THE CORPORATION OF THE
TOWN OF GEORGINA

Georgina Safe and Active Transportation Advisory Committee Agenda

Tuesday, October 15, 2024
7:00 PM

Pages

1. CALL TO ORDER

   "The Town of Georgina recognizes and acknowledges that we are on lands originally used and occupied by the First Peoples of the Williams Treaties First Nations and other Indigenous Peoples, and on behalf of the Mayor and Council, we would like to thank them for sharing this land. We would also like to acknowledge the Chippewas of Georgina Island First Nation as our close neighbour and friend, one with which we strive to build a cooperative and respectful relationship.

   We also recognize the unique relationship the Chippewas have with the lands and waters of this territory. They are the water protectors and environmental stewards of these lands and we join them in these responsibilities."

2. ROLL CALL

3. COMMUNITY ANNOUNCEMENTS

4. INTRODUCTION OF ADDENDUM ITEM(S)

5. APPROVAL OF AGENDA

6. DECLARATION OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF

7. ADOPTION OF MINUTES

   1. Minutes of the Meeting held on September 10, 2024 3

8. SPEAKERS

9. DELEGATIONS/ PETITIONS

10. PRESENTATIONS

11. REPORTS

12. GENERAL INFORMATION ITEMS

13. MOTIONS/ NOTICES OF MOTION

14. OTHER BUSINESS

15. CLOSED SESSION

16. MOTION TO ADJOURN

THE CORPORATION OF THE

TOWN OF GEORGINA

Georgina Safe and Active Transportation Advisory Committee Minutes

Date: Tuesday, September 10, 2024
Time: 7:00 PM

Members of Committee Present: Naomi Davison
Dan Fellini
Patrick Devine
Leanna Karremans
Hoyt Miller
Tyler McNaughton

Members of Committee Absent: Dave Harding

Staff Present: Cheyenne McAnuff
Matthew Deluca
Bob Ferguson
Courtney Rennie

1. CALL TO ORDER

"The Town of Georgina recognizes and acknowledges that we are on lands originally used and occupied by the First Peoples of the Williams Treaties First Nations and other Indigenous Peoples, and on behalf of the Mayor and Council, we would like to thank them for sharing this land. We would also like to acknowledge the Chippewas of Georgina Island First Nation as our close neighbour and friend, one with which we strive to build a cooperative and respectful relationship.

We also recognize the unique relationship the Chippewas have with the lands and waters of this territory. They are the water protectors and environmental stewards of these lands and we join them in these responsibilities."

Called to order at 7:01 pm

2. ROLL CALL

As noted above

3. INTRODUCTION OF ADDENDUM ITEM(S)

4. APPROVAL OF AGENDA

RESOLUTION NO. GSATAC2024-0017

Moved By Dan Fellini
Seconded By Patrick Devine

That the September 10, 2024 Agenda be approved as presented.

Carried

5. DECLARATION OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF

None.

6. ADOPTION OF MINUTES

1. Minutes from the June 4, 2024 Meeting

Tyler McNaughton joined the meeting at 7:04 pm.

RESOLUTION NO. GSATAC2024-0018

Moved By Patrick Devine
Seconded By Leanna Karremans

That the Minutes of the Meeting held on June 4, 2024 be adopted as presented.

Carried

7. SPEAKERS

None.

8. DELEGATIONS/ PETITIONS

None.

9. PRESENTATIONS

1. Parks and Trails Masterplan

Courtney Rennie, Senior Project Manager and Bob Ferguson, Manager of Parks Development and Operations, to provide update.

Interactive map created with Town of Georgina trails. Staff to provide map to Committee for information and input on further development. Committee input includes showing interconnected trails from neighbouring municipalities and York Region, as well as how existing trails connect with York Regional Forest and conservation areas.

RESOLUTION NO. GSATAC2024-0019

Moved By Patrick Devine
Seconded By Leanna Karremans

That the update regarding the Parks and Trails Masterplan be received as presented.

Carried

2. Existing Bollard Locations

Matt DeLuca, Operations Technologist, to provide update.

All traffic bollards in the Town are placed 3m apart, letting all vehicles of standard width (including buses, emergency vehicles, etc.) to pass through with ease. Within the next 6-8 weeks, existing bollards will be uninstalled for winter maintenance purposes.

RESOLUTION NO. GSATAC2024-0020

Moved By Patrick Devine
Seconded By Hoyt Miller

That the updated regarding Existing Bollard Locations be received as presented.

Carried

10. REPORTS

1. Automated Speed Enforcement

Matt DeLuca, Operations Technologist, to provide verbal update.

Reports regarding the Traffic Calming Policy and Automated Speed Enforcement will be going to Council on September 11, 2024. Automated speed enforcement will be placed in community safety zones.

RESOLUTION NO. GSATAC2024-0021

Moved By Hoyt Miller
Seconded By Leanna Karremans

That the update regarding Automated Speed Enforcement be received as presented.

Carried

11. GENERAL INFORMATION ITEMS

None.

12. MOTIONS/ NOTICES OF MOTION

None

13. OTHER BUSINESS

None.

14. CLOSED SESSION

None.

15. MOTION TO ADJOURN

RESOLUTION NO. GSATAC2024-0022

Moved By Patrick Devine
Seconded By Tyler McNaughton

That the meeting adjourn at 7:45pm.

Carried

_____

Regional Councillor Naomi Davison, Chair

_____

Cheyenne McAnuff, Records and Information Coordinator

2025 Committee Schedule

Georgina Safe and Active Transportation Advisory Committee
January 14, 2025
February 18, 2025
March 25, 2025
April 29, 2025
June 3, 2025
September 16, 2025
October 21, 2025
November 25, 2025

NOTES:
All meetings shall be scheduled to occur on a Tuesday at 7:00PM

THE CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. OI-2024-0014

FOR THE CONSIDERATION OF COUNCIL
September 11, 2024

SUBJECT: The Safe Streets Monitoring Program: Automated Speed Enforcement (ASE) Implementation

1. RECOMMENDATION:

1. **That Council receive Report No. OI-2024-0014 prepared by the Operations Division, Operation & Infrastructure Department, dated September 11, 2024, regarding the Safe Streets Monitoring Program: Automated Speed Enforcement (ASE) Implementation;**

2. **That By-law No. 2024-0061 (REG-1) be enacted to replace By-law No. 2022-0052 (REG-1), being a by-law to establish an administrative penalty system for violations of by-laws within the Town of Georgina, in order to implement changes necessary to incorporate camera-based enforcement, consistency in appeals and general housekeeping revisions to facilitate automated speed enforcement in the Town of Georgina;**

3. **That Council endorse the final details included in this report for implementation of the Safe Streets Monitoring Program inclusive of the use of 5 cameras installed at the locations listed on a 3-6 month rotation each;**

4. **That revenues collected from the program be first used to cover the program costs, and following, that the**:

    a. **First $50,000 overage to be used for the implementation of the Safe Streets Policy,**
    b. **The next $250,000 overage to be used to offset the general tax levy,**
    c. **Any overage beyond $300,000 to be allocated to Tax-Levy Funded Discretionary Reserves for use on future capital projects;**

5. **That Council delegate authority to the CAO to execute the necessary contracts with the camera vendor in order to implement the program; and,**

6. **That staff return to Council in 2025 with a summary and update on the program.**

2. PURPOSE:

To provide information and receive endorsement to finalize implementation of Automated Speed Enforcement, known as the Safe Streets Campaign, prior to the forecasted launch in December 2024.

3. BACKGROUND:

In March 2024, staff were directed via Resolution C-2024-0087 to proceed with implementation of an Automated Speed Enforcement (ASE) program in the Town of Georgina and to provide an information report on ASE in Q2 of 2024.

In June 2024, Council received Report No. OI-2024-0011, which outlined the details of Automated Speed Enforcement and how it could fit into the Town of Georgina. Staff received further direction to report back in Q3 of 2024 with the final project details, including locations, timelines, communication plans and financial details. Staff also provided a public presentation to Council in August 2024, providing further dialogue around how images are captured and tickets are issued.

Throughout the past 5 months, staff have developed a comprehensive plan to implement ASE. This included:

- Execution of Memorandum of Understanding with the Town of Newmarket to be the designated processing center for the Town of Georgina
- Execution of an agreement with the Ministry of Transportation
- Execution of an agreement with the Ministry of the Attorney General
- Completion of the Privacy Impact Assessment
- Meetings with the preferred camera vendor (formal procurement outstanding)

There remains a number of tasks to complete the implementation of the Safe Streets Monitoring Program that require Council endorsement, including:

I. Remaining bylaw amendments
II. Location selection criteria and camera operation
III. Fee structure and optional additional fees
IV. Financial outlook
V. Associated staffing requirements for Implementation and Annual Programing
VI. Communications plan
VII. Final timeline of implementation

4. ANALYSIS:

I. Remaining bylaw amendments

The Town of Georgina's AMPS By-law No. 2022-0052 (REG-1) requires certain revisions to align with ASE program requirements, which staff propose to include in a new by-law replacing By-law No. 2022-0052 (REG-1). With the introduction of automated camera-based enforcement under the AMPS framework, the

province has regulated the administrative fee amounts within Ontario Regulation 355/22 under the Highway Traffic Act. In addition, the new regulation provides more specific direction on the appeal process for camera-based penalties issued under AMPS.

II. Location selection criteria and camera operations

A data-driven approach was used to identify the area where automated speed enforcement cameras could have the greatest impact on speed reduction within the community. Speed and volume studies are completed on a regular basis throughout the Town, and the data obtained from these studies is a valuable and impartial tool used to assist in location selection.

Location selection for ASE cameras is in line with industry best practices and is in accordance with all legislative requirements. It is important that locations selected are implemented evenly, affect the largest population of drivers not complying to speed limits and benefit the largest number of pedestrians, occasionally associated with a community asset (park, dock/beach, school, library etc) and always within a Community Safety Zone.

As a starting point in the Town of Georgina, a total of five (5) cameras will be implemented. Each ward will receive one (1) camera rotating throughout the community safety zones within that ward to ensure that the benefits of this program are equally distributed throughout Town. Future updates to Council may add additional cameras, or modify this approach, based upon effectiveness of the first five (5) cameras.

Staff will follow the below priority list to generate the location selections:

1. In a Community Safety Zone
2. One Camera is situated in each ward
3. Past 24 months' data collected indicates 85th percentile of vehicular traffic is traveling over the posted speed limit.
4. Location is the highest AADT (average annual daily traffic) of the selection
5. Records of any prior collisions
6. Community safety zone environment (shared use, on street parking, roadway curvature, speed transition, sidewalks, community facilities)
7. Existing traffic calming implementations
8. Traditional enforcement availability

As a result of the data and location analysis, the following road segments have been recommended for ASE:

Ward	Road Name	Priority per ward
1	Lowndes Avenue north of Glenwoods	1
1	Irene Drive	2
1	Annshiela Drive	3
2	Wexford Drive	1

2	Arlington Drive	2
2	Riverglen Drive	3
2	Carrick Avenue	4
3	Civic Centre Road north of Metro Road	1
3	Church Street West of Metro Rd	2
3	Lake Drive East West of Civic Centre Road	3
3	Lake Drive North West of Woodbine Avenue	4
4	Hedge Road	1
4	Lake Drive East West of Dalton Rd	2
4	Maple Avenue	3
5	Station Road	1
5	Hadden Road	2
5	Riverview Beach Road	3
5	Clovelly Cove	4

Two of the above selected roads per ward will be used in the first 12 months of operation, on a 3-6 month rotation. Roads are listed by priority based upon the aforementioned criteria. More than 2 roads are listed per ward, as the road segment must be reviewed by the camera vendors' representative, which can only occur once they are under contract to the Town, which must wait until after this reports endorsement. Certain locations may not be able to have cameras installed due to location-specifics such as distance from power supply and shoulder width (hence more than 2 options per ward).

