

## REPORT

### Council

**Meeting Date: February 27, 2023**

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**FROM:** Transportation and Engineering Department

**DATE:** February 14, 2023

**SUBJECT:** Neighbourhood Traffic Safety Program - 2022 Annual Update

**LOCATION:**

**WARD:** Town-wide Page 1

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#### **RECOMMENDATION:**

That the report titled Neighbourhood Traffic Safety Program Update from the Transportation and Engineering Department dated February 14, 2023, be received.

#### **KEY FACTS:**

The following are key points for consideration with respect to this report:

- The Neighbourhood Traffic Safety Program consists of the following initiatives:
  - 40 km/h Speed Limit Implementation
  - Community Safety Zones
  - Automated Speed Enforcement (ASE) Program
  - Traffic Calming Program
  - Pedestrian Crossovers (PXO)
  - Vision Zero Study

This report provides an update on work completed in 2022, as well as the 2023 Neighbourhood Traffic Safety Program work plan.

#### **BACKGROUND:**

The report titled Neighbourhood Traffic Safety Program was presented at the Council meeting on October 18, 2021. Council approved the Neighbourhood Traffic Safety Program and provided recommendations per the meeting minutes attached as Appendix A.

**COMMENT/OPTIONS:**

This report provides an overview of the progress made in implementing the above-noted components of Neighbourhood Traffic Safety Program in 2022 and planned work to be completed in 2023.

**1. 40 km/h Posted Speed Implementation**

Staff developed an implementation plan and provided recommendations for implementing the default 40 km/h posted speed throughout the town at the October 18, 2021 Council meeting. The approval of the 40 km/h posted speed and implementation plan, including changing the town-wide default speed limit from 50km/h to 40km/h was deferred by Council until 2023, pending the results from three (3) pilot 40km/h neighbourhoods. Council directed staff to continue monitoring the traffic patterns and speeds in the existing West River and Heritage Way 40 km/h Area pilots and report back with the findings in 2023. Council also approved the implementation a 40 km/h Area pilot in the Lakeshore Woods neighbourhood, with results to be shared as part of the West River and Heritage Way report as well.

Work Completed in 2022

The 40 km/h Area pilot was implemented in the Lakeshore Woods Neighbourhood in 2022. Staff has been collecting speed data in Lakeshore Woods and the two previously implemented 40 km/h Area pilots in Heritage Way and West River Neighbourhoods to evaluate the effectiveness of 40 km/h posted speed implementation in these areas.

2023 Work Plan

The final set of speed studies in these 40 km/h Area pilots is scheduled for April 2023. Staff will analyze the speed data collected in all three pilots and present the results and recommendations to Council in Q3 2023.

**2. Community Safety Zones**

Community Safety Zones (CSZ) are implemented following Part XV, Section 214.1 of the Highway Traffic Act (HTA) which allows the municipalities to designate a roadway segment as a Community Safety Zone to enhance safety for vulnerable road users. Speeding-related fines are doubled in a Community Safety Zone. The HTA does not require a CSZ to have a posted speed of 40 km/h; a CSZ can have any posted speed up to 80 km/h. A road segment can be designated as a Community Safety Zone regardless of its posted speed (up to 80km/h) and classification. Designating a road-segment as a CSZ does not require a municipality to also lower the posted speed limit in that section.

At its meeting on October 18, 2021, Council approved the definition of Community Safety Zones and the quantitative assessment criteria for designating road segments as Community Safety Zones. These quantitative assessment criteria include: the presence of schools, active parks, level of pedestrian activity, operating speed, traffic volume, and the three-year collision history on the road segment under evaluation. Each of these characteristics is assigned predetermined points as per the approved criteria as shown in Table 1.

To qualify as a Community Safety Zone, the road segment being evaluated must achieve a minimum of fifty (50) points. These assessment criteria provides consistency in designating Community Safety Zones throughout the town for the future deployment of Automated Speed Enforcement (ASE) cameras.

