

THE CORPORATION OF THE CITY OF VAUGHAN

CORPORATE POLICY

POLICY TITLE: COMMUNITY SAFETY ZONE

POLICY NO.: 19.C.07

Section:	Roads, Traffic & Operations		
Effective Date:	Click or tap to enter a date.	Date of Last Review:	Click or tap to enter a date.
Approval Authority:	Policy Owner:		
Council	DCM, Public Works		

POLICY STATEMENT

A policy to identify locations for Community Safety Zones designations within the City of Vaughan. The policy includes an evaluation process and a warrant in the form of a set of criteria to identify locations that are justified for Community Safety Zones.

PURPOSE

This policy provides a comprehensive process for determining the suitability of a candidate location as a Community Safety Zone. Community Safety Zones are locations where public safety is a concern and where increased enforcement and fines have the potential to address safety issues. This policy also provides a process for prioritizing Community Safety Zone candidate locations, identifying appropriate boundaries, and presenting criteria for the installation of signs. The objective is to provide an evidence-based approach to assess the implementation of Community Safety Zones in designated areas with a higher road safety risk as identified through analysis of existing road conditions and traffic/pedestrian data. Staff will apply the policy to determine which locations are appropriate for designation as a Community Safety Zone. This decision must be codified in a by-law; once staff have applied the policy to identify locations that are appropriate for designation as Community Safety Zone, by-laws will be brought forward for Council approval.

SCOPE

This policy will apply to all roadways under the jurisdiction of the City of Vaughan as a process to identify areas that require enhanced traffic road safety measures to support vulnerable road users.

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LEGISLATIVE REQUIREMENTS

Section 214.1(1) of the Highway Traffic Act delegates authority to a municipal Council to designate highways under its jurisdiction as a Community Safety Zone. A municipal by-law is required to designate a Community Safety Zone location and to increase fines within its limits.

DEFINITIONS

- 1. Automated Speed Enforcement:** Automated speed enforcement systems use cameras and speed measurement devices to identify vehicles travelling above the posted speed limit and to provide the evidence needed to issue a citation. Automated speed enforcement systems may be used in school zones and/or community safety zones.
- 2. Community Safety Zone:** A designated stretch of roadway which permits the doubling of fines for moving violations. Community safety zone signage is used to notify drivers of the limits of a Community Safety Zone.
- 3. School Area:** An area “where a school is adjacent to a major highway or arterial road that school children walk along and cross. School area signs may be advisable where the school is adjacent to a residential street with relatively high traffic volumes.”¹

POLICY

The proposed policy is a two-step warrant system consisting of a set of criteria to justify a Community Safety Zones designation:

- Warrant 1: Designated Area of Special Concern
 - Warrant 2: Safety Warrant
1. Warrant 1 identifies specific locations where Community Safety Zones can be considered because of the propensity of these land uses to attract vulnerable road users near vehicular traffic resulting in potential safety concerns. Land uses that satisfy Warrant 1 include:
 - 1.1. School Zones
 - 1.2. Trail Access Points
 - 1.3. Retirement Housing
 - 1.4. Community Centers
 - 1.5. Parks
 - 1.6. Places of Worship

¹ Ontario Traffic Manual – Book 6 Warning Signs, 2001, page 105

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2. School zones are automatically considered warranted for Community Safety Zones and are not required to satisfy Warrant 2.
3. Where schools and parks are adjacent to each other, they are to be considered a single candidate site. Each candidate location will be reviewed to determine if other boundary roads (in addition to the road across the location's frontage) are also candidates for Community Safety Zone implementation.
4. Once Warrant 1 is satisfied (i.e., an area is confirmed as a designated area of special concern), Warrant 2 assesses the potential of implementing a Community Safety Zone to address safety issues by considering the presence of risk factors as noted below. The process includes a risk scoring matrix to assess each candidate location.
5. The following risk factors are included in Warrant 2:
 - 5.1. Volume: Higher volumes of vehicles result in a higher potential for conflicts with vulnerable road users.
 - 5.2. Number of lanes: Longer crossing distances associated with multi-lane roadways raise the exposure of vulnerable road users to conflicts with vehicles.
 - 5.3. Length of sidewalk: Sidewalks physically separate vulnerable road users from traffic and therefore offer safety advantages.
 - 5.4. Truck volume: Trucks require more room to manoeuvre, generally have larger blind spots, and the severity of collisions between trucks and vulnerable road users tends to be higher.
 - 5.5. Bus stops: Bus stops are a surrogate for the presence of pedestrians and the number of crossings made by pedestrians.
 - 5.6. Intersections and entrances: Intersections and large entrances increase the number of vehicle-vulnerable road user conflict points.
 - 5.7. Operating speeds: Higher operating speeds tend to result in greater severities when collisions do occur with vulnerable road users.
 - 5.8. Collision history: The collision history is a means of assessing the potential for collisions to occur.
6. Each risk factor is scored as 'high' (3), 'moderate' (2), or 'low' (1). The following table lists the risk factors and the corresponding thresholds used to determine the scores. Note this scoring process is used to determine the location's priority (per the priority list attached).

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Risk Factor	Risk Factor Scoring			Score
	High (3)	Moderate (2)	Low (1)	
Average daily traffic	> 6000	3000 to 6000	< 3000	
Number of lanes	> 4	3 to 4	2	
Presence of sidewalks	None	One side	Both sides	
Truck volume (% of traffic)	> 5%	3% to 5%	< 3%	
Number of bus stops per km	> 4	2 to 4	< 2	
Intersection and entrances per km	> 10	4 to 10	< 4	
85 th percentile speed – posted speed (km/h)	> 10	0 to 10	< 0	
VRU collisions per year (5 years)	> 2	1 to 2	0	
Total Score				/ 24

7. The minimum score for a location to be compliant with Warrant 2 is 14. All warranted locations will be presented to Community Safety Zone stakeholders (e.g., York Regional Police, School Boards and York Region) for their review and consideration.
8. For school areas, Community Safety Zone Begins signs should be installed 100 m upstream of the School Area Begins signs. A Community Safety Zone sign should be installed the same distance (i.e., 100 m) beyond the School Area Ends sign. These distances are consistent with the placement criteria for warning signs provided in the Ontario Traffic Manual – Book 6 - Warning Signs.
9. For Community Safety Zone locations other than schools, the Community Safety Zone Begins signs should be installed 140 m in advance of the sensitive land use (i.e., the locations listed for Warrant 1) and the Community Safety Zone Ends signs shall be installed the same distance beyond (i.e., 140 m).
10. For zones greater than 1 km in length, additional Community Safety Zone signs shall be spaced not more than 300 m apart (or as specified in OTM Book 5).
11. In cases where the end and start points for two adjacent Community Safety Zones are within 250 m of each other, they should be treated as a single, continuous Community Safety Zone to reduce driver confusion and facilitate on-street enforcement. Furthermore, Community Safety Zone boundaries shall be determined as road sections meeting the conditions of Warrant 2 and shall be extended to encompass any immediately adjacent road sections that satisfy Warrant 1.
12. Once a section of road has been designated as a Community Safety Zone, it shall retain the designation until the land use changes.

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ADMINISTRATION

Administered by the Office of the City Clerk.

Review Schedule:	5 Years	Next Review Date:	Click or tap to enter a date.
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Related Policy(ies):	Establishing Speed Limits on City Roadways – 19.C.03
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Related By-Law(s):	
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Procedural Document:	
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Revision History

Date:	Description:
Click or tap to enter a date.	
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