

To: Community Services Committee

From: Ron Diskey, Commissioner,
Community Services Department

Report Number: CS-22-82

Date of Report: September 14, 2022

Date of Meeting: September 19, 2022

Subject: Community Safety Zones

Ward: Ward 5

File: 03-05

1.0 Purpose

The purpose of this Report is to respond to the following direction CS-22-72 from Community Services Committee on June 13, 2022:

“That based on CS-22-72 being the New Community Safety Zones and an increase in Durham Regional Police Enforcement:

That Part 1 of the motion be referred to staff to undertake an analysis under the new Neighbourhood Traffic Management Guide and any recent legislative amendments, and report back to Committee with recommendations on solutions to the areas of concern, with a report back at the September Community Services Committee.

Part 1: That a Community Safety Zone be established in the following zones:

1. Simcoe Street South from Wentworth Street to Lakeview Park; and,
2. Cedar Street from Wentworth Street West to Stone Street; and,
3. Phillip Murray Avenue from Valley Drive to Park Road South.”

Attachments:

- Attachment 1 – C.S.Z. Warrant Criteria
- Attachment 2 – Simcoe Street South Area Map
- Attachment 3 – Cedar Street and Phillip Murray Avenue Area Map

2.0 Recommendation

That the Community Services Committee recommend to City Council:

1. That based on Report CS-22-82, dated September 14, 2022, the Traffic and Parking By-law 79-99, as amended be further amended to implement a Community Safety Zone on Simcoe Street South from Harbour Road to the south limit of Simcoe Street South.
2. That based on Report CS-22-82, dated September 14, 2022, the Traffic and Parking By-law 79-99, as amended be further amended to implement a 40 km/h maximum rate of speed on Simcoe Street South from Harbour Road to the south limit of Simcoe Street South.
3. That based on Report CS-22-82, dated September 14, 2022, the Traffic and Parking By-law 79-99, as amended be further amended to implement a 40 km/h maximum rate of speed on Harbour Road from Simcoe Street South to Farewell Street.
4. That based on Report CS-22-82, dated September 14, 2022, the Traffic and Parking By-law 79-99, as amended be further amended to implement a Community Safety Zone on Cedar Street from Wentworth Street West to Stone Street.
5. That based on Report CS-22-82, dated September 14, 2022, the Traffic and Parking By-law 79-99, as amended be further amended to implement a 40 km/h maximum rate of speed on Cedar Street from Wentworth Street West to Killarney Court.
6. That based on Report CS-22-82, dated September 14, 2022, that a Community Safety Zone not be implemented on Phillip Murray Avenue from Valley Drive to Park Road South as it does not meet the warrant criteria.

3.0 Executive Summary

N/A

4.0 Input From Other Sources

Durham Regional Police Service

Region of Durham

5.0 Analysis

5.1 Community Safety Zones

A Community Safety Zone (C.S.Z.) is a section of roadway recognized under provincial legislation where fines related to speeding, careless driving and other specific offences described in the Ontario Highway Traffic Act, R.S.O. 1990, c. H.8 ("H.T.A.") are doubled. A C.S.Z. must be designated by a by-law and must be signed with the erection of C.S.Z. signs in accordance with the H.T.A. standards.

5.2 Neighbourhood Traffic Management Guide

Per Report CNCL-22-37, dated May 4, 2022 City Council approved the new Neighbourhood Traffic Management Guide (N.T.M.G.) that included at C.S.Z. Warrant Criteria.

Attachment 1 – C.S.Z. Warrant Criteria; taken as an excerpt from pages 43-44 of the N.T.M.G. outlines the criteria used by staff when evaluating and recommending potential new C.S.Z.'s. This warrant criteria was used to evaluate the potential C.S.Z. locations identified in CS-22-72.

5.3 Simcoe Street South from Wentworth Street to Harbour Road

Simcoe Street South from Wentworth Street to Harbour Road is under the jurisdiction of the Region of Durham. Staff contacted the Region of Durham and requested that this section of Simcoe Street South be reviewed for a potential C.S.Z. The Region of Durham investigated, and is now planning on implementing a C.S.Z. on Simcoe Street South from Wentworth Street to Harbour Road.