**Table 1: Community Safety Zone Assessment Criteria**

Criteria	Points
No. of Schools	30 points per school
Playgrounds/Parks/Recreation Center	15 points per facility
Heavy Pedestrian Activity	5 points if peak-hour pedestrian volume is greater than 100 pedestrians
85th %tile Speed	3.25 points for every 1 km/h over the posted speed
24-hour Traffic Volume	3 points for every 1,000 vehicles per day
Collisions	3 points for collisions per year per kilometer over a 3-year period

#### Work completed in 2022

The following eleven (11) Community Safety Zones were approved by Council on October 2021 and were implemented in 2022:

1. Glenashton Drive between Grand Boulevard and Eighth Line.
2. Maple Grove Drive from Devon Road to Lakeshore Road East.
3. Devon Road from Morrison Road to Ford Drive.
4. Morrison Road from Lakeshore Road East to Devon Road.
5. Reynolds Street from Cornwall Road to Sumner Avenue.
6. Post Road from Dundas Street to Threshing Mill Boulevard.
7. Ontario Street between Marine Drive and East Street.
8. Trevor Drive from Waterford Street to Bridge Road.
9. Felan Avenue between Rebecca Street and Stewart Street.
10. Lakeshore Road East between Douglas Avenue and Morrison Road.
11. Central Park Drive between Glenashton Drive and Oak Park Boulevard.

A total of thirteen (13) additional road segments were assessed in 2022. Collision information, traffic volume, speed data, and site characteristics for these road

segments were collected and assessed based on the criteria in Table 1. Five (5) road segments scored over fifty (50) points and met the criteria for designating as Community Safety Zones. The assessment results are presented in Appendix B.

### 2023 Work Plan

Based on the assessment completed in 2022, the following five Community Safety Zones will be implemented in Q1 2023.

- North Ridge Trail from Glenashton Drive to Postridge Drive.
- Grand Boulevard from Eighth Line to Glenashton Drive.
- White Oaks Boulevard (northerly section) from Marlborough Court to Trafalgar Road.
- Grosvenor Street from Upper Middle Road to Glenashton Drive.
- Pinery Crescent from Arrowhead Road to Rockingham Drive

Additionally, assessments for new Community Safety Zones will be carried out in 2023. Requests for new Community Safety Zone assessments can be submitted by members of Council and will be reviewed by Transportation & Engineering Department staff based on the approved criteria. Staff will report back to Council through the Neighbourhood Traffic Safety Program – 2023 Annual Update with the results of the evaluation of each of the 2023 requests.

### **3. Automated Speed Enforcement (ASE) Program.**

Council has approved the initiation of an ASE program operating under the Administrative Penalties System (APS). The start of ASE program implementation is dependent on the agreements and items identified in the subsections below. The Province introduced O. Reg. 355/22 '*Administrative Penalties for Contraventions Detected using Camera Systems*'. This regulation came into force on July 01, 2022, enabling the municipalities to adjudicate the speeding contraventions captured using ASE cameras, which were traditionally adjudicated under Provincial Offences Act (POA) court system.

#### Current Status

The following agreements, ticket processing/management system upgrades are required to operate the program under APS legislation.

- Agreement with the Ministry of Transportation (MTO) – MTO is revising the agreement as per the APS legislation and has not provided the agreement for sign-off as of the date of the report.
- Amending agreement to the Joint Processing Centre (JPC) – an agreement is required to allow for the processing of APS charges. This amendment is required in order to account for the changes in ticket issuance from POA to APS.

