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## **Report of the Commissioner of Public Works Community Safety Zone Policy Update**

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### **1. Recommendations**

1. Council approve the updated Community Safety Zone Warrant Criteria policy, as indicated in Appendix A.
2. The Regional Solicitor and General Counsel prepare the necessary bylaws.
3. The Regional Clerk circulate this report to the Clerks of the local municipalities, Chief of York Regional Police and York Region school boards.
4. The Commissioner of Public Works continues to submit bylaw updates for Council approval without an accompanying report, under the updated Policy.

### **2. Purpose**

This report seeks Council approval to update the Region's Community Safety Zone Warrant Criteria policy ("Policy") with a new systemic approach to establish eligible Community Safety Zones on Regional roads where public safety is of special concern.

#### **Key Points:**

- Community Safety Zones (CSZs) are enacted through municipal bylaw and intended to increase awareness and safety for all travellers
- Updated Policy is one of many initiatives identified in [York Region's Vision Zero Traveller Safety Plan](#)
- Updated Policy provides a new proactive, systemic and data-driven process to establish CSZs in areas where public safety is of special concern
- 23 new CSZs are proposed on Regional roads covering all local municipalities

- New CSZs will include installation of “SLOW DOWN” pavement markings supplemented by new large, fixed speed feedback boards to promote awareness and compliance with speed limit

### 3. Background

#### **Community Safety Zones are enacted through municipal bylaw and intended to increase awareness and safety for all travellers**

In 1998, the Ontario government passed Bill 26 to enhance public safety through the creation of community safety zones ("CSZ"). A CSZ is a designation under the *Ontario Highway Traffic Act* and intended to help change driver behaviour, including reducing speed and distracted driving, to improve safety for all travellers. They are typically designated on roadways where public safety is of special concern. Fines are increased for traffic offences within a designated CSZ to positively influence driver behaviour and improve road safety. A municipal bylaw must be enacted to designate a Community Safety Zone.

#### **Community Safety Zone Warrant Criteria policy was developed in 2002 and amended in 2012 and 2023**

The Region's current Policy, originally developed in 2002, consists of a warrant that contains collision and risk components. While effective, the Policy is primarily focused on request-based analyses and not easily scalable for implementation at a network-wide level to identify Regional priorities for CSZs.

In [May 2012](#), Council approved revisions to the Policy to designate all school areas as Community Safety Zones. Council further directed staff to request York Regional Police and each local municipality identify any exceptions or deletions of specific CSZs before implementation.

In [June 2023](#), the Commissioner of Public Works was authorized to submit Community Safety Zone Bylaw amendments in accordance with the Policy without an accompanying report to Council. Additional Policy revisions included language for increased clarity and to better reflect current practices. Those changes allowed staff to deliver the program more efficiently, ensuring locations remain consistent with changes in land use and minimizing discrepancies.

#### **Updated Policy is one of many initiatives identified in the York Region Vision Zero Traveller Safety Plan**

York Region, in collaboration with local municipalities and road safety partners, launched the [York Region Vision Zero Traveller Safety Plan 2024-2028](#) (the "Plan"), approved by Council in [March 2024](#). The Plan adopts a Vision Zero approach, aiming to prevent serious injuries and fatalities, and targets to reduce severe collisions by 10% over five years. The Plan supports coordinated actions across the Region, prioritizing vulnerable road users, improving high-risk intersections and addressing aggressive, distracted and impaired driving.

Collision trends suggest roads running through smaller municipalities and rural areas require additional attention. Moving forward, placing greater emphasis on Regional roads in rural communities, while maintaining a focus on high-risk locations and vulnerable road users, will help ensure safety improvements are more evenly distributed across York Region.

## 4. Analysis

### **Updated Policy provides a proactive, network-wide and data-driven process to establish CSZs in areas where public safety is of special concern**

Updated Policy has been developed to enhance road safety across the Region through a network-wide, data-driven and systemic risk assessment approach.

To ensure transparency and alignment with best practices, the Region retained an independent traffic safety consultant to assist with development of this systemic screening methodology. The consultant applied industry-standard practices to evaluate the entire road network, focusing on proactive risk identification rather than reactive responses.