5.4 Simcoe Street South from Harbour Road to Lakeview Park

5.4.1 Roadway Characteristics

This section of Simcoe Street South is an Arterial C roadway with a pavement width of 11 metres and a default speed limit of 50 km/h. A sidewalk is located along the west side of the roadway.

The Ed Broadbent Waterfront Park (under construction) and Lakeview Park is located along this segment of Simcoe Street South.

A map of the area is appended as Attachment 2.

5.4.2 Warrant

The warrant criteria, appended as Attachment 1, reviews the roadway based on nearby land uses, and safety (ex. speed and collision history). Staff reviewed this segment of Simcoe Street South and determined that a C.S.Z. is warranted. Therefore, staff recommend that a C.S.Z. be installed on Simcoe Street South from Harbour Road to the south limit of Simcoe Street South.

Once the above C.S.Z. is combined with the planned Region of Durham C.S.Z. on Simcoe Street South, a continuous C.S.Z. will be in place on Simcoe Street South from Wentworth Street to the south limit of Simcoe Street South.

5.4.3 40 km/h Zone

Roadways throughout the City of Oshawa that front parks typically have a 40 km/h posted speed limit.

This segment of Simcoe Street South currently has a default speed limit of 50 km/h. Taking into consideration Lakeview Park, and Ed Broadbent Waterfront Park, staff recommend that Simcoe Street South from Harbour Road to Lakeview Park be changed from a default speed limit of 50 km/h to a posted speed limit of 40 km/h.

Harbour Road which runs from Simcoe Street South to Farewell Street has a default speed limit of 50 km/h. Approximately half of Harbour Road is fronted by Ed Broadbent Waterfront Park to the south. Harbour Road is a bicycle route and provides a connection point for the Waterfront Trail. Considering these factors, staff recommend that Harbour Road be changed from a default speed limit of 50 km/h to a posted speed limit of 40 km/h.

5.5 Cedar Street from Wentworth Street West to Stone Street

5.5.1 Roadway Characteristics

This section of Cedar Street is a Collector class roadway with a pavement width of 9.8 metres. The posted speed limit is 40 km/h from Killarney Court to Stone Street, and the default speed limit is 50 km/h from Wentworth Street West to Killarney Court. A sidewalk is located along both the west and east side of Cedar Street.

Dr. C.F. Cannon Public School is located on the west side of Cedar Street immediately south of Wecker Drive. The South Oshawa Community Centre and Stone Street Park is located on the east side of Cedar Street immediately south of Chaleur Avenue.

A map of the area is appended as Attachment 3.

5.5.2 Warrant

The warrant criteria, appended as Attachment 1, reviews the roadway based on nearby land uses, and safety (ex. speed and collision history). Staff reviewed this segment of Cedar Street and determined that a C.S.Z. is warranted. Therefore, staff recommend that a C.S.Z. be installed on Cedar Street from Wentworth Street West to Stone Street.

5.5.3 40 km/h Zone

The majority of the proposed C.S.Z. on Cedar Street, from Killarney Court to Stone Street has a posted speed limit of 40 km/h. A section of roadway within the proposed C.S.Z., from Wentworth Street West to Killarney Court has a default speed limit of 50 km/h.

To provide consistency to the posted speed limit throughout the proposed C.S.Z., staff recommend that a 40 km/h maximum rate of speed on Cedar Street from Wentworth Street West to Killarney Court be implemented.

5.6 Phillip Murray Avenue from Valley Drive to Park Road South

5.6.1 Roadway Characteristics

This section of Philip Murray Avenue is an Arterial C class roadway with a pavement width of 9.8 metres, and a default speed limit of 50 km/h. A sidewalk is located on the north and south side of this section of Phillip Murray Avenue.

A map of the area is appended as Attachment 3.

5.6.2 Warrant

The warrant criteria, appended as Attachment 1, reviews the roadway based on nearby land uses, and safety (ex. speed and collision history). Staff reviewed this segment of Phillip Murray Avenue and determined that a C.S.Z. is not warranted. Therefore, staff recommend that a C.S.Z. not be installed on Phillip Murray Avenue from Valley Drive to Park Road South at this time.