- Agreement with Ministry of Attorney General (MAG) - This agreement is required to allow for collections of unpaid APS charges as well as to outline requirements for reporting and revenue remittance of the Victim Funds Surcharge to the Victims Justice Fund Account. The Town is waiting for the Ministry of Attorney General to provide the agreement for sign-off.
- Each issued ASE ticket has an amount of \$10 to \$125 (depending on the total fine amount) Victim Fine Surcharge (VFS). This amount is included in the total penalty amount. The town will collect this VFS as part of the APS collections and reimburse the Ministry of Attorney General (MAG) the funds associated with the VFS. The Town needs to enter into an agreement with the Ministry of Attorney General to collect the VFS and the requirements for reporting and revenue remittance of the VFS funds collected. This agreement will also include provisions for the collection of uncollected APS tickets requiring payment during the MTO licence plate renewal process. Town staff is part of the Ontario Traffic Council (OTC) working group responsible for providing comments on the draft agreements from the Ministry of Transportation and the Ministry of Attorney General. The working group has provided comments on both agreements and waiting for the Ministries to provide the final agreements for sign-off to the municipalities.
- A new 'penalty order' needs to be drafted as per the APS requirements. The Joint Processing Center (JPC) is in the process of finalizing the penalty order. This process is being undertaken in consultation with the OTC working group providing municipalities the opportunity to provide comments. Staff are anticipating the penalty order to be finalized by the end of the first quarter
- The JPC's system upgrades and process changes are dependent on the above-noted agreements. Once the final agreements are received, JPC will require system upgrades and updated processes as per the new requirements. The camera vendor (Redflex) will make changes to their output files based on the new penalty order. We are waiting on the JPC's system upgrades in accordance with the new requirements. Once the JPC has upgraded its system, the town will upgrade its Ticket Management System accordingly to be able to accept electronic files of the issued tickets from the JPC.
- An ASE by-law is required to operate the ASE program in Oakville. The by-law has been drafted, and will be finalized once the penalty order details are finalized so that they can be included in the by-law. The proposed by-law is anticipated to be presented to the Council in Q3 2023, ahead of program implementation.

#### ASE Camera Purchase

The Town signed the agreement with the camera vendor (Redflex Traffic Systems Inc.) and issued a Purchase Order in February 2022 for acquiring the ASE cameras.

An order has been placed for fourteen (14) ASE cameras. Once the above-noted tasks are completed, staff will advise the vendor to deliver the ASE cameras.

#### ASE Camera Activation / Program Implementation

Due to the unprecedented delay due to above-noted factors, staff anticipate activating the ASE cameras in the third quarter of 2023

### **4. Traffic Calming Program**

#### New Traffic Calming Process

In December 2020, Council approved modifications to the Traffic Calming process and the speed thresholds used in evaluating locations for implementing traffic calming measures on local and minor collector roads. The process changes moved the public consultation activities from a point in the process following data collection activities to a point in the process preceding the data collection activities. The table below summarizes the modifications to the speed thresholds:

**Table 1 – Traffic Calming Speed Threshold**

<b>Posted Speed Limit (km/h)</b>	<b>Previous Speed Threshold (km/h)</b>	<b>Revised (Current) Speed Threshold (km/h)</b>
40	50	<b>45</b>
50	61	<b>56</b>
60	72	<b>67</b>

As there was no speed data collection in 2020 due to the pandemic, no traffic calming assessments could be completed in 2020. The speed data collection started in 2021 and the traffic calming requests that were received in 2020 were assessed in 2021 based on the 2020 public consultation process, but lower (revised) speed thresholds were applied to assess these locations.

In 2022, staff further refined the traffic calming process and presented to the members of Council in individual ward meetings. The purpose of the refinement is to enhance customer experience by providing clearly defined steps and criteria of the traffic calming process with updates to the town's [Traffic Calming Website](#) in June 2022. As per the process, the residents are required to submit a signed petition to initiate the traffic calming process. Upon receiving the petition, a traffic calming survey is conducted to ensure that sufficient support exists for implementing physical traffic calming measures at qualified locations. If more than 50% of households support implementing physical traffic calming measures, speed studies are conducted to determine if the road segment qualifies for implementing traffic calming measures based on the above-noted speed thresholds.

Work Completed in 2022

The 2021 traffic calming requests have been processed following the 2020 traffic calming process, where public consultation is carried out after the speed data collection. Speed studies were conducted for Table 2 locations and the speed study results met the above-noted speed thresholds. The traffic calming surveys were conducted and none of the locations achieved more than 50% responses from the households in the surveyed area except for Warminster Drive, which had a 52% response rate. From the received responses, 73% of the households opposed implementing traffic calming measures on Warminster Drive. The surveyed streets and their corresponding response rate are summarized in the following table.

