



AGENDA
Community Policing Advisory Committee

October 16, 2019

9:00 am

Council Chambers, Town Hall
175 Queen Street East, St. Marys

Pages

1. **CALL TO ORDER**
2. **DECLARATION OF PECUNIARY INTEREST**
3. **ADDITIONS TO THE AGENDA**

THAT the October 16, 2019 Community Policing Advisory Committee agenda be accepted as presented.
4. **ADOPTION OF MINUTES FROM PREVIOUS MEETING** 3

THAT the September 18, 2019 Community Policing Advisory Committee be approved by the Committee, and signed by the Chair and the Secretary.
5. **BUSINESS ARISING FROM MINUTES**
6. **DELEGATIONS**
7. **REPORTS**
 - 7.1 **MONTHLY POLICING REPORT** 8

THAT the September 2019 monthly policing report be received for information.
 - 7.2 **MONTHLY CRIME STOPPERS REPORT** 13

THAT the September 2019 monthly Crime Stoppers report be received for information.

7.3 PW 67-2019 Queen Street Speed Limit Reduction to 40 km/h 16

THAT PW 67-2019 Queen Street Speed Limit Reduction to 40 km/h be received; and

THAT the current speed limit of 50 km/h remain in effect.

7.4 PW 68-2019 Establishing Designated Speed Reduction Areas 25

THAT PW 68-2019 Establishing Designated Speed Reduction Areas be received; and

THAT designated speed reduction areas not be implemented at this time.

8. CORRESPONDENCE

None

9. OTHER BUSINESS

9.1 P. Dunseith - Designated Police Parking

10. UPCOMING MEETINGS

November 27, 2019 - 9:00 am, Council Chambers

11. ADJOURNMENT

THAT this meeting of the Community Policing Advisory Committee be adjourned at _____ am.



MINUTES
Community Policing Advisory Committee

September 18, 2019
9:00am
Council Chambers, Town Hall

Committee Members Present: Councillor Winter
Mayor Strathdee
Doug Diplock
Jacqueline Hibbert

Committee Members Absent: Paul Dunseith

Stratford Police Services Present: Chief Greg Skinner
Deputy Chief Gerald Foster

Staff Present: Brent Kittmer, Secretary
Jenna McCartney, Deputy Clerk
Morgan Dykstra, Public Works Coordinator

1. CALL TO ORDER

Chair Winter called the meeting to order at 9:11 am.

2. DECLARATION OF PECUNIARY INTEREST

None.

3. ADDITIONS TO THE AGENDA

Moved By Doug Diplock

Seconded By Jacqueline Hibbert

THAT the September 18, 2019 Community Policing Advisory Committee agenda be accepted as presented.

CARRIED

4. ADOPTION OF MINUTES FROM PREVIOUS MEETING

Moved By Mayor Strathdee

Seconded By Doug Diplock

THAT the minutes of June 19, 2020 Community Policing Advisory Committee be approved and signed by the Chair and Secretary.

CARRIED

5. BUSINESS ARISING FROM MINUTES

5.1 Update - Notice of Motion from Council re: 40 km/h and 60 km/h zones

Brent Kittmer spoke to the notice of motion and stated that a report back to Council is pending. Information will be provided to the Committee once it is available.

5.2 Update - Staff report regarding speed limits in the downtown core

Morgan Dykstra spoke to the downtown speed limit information and stated that a report back will occur in October to the Committee prior to Council review.

6. DELEGATIONS

None.

7. REPORTS

7.1 Monthly Policing Report

Deputy Chief Foster spoke to June, July and August monthly operations reports.

In response to questions raised by committee members, Deputy Chief Foster and Chief Skinner provided the following points of clarification:

- Domestic violence statistics are typically related to family issues, and not violence between intimate couples.
- The reported overdose was actually an attempted suicide.
- Most break and enters are crimes of opportunity where homes, cars, and sheds are left unlocked. Unsecured bikes represent the highest instance of theft.
- Speeding is consistently the highest traffic ticket that is enforced in St. Marys.
- Police efforts in collaboration with Stratford Social services appears to be having a positive impact on calls for service to 270 Queen Street.
- There are no specific civilian complaints regarding policing in St. Marys.

- An overview of how monthly policing costs are charged to St. Marys was provided. At this point in time, the primary risks to costs increases would be due to Police Services Association negotiations, and reduced funding from the province for prisoner transport and security.

Moved By Jacqueline Hibbert

Seconded By Doug Diplock

THAT the June, July, and August 2019 monthly policing reports be received for information.

CARRIED

7.1.1 Monthly Operations Report - June 2019

7.1.2 Monthly Operations Report - July 2019

7.1.3 Monthly Operations Report - August 2019

7.2 Monthly Crime Stoppers Report

Chief Skinner reported that the Huron and Perth Crime Stoppers have amalgamated as one entity. Chief Skinner spoke to the July 2019 monthly report.

Moved By Mayor Strathdee

Seconded By Doug Diplock

THAT the July 2019 monthly Crime Stoppers report be received for information.

CARRIED

7.3 Verbal Update - Summer Bike Patrol

Deputy Chief Forest provided a verbal report on the summer bike patrol. Many positive comments have been received about the presence. Officer Keating was deployed on the bike two to three days per week, approximately four hours per day.

Moved By Mayor Strathdee

Seconded By Jacqueline Hibbert

THAT the verbal update about the summer bike patrol be received.

CARRIED

8. CORRESPONDENCE

None.

9. OTHER BUSINESS

9.1 Committee Members' Reports on Community Concerns

9.1.1 T. Winter - Homelessness and Loitering

Chair Winter spoke to the current situation of homelessness and loitering in St. Marys and asked the police to provide a briefing on the situation.

Chief Skinner stated that the police service is well aware of the situation and is working with a number of local agencies to combat homelessness within Stratford and St. Marys. Current statistics from social services agencies indicate there are approximately 150 homeless individuals in the Stratford area. Chief Skinner provided an update on the Mobile Crisis Repaid Response Team This includes a shared social services worker who completes ride-along with both the Stratford Police Service and the OPP on a rotational basis. As well, an Intensive Case Management initiative is being implemented. The police service has submitted a grant application that would support infrastructure needs related to supporting at risk individuals.

