
CP.12.1.3

Section: Transportation and Roads

Subsection: General

Subject: Community Safety Zones Policy

Approval Authority: 2023.11.22-01-CR

Effective Date: November 22, 2023

1. Policy Statement

Community Safety Zones (CSZs) are designated sections of road where public safety is of special concern. Special signage advises drivers that they are entering such an area. The rules of the road do not change in a CSZ, but traffic-related offences committed within a CSZ are subject to increased fines. As a result, CSZs on municipal roads must be established through a municipal by-law.

The Town of Innisfil is committed to using CSZs as a road safety and compliance tool when it is determined that the establishment of a CSZ would be effective in addressing location-specific traffic safety concerns.

The establishment of CSZs is in keeping with Strategic Objective 2.2: Enhance Movement of People of the [Community Strategic Plan](#).

2. Purpose

The purpose of this policy is to provide guidance regarding the establishment of **Community Safety Zones** in the Town of Innisfil.

3. Definitions

Community Safety Zone (CSZ): Designated sections of road where public safety is of special concern. Special signage advises drivers that they are entering such an area. The rules of the road do not change in a CSZ, but traffic-related offences committed within a CSZ are subject to increased fines.

Annual Average Daily Traffic Volume (AADT): An estimate of the total daily traffic volume on a road averaged over the entire calendar year.

4. Responsibility

Capital Engineering Services
Operations Department

5. Application

This policy may be applied to all roads under the jurisdiction of the Town of Innisfil.

6. Administration

6.1 Background

Details regarding the use and implementation of **Community Safety Zones** are provided in Ontario Traffic Manual, Book 5: Regulatory Signs. The Ontario Traffic Manual provides the following guidance regarding the establishment of CSZs:

Community Safety Zones are sections of roadway where public safety is of special concern.

These zones may include roadways near schools, day care centres, playgrounds, parks, hospitals, seniors residences, or may be collision-prone areas within a community. Traffic-related offences committed within the zone are subject to increased fines. Many set fines are doubled for offences such as speeding and traffic signal violations.

All zones have designated times and days defining the time period when increased fines are in effect; however, these times/days/months do not appear on the signs.

No specific warrants are provided for the establishment of **Community Safety Zones**, but each community may make its own assessment of the need for CSZs in keeping with the general guidance provided by the Ontario Traffic Manual.

Like many traffic control devices, the effectiveness of CSZs depends on their selective and appropriate use. Overuse of CSZs or use in inappropriate locations lessens their effectiveness. No specific guidelines are provided for the length of a CSZ; however, the Ontario Traffic Manual specifies that a CSZ is a section of a road and that designating the entire length of a road as a CSZ is not the intended application. CSZs should be limited to areas of special concern only.

6.2 Town of Innisfil Guidelines

The following guidance is provided regarding the establishment of **Community Safety Zones** (CSZs) in the Town of Innisfil. Engineering judgement must be used along with the below guidance and guidance provided in Ontario Traffic Manual to determine appropriate locations for CSZs.

6.2.1 Land Use

A CSZ should be established on sections of road abutting and providing access to the following land uses: elementary schools, secondary schools, hospitals, and seniors residences. These land uses attract a higher number of vulnerable pedestrians and drivers should operate their vehicles with additional care.

A CSZ may be established on sections of road abutting and providing access to the following land uses: parks, playgrounds, community centres, day care centres, and seniors centres, provided there is a specific traffic safety concern. Guidance on what may constitute a traffic safety concern can be found in Section 6.2.2 and Section 6.2.3. of this policy, however other concerns may exist which have not been contemplated in this policy.

For the purpose of these guidelines, a CSZ associated with one of the above land uses should include the road along the frontage (or side lot line or rear lot line, provided there is an access to the municipal right-of-way) of the lands plus an additional 150 m along the road in both directions measured from the intersection of the property line and the right-of-way, at minimum. Engineering judgement may require a CSZ which is greater in length.

6.2.2 Traffic Calming

A CSZ may be considered as a tool in an overall traffic calming strategy, in keeping with the Town's Traffic Calming Policy and Traffic Calming Design Guide, provided doing so would be in keeping with the general guidance provided in the Ontario Traffic Manual regarding CSZs. As per the Traffic Calming Policy, traffic calming measures are only to be considered on municipal roads with an 85th Percentile Speed equal to at least the posted speed limit plus 10 km/h. The 85th Percentile Speed is the speed at or below which 85% of drivers travel on a road segment.

CSZs may be particularly effective as a traffic calming measure if paired with Automated Speed Enforcement technology.

6.2.3 Collision History

A CSZ may be considered on sections of road with a higher-than-expected collision history, provided doing so would be in keeping with the general guidance provided in the Ontario Traffic Manual regarding CSZs. For the purpose of these guidelines, a higher-than-expected collision history is considered to be a collision to **Annual Average Daily Traffic (AADT)** volume ratio of higher than 1:900 (collisions per year to AADT). The annual average number of collisions over the previous 36 months must be used in the determination of this ratio. Engineering judgement must be used in determining which collisions can be considered in the determination of this ratio. For example, deer strikes are unlikely to be mitigated by introducing a CSZ and would not typically be considered.

6.2.4 Speed Limit

CSZs should only be considered on municipal roads with a speed limit of 70 km/h or less.

6.2.5 Length

The Ontario Traffic Manual does not provide guidance on minimum and maximum lengths for CSZs, but notes that a CSZ should not be applied along the entire length of a road. CSZs should be limited to areas of special concern only. Engineering judgement is required to determine the appropriate limits for a CSZ.

7. Exceptions

None.

8. References

[Ontario Traffic Manual, Book 5: Regulatory Signs](#)

[Traffic Calming Policy](#)

[Traffic Calming Design Guide](#)

9. Revision History

Version No.	Date	Summary of Changes	Approval Authority
V1	2013.05.22	Adoption	CR-108.13
V2	2023.11.22	Amendment	2023.11.22-CR-01