<b>Table 2 - Traffic Calming Surveys Based on the 2020 Process</b> (Town initiated Household Survey after Speed Studies)		
Street	Limits	Response Rate
Bloomfield Drive	Upper Middle Road to West Oak Trails Boulevard	27%
Bridge Road	Third Line to Fourth Line	19%
Culham Street	Sixth Line to Oxford Avenue	29%
Devon Road	Maple Grove Drive to Brookmill Road	30%
Devon Road	Brookmill Road to Ford Drive	32%
Devon Road	Ford Drive to Lakeshore Road	28%
Eden Valley Drive	Entire Street	30%
Falgarwood Drive	Eighth Line to Grand Boulevard	28%
Falling Green Drive	Entire Street	27%
Golden Briar Trail	Upper Middle Road to Glenashton Drive	16%
Grosvenor Street	Upper Middle Road to Glenashton Drive	19%
Monks Passage	Nottingham Gate to Monastery Drive	42%
Morrison Road	Cornwall Road to Lakeshore Road	29%
Mowat Avenue	River Glen Boulevard to River Oaks Boulevard	27%
Oxford Avenue	Upper Middle Road to McCraney Street W	32%
Warminster Drive	Rebecca Street to Sandhurst Drive	*52 %
Wembley Road	Glenashton Drive to Oakmead Boulevard	25%
*73% of respondents opposed implementing traffic calming measures on Warminster Drive		

In 2022, five (5) traffic calming surveys were conducted on the following streets based on the new petition-based process, as shown in Table 3.

Street	Limits	Response Rate
Douglas Avenue	Spruce Street to Randall Street	41%
Southview Road	Entire Street	21%
Spruce Street	Allan Street to Trafalgar Road	66%
Watson Avenue	Cornwall Road to Macdonald Road	46%
Watson Avenue	Macdonald Road to Randall Street	70%

Watson Avenue and Spruce Street, having more than a 50% response rate each, qualified to move to the next step (Analysis Stage) of the traffic calming process.

Speed studies were conducted on Watson Avenue and Spruce Street in fall 2022. The speed study results on both streets were lower than the traffic calming speed thresholds. Therefore, Watson Avenue and Spruce Street did not proceed to the design stage of the traffic calming process.

In addition to the traffic calming surveys, the traffic calming process and website information, petition form, and petition area maps were provided to residents who contacted the town to requesting traffic calming measures on their street. The details are summarized as follows:

- 112 residents were provided with traffic calming process and website information.
- 27 residents followed up with staff for more information and were provided with the petition area map and information on next steps.
- 7 signed petitions were received to initiate the traffic calming process. These petitions were received late last year and the surveys are being sent in February 2023.

In 2022, a vast majority of traffic calming survey locations did not progress to the analysis and design stages due to a lower response rate from the area residents. The traffic calming process and website information were provided to all the residents requesting traffic calming on their streets, only 24% of the residents requested a petition area map to initiate the petition and only 22% of those-residents provided the signed petition to move into the next stage (household surveys) of the process. The traffic calming surveys conducted as a result of favourable petitions also had a low response rate. Only two streets had a response rate that met the 50% threshold. Speed studies were conducted on these two streets, but the speed study results did not meet the speed thresholds.

Although not very many locations progressed to the household survey stage and even fewer moved on to the speed survey stage, staff recommend that no changes

be made to the traffic calming process at this time. As this process was implemented mid-year in 2022, staff recommend collecting and analyzing a full year's worth of data prior to making any adjustments to the process. Staff will evaluate the results and effectiveness of the thresholds and report back with any recommended changes through our annual Neighbourhood Traffic Safety Updates report in Q4, 2023.

### 2023 Work Plan

#### *Traffic Calming at 20 Schools on Arterial and Major Collectors.*

The priority list of the traffic calming locations at schools on major collectors and minor arterial roadways is shown in Appendix C. Traffic calming measures will be implemented at four (4) locations each year starting from 2023. The traffic calming design is in progress for the following four (4) school locations on Sixteen Mile Drive and Heritage Way and construction is anticipated to be completed in fall 2023.