Chief Skinner clarified that despite public desires for these individuals to be detained and transferred out of the community, the police cannot take this action and arrest any individual arbitrarily. The intervention model employed by the police is to try to develop a relationship with the individuals, and to connect them with the necessary supports. Chief Skinner advised the committee that it is a common misconception in the public that the police can invoke more power/intervention than they are legally allowed to.

Finally, Chief Skinner sited that the police service is investigating opportunities to utilize the Cannabis Funding for social awareness.

9.1.2 T. Winter - Recent Break and Enters

Chair Winter spoke to recent concerns of break and enters that have been expressed through social media and requested a briefing from the police.

Deputy Chief Foster stated that most of the time individuals breaking into vehicles and private property tends to be when a vehicle or home is left unlocked, or when valuables are visible.

Deputy Chief Foster reiterated the need to keep valuables out of sight and to lock property. Deputy Chief Foster further stressed that the public needs to call when they have been the victim of a crime and that the public cannot rely on simply posting their concerns to social media.

10. UPCOMING MEETINGS

Chair Winter reviewed the upcoming meeting dates as presented on the agenda.

The Committee will reschedule the November meeting to Wednesday, November 27 at 9:00 am.

11. ADJOURNMENT

Moved By Jacqueline Hibbert
Seconded By Mayor Strathdee

THAT this meeting of the Community Policing Advisory Committee be adjourned at 10:10 am.