Prior to the installation of a camera, advanced mandatory warning signage will be installed at the location a minimum of 90 days in advance. This process is part of the warning period to ensure that drivers are alerted prior to the implementation of any penalties, and acts as part of the effectiveness of lowering driver speeds.

III. **Fee Structure and Optional Additional Fees**The *Total Penalty* structure is regulated by the province under O. Reg. 355/22 (Administrative Penalties for Contraventions Detected using Camera Systems), and cannot be modified by any municipalities. There are four components that make up the Total Penalty structure:

Rate of Speed Fee +
Victim Component Fee +
License Plate Search Fee +
Optional Fees
Total Penalty

Rate of Speed Fee – *Ministry governed fee* The rate of speed fee is calculated using the number of kilometers per hour above the posted speed limit captured by an ASE device, multiplied by the corresponding penalty rate, based on the table below.

[rate of speed over the posted limit] X [per/hr rate]

Km/hr over posted speed limit	Rate of penalty
1-19 km/hr	$5.00 per km
20-29 km/hr	$7.50 per km
30-49 km/hr	$12.00 per km
50 km/hr or more	$19.50 per km

For example, if a camera system captures a vehicle driving 63km/hr in a posted 40 km/hr zone (23 km/hr over the posted speed limit) the Rate of Speed penalty would be calculated at $7.50 per km over the speed limit, as per the above table.

23km/hr X $7.50 rate = $172.50 Rate of Speed Fee

Victim Component Fee – *Ministry governed fee* The Victim Component Fee is monies associated with a penalty that goes toward the Victims Justice Fund. The fund is used to help victims of criminal code offences, such as children and victims of sexual assault. Victims' Bill of Rights, Criminal Code of Canada and Provincial Offences Act can be referenced if more information is required on the Victim Component Fee. This fee is determined on a ticket-by-ticket basis using the below table and the results from the Rate of Speed fee calculated and issued for this offence.

Penalty Amount	**Victim Component Fee**
$0-$50	$10
$51-$75	$15
$76-$100	$20
$101-$150	$25
$151-$200	$35
$201-$250	$50
$251-$300	$60
$301-$350	$75
$351-$400	$85
$401-$450	$95
$451-$500	$110
$501-$1000	$125
$1000+	25% of Penalty Amount

Following the prior example of 23km/hr over the posted speed limit, calculated at a penalty amount of $172.50, the corresponding Victim Component Fee would be $35.00, as per the above table.

$172.5 Penalty Amount + $35.00 Victim Component Fee = $207.50 Total

License Plate Search Fee – *Ministry governed fee* The License Plate search fee is a flat rate of $8.25 and is added to the total to cover the costs associated with retrieving the registered vehicle owner's information from the MTO (Ministry of Transportation of Ontario) ARIS (Authorize Requestor Information Service) system.

$207.50 + $8.25 License Plate Search Fee= $215.75 Total Penalty

Additional fees not included in the typical Total Penalty calculation:

- **Late Fee**When a penalty is past due, the municipality can be submit for plate denial to the Defaulted Fine Control Centre (DFCC) managed by the Ministry of Transportation. The DFCC will add a $20.00 late fee to the Total Penalty for each plate denial request submitted. The license plate holder must pay the new outstanding Total Penalty amount to the MTO and not the Municipality, (S.21,O Reg. 355/22) (to be recovered by the Municipality from MTO at a later date).

- **No-Show Fee**A municipality *may* add a $60.00/occurrence "No-Show Fee" to a penalty when the appellant fails to attend a requested and scheduled screening or hearing (O.Reg. 355/22,S.12(2)3.). This is implemented through the AMPs By-Law, as amended. It is recommended that this fee be included in the AMPs By-Law as part of the ASE program to ensure the costs associated with the screenings and hearings are not unduly spent. Recommendation 2 includes the changes necessary to include this additional fee.

- **Other optional Fees incurred at the time of service** No additional fees can be applied to an administrative penalty when that penalty was issued under an ASE program, except those included in the Total Penalty calculation above.

  However, the regulation allows municipalities to impose fees and charges (i.e. a "fees and Charges" by-Law) as per S.391 of the Municipal Act, which can include additional fees collected at the time a service is provided. An example is the printing of a ticket. These fees are not added to the Total Penalty amount (S.22 (2), O.Reg. 355/22) issued as a ticket.

  It is not recommended that the Town adds any additional "fees and charges" at the outset. The program finances will be monitored to determine if additional cost-offsetting is required as a result of non-

recoverable services the municipality has provided under the ASE program.

IV. Financial outlook

As this program is new in the Town of Georgina, and the overall goal of the program is to improve speed compliance, there can be no guarantee to the financial outlook of the program. Nevertheless, it is well-understood that the relationship between speed compliance and revenue from tickets issued is inversely proportionate. That being; where compliance with the posted limit improves (and speeds decrease; the goal of ASE), the program fees will decrease. This provides an element of unpredictability when estimating revenues generated from an ASE program.

Revenues that remain with the Town include only the Rate of Speed fee, and any Optional Fees incurred from additional services. The Rate of Speed fee associated with a Total Penalty amount will vary greatly dependent upon the posted maximum speed limit, the number of offenders and their respective speeds. However, a conservatively estimated average $55.00 per ticket was used when estimating the required ticket volume to offset program costs.

Program costs include administration (staff), processing center fees, signage, communication-related costs, data collection costs, camera costs and other miscellaneous costs. Some of these costs are fixed, and some are variable, which further complicates the financial outlook.

Victim Component Fees and License Plate Fees are “flow-through” revenues, and are managed by the processing center. These fees do not impact revenue or cost, and are not managed by the Town.

Based on an average ticket, approximately 10,000 tickets will need to be issued annually, or 27 tickets/day, for the program to be self-funded (net-neutral). It is recommended that the revenue collected from the Safe Streets Monitoring Program will first be used to offset the cost to run the program. Any overage beyond the costs of the program should be allocated as follows;

- First $50,000.00 overage to be used for the implementation of the Safe Streets Policy
- Next $250,000.00 overage to be used to offset the general tax levy
- Any overage beyond $300,000.00 to be allocated to Tax Levy Funded Discretionary Reserves for use on future capital projects

The recently developed Safe Streets Policy outlines a structured approach for evaluation of locations under review for traffic safety. It also outlines the process for selecting traffic calming measures and their installation requirements. The delivery of the Safe Streets Policy will require funding allocation to implement and maintain. The reinvestment plan outlined above will allow the policy to be proactive and actionable when justified, and not be directly restricted by budget.

V. **Associated staffing requirements for Implementation and Annual Programing**The framework of the Safe Streets Monitoring Program was developed by the Manager of Operations (Roads, Storm water, Forestry) and supported by a temporary full time contract position throughout the summer. As the program is implemented, and the in-depth legislative and contractual obligations are better understood, it has been determined that staffing resources are required to continue the implementation and ongoing delivery of such a complex program.

The resource dedicated to implementing the ASE will also lead the overall traffic safety portfolio, including the recently updated Safe Streets Policy. For ASE this includes, but is not limited to, pre and post data collection and analysis of each site, annual declarations to the Ministry of the Attorney General and Transportation, weekly, monthly and annual reporting of ASE generated data (fines, locations, times direction etc), coordination of 5 new contracts to deliver the program, daily tracking with the processing center, coordination of screenings and hearings with MLE, follow up reports to Council for updates on the program, management of public inquiries and ongoing communication plans, DFCC (plate denial) management with MTO, managing the privacy impact assessment, amongst others.

The costs associated with program resources are already included in the base program costs and are considered in the financial outlook. Revenues from the Total Penalty amounts will directly offset the costs associated with managing the program. Additionally, this will ensure existing operational program managed within the same department and division are not negatively affected by the newly implemented Safe Streets Monitoring Program. No permanent positions are created from this program. Any adjustments, including new permanent positions, to the resources required to manage the program in future will be reported to Council.

VI. **Communications plan** The Operations Division and Communication Division have been collaboratively working for the launch of the communications plan for the Safe Streets Monitoring Program. The plan includes a variety of communication channels including a webpage with an interactive GIS (Geographic Information System) map, media releases, an online survey, Curbex signs, a video, social media campaign, content in the monthly Town eNews and in the winter and spring editions of the printed newsletter, as well as some paid advertising. The goal is to raise awareness and educate residents about the automated speed enforcement program – with the goal of changing driver behavior.

VII. **Final Timeline of Implementation**
The Safe Streets Monitoring Program is on track to go live this December 2024. Outlined below are key implementations steps:

- September 2024- Communication Plan Implementation

- September 2024- Procurement of Cameras
- October 2024 – Internal stakeholder training
- October – November 2024 - Installation of advanced warning signage
- October – November 2024 – Camera site servicing
- December 2024-Feburary 2025 – Installation of cameras

5. RELATIONSHIP TO STRATEGIC PLAN:

Creating a vibrant, healthy, and safe community for all

Support a safe, healthy and inclusive community

Strategic Initiative 5: Update the Active Transportation Master Plan, including trails and expansion of the traffic and road safety program**.**

6. FINANCIAL AND BUDGETARY IMPACT:

The Town's ASE program is designed for 100% cost recovery with no budgetary burden to the Town. There is a tiered plan in place once the program costs are fully recovered, which includes options to reinvest revenues back into traffic safety programs, to offset tax-levy pressures, and to place into reserves for future capital programs.

The detailed financial outcome will not be known until the program is running for a reasonable period of time.

7. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:

A robust, multi-faceted communications plan as outlined in the report will go live in September. The Communications Division is assisting greatly in ensuring the community is educated on the program and its timelines.

8. CONCLUSION:

The Safe Streets Monitoring Program (Automated Speed Enforcement Implementation) will use automated cameras to help promote traffic safety by ensuring compliance with the posted speed limit. The Town will partner with the Town of Newmarket under a joint processing agreement to issue penalties from Town cameras. Anticipated installation of the first automated speed enforcement cameras is expected between December 2024 – February 2025.