6.0 Financial Implications

The estimated cost to implement the Community Safety Zones on Simcoe Street South and Cedar Street, and the 40 km/h zones on Simcoe Street South, Harbour Road and Cedar Street is approximately \$4,500.

The recommendations from this report will be managed within the existing 2022 Operating Budget.

7.0 Relationship to the Oshawa Strategic Plan

This report addresses the Oshawa Strategic Plan by responding to the goal of “Social Equity” with the theme of “An Active, Healthy and Safe Community” by continuing to support safe, shared use of roadways, trails, and other transportation systems and effectively focusing on accessibility, safety and speed reduction.



Beth Mullen, Director,
Strategic and Business Services



Ron Diskey, Commissioner,
Community Services Department

4.1.3 Community Safety Zone Warrant Criteria

To determine if a road segment in the City of Oshawa should be designated as a Community Safety Zone, the following warrant criteria should be considered. Both Warrant A and Warrant B, as presented in [Exhibit 4-5](#), should be met to implement a C.S.Z. If there are concerns of limited citywide enforcement capacity, a C.S.Z. should only be designated at locations scoring the highest in Warrant B. Where all other eligibility requirements are met, C.S.Z. are among the designated areas where automated speed enforcement (A.S.E.) can be deployed within municipalities that are participants in the Ontario A.S.E. program.

Exhibit 4-5: Community Safety Zone Warrant

Warrant	Criterion	Requirements
WARRANT A Designated Areas of Special Consideration	<p>C.S.Z. should only be considered at the following locations, where higher volumes of vulnerable road users are more common:</p> <ul style="list-style-type: none">• Elementary or secondary schools;• Universities or colleges;• Licensed childcare facility or private schools;• City parks;• Crossing guard locations;• Community centres and churches;• Seniors' centres and residences; and• High pedestrian traffic locations (100 pedestrians or more for any eight hours of the day).	At least one criterion is met
WARRANT B Safety	<p>The safety warrant is comprised of a collision component and a risk component. C.S.Z. should only be considered if at least one component is met.</p> <p>Collision Component: Either of the criteria below must be met:</p> <ul style="list-style-type: none">• A collision ratio less than 1: 900 (collisions per year: A.A.D.T.) averaged over 36 consecutive months; or• Field observations that show that there is an unusually high violation rate (e.g., speeding, non-compliance, etc.) that is not manifested in the collision ratio. <p>Note that if the collision ratio is greater than 1:900, other traffic calming measures should be considered.</p> <p>Risk Component: A risk factor of 16 or more must be met. Refer to Exhibit 4-6.</p>	At least one criterion is met
WARRANT C Police Verification	C.S.Z. can only be implemented in areas where Police Services confirm that enforcement can be undertaken safely without undue risk to the motorists or officers.	Criterion must be met

Exhibit 4-6: C.S.Z. Warrant Risk Factor Scoring Table

Risk Factor	High (SCORE 3)	Moderate (SCORE 2)	Low (SCORE 1)	Score
Operating Speed (km/h)	60 or greater	50	40 or under	
Average Daily Volume	Over 10,000	5,000 to 10,000	Less than 5,000	
Heavy Vehicle Volume	>4%	2% to 4%	<2%	
Pedestrians Volume (in any 8 hours)	>100	50 to 100	<50	
Number of Lanes	4 or more	3	2	
Sidewalks (%)	<25% of length	25% to 75% of length	>75% of length	
On-street Active Transportation Facilities (%) *	>75% of length	25% to 75% of length	<25% of length	
Intersections and driveways per kilometre	>10	4 to 10	<4	
Total Score				

* does not include physically separated facilities.