CARRIED

Chair Winter

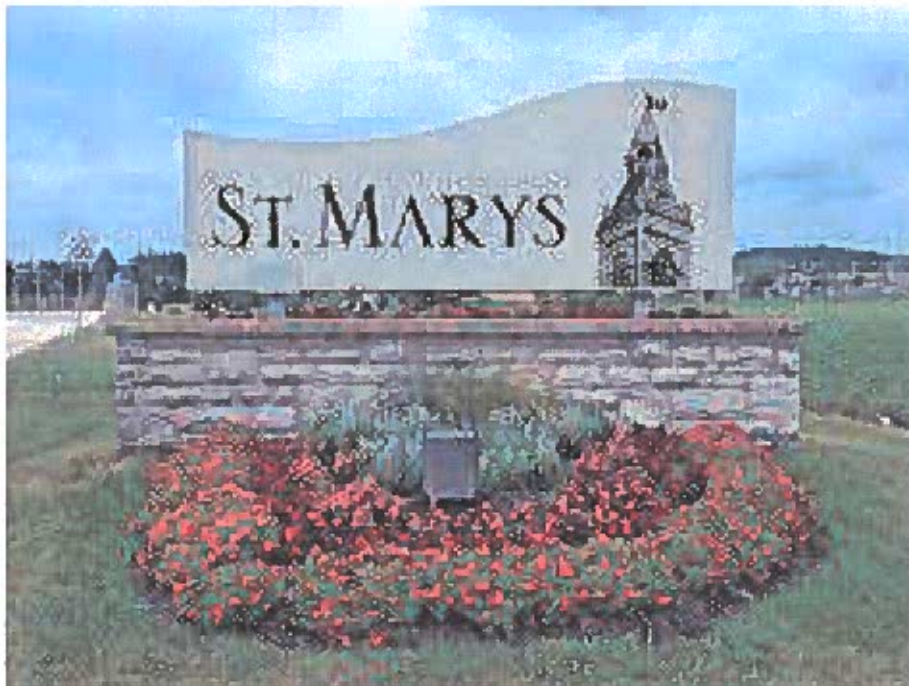
Brent Kittmer, CAO / Clerk, Secretary

Stratford Police Service



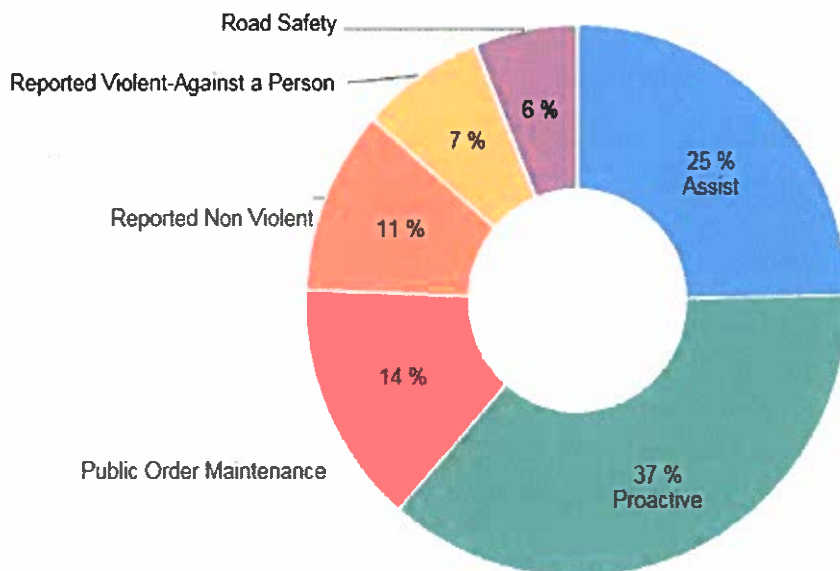
SERVING SINCE 1854

BOARD MONTHLY STATS
St Marys
2019 September



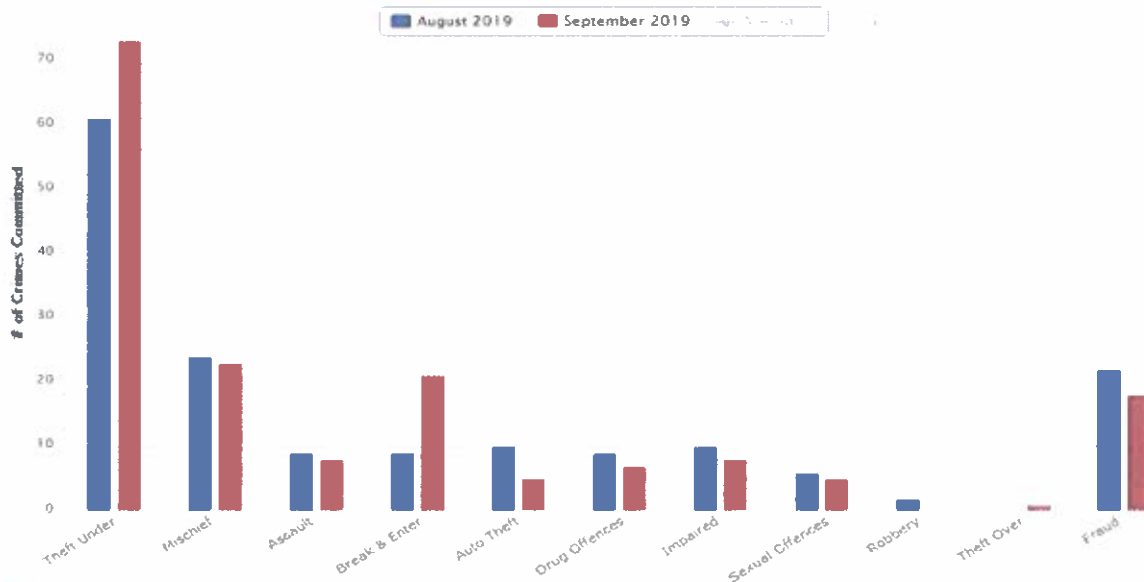
OCCURRENCE STATISTICS					
	Same Month Last Year	Last Month	Current Month	Last Year Nov 5 to Dec 31	Current Year
OCCURRENCES	2018 Sep	2019 Aug	2019 Sep	Total 2018	Total YTD
CALLS FOR SERVICE	\	275	289	493	2764
E-TICKETS included in total	\	35	36	91	601
PON WARNINGS included in total	\	31	19	61	320
CHARGES LAID (CC, HTA, CDSA, CCA)	\	50	57	111	720
YOUTH CHARGED	\	0	1	1	2
YOUTH DIVERTED	\	0	0	2	2
FALSE ALARMS	\	11	11	13	91
HATE / BIAS INCIDENTS	\	0	0	0	0
MENTAL HEALTH RELATED - RPT	\	11	3	13	34
SUICIDES (includes attempted)	\	0	0	1	2
OVERDOSES	\	0	0	1	1
DOMESTIC RELATED OCC'S	\	10	6	17	60
OCC'S WITH DOMESTIC CHARGES	\	1	1	1	14

Occurrence Count by Category/Type/SubType



SEPTEMBER 2019
ST MARYS

OCCURRENCE CRIME REPORT					
	Same Month Last Year	Last Month	Current Month	Last Year Nov 5 to Dec 31	Current Year
OCCURRENCES	2018 Sep	2019 Aug	2019 Sep	Total 2018	Total YTD
VIOLENT CRIME					
ASSAULT	\	2	0	2	10
SEXUAL OFFENCES	\	0	1	0	2
ROBBERY	\	0	0	0	0
PROPERTY CRIME					
BREAK & ENTER	\	2	2	16	25
MISCHIEF	\	6	4	4	29
AUTO THEFT	\	0	3	3	9
THEFT OVER - OTHER	\	1	0	0	1
THEFT UNDER - OTHER	\	10	4	8	46
SHOPLIFTING	\	0	2	2	8
THEFT FROM MOTOR VEHICLE	\	2	5	3	16
FRAUDS	\	3	5	4	26
FRAUD ATTEMPTS	\	0	0	4	7
DRUG/ALCOHOL CRIME					
DRUG OFFENCES	\	0	1	2	6
IMPAIRED BY ALCOHOL	\	0	0	0	2
IMPAIRED BY DRUG	\	0	0	0	0

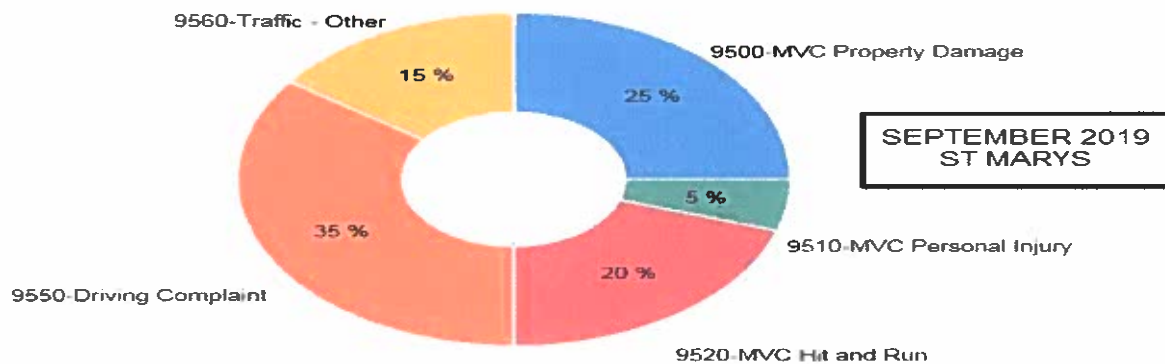


* Above chart includes Stratford and Perth South.

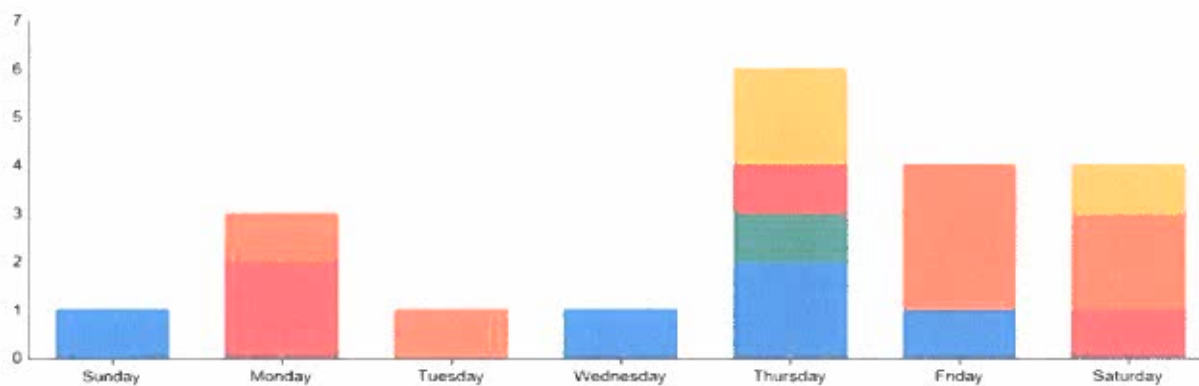
FOCUSED PATROLS
Ball Team Parade, Evan's Touch the Truck
Walked the trail for Terry Fox Run

