future Community Safety Zones in school areas to the By-law and that the City Solicitor place such amending by-laws on the Agenda of Council for enactment;

THEREFORE the Council of the City of Ottawa enacts as follows:

1. Part of the highways set out in Schedule "A", in the City of Ottawa, are hereby designated as community safety zones.
2. The community safety zones set out in Schedule "A" shall be in effect 24 hours a day, seven days a week, from January 1st to December 31st of each year.
3. No person shall drive, move or operate any vehicle on a highway, bridge at a greater rate of speed than the rate of speed identified on official or authorized signs as set out in Schedule "A".

4. Schedule A, attached hereto, forms part of this by-law.
5. The following by-laws are repealed:
 - (a) By-law Number 2016-195 of the City of Ottawa entitled "A by-law of the City of Ottawa to designate part of Long Island Road and part of Bridge Street as community safety zones";
 - (b) By-law Number 2016-297 of the City of Ottawa entitled "A by-law of the City of Ottawa to designate part of Portobello Boulevard as a community safety zone"; and
 - (c) By-law Number 2017-125 of the City of Ottawa entitled "A by-law of the City of Ottawa to designate part of Castlefrank Road as a community safety zone".

ENACTED AND PASSED this day of , 2019.

CITY CLERK

MAYOR

SCHEDULE "A"

DESIGNATED COMMUNITY SAFETY ZONES

Ward #	Roadway Name	From	To	Schools Fronting on Roadway	<u>Speed Limit</u>
1	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 <u>Roberval</u> Avenue and Watters Road	St. Francis of Assisi School	<u>40 km/h</u>
3	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	<u>40 km/h</u>
7	Bayshore Drive	A point <u>30</u> 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	<u>40 km/h</u>

Ward #	Roadway Name	From	To	Schools Fronting on Roadway	<u>Speed Limit</u>
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	<u>40 km/h</u>
11	Ogilvie Road	A point <u>67 metres</u> east of Ogilvie Road and Elmlea Gate	A point <u>175 metres</u> east of Appleford Street and Ogilvie Road	Gloucester High School	<u>50 km/h</u>
18	Smyth Road	A point 186 metres west of Roger Guindon Avenue and Smyth Road	A point <u>40 metres</u> east of Haig Drive and Smyth Road intersection	Vincent Massey Public School Hillcrest High School École secondaire catholique Franco-Cité	<u>50 km/h</u>
19	Innes Road	A point <u>13 metres</u> 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	<u>60 km/h</u>

Ward #	Roadway Name	From	To	Schools Fronting on Roadway	<u>Speed Limit</u>
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	<u>40 km/h</u>
23	Castlefrank Road	A point 165 metres south of Kakulu Road	A point 82 metres south of McCurdy Drive North	Castlefrank Elementary School	<u>40 km/h</u>
21	Bridge Street	A point 12 metres east of the intersection of Dickinson Street and Bridge Street	A point 18 metres east of the intersection of North Riverside Drive	Manotick Public School	<u>40 km/h</u>
21	Long Island Road	A point 73 metres south of the intersection of Waterpark Place (north) and Long Island Road	A point 50 metres north of the intersection of Cindy Hill Crescent (south) and Long Island Road	St Leonard School	<u>40 km/h</u>

Ward #	Roadway Name	From	To	Schools Fronting on Roadway	<u>Speed Limit</u>
19	Portobello Boulevard	A point 30 metres north of the intersection of Portobello Boulevard and Brian Coburn Boulevard	A point 20 metres south of the intersection of Portobello Boulevard and Innes Road	Avalon Public School St Theresa School	<u>40 km/h</u> <u>7h00-</u> <u>9h30 and</u> <u>14h00-</u> <u>17h00 on</u> <u>School</u> <u>Days</u> <u>50 km/h</u> <u>at other</u> <u>times</u>

BY-LAW NO. 2019 -

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A by-law of the City of Ottawa to designate community safety zones throughout the City of Ottawa.

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Enacted by City Council at its meeting of , 2019.

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**LEGAL SERVICES
JMP**