APPROVALS

Prepared By:	Niall Stocking, Manager, Operations (Roads, Storm water, Forestry)
Reviewed By:	Rob Wheater, Treasurer/ Deputy CAO
Recommended By:	Michael Vos, Director, Operations and Infrastructure
Approved By:	Ryan Cronsberry, Chief Administrative Officer

Media Release

GEORGINA

Town of Georgina Corporate Communications
communications@georgina.ca

For Immediate Release
Sept. 16, 2024

Safe streets for safe use – Town of Georgina to implement Safe Streets Monitoring Program

Georgina, ON – In an effort to improve road safety, the Town of Georgina has updated its Safe Streets Policy which includes automated speed enforcement (ASE) cameras as one of the various tactics used to improve speed compliance on Town roads. The Safe Streets Monitoring Program uses ASE cameras with the goal of altering driver behaviour, encouraging posted speed limit compliance and increasing overall safety for the community. The speed cameras will be used with other traffic control measures that focus on education, enforcement and engineering.

“The goal here is to improve road safety and make the streets safe for everyone,” said Mayor Margaret Quirk. “Speeding is a complaint we hear from residents all the time. The automated speed enforcement cameras will serve as another method to slow traffic down in community safety zones and remind motorists of the need to obey the speed limit. Georgina is a growing community and we need to ensure our road safety policies and programs reflect the needs of residents.”

A total of five cameras will be installed. Each ward will receive one camera rotating throughout the community safety zones within that ward to ensure the benefits of the program are equally distributed throughout the Town. The cameras will track speed and take photographs of vehicles going above the posted speed limit.

The cameras will be located in Community Safety Zones. The purpose of Community Safety Zones is to enhance the safety of all road users by educating vehicular traffic that they are entering an area of special concern through the use of signage and pavement markings. The exact locations of the cameras will be announced in the coming weeks. Before the cameras are installed, “coming soon” signs will be installed 90 days in advance to warn, remind and educate the public to drive within the posted speed limit.

Tickets will be issued by the Town and will be mailed to the registered licence plate holder on file with the Province of Ontario. The fine amounts are regulated and established by the province. Tickets issued (penalty orders) and the dispute process will be facilitated through the Town’s Administrative Monetary Penalty System. The penalty is a monetary fine and no demerit points will be issued.

For more information, and frequently asked questions, visit georgina.ca/ **SafetyCameras**.

-30-

Media Contact: Tanya Thompson | Communications Manager | Strategic Initiatives
Phone: 905-476-4305, ext. 2446 | Email: tathompson@georgina.ca | georgina.ca

THE CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. OI-2024-0016

FOR THE CONSIDERATION OF COUNCIL
September 11, 2024

SUBJECT: Safe Streets Policy - governing the review and implementation of traffic studies and calming measures in the Town of Georgina

1. RECOMMENDATION:

1. **That Council receive Report No. OI-2024-0016 prepared by the Operations Division, Operation & Infrastructure Department, dated September 11, 2024, regarding the Safe Streets Policy - governing the review and implementation of traffic studies and calming measures in the Town of Georgina;**

2. **That Council endorse the draft Safe Streets Policy as the governing policy for use on review and implementation of traffic studies and calming measures throughout the Town of Georgina;**

3. **That the Safe Streets Policy replace Traffic Calming Policy RD 18 and any reference to Traffic Calming Policy RD 18 now be in reference to the Safe Streets Policy;**

4. **That By-law 2024-0062 (TR-1) be adopted to amend By-Law 2023-0087 (TR-) to amend:**

    a. **Schedule XXX Community Safety Zones to include the areas listed within Attachment 2**
    b. **Schedule XXVII to ensure that all streets within any Community Safety Zone do not exceed 40km/hr and that any speed currently posted above 40km/hr be reduced to 40km/hr**

2. PURPOSE:

To introduce the Safe Streets Policy, Attachment 1, which will replace the current Town Policy, Traffic Calming Policy RD18. This report will also propose new community safety zones following a town wide review of areas with increased concern for public safety. The corresponding costs to implement the new community safety zone layout within the Safe Streets Policy will also be outlined in this report.

3. BACKGROUND:

History of Current Policy

In August 2013, Council Resolution C-2103-0325 was passed with respect to establishing the governing Traffic Calming Policy RD 18 dealing with traffic management/calming issues throughout the Town of Georgina. Over the past 11 years, the Town's growth and development has surpassed the existing policy's ability to process and implement effective traffic management strategies. Staff are inundated with requests for traffic studies and requests for traffic calming measure installations.

Corporate Strategic Plan

One of the Town's recent Strategic Pillars is Creating a Vibrant, Healthy, and Safe Community for All. The second goal and indicator within this pillar is to support a safe, healthy and inclusive community. The expansion of the traffic and road safety program is a specific initiative outlined within the goal.

Community Safety Zone

The purpose of Community Safety Zones is to enhance the safety of road users by slowing down traffic and increasing driver vigilance. By marking these zones with clear signage and markings and ensuring enforcement, the Town of Georgina aims to reduce the risk of traffic-related incidents in critical areas where the public is most vulnerable. Community Safety zones are a key component of the broader effort to create safer streets for all users.

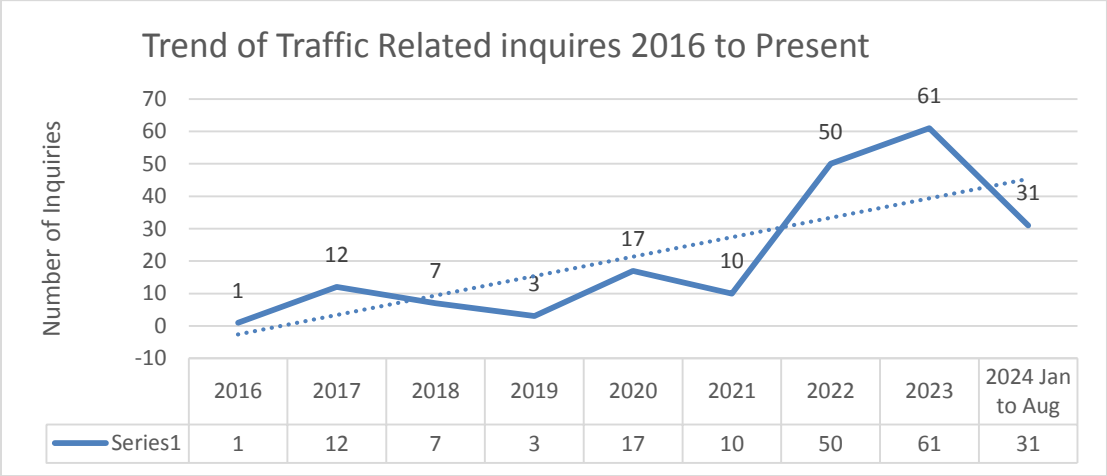
The Highway Traffic Act outlines that the Mayor and Council of a municipality may designate, by by-law, a part or whole street or road under its jurisdiction as a community safety zone if, in the Mayor and Council's opinion, public safety is of special concern on that part of the street or road.

Schedule XXX Community Safety Zones within By-Law 2023-0087 (TR-1) contains the locations of all existing community safety zones in the Town of Georgina. These are locations where public safety is of special concern. All locations are marked with signage indicating when the zone begins and when the zone ends. Speed limits range from 30km/hr to 50km/hr. No other indicators are present at these locations to bring awareness to drivers of the increased need for driving cautiously.

The last addition of a community safety zone was in 2020 and the last sweeping audit of the Town for implementation of community safety zones was in 2002. The green lines in Attachment 1 outline existing community safety zone.

4. ANALYSIS:

Changing public need for speed and volume studies
The below chart depicts the increasing trend of traffic related inquiries over the past eight years. In 2016 there was one recorded traffic-related inquiry that initiated a review and a study vs 61 in 2023. This year, there are 31 inquiries with 5 months remaining. The notable steady increase is likely from increased awareness of available tactics to Municipalities within the media (and other larger municipalities), and has resulted in a back log of over 70 requests that have not been completed to date. Each request received warranted a review and study, taking up to 6 weeks for set up, data collection, and reporting.



Traffic Calming Policy RD 18 has brought the Town to this current backlog due to its limitations in time-consuming reviews and implementations. There were no thresholds to be met, or review of existing data, to prevent an additional study from occurring. The Safe Streets Policy streamlines location reviews and provides a structured approach for traffic calming measure installations.

Updates to the Safe Streets Policy (formerly traffic calming policy RD-18)
The following are the key updates from the attached Safe Streets Policy:

- Consolidation of all traffic safety measures within the Town including education, signage, road watch, ASE and physical implementations
- Alignment to other document control structures, easily able to modified and build upon in the future
- Addition of a screening procedure for speed and volume studies at locations that do not meet minimum basic criteria for physical implementations
- Formalized process for community input (survey)
- Full catalog of traffic calming measures, including ASE
- Prioritization tool for implementing traffic calming
- Removal of required ‘steps’ from former policy, ability to implement the *right* treatment specific to the road being studied

Community Safety Zone

The Safe Streets Policy contains an innovative typical layout for both Community Safety Zones without a school and Community Safety Zones with a school. The new layout would also require that speed limits within community safety zones do not exceed 40km/hr. Each layout contains installations of various devices and warning measures, with the forecasted implementation cost of up to $10,000.00 per layout and an annual maintenance cost following of approximately $2,000.00. This includes but is not limited to installations listed below:

- Line markings for lane narrowing
- Slow down pavement markings
- Pedestrian Crossing delineations
- Stop bars
- Stop sign enhancements
- Area signs
- Traffic Data collection

The new policy also introduces the ability for the Safe Streets Monitoring Program (Automated Speed Enforcement Cameras) to be installed in community safety zones where current warning mechanisms are proving to be ineffective to reduce vehicle speeds.

The need to reduce speed limits within these zones is based off evidence that indicates the survival rate of pedestrians being struck by a vehicle traveling less than 40km/hr is significantly higher than a vehicle traveling in excess of 40 km/hr (*National Transportation Safety Board, 2017).*

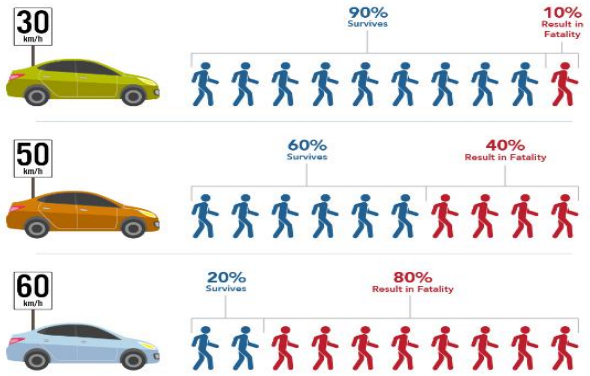


Figure 1: Metric translation of National Transportation Safety Board. 2017. Reducing Speeding-Related Crashes Involving Passenger Vehicles

Attachment 2 is the result of a sweeping audit conducted by Town staff outlining a list of areas that are of increased concern to public safety, based upon data currently available to staff. The increased concern comes from:

- Shared use of Street without a sidewalk
- Proximity to Parks

- Proximity to Schools
- Within the Waterfront Buffer zone
- Proximity to Active Transportation Trail
- Proximity to a Community Facility

These new layouts will be phased in, beginning with 5 locations aligned with the Safe Streets Monitoring Program, implemented by the end of October. Funds required to implement will be drawn from the Automated Speed Enforcement Program, should it be approved.