LEGEND

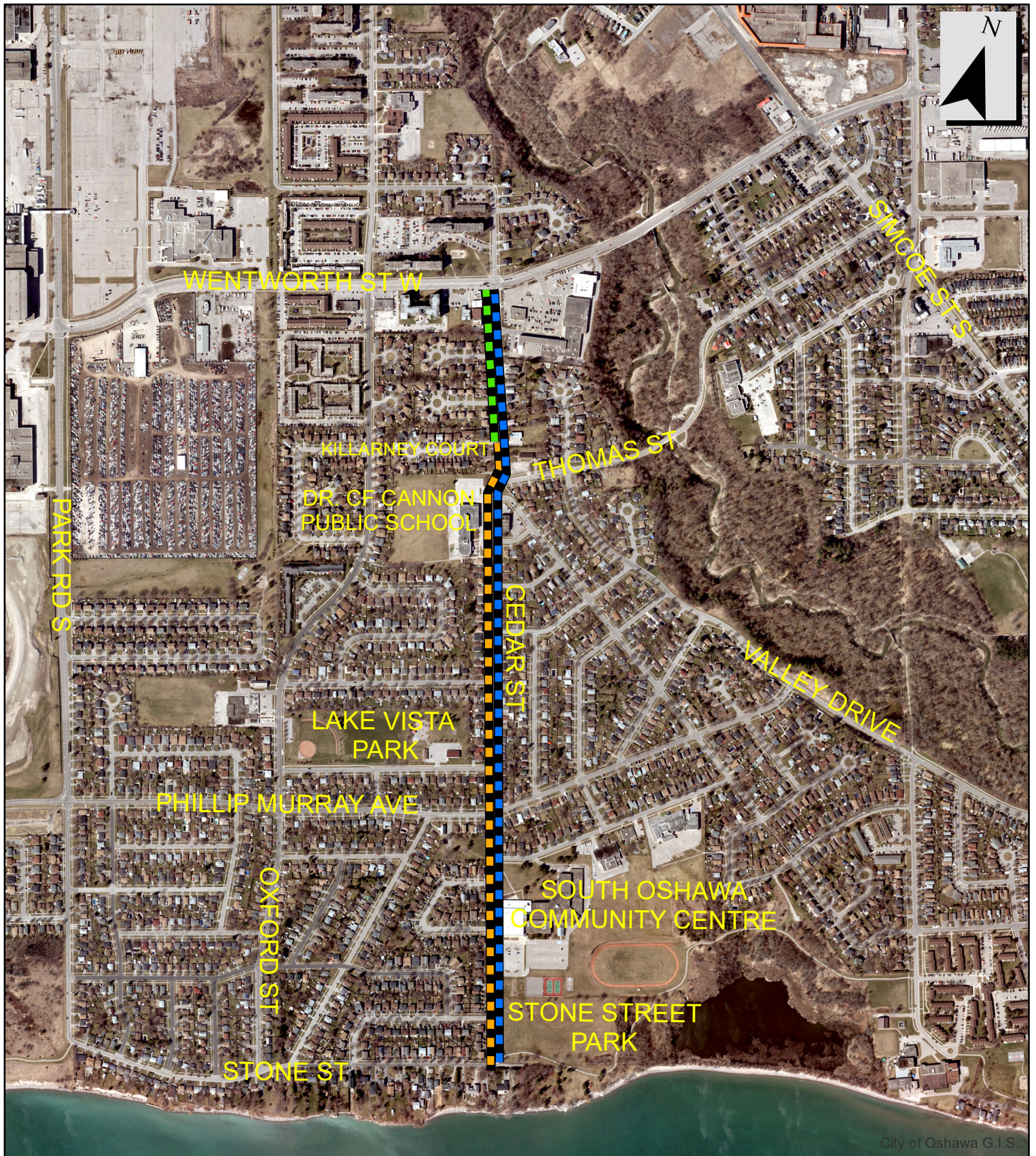
- — — Existing 40 km/h zone
- — — Proposed 40 km/h zone
- — — Proposed Community Safety Zone

CITY OF OSHAWA
DEPARTMENT OF COMMUNITY SERVICES

CS-22-82 Attachment 2

DATE: 08/17/2022

SCALE: NTS



LEGEND

- Proposed Community Safety Zone
- Existing 40 km/h zone
- Proposed 40 km/h zone

CITY OF OSHAWA
DEPARTMENT OF COMMUNITY SERVICES

CS-22-82 Attachment 3

DATE: 08/23/2022

SCALE: NTS