MOTOR VEHICLE COLLISIONS					
	Same Month Last Year	Last Month	Current Month	Last Year Nov 5 to Dec 31	Current Year
OCCURRENCES	2018 Sep	2019 Aug	2019 Sep	Total 2018	Total YTD
MVC Total	\	2	10	22	61
MVC Personal Injury	\	0	1	2	2
MVC PD Only	\	1	5	15	42
MVC Hit & Run	\	1	4	5	17
MVC Fatal	\	0	0	0	0
TOP 5 E-TICKETS ISSUED	\	33	33	66	547
Speeding	\	17	16	56	372
No validated permit	\	4	11	5	60
No validation on plate	\	5	2	5	77
Driving while under suspension	\	6	3	0	28
Driver - Fail to properly wear seat belt	\	1	1	0	10

Occurrence Count by Category/Type/SubType



Occurrence Count by Day of Week



TRAFFIC STATISTICS			
OCCURRENCES	2019 Sep	Vehicles Stopped	Charges Laid
RIDE PROGRAMS	1	93	0
VEHICLE PURSUITS / FAIL TO STOP	0	0	0

MEMBER DEVELOPMENT/TRAINING

Number Attending	Type of Course/Workshop	Location	Duration
1	Basic Constable Training	OPC	20 days
1	Drug Investigation	OPC	10 days
3	Youth Conference	Peel	2 days
1	Death Investigation	OPC	5 days
1	Canine	London	1 day
1	Guest Speaker - HT Course	OPC	1/2 day
1	Niche	Waterloo	1 day
1	Canine	Michigan	3 days

MEMBER COMMENDATIONS/RECOGNITIONS

Member Name	Reported By	Type of Occurrence

RECRUITMENT

Competition	Competition Status	Number of Applicants	Standing
Special Constable (Internal)	Closed	2	Final - Matt Paton
Staff Sergeant	Closed	2	Final - Dan Gray
Sergeant - SCU	Closed	6	Final - Gerald Schuurman
Investigative Support - CID	Closed	7	Final - David Soontiens
Ident Constable	Closed	1	Final - Becky Morissette
PT Special Constable	Closed	2	Ongoing

POLICE CHECKS - ST MARYS

Type	Walk-In Applications	On-Line Applications	Money Collected
Criminal Records Check - Volunteer	0	0	\$0
Criminal Records Check - Employment	0	0	\$0
Criminal Record and Judicial Matters Check - Volunteer	0	1	\$15
Criminal Record and Judicial Matters Check - Employment	0	0	\$0
Police Vulnerable Sector Check - Volunteer	9	39	\$1,200
Police Vulnerable Sector Check - Employment	3	24	\$1,350
Insurance Request	0	0	\$0
TOTAL:	12	64	\$2,565

COMMUNITY RESOURCES - ST. MARYS

ELEMENTARY SCHOOL	Safety patroller training at little Falls elementary Attended little Falls and Holy Name Weekly
HIGH SCHOOL	Co-op Interviews Attended DCVI Daily Assisted with Terry Fox Run
COMMUNITY EVENTS	Evan's Touch the Truck
OTHER INITIATIVES	Drug Conference in Peel Region Safety Patroller train the trainer Crimestoppers meeting

MEDIA RELEASES - ST. MARYS

DATE	DESCRIPTION
Sept 13/19	School bus Complaints
Sept 17/19	19-18636 et al. - Assault & Threats against police
Sept 17/19	19-18706 - False Fire Alarm leads to Arrests -



HURON PERTH COUNTY CRIME STOPPERS
245 Main St. N., EXETER, Ontario
Phone: 519-235-0110 crimestopper@ezlink.ca

****MERGED REPORT****

Coordinator: Juanita DRAPER
Month-End Report for AUGUST and SEPTEMBER 2019

To: Staff Sergeant Dave SINKO, Huron County OPP
D/Sgt Tom MacLEAN, Huron County OPP
And to: Inspector Rob SCOTT, Perth/Huron County OPP
Chief of Police Greg SKINNER, Stratford Police Service
Staff Sergeant Steph PILON, Perth County OPP
D/Sgt. Phil HORDIJK, Perth County OPP
Sgt. Manny COELHO, North Perth OPP
Sgt. Scott BENTLEY, West Perth OPP
Constable Nick KEATING, Stratford Police Service – Crime Stoppers Liaison
P/C Shawn McFALLS

Monthly Statistics for August / September 2019

92 / 65 Total Calls to Huron-Perth County Crime Stoppers this month (tips and follow up calls)
58 / 45 New codes issued for Huron-Perth County Crime Stoppers

22 / 27 Total new OPP tips (Huron County only)

- 07 / 09 Huron Drugs
- 15 / 18 Huron Intelligence

19 / 07 Total new OPP tips (Perth County only)

- 03 / 03 Perth Drugs
- 16 / 04 Perth Intelligence

04 / 06 Total new Stratford Police Service tips

- 01 / 03 S.P.S. Drugs
- 03 / 03 S.P.S. Intelligence

12 / 05 Assigned out to other Crime Stopper Programs (caller in Huron County)
01 / 00 Assigned out to other agencies (i.e. Health unit, OSPCA, M.N.R., R.C.M.P.)