5. RELATIONSHIP TO STRATEGIC PLAN:

Creating a vibrant, healthy, and safe community for all - Support a safe, healthy and inclusive community

Strategic Initiative 5: Update the Active Transportation Master Plan, including trails and expansion of the traffic and road safety program

6. FINANCIAL AND BUDGETARY IMPACT:

Each updated Community Safety Zone will cost up to $10,000.00 and have an annual cost of $2,000.00. These upgrades will be prioritized, and installed in small groups as they will be budget limited. It is not expected to have any additional financial impact as the implementation of the community safety zone standard will be funded from the Safe Streets Monitoring Program.

7. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:

Following the passing of Councils recommendations, the Town's Road Safety website will be launched, inclusive of interactive mapping similar to that of the all construction map currently on the website. As well, local community impacted by the installation of traffic calming measure will be requested for input on and receive information prior to installation.

8. CONCLUSION:

Traffic calming policy RD 18 currently used to review traffic safety has become outdated and has elicited operational challenges. The new Safe Streets Policy is in line with new initiatives, such as the Safe Streets Monitoring Program (ASE) and provides a streamlined, structured approach for reviewing Street Safety. Continuous evaluation and community feedback are integral to the success of this policy, ensuring that the implemented measures meet their intended goals and adapt to evolving traffic conditions. This approach not only addresses immediate traffic issues but also fosters long-term improvements in road safety and community well-being.

APPROVALS

Prepared By: Niall Stocking, Manger Operations (Roads, Storm water, Forestry)

Recommended By: Michael Vos, Director, Operations and Infrastructure

Approved By: Ryan Cronsberry, Chief Administrative Officer

Attachments:

1- *Safe Streets Policy*
2- *Community Safety Zones, Existing and Proposed.*

SAFE STREETS POLICY

Operations - Town of Georgina

Table of Contents

INTRODUCTION

The Town of Georgina is responsible for ensuring that the roadway network serves the needs of all users, both pedestrians and motorists, in a safe and efficient manner. Safe roads revolve around the balance of the four pillars of the traffic safety program:

Community - fosters community safety by implementing Community Safety Zones, appointing a transportation advisory committee, and promoting a Road Watch program to reduce traffic incidents.

Education - aims to inform and educate the public about traffic safety and can include public awareness campaigns, school programs, community outreach, and training programs, amongst others.

Enforcement - ensures that traffic laws and regulations are followed to maintain safety, and can include police presence, by-law enforcement and speed enforcement.

Engineering - focuses on designing and constructing safer roadways and traffic environments, based upon a required need (reduced crossing width, speed reduction, etc...) and can include road design, traffic calming, intersection improvements, 'complete streets' design, and infrastructure improvements.

This comprehensive approach strives to reduce traffic accidents and enhance safety for all roadway users. The Safe Street Policy forms the framework for implementing traffic calming measures to promote safety. Traffic calming measures involve interventions that reduce vehicle speed, minimize traffic shortcuts, and prevent conflicts between pedestrians, cyclists and motorists.

OBJECTIVE

The overall purpose of the Safe Streets Policy is to:

- **Prioritize the safety of roadway users, both pedestrians and motorists**
- **Identify locations that require traffic calming measures through the continual review of traffic data and public feedback**
- **Address issues with appropriate traffic calming interventions to restore roads to their intended use**

The objective of the policy is met through conducting preliminary screening procedures, public surveys, data collection and review, traffic calming action plans, prioritization systems, and calming measure installation. These actions and procedures allow the Town to effectively support the traffic safety program.

SCOPE

This policy is adopted by the Town's departments and applies to all employees of the Town of Georgina operating under the Traffic Safety Program. Procedures and guidelines contained in the policy covers all assumed and owned roads within all five wards of the Town. This does not include unassumed, private, provincial and regional roads.

REFERENCE

Highway Traffic Act, 2024

DEFINITIONS / ACRONYMS

Aggressive Driving	consists of speeding, following too close, failure to yield right-of-way, improper lane changes, improper passing, disobeying traffic signs and signals and impaired driving
Arterial	An arterial road or arterial thoroughfare is a high-capacity urban road that sits below freeways/motorways on the road hierarchy in terms of traffic flow and speed
Collector	A low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads
Community Safety Zones (CSZ)	Areas with high pedestrian activity requiring extra caution from drivers.
Local	A street that is primarily used to gain access to the property bordering it
Pedestrian Facilities	Are design elements refering to walkways, sidewalks, and crosswalks that are to be exclusively used by pedestrians.
Preliminary Screening Procedure	Initial assessment to determine if traffic calming is needed based on factors like speed and traffic volume
Ranking System	Point-based system to prioritize traffic calming projects based on road conditions.
Reassessment	Evaluation of traffic calming effectiveness after installation.
Road	A wide way leading from one place to another
Road Allowance	Road allowances refer to allowances originally laid out for roads by a Crown surveyor
Street	A road in a city or town, typically with properties and infrastructure on one or both sides
Survey	Community input on traffic calming measures.
Traffic Calming	Measures to reduce vehicle speeds and enhance road safety

Traffic Calming Measures	Actions to slow traffic
Traffic Calming Plan	A detailed plan for implementing traffic calming measures.
Warrant	Criteria that justify collecting data or implementing traffic calming measures

Table 1: List of definitions and acronyms used in this document

1.0 COMMUNITY

The Town of Georgina fosters a collaborative approach to community safety. By implementing Community Safety Zones, appointing committees and promoting road watch programs. The goal is to enhance safety by reducing the number of incidents that occur within the roadway network.

1.1 COMMUNITY SAFETY ZONES

PURPOSE

The Town of Georgina has established a proactive approach to identifying areas where the public is most vulnerable to traffic related incidents. These areas are called Community Safety Zones (CSZ) and are designated roadways where motorists are alerted to the increased need for public safety. Measures are put in place to reduce vehicle speeds and increase driver vigilance within CSZs.

DESCRIPTION

Community Safety Zones typically span between 500 meters to 2.5 kilometers and are marked with specific signage, including a "begins" sign at the start, signs every 300 meters, and an "ends" sign to indicate the conclusion of the zone.

The layout for traffic calming measures within a Community Safety Zone are shown in Appendix A for areas with a school and Appendix B for areas without a school.

Traffic data will be reviewed within Community Safety Zones to assess performance of traffic calming measures. Town Council has authority to designate CSZs in areas under municipal jurisdiction based on concerns for public safety.

1.2 TRAFFIC COMMITTEE

PURPOSE

The Georgina Safe and Active Transportation Advisory Committee (GSATAC) is responsible for advising Council and staff on active transportation issues. GSATAC provides strategic recommendations to enhance safety and efficiency of the roadway network within Georgina.

DESCRIPTION

To ensure a diverse range of perspectives and expertise, the Georgina Safe and Active Transportation Advisory Committee (GSATAC) members are appointed by Council. In total there are seven members that compose the GSATAC:

- Two Council Members
- One representative from the York Regional Police, or, if such a representative is not available to serve, a resident of Georgina
- One representative of the Georgina Trail Riders Snowmobile Club, or, if such a representative is not available to serve, a resident of Georgina
- Three citizen appointments

A collaborative approach shall be taken in meetings allowing the committee to address active transportation recommendations. Town staff with knowledge in relevant fields provide guidance and share insights on current and future Town practices.

1.3 ROAD WATCH

PURPOSE

Road Watch is a community driven program that provides citizens with a means to report aggressive driving or unlawful motorist behaviour. The Town of Georgina has collaborated with York Region Police, and the Ontario Ministry of Transportation to fight unsafe driving within the Town.

DESCRIPTION

Road watch can be used in incidents even when the suspect driver is unknown, and only the license plate number is obtained. Incidents of unsafe lane changes, disobeying traffic lights and stop signs are some typical types of behaviors that qualify for a Road Watch submission.

Road watch submissions can be done through the York Regional Police website and are reviewed by a police officer.

1.4 ASSOCIATED DOCUMENTS AND REFERENCES

Georgina Safe and Active Transportation Advisory Committee

Town of Georgina Road Safety

York Regional Police Road Watch Program

2.0 EDUCATION

PURPOSE

Educating residents about traffic calming helps create a safe and efficient roadway network for pedestrians, cyclists and motorists. Education initiatives encourage public involvement in traffic calming activities and help residents understand the Town's decision making rational.

DESCRIPTION

The following resources are used by the Town of Georgina to educate residents on traffic safety:

Town website – Provides education on pedestrian and cyclist safety and strategies to reduce traffic related incidents.

Social Media (Instagram, Facebook, Twitter, YouTube) - Informs the community on up-to-date strategies and campaigns that involve traffic calming initiatives.

School programs – Raise awareness for roadway safety among the youth.

Georgina Safe and Active Transportation Advisory Committe (GSATAC) - Provides opportunities for residents to speak directly with Town representatives regarding traffic safety questions and concerns.

Local Media Outlets – Report traffic related incidents and encourage responsible roadway use.

Public Signage - Signs are used to make motorists more conscious of their speed as they pass through residential areas.

3.0 ENFORCEMENT

Traffic laws and regulations are enforced to maintain safety, and can include police presence, by-law enforcement and speed enforcement. Enforcement not only addresses immediate safety concerns but also contributes to long-term improvements in urban infrastructure and community well-being.

3.1 TRAFFIC BYLAWS

PURPOSE

Bylaw 2023-0087, as amended, is a council-endorsed regulation to govern and control the parking of vehicles and regulate traffic in the Town of Georgina.

DESCRIPTION

There are two main areas of concern addressed in this By-Law:

Parking Provisions – Outlines when and where parking is allowed/restricted, parking during the winter season, parking prohibitions within designated fire routes, etc.

Traffic Provisions – Details the rights of motorists, cyclists and pedestrians, outlines the general rules of the road and authorizes the use of traffic control signal systems. References the Highway Traffic Act which describes maximum speed limits and allows Council to establish Community Safety Zones.

Rules and regulations contained in Bylaw 2023-0087 set clear standards to ensure that traffic violations are handled in a fair and transparent manner. This enactment prioritizes public safety and minimizes the risk of traffic related incidents.

3.2 AUTOMATED SPEED ENFORCEMENT (ASE) PROGRAMS

PURPOSE

Automated Speed Enforcement (ASE) is a proven and efficient method to improve maximum posted speed limit compliance. The Safe Streets Monitoring Program aims to reduce the

number of speeding related accidents and increase safety for motorists, pedestrians, and cyclists by reducing vehicular speeds.

DESCRIPTION

Automated speed enforcement is commonly used by municipalities throughout Ontario to improve maximum posted speed limit compliance. The Town of Georgina's Safe Streets Monitoring Program uses automated speed cameras and other technology to detect speeding and issue citations (tickets) to the registered owner of the vehicles.

Cameras can only be installed within community safety zones where there is an increased concern for public safety.

The Safe Streets Monitoring Program is supported by local enforcement, York Regional Police, as it provides an option for continuous speed enforcement at a designated location without requiring physical deployment of officers.