This methodology introduces a structured framework for establishing CSZ designations based on objective safety criteria and Regional needs. It includes two main components:

1. Land Use
2. Risk Assessment

Schools, hospitals and rural communities with speed transitional zones and limited sidewalks/bike lanes will automatically qualify for a CSZ. Other land use locations must satisfy the Risk Assessment. The process is detailed in Appendix A.

The proposed changes reflect the Region's commitment to Vision Zero principles, aiming to eliminate serious injuries and fatalities on our roads. By using a systemic and evidence-based approach, the Region is taking a leadership role in prioritizing safety investments where they can have the greatest impact.

### **23 new CSZs are proposed on Regional roads across all local municipalities based on the proposed policy update**

In addition to existing CSZs, the updated Policy introduces 17 locations that automatically qualify by land use type and six locations that qualify through the Risk Assessment. These locations are spread throughout all local municipalities and based on data-driven requirements. Proposed new locations are outlined in Appendix B and shown on a map in Appendix C.

Subject to Council approval, CSZs will be installed in 2026 per [Highway Traffic Act Regulation 615](#) and Ontario Traffic Manual Book 5, with signs installed at the beginning of the CSZ in both directions continuing every 300 metres.

## **CSZs will include “SLOW DOWN” pavement markings and speed feedback boards**

To promote greater awareness of and compliance with posted speed limits within CSZs, additional safety measures will be installed, namely:

- "SLOW DOWN" pavement markings at the beginning of the CSZ in both directions to visually reinforce the need to reduce speed (2026/2027); a similar approach has been taken in senior and school zones across York Region
- Large, fixed speed feedback boards to alert drivers to their current speed in real time (2027/2028)

These measures are part of the Region’s ongoing commitment to enhance road safety for all travellers, especially in areas of special concern.

## **5. Financial Considerations**

This report does not have a financial component or financial implications.

## **6. Local Impact**

Local municipal staff and York Regional Police have been consulted and support the proposed Community Safety Zone locations. Residents and businesses will be informed through various communication channels including York.ca, media advisories and postcards.

## **7. Conclusion**

Community Safety Zones are intended to help influence driver behaviour. These zones strive to improve safety on roads where public safety is of special concern given presence of vulnerable road users, including seniors and students. The proposed updated Policy aligns with [York Region Vision Zero Traveller Safety Plan](#) and provides a proactive, systemic and data-driven framework to establish Community Safety Zones in York Region.

Subject to Council approval, the updated Policy will introduce 23 new Community Safety Zones in 2026 in addition to existing locations. “SLOW DOWN” pavement markings and large fixed speed feedback boards to supplement signage will be installed in 2027/2028 to promote awareness and compliance with the speed limit.

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For more information on this report, please contact Joseph Petrunaro, Director Roads, Traffic and Fleet, at 1-877-464-9675 ext. 75220. Accessible formats or communication supports are available upon request.

Recommended by:



**Kyle Catney**

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**Laura McDowell, P.Eng.**

Commissioner of Public Works



Approved for Submission:

**Erin Mahoney**

Chief Administrative Officer

April 17, 2026  
17029466

Appendix A – Draft Community Safety Zone Policy (17114163)

Appendix B – List of Proposed New Community Safety Zones by Local Municipality

Appendix C – Map of Proposed New Community Safety Zones



## DRAFT Community Safety Zones

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Approved By: Council

Approved On: Date this version of the policy was approved

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### Policy Statement

This policy describes the method and criteria used to establish Community Safety Zones along Regional roads.

### Application

To all staff responsible for evaluating and implementing Community Safety Zones on Regional roads.

### Purpose

To provide a consistent, proactive, data-driven method and criteria to establish Community Safety Zones on the Regional road network, to positively influence driver behaviour and improve road safety.

### Definitions

**Community Safety Zone:** A section of road, as designated through Regional bylaw, in accordance with the *Ontario Highway Traffic Act*, where fines are increased for traffic offences.

**Senior Centre:** A community- based facility where senior citizens reside or gather to participate in social, recreational, educational, and wellness activities.

**Rural Communities:** Existing hamlets or small settlement areas identified in Regional official plan. For the purposes of this policy, hamlets are limited to sections of road where there is a speed limit change (typically a reduction).