2019 Year-To-Date Highlights – HURON/PERTH

	YTD	S.I. (1988)
TIPS	365	12,672
Arrests	10	1,361
Cases Cleared	14	2,568
Charges Laid	29	2,751
Weapons Seized	1	1,092
Rewards Approved	\$1,950	\$127,760
Property Recovered	\$3,738	\$3,690,843
Drugs Seized	\$61,000	\$13,606,733
Total Drugs & Property	\$64,738	\$17,297,576

August Tips by Type

Animal: 3
Bail Viol: 2
B&E: 1
Drive Disq: 1
Drugs: 12
Grow Op: 1
Fraud: 6
Forgery: 1
HTA: 3
Homicide: 1
Human Traff: 1
Immigration: 1

Info: 2
Miss Person: 2
Other Prov Stat: 1
Prop Damage: 1
Robbery: 1
Sex Assault: 1
Stolen M/V: 2
Stolen Prop: 5
Susp Activity: 1
Susp Person: 2
Theft: 6
Threats/Intim: 1



September Tips by Type

Arson: 1
Bail Viol: 1
Cyber Crime: 1
Drive Disq: 1
Drugs: 16
Fail to Remain: 1
HTA: 2
Impaired: 1

Miss Person: 3
Sex Assault: 2
Stolen Prop: 4
Susp Person: 3
Theft: 1
Threats: 1
Warrants: 3
Weapons: 4



Upcoming Events

DATE	LOCATION	EVENT
October 3rd	London	Fall Southwest Zone Meet
October 9th	Clinton	HP AGM Board Meeting
November 6th	Sebringville	HP Board Meeting



FORMAL REPORT

To:	Chair and Members of the Advisory Committee
Prepared by:	Jed Kelly, Director of Public Works
Date of Meeting:	16 October 2019
Subject:	PW 67-2019 Queen Street Speed Limit Reduction to 40 km/h

PURPOSE

To report back to the Committee on the feasibility of implementing a speed reduction on Queen Street to 40 km/h.

RECOMMENDATION

THAT PW 67-2019 Queen Street Speed Limit Reduction to 40 km/h be received; and

THAT the current speed limit of 50 km/h remain in effect.

BACKGROUND

The Community Policing Advisory Committee (CPAC) made the following recommendation to Council that a speed reduction to 40km/hr be implemented on Queen Street between Town limits:

March 2019: 9.1.3 Reducing Speed Limit in the Downtown Core to 40 km/h (P. Dunseith)

Moved By Paul Dunseith

Seconded By Doug Diplock

THAT the Committee recommends to Council:

THAT Council approve a speed limit reduction between St. John Street and Ingersoll Street along Queen Street from 50 km/h to 40 km/h.

CARRIED

Council received this recommendation at its Regular Council Meeting on April 9, 2019. Council discussed and passed the following motion:

Resolution 2019-04-09-09

Moved By Councillor Pridham

Seconded By Councillor Hainer

THAT staff be directed to report back on the proposal to reduce the speed limit from 50 km/h to 40 km/h along Queen Street between St. John Street and Ingersoll Street.

CARRIED

The Town of St. Marys owns mobile radar signs that collect traffic data. Public Works staff regularly move these radar signs to different locations throughout the Town's road network to act as a traffic calming feature and to collect traffic data. This data can then be used to analyze traffic volume and speed patterns.

The Stratford Police Service took over policing activities in the Town of St. Marys in November 2018. They have collected motor vehicle collision (MVC) data since that time.

The goal of a road authority (ie. The Town of St. Marys) is to safely and efficiently move all traffic throughout the road network. All three economic pillars of the municipality, industrial, commercial and residential, rely on the road network on a daily or hourly basis. Federal, Provincial, and Municipal design standards exist to create a common set of conditions that the average driver with an average skill set should be able to navigate without issue. The various standards can be found in the Transportation Association of Canada Manuals (TAC), the *Highway Traffic Act* (HTA), Ontario Provincial Standards (OPS), Ontario Traffic Manuals (OTM) and the Town of St. Marys Engineering Design Guidelines. Flexibility exists within the various standards for road authorities to place emphasis on quality of service, cost, environmental issues and road safety as deemed necessary by local policy.

REPORT

The Road Authority must consider many factors before setting or adjusting speed limits on roadways. Such factors include but are not limited to: road classification, road design elements, pedestrian safety and historical collision data. The Authority must also consider social impacts to local commerce and usability.

Road classification:

The Official Plan establishes road classifications during the planning and development process for each municipality. Urban planners use hierarchical category system of arterial, collector and local for road classifications. This hierarchy ultimately reflects the intended function and corresponding level of traffic volumes expected. Arterial roads are the highest classification and provide a critical component to proper traffic management. Arterial roads convey the largest traffic volume within the road network and are typically expected to provide the highest level of service to the community. It is vital to local commerce and community convenience that arterial roads provide unimpeded traffic flow. Impairing the function of an arterial road in any way for a short or extended duration can cause unintended traffic impacts on lower road classifications.

Road Design Speed:

Roads with higher classifications in the Official Plan will have physical geometric design elements that affect driver behaviour. These include but are not limited to, sightline & stopping distances, lane widths, larger boulevards, barrier curbing and higher levels of traffic control devices. These elements are intended to provide efficient movement of high volumes of traffic while maintaining motorist and pedestrian safety.

When roads are engineered, the designer typically uses standards for a speed limit of 10 kilometres higher than the posted speed limit. This approach has consistently been applied to historic road designs in St. Marys. Stopping distances and sightlines are carefully considered during design while working with the higher design speed. This conservative approach is meant to create an additional margin of safety between the posted speed limit and design speed for users of the roadway. The overall final engineered geometric design is intended for the average driver with an average skillset to be able to navigate at the posted speed.

Queen St. - Design Speed

The Official Plan designates Queen Street as an arterial road and as such, it has been designed and constructed to meet arterial road design standards. Queen Street is the only continuous east – west

corridor through Town and satisfies arterial road requirements for vertical and horizontal alignment, lane width, and sight distances. However, there is one segment of the roadway that does not meet the sight distance for stopping. This is at the James Street intersection at the railway bridge overpass. As a result, an amber flashing light has been installed to warn road users of the potential hazard.

Queen St. – Physical Conditions:

The traveled portion of road on Queen Street has a typical width ranging from 9-10m. The length between Town boundaries is 4.5km. The road structure has sufficient asphalt and road base thickness to support all traffic types. It is the only continuous East-West arterial corridor through Town with the creation of additional continuous corridors unlikely in the foreseeable future. For most of its length, Queen Street has broad boulevards and barrier curbing which provide an added measure of pedestrian safety by insulating the sidewalk from motor vehicles.

The natural topography of St. Marys results in many roads with steep grades. Queen Street East has vertical grades up to 6.3% east of downtown, while Queen Street West has vertical grades up to 6.8% west of downtown. These inclines in and out of the downtown area create issues during inclement weather conditions. Staff have observed that larger trucks and some passenger vehicles require additional momentum to successfully navigate the inclines when leaving the downtown area. A small amount of snow or ice buildup can have significant effects on traction conditions. This generally occurs during off peak hours with additional momentum assisting to overcome the loss of traction.