3.3 ASSOCIATED DOCUMENTS AND REFERENCES

Pending Council Approval – Safe Streets Monitoring Program

By-Law 2023-0087

4.0 ENGINEERING

The Town of Georgina focuses on designing and constructing a safer roadway network, based on public and required need.

4.1 SPEED LIMIT REDUCTIONS

PURPOSE

Benchmarking Transportation Association of Canada (TAC) guidelines, the Town of Georgina can effectively modify and reduce posted speed limits. Speed limit reductions enhance road safety by lowering vehicle speeds, reducing the likelihood and severity of accidents.

DESCRIPTION

Speed limit reduction involves lowering the maximum allowable speed on specific roadways and streets with the overall goal of improving road safety. Speed limit reduction is deemed necessary on roads with high traffic volumes, pedestrian activity, or hazardous road conditions.

Appropriate speed limits are assessed using the Transportation Association of Canada's *Canadian Guidelines for Establishing Posted Speed Limits (2009)*. Classification, function and physical characteristics are considered to evaluate the risks associated with a certain roadway and determine an appropriate posted speed limit. The higher the level of risk, the lower the recommended posted speed limit.

When a new speed limit is established, changes are marked with updated signage to keep motorists informed and ensure compliance. Adjustments are typically part of a broader traffic calming strategy aimed at creating safer road environments for all users.

4.2 TRAFFIC CALMING

Traffic calming measures reduce vehicle speeds and enhance safety in residential and high-traffic areas. These interventions prevent accidents and improve street environments. The flowchart shown in Appendix C outlines the traffic calming processes:

- for preliminary screening and conducting surveys,
- collecting and reviewing traffic data,

- developing a traffic control plan,
- implementation of traffic calming measures and installation review.

4.2.1 PRELIMINARY SCREENING PROCEDURE

PURPOSE

The Town of Georgina follows a robust Preliminary Screening Procedure that filters out areas that do not meet the basic and essential criteria for traffic calming measures to be implemented. By employing this screening procedure at the outset, this approach ensures the appropriate allocation of resources in order to stay current with requests.

DESCRIPTION

When investigating the need for a traffic calming measure on a specific street, section of a street, or multiple streets, there is a Preliminary Screening Procedure.

This procedure involves analyzing several factors including road classifications, grades, traffic volumes, speeds, existing infrastructure, the length of the street, and the characteristics of surrounding areas. The mandatory requirements assessed during the preliminary screening are listed in Appendix D. If criteria is not met, the roadway under review is considered not suitable for a traffic calming intervention. Regardless of the outcome of the preliminary screening procedure, community education and awareness will remain a priority.

4.2.2 SURVEYS

PURPOSE

Public surveys assess the level of support for the implementation of traffic calming initiatives amongst residents who live in affected areas. This ensures that the perspectives of those most impacted are part of the decision-making process.

DESCRIPTION

If a requested location/road segment passes the preliminary screening procedure, surveys are distributed to residents. The survey will seek endorsement for traffic calming interventions and

feedback on specific types of traffic calming measures that would best suit the local community. Surveys are conducted in one of two ways:

Town Driven – Surveys are distributed by Town staff when the preliminary screening procedure is initiated internally.

Resident Driven – If a resident initiates a review, they are responsible for having Town provided surveys completed by residents within the affected area, as defined by the Town.

Completed surveys are valid if they contain the name, address, phone number and/or email of the resident (occupant or property owner), and clear indication of support/opposition of the traffic calming implementation. If applicable, residents may be asked to select a preference during the survey.

A majority support of **66%** is required for the traffic calming procedures to continue. This level of support ensures that future traffic calming initiatives are widely accepted and reflect the values of the local community.

4.2.3 DATA REVIEW AND COLLECTION

PURPOSE

Traffic data is collected and reviewed to assess the need for traffic calming interventions and prioritization. Resources are allocated to where they will have the greatest impact on public safety based on data review.

DESCRIPTION

Traffic data collected by the Town includes:

- Vehicle speeds (Max speed, 85th percentile, speed by vehicle type)
- Traffic volumes (average annual daily traffic, hourly, daily)
- Collision history (as available from YRP)
- Roadway measures and design, inclusive of private and public infrastructure

A study examining traffic data is conducted after the Town has received majority support from residents for traffic calming interventions. If a study has taken place within the previous 3 years

and there are no significant changes to the road allowance usage, new data will not be collected and the existing data will be used.

The results of the study will inform whether a Traffic Calming Plan will be created and if a location is calculated for priority of implementation.

Data results from the study shall meet the following thresholds in order to qualify for a Traffic Calming Plan:

From March 15 – November 14:

- Where no pedestrian facility exists, the 85th percentile must be more than 10% above the posted speed limit to warrant a Traffic Control Plan
- Where a pedestrian facility exists, the 85th percentile must be more than 20% above the posted speed limit to warrant a Traffic Control Plan

From November 15 – March 14:

- Where no pedestrian facility exists, the 85th percentile must be more than 5% above the posted speed limit to warrant a Traffic Control Plan
- Where a pedestrian facility exists, the 85th percentile must be more than 10% above the posted speed limit to warrant a Traffic Control Plan

Using reduced thresholds in the winter period allows the study periods to continue uninterrupted year-round, while still providing valid results for a location to exceed a threshold, qualifying for a traffic calming plan.

The area studied is prioritized (section 4.2.5) based on the severity of the traffic related issues present. This influences the type of traffic calming interventions required and the timeframe for installation.

4.2.4 TRAFFIC CALMING PLAN

PURPOSE

Traffic Calming Plans include traffic calming measures and timeframes for interventions which promote and enforce compliance with posted speed limits.

DESCRIPTION

Traffic Calming Plans involve at least one physical installation based on current data review and community engagement. Traffic calming selection depends on factors including, but not limited to:

- Roadway width, curvature, design and posted speed limits
- Community feedback
- Number of driveways within a section of roadway
- Associated cost and disruptions due to installations
- By-Laws effecting the area
- Pedestrian facilities
- Required reduction of speed based on 85th percentile travelled

Appendix E details the types of calming measures with descriptions, an image and the expected range of speed reduction each measure can have on vehicular traffic. This catalog is used by the Town to customize and optimize Traffic Calming Plans to ensure that the measure(s) installed have a forecasted combined speed reduction from the studied 85th percentile, down to the posted maximum speed limit for that road.

4.2.5 PRIORITIZATION

PURPOSE

The Town of Georgina uses a point-based framework to rank intervention implementation. This system ensures that traffic calming measures are implemented where they are most urgently needed.

DESCRIPTION

Traffic Calming Plans priorities are generated using a point-based evaluation system that considers factors such as vehicle speeds, traffic volumes, and existing infrastructure.

Appendix F outlines this prioritization system which uses related factors assigned to a point value. A total score is then aggregated, representing the overall priority of each area; higher scores indicate a higher urgency for traffic calming measures.

4.2.6 CALMING MEASURE INSTALLATION

PURPOSE

Once the Traffic Calming Plan is established, the traffic calming measures are installed. These installations will enhance road safety by reducing vehicle speeds, minimizing traffic-related incidents, and addressing specific roadway issues.

DESCRIPTION

Installation takes place based on the location's prioritization (Appendix F); higher points indicated higher priority. There can be multiple types of calming measures installed at one location, each determined by the Traffic Calming Catalogue, and planned to achieve a desired reduction back to the posted speed limit. The timing of the installation outside of the prioritization may vary based on budget constraints, award of contract, other scheduled works in the area and time of year. Where a significant backlog of measures occurs, Council will be informed, and a project will be requested to be initiated to clear the backlog.

4.2.7 INSTALLATION REVIEW

PURPOSE

After installing traffic calming measures, the Town of Georgina will initiate follow-up data collection to assess the traffic calming plan's success and effectiveness. This analysis will determine whether the measures have enhanced traffic safety and reduced speeds, while also pinpointing areas that may need further optimization.

DESCRIPTION

After a traffic calming measure is installed, the Town of Georgina will gather and systematically review post-installation data. If the data shows that the traffic calming intervention is not successful, a further, in-depth review will be conducted. This process includes:

- Gathering feedback from residents and other stakeholders to identify areas for improvement and ensure the measures enhance traffic safety and reduce speeds.

- Monitoring traffic flow and patterns to assess changes in vehicle behavior and identify any unintended consequences.
- Conducting surveys to gauge public perception and satisfaction with the implemented measures.

4.3 ASSOCIATED DOCUMENTS AND REFERENCES

Canadian Guidelines for Establishing Posted Speed Limits (2009)

5.0 IMPROVING AND MONITORING

PURPOSE

The Town of Georgina is dedicated to continuously improving the effectiveness of its Safe Streets Policy by adopting best practices and implementing remedial measures. This policy is dynamic, allowing the Town to evaluate and phase-in any changes, new approaches, and technologies related to traffic safety.

DESCRIPTION

To ensure continual improvement, programming associated with this policy will be regularly assessed for feasibility and implementation. Improvement measures, identified through management reviews, document reviews, and ongoing monitoring of opportunities for improvement, will be systematically addressed and evaluated. This ensures that any corrective measures taken effectively enhance the road allowance safety.

6.0 CONCLUSION

The Safe Streets Policy is designed to address traffic safety both reactively and proactively through a structured and systematic approach. By following outlined procedures, including preliminary screening, public surveys, data collection, and traffic-calming measure installation, the policy ensures interventions are data-driven and community-supported. This policy improves traffic conditions across the municipality.

Through careful selection, prioritization, and review of traffic calming measures, the Town seeks to create safer and more efficient streets for all users. Continuous evaluation and community feedback are integral to the policy's success, ensuring that implemented measures meet their intended goals and adapt to evolving traffic conditions. This approach addresses immediate traffic issues and fosters long-term improvements in the overall safety of the community.