- Oodenawi Public School – Sixteen Mile Drive between Harbell Gate and Trailside Drive.
- St. Gregory the Great Catholic Elementary School – Sixteen Mile Drive between Preserve Drive and Colton Way.
- St. Bernadette Catholic Elementary School – Heritage Way between Blacksmith Lane and Goldsmith Gate.
- Heritage Glen Public School - Heritage Way between Postmaster Drive and Merchant's Gate.

In addition to the implementation of traffic calming at above school frontages, speed cushions will be installed on Nautical Boulevard. Temporary (rubber) speed cushions were installed on Nautical Boulevard in 2021. These speed cushions were removed at the beginning of winter and will be replaced with permanent concrete cushions in spring 2023.

Staff will continue with the public consultation process and analysis for the existing and new traffic calming requests and add the warranted locations to the installation contract for 2023.

## **5. Pedestrian Crossovers (PXO)**

### Work Completed in 2022

In order to achieve the objectives set out in the Pedestrian Safety Program, nineteen (19) pedestrian crossovers were installed in 2022. With the installation of these PXOs, a total of forty nine (49) PXOs have been completed. The website has been updated to show all PXOs completed as of end of 2022.

### 2023 Work Plan

A contract for the installation of twenty (20) PXOs was awarded in November 2022. The construction has started and installation at these locations will be completed in spring 2023.

In 2023, another contract for installing ten (10) PXOs will be awarded. Currently, the design is in progress and installation will be completed in the fall 2023. The list of the PXOs completed in 2022, currently under construction and, to be completed by the fall of 2023, is shown in Appendix D. Upon completion, these PXOs will be added to the website map in 2023.

## **6. Vision Zero**

The Vision Zero Study was completed in 2022. The study identifies that the Town has several existing programs and initiatives that contribute to the improved safety for all road users and provides recommendations to set milestones that are beyond road design and traffic engineering by the involvement and regular coordination with other stakeholders to be part of achieving Vision Zero objectives.

The following existing programs and initiatives in place that contribute to the improved safety for vulnerable road users:

- Community Safety Zones (CSZ)
- Automated Speed Enforcement (ASE) Program
- A traffic calming program
- A program to install new pedestrian crossovers each year
- A network screening program
- A crossing guard program
- 40 km/h Area speed limit pilots

The study recommends adopting a more comprehensive systems-based Vision Zero approach toward road safety than an approach that primarily focuses on engineering measures. This system-based approach requires the involvement of internal and external stakeholders to address aggressive driving, distracted driving, improvements to active transportation modes, and the development of a formal Vision Zero strategy.

In addition to the continued implementation of the above-noted safety initiatives, staff will work on a comprehensive road-safety education and awareness campaign using multiple resources including social media, Town's website, and coordination with Halton Regional Police Services to address aggressive driving and distracted driving behaviours to improve safety of all road users.

## 7. Other Safety Improvements

In addition to the above-noted components of the Neighbourhood Safety Program, the following traffic safety-related initiatives and assessments were either accomplished in 2022 or planned for the year 2023.

### Pedestrian Signal Installation

Pedestrian signals will be installed at the following two intersections in 2023:

- Oak Park Boulevard and Sawgrass Drive
- Bronte Road/Ontario Street.

The contract for the installation of these pedestrian signals is in the procurement process and the construction is expected to be completed in the summer of 2023.

### Traffic Signal Installation

In 2022, the following two (2) intersections were assessed and approved for traffic signal installation.

- Third Line and Sobeys Plaza Entrance
- Brock Street at Rebecca Street

The intersection of Brock Street and Rebecca Street has an existing Pedestrian Crossover (PXO) which will be upgraded to a traffic signal due to high pedestrian activity, and the proximity to the community center and commercial areas.

These traffic signals are in the design process and the construction is expected by the end of fall 2023.

### Advance Left-turn Phase Assessments

Staff completed advance phase assessments at eight (8) signalized intersections in 2022 and the southbound left-turn advance phase was warranted at the intersection of Third Line and Greenridge Circle. The advance left-turn phase implementation will be completed by the end of Q1 2023.