Queen St. – Indirect Traffic Calming Features:

Traffic Signals

During peak hours the 3 traffic signals between Church Street and Water Street act as traffic calming mechanisms. This is now more noticeable as the intersections were upgraded to independent operation during the 2016 reconstruction of Queen Street. Historically, the Wellington Street and Water Street intersection timing appeared to be synchronized, this was due to both intersections utilizing the same signal controller cabinet. During off peak hours the signals are programmed to give Queen Street traffic movement priority, rather than the movement of north – south traffic, which often allows for 3 consecutive green lights. The light configuration helps maintain speed momentum during inclement weather during off-peak hours. A timing plan was created by a consultant before the 2016 reconstruction, and was re-evaluated in 2017 to determine accuracy. Signal timing is functioning as expected and meeting the service level requirements of Queen St. and the downtown.

A sightline restriction remains at the James Street South and Queen Street East intersection due to the railway overpass which could not be overcome when the overpass was constructed. A flashing yellow caution light was installed to warn drivers of the reduced visibility condition. This has functioned effectively for many years, with only moderate conflicts observed.

In 2012, a school crossing at St. John Street was upgraded to a permanent traffic light. This provides additional indirect traffic calming during peak hours which can vary season over season depending on volumes of pedestrian traffic.

Road Design

The road allowance in the downtown core between the Church Street and Water Street intersections is narrower due to existing structures. The left hand turning lanes provide space for traffic queuing but narrow the traffic lanes. Such funneling configurations will naturally slow down a vehicle as the narrower lane widths reduce driver comfort. Peripheral information has the largest impact on a drivers' estimate of speed. Nearby buildings and parked vehicles reduce visibility and give motorists the perception that they are travelling faster than when objects are further away. This results in motorists unconsciously reducing their speed.

During the 2016 downtown reconstruction project, the Victoria bridge deck was replaced. The scope of work increased the width of pedestrian sidewalks on both sides of the bridge to improve pedestrian

comfort and snow removal operations. This modification reduced the traffic lane widths by 0.6m and indirectly provided additional traffic calming west of Water Street.

Given the existing conditions listed above, Queen Street has indirect traffic calming features from the St. John Street North pedestrian crossing to west of Thomas Street. Staff have observed that this section of Queen Street slows down significantly as traffic & pedestrian volumes increase, but overall functions as intended with traffic efficiently and safely moving to its destination.

Accident History & Pedestrian Safety:

Historical collision data is a critical component when researching any potential posted speed change. Historical data can highlight conditions that might require further planning to improve safety such as physical design changes or speed reductions to reduce the likelihood or severity of collisions.

Staff have been in contact with the Stratford Police Service regarding the potential for a speed limit reduction to 40km/hr on Queen Street East and West. The Stratford Police provided the following MVC data from November 2018 to October 2019:

- 72 collisions occurred on municipal road allowances
- Five (5) of the 72 collisions resulted in personal injuries
 - All injuries were minor in nature
 - Two (2) injuries involved a scooter and a cyclist
 - Three (3) personal injuries occurred on Queen St
- 7 of the 72 collisions involved commercial motor vehicles
- 15 collisions occurred on Queen Street

Queen St. - Observed Speed Conditions:

Traffic data collection was completed using the Town's radar signs. Two (2) locations from 2018 and two (2) from 2019 were selected. The traffic data indicates that the average vehicle speed on Queen Street is 47km/hr, which is below the posted speed limit of 50 km/h. For more detail please see Attachment A: Queen Street Radar Summary. The speed limit compliance rate (between 41 km/h and 55 km/h) on Queen Street is 71%.

Some extreme speed violations were recorded, but were generally observed during off peak hours. It should be noted that posted speed limits and geometric design standards will have no effect on the reckless driver and will ultimately require enforcement.

Queen St. Annual Stats	
Queen St. Weekly Average Vehicle Count	50,088
Queen St. Estimated Annual Vehicle Count	2,604,563
Queen St. Annual MVC's	15
Queen St. - Personal Injury Collisions	3
Percentage MVC's	0.00058%
Percentage Personal Injury Collisions	0.00012%

Traffic Consultant Recommendation:

Staff engaged a traffic consultant to perform a brief table top review of the MVC and traffic data reports. The consultant noted that individual accident details are more important than accident numbers when making regulatory changes to road operational parameters. Consequently, the number of MVC's over the course of a year may or may not be a good indicator for lowering the speed limit. The consultant

recommended reviewing the details of the MVC's with local police to determine the types of incidents, cause, severity and exact location. The traffic consultant also made the following comments:

- Regardless of posted speed limits drivers tend to travel speeds conducive to the surrounding roadway characteristics.
- Upon review of the observed traffic data, it is likely that the observed speed averages will remain consistent even if the posted speed limit is reduced.
- Historically speed reduction zones were utilized near schools, recreational parks facilities or in areas of community concern based on historical data.

Stratford Police Recommendations:

Traffic data and MVC details were exchanged between the Town and Stratford Police Service and evaluations were completed. Stratford's Police Chief offered the following summary analysis upon review of St. Marys traffic and MVC data:

- The majority of collisions occur at arterial & collector road intersections with the main contributors being; following too close, driver inattention, and failing to yield to right of way.
- Very rarely is speed a noted contributing factor to a collision in St. Marys
- The vast majority of drivers on Queen St. are complying with the posted speed limit

Stratford's Police Chief also made the following comments:

- Stratford Police recognize that higher speed increases the potential for injuries.
 - See Attachment 3 - TAC Speed vs Collision Severity Graph
- Working within limited resources and budgets, voluntary compliance of the laws by the end user is the optimal option.
- Based on review of the data, if the desired outcome is to reduce the number and severity of collisions it is doubtful that a speed reduction on Queen St. will accomplish this.

FINANCIAL IMPLICATIONS

Implementing a speed reduction on Queen Street would result in both capital and operating cost increases related to the Town's traffic sign inventory as a large number of speed limit signs would be required at the transitions from 40km/hr to 50km/hr. Further traffic enforcement costs would be expected to rise to an underdetermined amount depending on overall compliance.

