

ATTACHMENT 3 - Framework and Expanded Criteria for Establishing Community Safety Zones

The following will outline the proposed framework for evaluating new road segments for potential Community Safety Zone (CSZ) designation in order to support Automated Speed Enforcement (ASE).

Site Selection Criteria

Using spatial analysis, Transportation Services would evaluate the selected road types to determine ones with the likelihood for higher volumes of vulnerable road users. Slowing traffic in areas where there are higher numbers of vulnerable road users is an important measure to reduce the risk associated with collisions. School crossing guard locations at major and minor arterial roads have already undergone a safety risk evaluation and are known locations for higher volume of school-aged children. Seniors Safety Zones, roads close to retirement facilities, roads with non-separated bike lanes, road segments adjacent to community centres and parks with high visitor volumes and locations near to hospitals that meet the road type criteria will be selected for further evaluation.

Higher volume roads (major, minor and collector roads with volumes of over 8,000 vehicles per day) will be considered for CSZ designation if they pass the following screening:

- Exclude any of the above roads with existing traffic calming
- Exclude roads that have an existing CSZ
- From the selected roads, identify road segments that are adjacent to:
 - Active crossing guard locations
 - The intention of these areas is to include places where vulnerable road users (in this case school-aged children) are most likely to encounter a conflict with vehicles
 - Seniors Safety Zones
 - These are areas where larger proportion of seniors are found and have gone through an identification process.
 - Retirement facilities and seniors centres
 - In addition to Seniors Safety Zones, other areas where a larger proportion of seniors are found.
 - Parks with modelled visitor volumes greater than 500 people per day
 - Parks, Forestry and Recreation data that uses modelled mobile movement data from mobile devices to estimate the number of visitors within a park boundary. Excluded are smaller area parkettes (less than 0.5 Hectare) and include parks with a raw visitor volume of 500+ people per day.
 - Hospitals
 - Areas with vulnerable people, including sick, injured, seniors and children.
 - City-run community centres
 - Often draw from local community, provide activities for children, seniors and the wider community.
 - Unprotected bike lanes
 - Where cyclists are more likely to encounter conflicts with vehicle traffic and could benefit from slower road speeds.

The road segments selected will be evaluated to determine if they can be merged with existing CSZs. Some filler roads segments may be added to avoid small sections of road between two potential CSZs. Once identified the road segments will be screened using an ASE feasibility site audit. If approved, they will undergo the existing ASE prioritisation screening.

ASE Site Audit

A feasibility review of the sites to determine if the site is suitable for a) existing ASE technology or b) future ASE technology or c) not suitable for ASE. If new candidate sites meet both the CSZ and ASE criteria, they will be added to the ASE program list. The timeframe in which a new site will receive an ASE camera will depend on the number of CSZ in a ward and their prioritization rank.

- Prior to finalizing the locations, a site audit will be conducted to ensure there are no physical impediments that may prevent or restrict the full functionality of the ASE equipment. The recommendation is that the vendor who is currently contracted to provide ASE services, complete the Site Audit reviews.
- The following criteria will be reviewed at all proposed sites:
 - There are no obstructions to the ASE equipment including on-street parking
 - There is no road work that will impact ASE operation
 - If the location is a speed limit transition zone, the ability to accommodate a sufficient buffer
 - There is adequate boulevard space to accommodate the ASE equipment
 - There are no sharp curves in the road or extreme grading that may affect the operation of the ASE system
 - No speed limit reductions are planned or recently implemented
 - Segment length is adequate and consideration for adjacent existing Community Safety Zones
- The ASE vendor will also conduct an inspection of the proposed sites to ensure there are not technical or operational limitations with their ASE field equipment.

If new candidate sites meet both the CSZ and ASE criteria, they will be designated as CSZs and added to the ASE program list and screened for prioritization. If the location does not pass both screenings, it will not receive CSZ designation and will not be eligible for ASE deployment.