



Report to Council

Department: Infrastructure Services
Division: Operations
Date: December 16, 2024
Prepared by: Norm Nussio C.E.T., CRS-I, Manager of Operations and Drainage
Report Number: Operations-2024-14
Subject: Harrow Parking and Community Safety Zones
Number of Pages: 5

Recommendation(s)

That Operations-2024-14 entitled "**Harrow Parking and Community Safety Zones**" prepared by Norm Nussio Manager of Operations and Drainage dated December ,16, 2024 be received; and

That Council direct administration to implement a Community Safety Zone on Centre Street West from Queen Street to Erie Street North and on Erie Street North from King Street to Sinasac West to serve St. Anthony Catholic School and amend by-law No. 915 to reflect such; and

That Council direct administration to implement a Community Safety Zone on Arthur Street North from Sinasac Street to King Street and Centre Street East from Walnut Street North to Arthur Street North to serve Harrow Public School and amend by-law No. 915 to reflect such.

Purpose

This report has been prepared to report back to council on a notice of motion from the June 17, 2024 regular council meeting as follows:

Resolution R24-06-272

That Council direct Administration to review and prepare a Council Report outlining the feasibility of implementing the following traffic and parking changes:

1. Implementing a 2-hour parking limit along King Street from Victoria Street to Walnut Street and Queen Street from King Street to Centre Street.
2. Implementing community safety zones on Centre Street West from Queen Street to Erie Street North and Erie Street North from King Street to Sinasac Street West to serve St. Anthony Catholic School.
3. Implementing community safety zones on Arthur Street North from Sinasac Street to King Street and Centre Street East from Walnut Street North to Arthur Street North to serve Harrow Public School.

Moved by Rodney Hammond
Seconded by Brad Allard
Carried

Background and Discussion

Section one of the resolution above will be completed, the signs for these sections of roadway were removed during the Harrow Street Scape project and were not re-installed. We have proper language in parking by-law number 224 to support the 2-hour parking in Harrow.

As for points two and three regarding community safety zones, administration has reviewed the criteria for implementing a community safety zone in the requested sections of road and determine that they meet the criteria **of the Town's Community Safety Zone Policy**.

Community Safety Zones (CSZ) were introduced to Ontario in 1998 under the Highway Traffic Act. These are sections of roadway where public safety is of special concern and are under the jurisdiction of the local municipality. CSZs are typically identified on roadways near school, daycares, playgrounds, parks, hospitals, senior citizen residences, and roadway sections with identified high collision or road speed violations rates.

The goal of setting a CSZ is to help modify driver behaviour and improve safety on municipally selected sections of road where public safety is of special concern. The behaviour modification is to be achieved through increased fines for traffic violations committed within the CSZ, therefore, it relies heavily on the enforcement of these posted sections of road.

In accordance with Section 4.3.2 of the Town's policy, CSZs should only be considered where one of the following apply:

- a) A school, daycare, playground, park, hospital, or senior citizen residence is located within the proposed CSZ; or*
- b) Local police, at their discretion, determine and/or verify an unusually high road speed violation or high collision rate within the proposed CSZ; or*
- c) A minimum of three of the following concerns to public safety are determined to be present in the proposed CSZ location:*
 - a. Posted speed limit causes concern for collision risk;*
 - b. Relatively high 85th percentile over speed limit;*
 - c. High annual average daily traffic (AADT) volumes (>2,000 vehicles/day)*
 - d. Absence or limitations of sidewalks causes risks for pedestrians;*
 - e. Relatively high truck volumes;*
 - f. Relatively high number of intersection or accesses causing concern for increased collision risk; and*

- g. A high number of crashes per year on the proposed segment of road (> 1:900 crashes per year)*

We recommend that Council direct administration to install signage on these sections of roadway and amend by-law number 915 to reflect such.

Financial Impact

Cost of installing 2 hour parking signs and installing new signage in the requested areas for community safety zones will be captured in the Public Works Operating budget.

Consultations

Kevin Girard Director, Infrastructure Services

Joe Malandrucolo Director, Legal & Legislative Services/Clerks

Link to Strategic Priorities

- Embrace asset management best practices to build, maintain, and continuously improve our municipally owned infrastructure.
- Leverage our Town's competitive advantages to promote jobs and economic investment.**
- Take care of our natural environment and strengthen the sense of belonging to everyone **who makes Essex "home"**.
- Deliver friendly customer service in an efficient, effective, and transparent manner while providing an exceptional working environment for our employees.
- Build corporate-level and community-level climate resilience through community engagement and partnership and corporate objectives.

Report Approval Details

Document Title:	Harrow Parking and Community Safety Zones - Operations-2024-14.docx
Attachments:	
Final Approval Date:	Dec 10, 2024

This report and all of its attachments were approved and signed as outlined below:



Kevin Girard, Director, Infrastructure Services - Dec 10, 2024 - 10:44 AM



Doug Sweet, Chief Administrative Officer - Dec 10, 2024 - 11:16 AM