**Network Screening:** A data-driven evaluation of the entire Regional road network with the goal of identifying and ranking sections of road based on risk.

**Risk Factors:** Elements that are present on a section of road that may increase the potential for the occurrence of collisions (e.g., road geometry, speed limit, traffic volume) or for the increased severity of injuries in the event of a collision. In the context of community safety zones, risk factors associated with vulnerable road users (e.g., pedestrians, cyclists, etc.) are of particular importance.

## Description

### Introduction

Section 214.1 of the *Highway Traffic Act* enables a municipal council to designate by bylaw parts of highways under its jurisdiction as community safety zones ("CSZ") in areas of special concern on that part of the highway. Areas of special concern often include roadways near schools, day care centres, playgrounds, parks, hospitals, Senior Centres or communities with high-collision zones and high pedestrian or cyclist activity.

The intent of CSZs is to raise driver awareness and promote greater attentiveness to safety when traveling through these areas. While traffic laws remain unchanged within the CSZ, penalties for violations are significantly increased (e.g., speeding, aggressive or dangerous driving, etc.). CSZs are established through a Regional bylaw denoting the legal limits and times. Signs are installed on-street at the beginning and end of the zones.

### Policy

York Region's policy for designating sections of Regional roads as Community Safety Zones includes the following components:

- Land Use
- Risk Assessment

#### Land Use

Community Safety Zones will only be implemented at locations adjacent to Regional roads where public safety is of special concern and where the applicable land uses are outlined in Table 1. School, hospital and rural community locations will automatically qualify as a CSZ. The remaining land use locations must also satisfy the Risk Assessment.

**Table 1**  
**Land Use**

<b>Land Use</b>	<b>Application</b>
Community centres	Risk Assessment
Hospitals	Automatically Eligible
Parks	Risk Assessment
Rural Communities	Automatically Eligible
Schools	Automatically Eligible
Senior Centres	Risk Assessment

*Risk Assessment*

The Risk Assessment is based on the Systemic Safety Analysis method and evaluates locations based on a calculated Risk Factor value, as well as Collision value established through a separate Road Safety Network Screening process. Locations are eligible for Community Safety Zone designation under the Risk Assessment component when the Risk Factor value is greater than 70 and the Collision value is greater than 0.1.

## Responsibilities

Public Works staff will apply the Policy to establish locations for a Community Safety Zone designation and will consult with York Regional Police and each local municipality to provide an opportunity to review the proposed locations.

The Commissioner of Public Works is responsible for submitting bylaws for Council approval to amend the Community Safety Zone Bylaw in accordance with this policy, without an accompanying report to Council.

## Reference

### Legislative and other authorities

- [Ontario Highway Traffic Act, Section 214.1 \(Community Safety Zones\)](#)

## Contact

Director of Roads, Traffic and Fleet, Public Works Department

## Approval

Council Date: <a href="#">December 19, 2002</a>	Committee Date: <a href="#">December 4, 2002</a>
Council Minute Item: 178	Committee Minute Item: 7

Amended by:

Council Date: <a href="#">May 17, 2012</a>	Committee Date: <a href="#">May 2, 2012</a>
Council Minute Item: 90	Committee Minute Item: 1

Amended by:

Council Date: <a href="#">June 28, 2012</a>	Committee Date: N/A
Council Minute Item: 121	Committee Minute Item: N/A

Amended by:

Council Date: <a href="#">June 29, 2023</a>	Committee Date: <a href="#">June 15, 2023</a>
Council Minute Item: H.1	Committee Minute Item: F.2.2

Amended by:

Council Date:	Committee Date:
Council Minute Item:	Committee Minute Item:

Accessible formats or communication supports are available upon request.  
#7135033 (Policy Template)

#17114163 (Draft Policy Update of #35746)