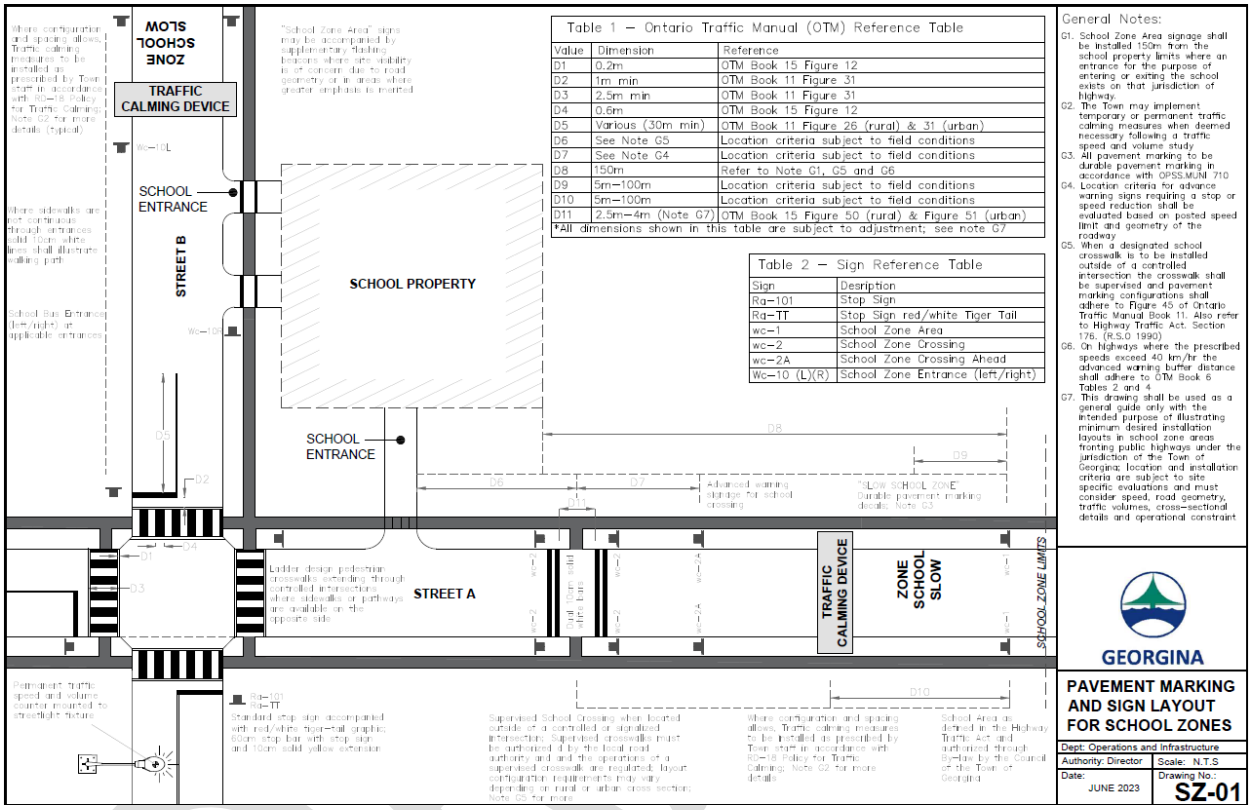
History of Changes

History of Changes Revisions of documents are identified at the end of each document. Revision number, date, description of revision, and individual completing the revision are included for each controlled document.

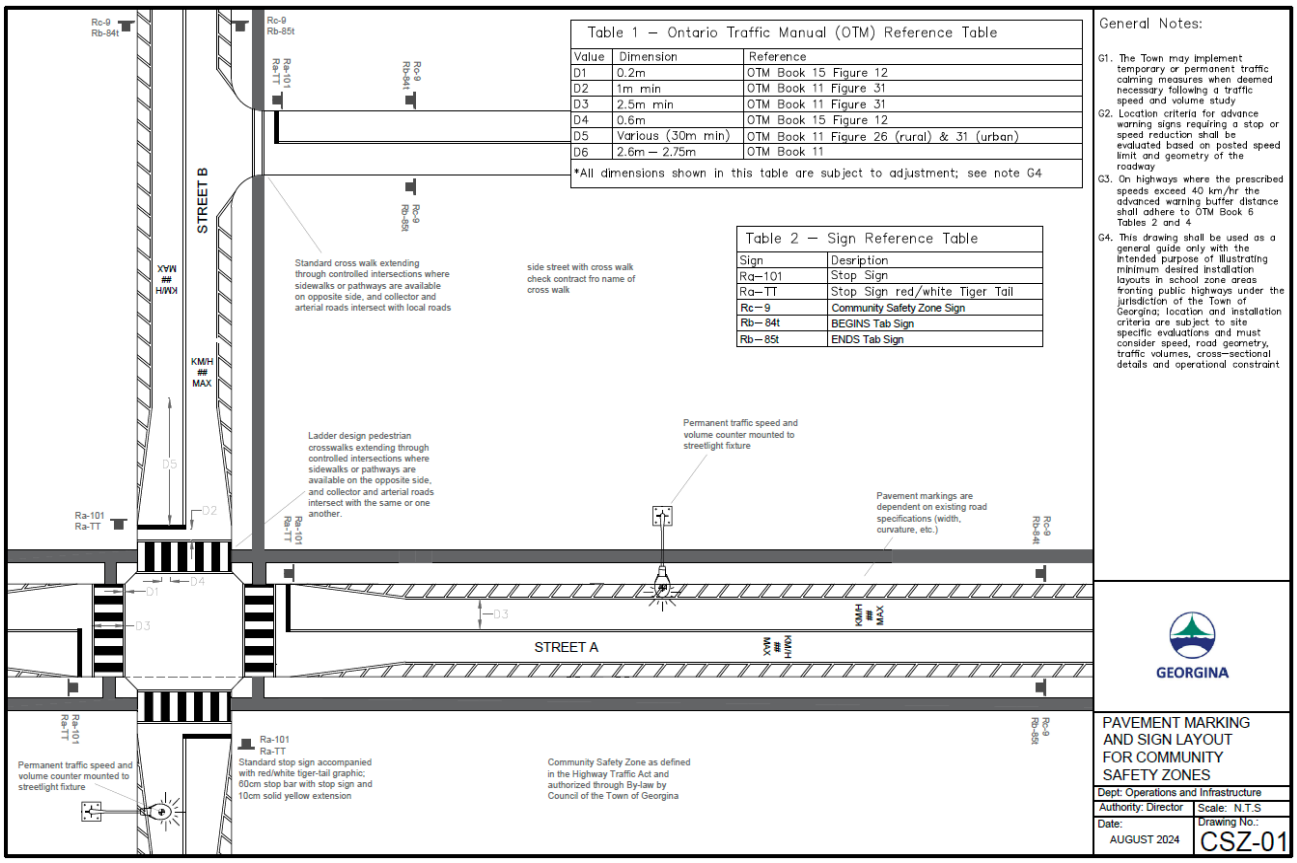
Version No.	Date	Description	By
001	2024	Created Safe Streets Policy document and all associated documents (Section 1 – 6)	Niall Stocking, Matthew Deluca, Zaim Mirza

APPENDIX

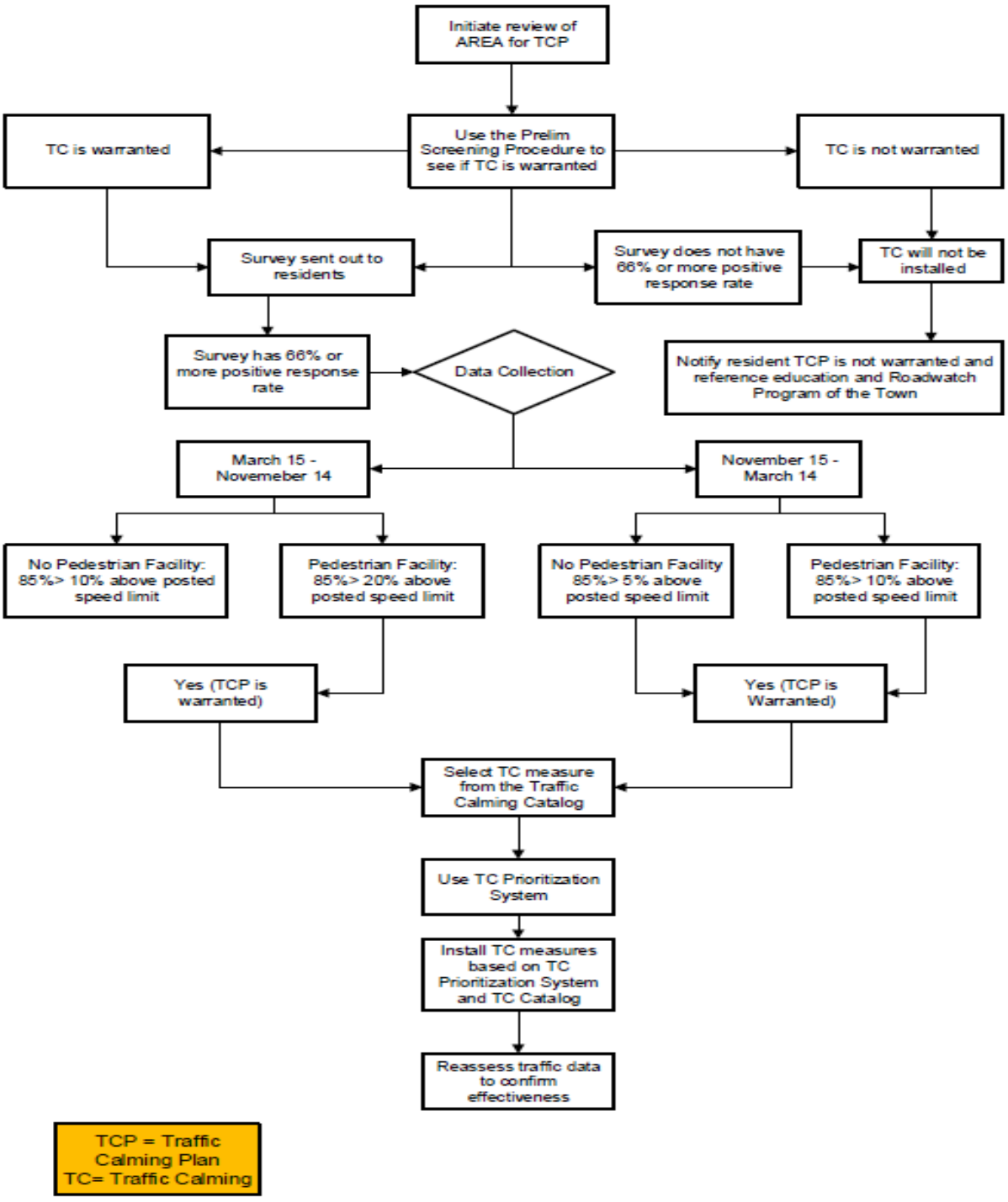
APPENDIX A – Community Safety Zone in proximity to a school



APPENDIX B – Community Safety Zone without school



APPENDIX C – Safe Streets Flowchart



APPENDIX D – Preliminary Screening Procedure Requirements

	Requirement	***Description of requirement***
Mandatory Requirements	Road or Street must be Town-Owned	*The Town does not have permission to install traffic calming measures on private, regional or provincial roads or streets.*
	Road or Street must be equal to or greater than 250 m	*The Town will not install traffic calming measures on any road or street shorter than 250 m. Educational and Community awareness is the best approach for street safety in these scenarios.*
	An existing traffic calming assessment has not been completed within the last 3 years and no significant changes have occurred on the section of roadway or street that would indicate a change of use.	*This will ensure Town resources are being deployed in the most efficient manor*
Additional Requirements (must meet 3 of 7 criteria)	Road or street has an existing Community Safety Zone	Community Safety Zones have an increased risk of speeding concerns due to high demand of pedestrian activity
	Road or Street has a shared use or trails	Shared use or trails means cyclists, motorists and pedestrians are sharing the road, which exposes a higher risk of conflict
	Block section of requested road contains crosswalks or sidewalk connections perpendicular to the street section	These parameters indicate a potential increased frequency for high-risk pedestrian-vehicle conflict.
	Road and Street has a traffic volume of or more than 250 vehicles per day	Higher traffic volumes are a sign of increased probability of high-risk vehicle encounters
	Data collected within the last 3 years shows the 85th percentile speed exceeds of or more than 20% of posted speed limit.	This threshold accounts for minor discrepancies in speedometers and varying driving conditions, allowing the Town to focus on significant offenders who pose real safety risks.
	Section of requested road contains a Transitional zone of equal to or greater then 20km/hr	Transitional zones have a speed reduction change, without awareness it is possible that the operator of the vehicle will not lower the operating speed to the lesser speed limit
	Grade of road does not exceed +-8%	The Town cannot install certain calming measures on roads that have an excess amount of grade due to safety and hazard issues