### Crossing Guard Assessments

As part of the School Crossing Guard Program, twelve new location requests were assessed in 2022 following the Town's Identification of School Crossing Guard Locations Procedure (MS-CDV-002-002). Implementation of the School

Crossing Guard was warranted at the intersection of Oakhaven Drive and Ashwood Terrace. The intersection requires installing curb depressions as per the Accessibility of Ontarians with Disability Act (AODA). The civil work will be completed in the summer of 2023 and School Crossing Guard will be implemented from the start of the new school year in September 2023. The annual Crossing Guard Memo will be provided to Council in May 2023.

### Leading Pedestrian Interval (LPI) Pilot

The town is part of the Transport Canada Video Conflict Analysis of Leading Pedestrian Interval (LPI) Pilot at fourteen (14) signalized intersections in the municipalities of Durham, Guelph, and Oakville to measure the effect of implementing Leading Pedestrian Intervals (LPI). An LPI is a pedestrian-activated signal phase that provides an advanced walk signal so that pedestrians begin to cross the street before vehicular traffic is permitted to proceed. This helps in increasing pedestrian visibility in the intersection and reduces the risk of collisions between pedestrians and vehicles by reinforcing pedestrian's right-of-way over turning vehicles. The scope of the pilot is to identify vehicle-to-pedestrian conflicts at the signalized intersection before and after the implementation of LPI. In 2022, the consultant collected before and after data at five (5) signalized intersections in Oakville and nine (9) intersections in Durham and Guelph. The consultant is analyzing the collected data and will provide recommendations. The town will decide on the future implementation of LPIs based on the outcome of the study.

### Pedestrian Detection Software Installation

In 2022, in Downtown Oakville, four intersections were equipped with video detection cameras which are used to detect vehicles at intersection approaches. Staff installed 'pedestrian detection' software and configured the video detection cameras to be able to detect vehicles as well as pedestrians intending to cross the intersection. With the pedestrian detection capability at the intersections listed below, pedestrians do not need to press the pushbutton to get the walk signal to cross the intersection.

- Lakeshore Road East and Navy Street.
- Lakeshore Road East and George Street.
- Lakeshore Road and Trafalgar Road
- Lakeshore Road East and Allan Street

Staff will review the effectiveness of the video pedestrian detection at these intersections in 2023. Based on the results of the post implementation review, pedestrian detection software will be installed at additional signalized intersection equipped with video detection cameras.

### All-way Stop Control Implementation

All-way stop control assessments are carried out by reviewing traffic volume, collision history, and sightline review at the intersection. In 2022, a total of eighteen (18) intersections were assessed for all-way stop control implementation. The following intersections met the technical justifications for all-way stop control and implementation was completed in fall 2022:

- Belyea Street and Jones Street
- Fairmount Drive and Crestmont Drive
- North Park Drive and Sunflower Drive

## **8. Traffic Safety Monitoring and Traffic Data Collection**

### Traffic Safety Analysis Software Pilot

A Request for Proposals (RP) has been released for software that can utilize the historical, collisions and connected vehicle data to analyze and identify sites for potential safety improvements. This software would help in pre-identifying locations where collisions are more likely to occur, which will help to monitor and improve the safety of Oakville's roads for all users.

### Traffic Data Collection

Each year, the traffic count program starts in spring and continues until the end of fall. The traffic count program comprises traffic volume counts at intersections and mid-block sections, speed studies, pedestrian counts, and bicycle counts. The collected traffic data is used to analyze traffic calming warrants, assess intersections for all-way stop control and traffic signal warrants, and crossing guard warrants. In 2022, the following traffic counts were conducted:

- Turning Movement Counts – 165
- Speed Studies – 100
- Crossing Guard Counts – 12
- Bicycle counts - 12

## **9. Communication and Education Campaign**

Public consultation/communication is embedded in all the components of the Neighbourhood Traffic Safety Program. In addition to the components under the formal Neighbourhood Traffic Safety Program umbrella, staff has been meeting with members of the community to communicate various traffic-related assessments and initiatives

In 2022, a Pedestrian and Traffic Safety Campaign was carried out by displaying ads in Transit Shelters at strategic locations. This campaign has been successful in conveying safety messages related to pedestrian and traffic safety. This campaign will continue through 2023.

