

HALDIMAND COUNTY

POLICY No. 2003-09

Subject: COMMUNITY SAFETY ZONE POLICY

Purpose:

To establish warrants, or criterion, that must be met in order to establish a Community Safety Zone on a County Road. Establishment of a CSZ is a commitment to increased enforcement and as such there is a functional limit to the number of CSZ's that can be in effect and enforced at any given time.

Policy:

Scope: This policy is intended to be applicable to all County Roads.

Authority: Province of Ontario Bill 26 provides authority to Municipalities under the Municipal Act to pass by-laws and initiate measures to ensure the health and safety of residents.

Objectives: The goal is to modify driver behavior and improve safety on designated sections of County Roads where safety is of a special concern

Warrants

There are four warrants that must be satisfied in order for a section of road to be designated a CSZ. All of the warrants must be satisfied.

Warrant #1 - Designated Areas of Special Concern

CSZ's must only be implemented at locations of special concern that are obvious to the road user, therefore CSZ's shall only be implemented at the following locations:

- Adjacent to Elementary of Secondary Schools
- Adjacent to Seniors Centers and residences
- Adjacent to Community Playgrounds
- In areas of high pedestrian traffic volumes and/or areas where pedestrian traffic is forced to walk on a shoulder of less than 1.5 metres width.
- Adjacent to Hospitals

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 crash component and a risk component. **Either** the crash component **or** the risk component must be satisfied for the Safety Warrant to be met.

Crash Component: A CSZ should be implemented if the crash ratio is less than 1:900 (crashes per year: AADT) averaged over 36 consecutive months. Only crashes with a causal factor related to one of the HTA violations identified in the CSZ legislation should be included in the crash ratio.

OR

Risk Component: It is recognized that a significant safety concern may exist even though it is manifested in the crash record, therefore this second warrant is based upon the elements of risk that may exist at a potential CSZ site. Prior to using the Risk Warrant, field observations or the Ontario Provincial Police must verify that there is an unusually high violation rate in the subject location.

Risk Factor	High (Score 3)	Moderate (Score 2)	Low (Score 1)	Score
Posted Speed Limit	70 or Over	60	50 or under	
85 th percentile over Posted Speed	15km/hr+	5 to 15 km/hr	1 to 5km/hr	
Average Daily traffic	over 20,000	10,000 to 20,000	Under10,000	
No of Lanes	6	4	2	
Sidewalks	<25% of length	25 to 75% of length	> 75% of length	
Truck Route	>100 per hour	50 to 100 per hour	< 50 per hour	
Ave. No. of Pedestrians in any 8 hrs of the day	> 100 per hour	50 to 100 per hour	< 50 per hour	
# of intersections and commercial driveways	> 10 per kilometre	4 to 10 per kilometre	< 4 per kilometre	
TOTAL SCORE				

A minimum score of 15 establishes the risk component.

A prevalence of traffic violations that are not in areas that do not satisfy *Warrant #1: Designated Areas of Special Consideration*, should be addressed through regular enforcement or some other type of countermeasure.

Warrant #3 - Other Applicable Measures/ Devices

All other warranted countermeasures were tried and found to be unsuccessful prior to implementing a CSZ. Unsuccessful in this case means failing to reduce the crash ratio to less than 1:900 (Crashes per year / AADT).

The potential alternative countermeasures will depend on the nature of the type of crash and the contributing circumstances. However, enforcement without the implementation of a CSZ is a potential countermeasure and may be attempted prior to enacting a CSZ.

Warrant #4 - Ability to Enforce

A maximum of two CSZ's should be implemented in the County at any one time, one in the westerly end of the County and one in the easterly end of the Region. This will ensure that sufficient resources are available to provide the necessary enforcement. Six months after implementation, CSZ's may be relocated to another warranted location. Six months is considered an adequate time to have provided a lasting effect. It is not the intention there would be daily enforcement for the entire six months, only at the initial designation of a CSZ and periodically thereafter. If after six months, under increased fines, driver behavior has not been modified, then other countermeasures are likely required.

Education/ Notification:

Each time that a Community Safety Zone is implemented, the County will:

- 1) Have Notices/information brochures distributed at least one week in advance of implementation, to places of public gathering within or, immediately adjacent to the newly designated CSZ.
- 2) Prepare a media release explaining the size and location of the CSZ and the consequences associated with committing a violation in the CSZ.

Topical Index	Public Works
Policy Number	2003 - 09
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SMT Approval Date	
Council in Committee	June 16, 2003 Recommendation # 24
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Originating Department	PS-EI-17-2003
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