APPENDIX E – Traffic Calming Catalog

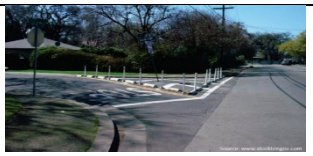
Traffic Calming Measures	Expected Speed Reduction (range)	Description	Image
Pavement Marking			
Converging chevrons	5 km/h - 8 km/h	Converging chevrons are pavement markings painted in the shape of a forward-facing V pointing in the roadway travel direction. They can be spaced closed together or painted thinner as distance increases to create the illusion that a vehicle's speed is increasing. This is done to alert the driver of the need to reduce speed	
Full-lane transverse bars	5 km/h - 8 km/h	Full-lane transverse bars are a series of parallel pavement markings which extend across the majority of the travelled lane width. The series of markings may be placed closer together with distance to create the illusion that a vehicle's speed is increasing to alert the driver of the need to reduce speed	
On-Road "sign"	6 km/h - 14 km/h	On-road 'sign' pavement markings provide information that would typically be shown to drivers through signage but are painted on the roadway to provide a larger image, and one that is directly in the driver's line of sight. Some examples could be speed limit, 'SLOW', 'Stop ahead, etc.	
Peripheral transverse bars	0 km/h - 8 km/h	Peripheral transverse bars are a series of parallel pavement markings along the edge of the travelled lane widths. The series of markings may be placed closer together with distance to create the illusion that a vehicle's speed is increasing. This is done to alert the driver's awareness of the need to reduce speed.	

Lane narrowing pavement centrelines	0 km/h - 10 km/h	Lane narrowing is the process of reducing lane widths using pavement markings or other features (for example, bicycle lanes, street beautification programs, pavement texture). The intention is for drivers to perceive the roadway to be less comfortable at higher speeds due to the narrowing of the lanes and ultimately reduce operating speeds	
Optical illusions pavement markings	0 km/h - 1 km/h in mean speed	Optical illusion pavement markings use colours and shading to create an optical illusion in an attempt to influence drivers to reduce their speed	
LED pavement markings	Not Available	LEDs can be used in pavement to create dynamic road markings. The linear strips of LEDs are coated in plastic and use induction power connections allowing them to be used in a variety of ways such as displaying an advisory speed limit for a curve. The use of LEDs is not limited to dark conditions, since these active markings can be seen in daylight as well.	
Vertical deflections			
Raised crosswalk	5 km/h - 13 km/h	A raised crosswalk is a marked pedestrian crosswalk at an intersection or mid-block location constructed at a higher elevation than the adjacent roadway. The purpose of a raised crosswalk is to reduce vehicle speeds, improve pedestrian visibility, and reduce pedestrian–vehicle conflicts.	
Raised intersection	0 km/h - 10 km/h	A raised intersection is an intersection, that may include crosswalks, constructed at a higher elevation than the adjacent approach roadways. The purpose of a raised intersection is to reduce vehicle speeds, better define crosswalk areas, and reduce pedestrian–vehicle conflicts.	
Speed hump	6 km/h - 13 km/h	A speed hump is a raised area of a roadway, which causes the vertical upward movement of a traversing vehicle. The purpose of a speed hump is to cause discomfort for drivers travelling at higher speeds and to reduce vehicle speeds.	

Speed cushion	0 km/h - 8 km/h	A speed cushion does not cover the entire width of the road. The width is designed to allow a large vehicle, such as a bus, to "straddle" the cushion, while light vehicles will have at least one side of the vehicle deflected upward. Speed cushions are intended to produce sufficient discomfort to limit passenger vehicle travel speeds yet allow the driver to maintain vehicle control, while allowing larger vehicles such as buses and emergency vehicles to pass without difficulty.	
Speed table	6 km/h - 13 km/h	A speed table is an elongated raised speed hump with a flat-topped section that is long enough to raise the entire wheelbase of a vehicle. They may be constructed with brick or other textured materials on the flat section.	
Horizontal deflections			
Chicanes	6 km/h - 10 km/h	A chicane is a series of curb extensions on alternating sides of a roadway, which narrow the roadway and require drivers to steer from one side of the roadway to the other to travel through the chicane. Multiple series of curb extensions can be used. The purpose of this measure is to discourage shortcutting or through traffic and reduce overall speeds by forcing the lateral shifting of vehicles travelling through the chicane.	
Curb radius reduction	Speed reduction for right-turning vehicles	A curb radius reduction is the reconstruction or modification of an intersection corner with a smaller radius, usually between the 3.0 m to 5.0 m range. The purpose is to slow down right-turning vehicles, reduce crossing distances for pedestrians, and to improve visibility of pedestrians.	

Lateral shift	Not Available	A lateral shift in a roadway occurs where an otherwise straight section is redesigned using pavement markings or curb extensions to create a curvilinear alignment (a 'jog') in the roadway similar to a chicane. This effect can also be achieved with the use of a central island.A lateral shift causes drivers to have to negotiate the alignment and increases awareness in attempt to reduce vehicle speeds.	
Speed Kidney	0 km/h - 5 km/h	A speed kidney is an arrangement of three speed humps elongated with a curvilinear shape in the direction of traffic. Vehicle drivers choosing to drive in a straight path will experience discomfort as two or four wheels traverse the different parts of the speed kidney. Vehicles are required to take a curvilinear path in order to avoid the vertical deflection	
Traffic circle/round about	0 km/h - 14 km/h	A traffic circle/traffic button/mini-roundabout is an island located at the centre of an intersection, which requires vehicles to travel through the intersection in a counterclockwise direction around the island.	
Roadway Narrowing			
Curb extension	2 km/h - 8 km/h	A curb extension (also known as neckdown, choker, curb bulb, or bulb-out) is a horizontal intrusion of the curb into the roadway resulting in a narrow section of roadway. The purpose of a curb extension is to reduce vehicle speeds, reduce crossing distance for pedestrians, increase visibility of pedestrians, and prevent parking close to an intersection	
On-street parking	Not available	On-street parking is the reduction of the roadway width available for vehicle movement by allowing motor vehicles to park adjacent and parallel to the curb. Angled parking is not appropriate as a traffic calming measure, due to the increased potential for conflicts. The effect of using on-street parking to narrow the effective roadway space is to reduce vehicle speeds and to reduce possible short-cutting or through traffic.	

Raised median island	3 km/h - 8 km/h	A raised median island is an elevated median constructed on the centerline of a two-way roadway to reduce the overall width of the adjacent travel lanes. The purpose of a raised median island is to reduce vehicle speeds and to reduce pedestrian–vehicle conflicts	
Road diet	5 km/h - 12 km/h	A road diet is a reconfiguration of a roadway where the number of travelled lanes and/or the effective width of the road is reduced in order to allocate the reclaimed space for other uses, such as wider sidewalks, turning lanes, bus lanes, pedestrian refuge islands, bike lanes, parking, etc. May require an MCEA.	
Flexible bollards	0 km/h - 5 km/h	The use of vertical treatments such as flexible post-mounted delineators or raised pavement markers to create a centre median. This could be used to give drivers a perception of lane narrowing and create a sense of constriction	
Surface Treatment			
Sidewalk extension		A sidewalk extension is a sidewalk continued across a local street intersection at the level of the roadway. Textured/patterned elements that contrast the roadway can be incorporated into the sidewalk extension. The purpose of a sidewalk extension is to visually enhance a pedestrian crossing location so drivers become more aware of its presence	
Textured Pavement		Textured pavement is roadway pavement that incorporates a textured and/or patterned surface which contrasts other adjacent roadways in the surrounding area. The difference in texture alerts drivers of the potential need to reduce speed	

Transverse rumble strips	3 km/h - 8 km/h	Transverse rumble strips are raised buttons, bars or grooves closely spaced at regular intervals on the roadway that create both noise and vibration in a moving vehicle. The purpose of a rumble strip is to alert motorists to a traffic control device which is associated with unusual or changing conditions ahead.	
Access Restriction			
Intersection Channelization	Not available	Intersection channelization is the use of raised islands or bollards located in an intersection to obstruct specific traffic movements and physically direct traffic through an intersection. Intersection channelization can improve pedestrian crossing safety by reducing crossing distances and providing refuge areas	
Right-In/Right-Out island	Not available	A right-in / right-out island is a raised triangular island at an intersection approach which obstructs left turns and through movements to and from the intersecting street or driveway. Bicycles are typically permitted to make left turns and through movements from the side street, either through gaps or depressions in the island, or by travelling around the island. The purpose of a right-in / right-out island is to obstruct short-cutting or through traffic.	
Directional Closure	0 km/h - 11km/h	A directional closure is a curb extension orvertical barrier extending to approximately the centerline of a roadway, effectively obstructing (prohibiting) one direction of traffic.	
Diverter		A diverter is a raised barrier placed diagonally across an intersection that forces traffic to turn and prevents traffic from proceeding straight through the intersection. Diverters can incorporate gaps for pedestrians, wheelchairs and bicycles and can be mountable by emergency vehicles	

Full closure		A full closure is a barrier extending the entire width of a roadway, which obstructs all motor vehicle traffic movements from continuing along the roadway. A closure can change a four-way intersection to a three-way intersection, or a three-way intersection to a non-intersection. Gaps can be provided for cyclists or to allow for emergency vehicles. The purpose of a full closure is to eliminate short-cutting or through traffic.	
Raised Median		A raised median through an intersection is a concrete or asphalt island located on the centerline of a two-way roadway through an intersection, which prevents left turns and through movements to and from the intersecting roadways.	
Enforcement			
ASE camera		Automated Speed Enforcement (ASE) cameras photographs vehicles operating exceeding the threshold speed limit without the presence of police officers. Legal provision is required. Ideal use when thresholds are exceeded in Community Safety Zones.	
Education			
Speed display signage	3 km/h - 14 km/h	A speed display device is an interactive sign that displays vehicle speeds as oncoming motorists approach. Vehicle speed is captured using radar and can trigger the display board to show when vehicles approach at predetermined unsafe speeds. Can be used upstream of manned speed enforcement.	