Staff also attended meetings with residents on various traffic safety initiatives including a meeting to present the proposed traffic calming options on Sixteen Mile Drive in front of Oodenawi Public School and St. Gregory the Great Catholic Elementary School and one to present the left-turn signal phase assessment at Third Line and Greenridge Circle.

#### Automated Speed Enforcement (ASE) Communication

In 2023, a communication campaign will be started to raise awareness about the ASE program starting in Oakville. This campaign will include updates to the Town's ASE website, communication with school boards, the resident associations, and media releases.

### **10. Conclusions**

The primary goals of the Neighbourhood Traffic Safety Program are to enhance the safety of all road users on the town's road network by promoting safe driving behaviors, and to plan, design, and implement engineering measures to achieve these objectives. As part of this program, the following initiatives were completed in 2022:

- Implemented the 40 km/h Area pilot in Lakeshore Woods Neighbourhood and collected speed data at all three 40 km/h Area pilots.
- Installation of nineteen (19) PXOs was completed. Design for another twenty (20) PXOs was completed, and contract was awarded for installing these PXOs.
- Implemented eleven (11) Community Safety Zones and assessed fourteen (14) road segments for implementing Community Safety Zones.
- Completed traffic calming surveys on twenty two (22) streets.
- Completed Vision Zero study.
- Completed design for two (2) pedestrian signals and initiated design for two (2) traffic signals.

All components of the Neighbourhood Traffic Safety Program have planned work for the year 2023. The major milestones and their timelines are summarized as follows:

- Will complete analysis of the speed data collected in all three 40 km/h Area pilots and present the results to Council in Q3 2023.
- Will implement five Community Safety Zones and carry out assessment for the new requests for Community Safety Zones.

- Will install 'Municipal Speed Enforcement Camera Coming Soon' signs in 14 Community Safety Zones with the anticipated implementation of ASE cameras in Q3 2023.
- Will implement traffic calming measures at four (4) school frontages, Nautical Boulevard and any additional warranted locations.
- Will conduct traffic calming surveys at currently active and new requests received.
- Will complete the installation of twenty (20) PXOs in spring and ten (10) PXOs in fall 2023.
- Will install two (2) pedestrian signals and two (2) traffic signals.
- Will continue Communication and Traffic Safety Education campaign.

Staff will continue working on the implementation of the above-noted planned work for the Neighbourhood Traffic Safety Program components and report back through the next Neighbourhood Traffic Safety Updates report in Q4, 2023.

#### **CONSIDERATIONS:**

##### **(A) PUBLIC**

The initiatives described in this report are all aimed at improving community safety. Staff will provide ongoing communications and education programs to advise the community of the implementation of Automated Speed Enforcement.

##### **(B) FINANCIAL**

There are no additional financial considerations resulting from this report. The capital and operating funds required to support the 2023 work program described in this report were requested through the 2023 Budget Process.

##### **(C) IMPACT ON OTHER DEPARTMENTS & USERS**

The implementation of ASE Program and Traffic Calming have impacts on Municipal Enforcement Services due to ASE ticket processing, Roads and Work Department for sign installation and maintenance, and Policy and Communications.

##### **(D) CORPORATE STRATEGIC GOALS**

This report addresses the corporate strategic goal(s) to:

- Foster a community environment that engages residents of all ages, abilities and backgrounds (Engaged Community) through the use of various methods and media for the education and outreach initiatives related to neighbourhood traffic safety, in order to reach all members of the community.

- Improve town's multi-modal transportation network to support effective movement of people and goods, by promoting safe travel on town roads.

**(E) CLIMATE CHANGE/ACTION**

All efforts to reduce operating speeds on Town roads using Automated Speed Enforcement and Traffic Calming will support vulnerable road users. Supporting vulnerable road users supports active modes of travel which contributes to reduced greenhouse gas emissions from motorized vehicles.

**APPENDICES:**

Appendix A – Council Meeting Minutes of October 18, 2021

Appendix B – 2022 Community Safety Zone Assessment Results

Appendix C – Traffic Calming in School Zones on Major Collectors

Appendix D – Pedestrian Crossover (PXO) List

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