SUMMARY

The Community Policing Advisory Committee recommended that Council alter the Queen Street speed limit to 40 km/h, Council requested that staff research and report back to the Committee about their findings.

Staff compiled traffic data from Queen Street using sample points from 2018 & 2019. This data was provided to the Stratford Police and an outside traffic consultant for their review. The traffic consultant advised that a speed reduction is likely to have no effect in changing observed average speeds and the Town staff should work with local policing for a detailed analysis. Staff then approached the Stratford Police to exchange traffic and MVC data. The Stratford Police have completed their review and their recommendation is to not lower the speed limit at this time as they feel a speed reduction on Queen St will do little to reduce the number or severity of collisions recorded.

From a Road Authority perspective, Queen Street is functioning as intended as an arterial road with the majority of traffic travelling within the road's design speed. The design elements, sight lines, larger boulevards, separated sidewalks, and lane widths allow for a comfortable driving speed of 50km/hr and slightly above. The average speed from all four (4) sample locations was 47km/hr with 71% of all recorded vehicles between 40kmh and 56kmh. Staff's opinion is that reducing the speed limit on Queen Street will have ripple effects with traffic patterns in lower classification roads which do not have corresponding design elements to match increased traffic volumes. Staff recommend that the posted speed limit of 50km/hr on Queen Street remain in place at this time.

Also included for consideration is a pole conducted by the St. Marys Independent Newspaper. Although not an official town or scientific survey, it does present an interesting perspective of respondents in regards to a proposed speed change on Queen St. . See Attachment 2 – St. Marys Independent Speed Reduction Poll Summary

STRATEGIC PLAN

☒ Not applicable to this report.

OTHERS CONSULTED

Jeff Wolfe, Asset Management/Engineering Specialist

Norm WJ Kelly, Green Light Consulting

ATTACHMENTS

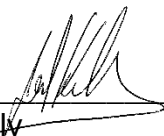
Attachment 1 – Queen St. Vehicle Count and Average Speed Summary

Attachment 2 – St. Marys Independent Speed Reduction Poll Summary

Attachment 3 – TAC Speed vs Collision Severity Graph


REVIEWED BY

Recommended by the Department



Jed Kelly
Directory of Public Works

Recommended by the CAO



Brent Kittmer
CAO / Clerk

Attachment 1 – Queen St. Vehicle Count and Average Speed Summary

Queen Vehicle Count & Speed Summary													
Sign Location	General Position on Queen	Traffic Direction	Start Date	End Date	Avg Speed (kmh)	Total Vehicle Count	Weekly Total	Total Vehicle Count above 56kmh	Weekly Location Vehicle Count Above 56kmh	Total Location Percentage over 56kmh	Total Vehicle Count between 41kmh and 55kmh	Location Vehicle Count between 41kmh and 55kmh	Total Location Percentage between 40kmh and 55kmh
521 Queen St. East	Waterloo to Charles	East Bound	05-Feb-18	11-Feb-18	49	21589		4724		22%	14220		66%
587 Queen St. East	Waterloo to Charles	West Bound	05-Feb-18	11-Feb-18	49	20203		3536		18%	13805		68%
						41792	41792	8260	8260	20%	28025	28025	67%
2 St. John St. N	St John St.	East Bound	28-Mar-19	31-Mar-19	48	26411		2971		11%	19932		75%
340 Queen St. E	St. John St.	Best Bound	08-Apr-19	14-Apr-19	49	25849		3748		14%	20371		79%
						52260	52260	6719	6719	13%	40303	40303	77%
236 Queen St. E	King St. & Peel St.	East Bound	02-Sep-19	08-Sep-19	46	26614		1952		7%	20252		76%
206 Queen St. E	King St. & Peel St.	West bound	02-Sep-19	08-Sep-19	44	28627		1128		4%	19709		69%
						55241	55241	3080	3080	6%	39961	39961	72%
282 Queen St. W	Ingersol to William	East Bound	07-May-18	13-May-18	48	24396		4491		18%	16430		67%
211 Queen St. W	Ingersol to William	West bound	07-May-18	13-May-18	46	26662		3109		12%	17456		65%
						51058	51058	7600	7600	15%	33886	33886	66%
							200351		25659			142175	
AVG Recorded Speed (kmh)						47.38	Weekly Avg Vech Count	50088	Weekly Avg Over 56kmh	13%	Weekly Avg between 40kmh and 50kmh		71%

Queen St. Annual Stats	
Queen St. Weekly Average	50088
Weeks	52
Queen St. Est. Annual Vehicle Count	2604563
Queen St. Annual MVC's	15
Queen St. - Personal Injury Collisions	3
Percentage MVC's	0.00058%
Percentage Personal Injury Collisions	0.00012%

Attachment 2: St. Marys Independent Speed Reduction Poll

In May 2019 the St. Marys Independent sought public opinion about CPAC's resolution to reduce the speed limit on Queen Street from 50 km/h to 40 km/h. The respondents were asked whether they agree with the reduction, via yes or no choices.

The results were published in the May 9, 2019 Issue #949 of the St. Marys Independent.

The results are as follows:

Answers	Results
Yes	28
No	292
Total Number of Respondents	320

91% of respondents did not approve of the proposed speed limit changes.