APPENDIX F – Point-based Prioritization

Traffic Volumes	1 point for each 50 vehicles above the specified AADT threshold (250 vehicles)
Traffic Speed	1 point for every 1 km/h the 85th percentile speed is above the speed limit
Collision History	5 points per collision at any location within the study area in the last 3 years
Sidewalks	10 points if there are no sidewalks/MUP 5 points if there is a sidewalk/MUP on only one side of the street in the concerning area 0 points for sidewalk/MUP on both sides
Pedestrian Facilities	5 points per designated pedestrian generators (ex. crosswalks, schools, parks, senior centres, places of worship) within the study area
Active Transportation	10 points if there are active transportation facilities on a shared use road

26557 Civic Centre Road
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Operations – Roads, Stormwater, Forestry

Ward 1 Map

Existing CSZ

Proposed CSZ

Ward 1 Map

OBJECTID *	Ward	Road Portion	Street Limit	Street Limit 2	Proposed CSZ	Reason for Addition
44	1	Adeline Drive	Lake Drive South	Eastern Limit	Yes	1. Proximity to Park 2. Entries into walk trails 3. Part of the Waterfront Buffer Zone 4. Shared Street use
45	1	Lowndes Avenue	Glenwoods Avenue	Dovedale Drive	Yes	1. Proximity to Schools 2. Connecting to Active Transportation Trails
46	1	Irene Drive	Lake Drive South	The Queensway South	Yes	1. Part of the Waterfront Buffer Zone 2.Shared road use with no sidewalks
47	1	Annshiela Drive	Lake Drive South	The Queensway South	Yes	1. Part of the Waterfront Buffer Zone 2.Shared road use with no sidewalks
54	1	Laurendale Avenue	Bostock Drive	Paulgrave Avenue	Yes	1. Proximity to a Park
58	1	Strathgreen Lane	Terrell Avenue	Kinkgknoll Crescent	Yes	1. Proximity to a Park
59	1	Terrell Avenue	Strathgreen Lane	Laurendale Avenue	Yes	1. Proximity to a Park
60	1	Bostock Drive	Laurendale Avenue	Strathgreen Lane	Yes	1. Proximity to a Park
61	1	Hollywood Drive	Lake Drive South	The Queensway South	Yes	1. Part of the Waterfront Buffer Zone 2. Proximity to a Park 3. Shared Use of Street with No sidewalk
62	1	Tampa Drive	Hollywood Drive	Lake Drive South	Yes	1. Part of the Waterfront Buffer Zone 2. Proximity to a Park 3. Shared Use of Street with No sidewalk
63	1	Camwood Drive	Hollywood Drive	Tampa Drive	Yes	1. Part of the Waterfront Buffer Zone 2. Proximity to a Park 3. Shared Use of Street with No sidewalk

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Ward 2 Map

Existing CSZ

Proposed CSZ

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Operations – Roads, Stormwater, Forestry

Ward 2 Map

OBJECTID *	Ward	Road Portion	Street Limit	Street Limit 2	Proposed CSZ	Reason for addition
64	2	Way's Bay Drive	Windy Shore Drive	N/S portion of Way's Bay Drive	Yes	1. Part of the Waterfront Buffer Zone 2. Proximity to a Park 3. Shared Use of Street with No sidewalk
66	2	Windy Shore Drive	Way's Bay Drive	Southern limit	Yes	1. Part of the Waterfront Buffer Zone 2. Proximity to a Park 3. Shared Use of Street with No sidewalk
67	2	Roselm Avenue	Dovedale Drive	Biscayne Boulevard	Yes	1. Proximity to School
68	2	Fairwood Avenue	100 m west of Robert Plunkett Drive	200 m east of Roselm Avenue	Yes	1. Proximity to School
69	2	Carrick Avenue	Tudor Place	Spring Road	Yes	1. Proximity to School
71	2	Wexford Drive	Woodbine Avenue	Carrick Avenue	Yes	1. Proximity to a Community Centre 2. Proximity to Parks 3. Connections to Active Transportation Trails

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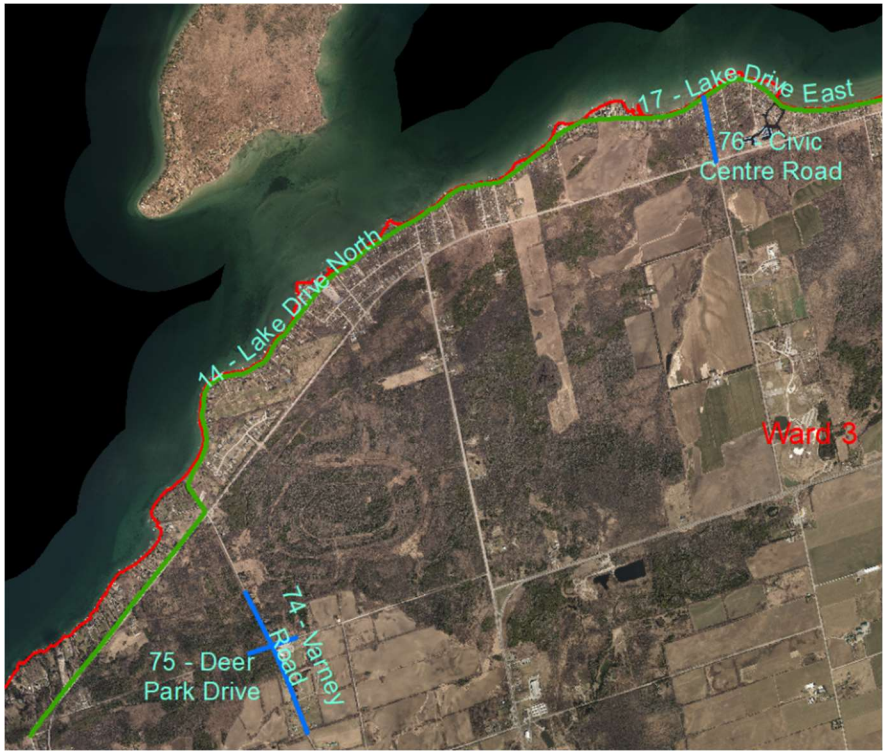
Ward 3 Map



Existing CSZ

Proposed CSZ

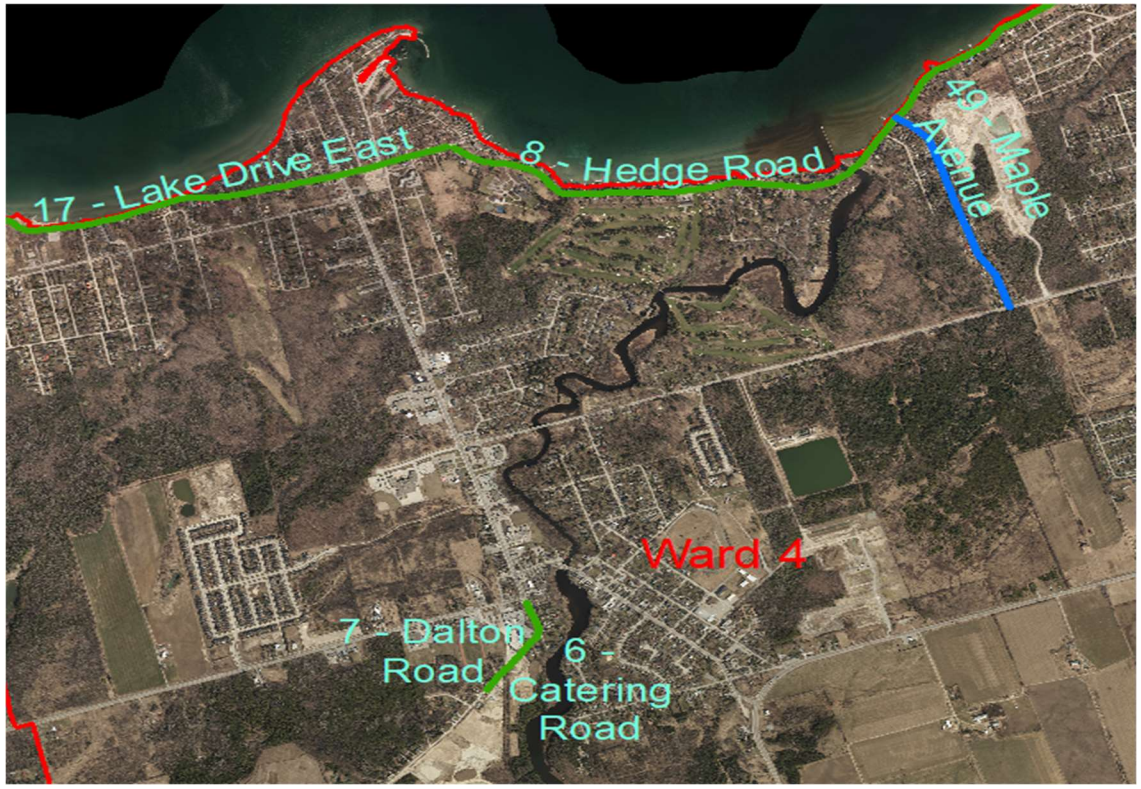
Ward 3 Map

OBJECTID *	Ward	Road Portion	Street Limit	Street Limit 2	Proposed CSZ	Reason for addition
72	3	Church Street	Mackenzie Court	Lake Drive North	Yes	1. Proximity to Schools 2.Proximity to parkettes and parks 3. Proximity to a BIA
73	3	Highcastle Avenue	Old Homestead Avenue	Ivygreen Road	Yes	1. Proximity to School 2. Proximity to Park 3. Proximity to Trail
74	3	Varney Road	200 m north of Deer Park Drive	600 m south of Deer Park Drive	Yes	1. Proximity to School 2. Proximity to Community Area 3. Shared Road Use with no Sidewalk
75	3	Deer Park Drive	200 m east of Deer Park Drive	200 m west of Deer Park Drive	Yes	1. Proximity to School 2. Shared Road use with no Sidewalk
76	3	Civic Centre Road	Metro Road North	Lake Drive East	Yes	1. Part of the Waterfront Buffer Zone 2.Shared road use with no sidewalks

Ward 4 Map

Existing CSZ

Proposed CSZ



OBJECTID *	Ward	Road Portion	Street Limit	Street Limit 2	Proposed CSZ	Reason for addition
49	4	Maple Avenue	Black River Road	Hedge Road	Yes	1. Part of the Waterfront Buffer Zone 2.Shared road use with no sidewalks

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Ward 5 Map

Existing CSZ

Proposed CSZ

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Ward 5 Map

Operations – Roads, Stormwater, Forestry

OBJECTID *	Ward	Road Portion	Street Limit	Street Limit 2	Proposed CSZ	Reason for addition
50	5	Station Road	Old Homestead Road	Pefferlaw Road	Yes	1. Part of Active Transportation expansion 2. Proximity to park
51	5	Haden Road	Hwy 48	Black River Road	Yes	1. Part of the Waterfront Buffer Zone 2.Shared road use with no sidewalks
52	5	Riverview Beach Road	Hwy 48	Irving Drive	Yes	1. Part of the Waterfront Buffer Zone 2.Shared road use with no sidewalks
53	5	Clovelly Cove	Irving Drive	Lake Ridge Road	Yes	1. Part of the Waterfront Buffer Zone 2.Shared road use with no sidewalks 3. Proximity to Park
77	5	Irving Drive	Clovelly Cove	Western Limit	Yes	1. Part of the Waterfront Buffer Zone 2.Shared road use with no sidewalks 3. Proximity to Park