### Proposed New Community Safety Zones

Location Map Reference Number	Municipality	Land Use and Method of Qualification	Location
1	Aurora	Dr. G. W. Williams Secondary School Automatic Qualifier	Bayview Avenue from 100m south of the south limit of Hollidge Boulevard/Borealis Avenue to 100m north of the north limit of Hollandview Trail/Spring Farm Road
2	East Gwillimbury	Holt Community Automatic Qualifier	Mount Albert Road from 250m west of the west limit of McCowan Road to 300m east of the east limit of McCowan Road
3	Georgina	Udora Community Automatic Qualifier	Ravenshoe Road from 200m west of the west limit of Weir's Sideroad to 600m east of the east limit of Mill Pond Lane
4	Georgina	Udora Community Automatic Qualifier	Victoria Road from the north limit of Ravenshoe Road to 100m north of the north limit of Minonen Road
5	Georgina	Belhaven Community Automatic Qualifier	Warden Avenue from the north limit of Old Homestead Road to the south limit of Bethel Sideroad
6	Georgina	Belhaven Community Automatic Qualifier	Old Homestead Road from the west limit of Warden Avenue to 500m west of the west limit of Warden Avenue
7	Georgina	Brown Hill Community Automatic Qualifier	Ravenshoe Road from the east limit of Highway 48 to 400m east of the east limit of York Durham Line
8	Georgina	Ravenshoe Community Automatic Qualifier	Ravenshoe Road from the east limit of Warden Avenue to 600m east of the east limit of Ravencrest Road

<b>Location Map Reference Number</b>	<b>Municipality</b>	<b>Land Use and Method of Qualification</b>	<b>Location</b>
9	Georgina	Willow Beach Community Automatic Qualifier	Kennedy Road from the north limit of Mahoney Avenue to the south limit of Metro Road
10	King	Laskay Community Automatic Qualifier	Weston Road from the south limit of King Road to 250m south of the south limit of Laskay Lane
11	King	Snowball Community Automatic Qualifier	Wellington Street West from the east limit of Dufferin Street to 700m east of the east limit of Dufferin Street
12	Markham	Markville Mall Risk Assessment	McCowan Road from the north limit of Highway 7 to 1100m south of the south limit of 16th Avenue (Y.R. 73) (Combine with existing CSZ to north)
13	Markham	Markham Civic Centre Risk Assessment	Highway 7 from 100m west of the west limit of Town Centre Boulevard to 100m east of the east limit of Warden Avenue
14	Markham	Markham Stouffville Hospital Automatic Qualifier	Ninth Line from the north limit of Highway 7 to the south limit of Settlement Park Avenue
15	Newmarket	Southlake Hospital Automatic Qualifier	Davis Drive from the east limit of Charles Street to 450m east of the east limit of Prospect Street (Combine with existing CSZ to east)
16	Richmond Hill	Richmond Hill Rotary Club Park Risk Assessment	Major Mackenzie Drive East from the west limit of Colbourne to 250m east of the east limit of Shirley Drive/Boake Trail (Combine with existing CSZ west)

<b>Location Map Reference Number</b>	<b>Municipality</b>	<b>Land Use and Method of Qualification</b>	<b>Location</b>
17	Richmond Hill	Hillcrest Mall Risk Assessment	Yonge Street from the north limit of Carrville Road/16th Avenue to 450m north of the north limit Carrville Road/16 <sup>th</sup> Avenue (Combine with existing CSZ north)
18	Vaughan	Canada's Wonderland and Cortellucci Vaughan Hospital Risk Assessment	Jane Street from 50m north of the north limit of Vaughan Healthcare Circle to 100m south of the south limit of Springside Road
19	Vaughan	Cortellucci Vaughan Hospital Automatic Qualifier	Major Mackenzie Drive West from 50m west of the west limit of Wellness Way to 130m east of the east limit of Jane Street
20	Vaughan	Velmar Downs Park Risk Assessment	Rutherford Road from 100m east of the east limit of Velmar Drive to 200m west of the west limit of Velmar Drive
21	Whitchurch-Stouffville	Bloomington Community and Musselman Lake Community Automatic Qualifier	Ninth Line from 50m south of the south limit of Wallace Park Drive to 50m north of the north limit of Forfadale Road
22	Whitchurch-Stouffville	Lemonville Community Automatic Qualifier	McCowan Road from 500m south of the south limit of Bloomington Road to 800m north of the north limit of Bethesda Sideroad
23	Whitchurch-Stouffville	Vandorf Community Automatic Qualifier	Woodbine Avenue from 170m south of the south limit of Vandorf Sideroad to 100m north of the north limit of Marjorie Drive

### Proposed New Community Safety Zones