Attachment 3

TAC Speed vs Collision Severity Graph

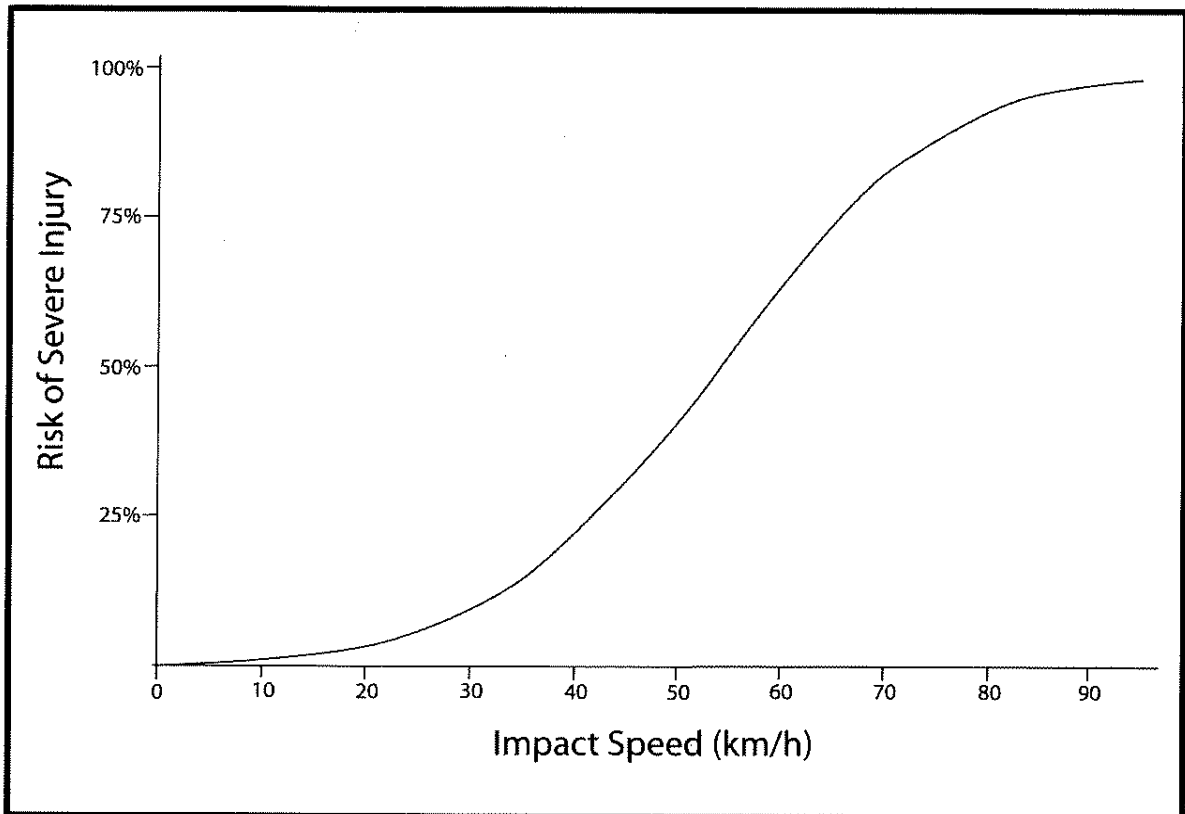


Figure 2.3.1: The Relationship Between Vehicle Speed and Risk of a Pedestrian Death in a Collision

Source:
Transportation Association of Canada
Geometric Design for Canadian Roads - June 2017
Chapter 2 - Page 13

FORMAL REPORT

To:	Chair and Members of the Advisory Committee
Prepared by:	Jed Kelly, Director of Public Works
Date of Meeting:	16 October 2019
Subject:	PW 68-2019 Establishing Designated Speed Reduction Areas

PURPOSE

To report back to the Community Policing Advisory Committee on a resolution passed by Council to research and review establishing Designated Speed Reduction Areas in St. Marys.

RECOMMENDATION

THAT PW 68-2019 Establishing Designated Speed Reduction Areas be received; and

THAT designated speed reduction areas not be implemented at this time.

BACKGROUND

On August 27, 2019 Council passed the following resolution to investigate possible speed reductions in St. Marys:

Resolution: 2019-08-27-29

Moved By Councillor Hainer

Seconded By Councillor Winter

THAT staff research and report on the new provincial rules regarding 40 km/h speed limits in urban areas; and

THAT staff research and report on adopting 60 km/h for the following:

- *James Street South at Given Road to 80 km/h zone*
- *Water Street South at 585 Water Street South to 80 km/h zone*

THAT the report be shared with Community Policing Advisory Committee for a recommendation back to Council.

CARRIED

This report will address the new provincial rules for 40 km/h speed limits in urban areas, and the feasibility of implementing such speed limits in St. Marys. As no specific location has been tasked for review, the report has a conceptual focus.

A future report will speak to 60 km/h transition speeds on the Town's arterial roads. The Town and its contractors are completing construction activities on Water Street South, which will skew speed data results. Once the construction projects are complete, staff will begin collecting data and perform an analysis that will be presented to the Committee for discussion.

REPORT

Highway Traffic Act – Authority to Set 40 km/h Speed Limits

The *Highway Traffic Act* (HTA) is the provincial statute that regulates how vehicles may be used on roads within Ontario.

Section 128 of the *Act* regulates the framework for speed limits within Ontario. Section 128 sets de facto speed limits for various types of road classifications within the province. The following parts are applicable to roads in the Town of St. Marys,

128. (1) No person shall drive a motor vehicle at a rate of speed greater than,

(a) 50 kilometres per hour on a highway within a local municipality or within a built up area;

(b) despite clause (a) 80 kilometres per hour on a highway, not within a built-up area that is within a local municipality that had the status of township on December 31, 2002 and, but for the enactment of the Municipal Act, 2001 would have had the status of a township on January 1, 2003, if the municipality is prescribed by regulation.

In 2006, the *Act* was amended to permit municipal councils the authority to pass a by-law to revise the rate of speed on roads within their jurisdiction, so long as the speed does not exceed 100 km/h, and prescribe different rates of speed for different times of days (Section 128, Subsection 2).

In 2017, Bill 65, *Safe School Zones Act* amended the *Highway Traffic Act*, providing more powers to municipal governments to change their prescribed rates of speed. The following provisions were added to the *Act*, allowing the municipality to pass by laws that,

(2.1) May designate an area in the municipality and prescribe a rate of speed, which must be less than 50 km/hr, that applies to all highways within the designated area that, absent a by-law passed under subsection (2), would have a prescribed rate of speed of 50 km/hr under clause (1) (a);

(2.2) ... for a designated area described in subsection (2.1) may exclude from the application of the by-law any highway or portion of a highway within the designated area that has a different rate of speed prescribed specifically for that highway or portion of highway.

Essentially, a municipality may reduce the speed limit from the de facto 50km/hr speed limit to 40km/hr or lower within a designated geographic area. However, the speed changes are not effective until they have been signed by the municipality, as per Section 128 (11). For the remainder of the report, the areas will be referred to as a Designated Speed Reduction Zone. Attachment A: Designated Speed Reduction Area illustrates how an area can be conceptually configured.

Therefore, under the *Highway Traffic Act*, the Town of St. Marys Council has the authority to change speed limits on roads within its jurisdiction, while also designating specific speed reduction areas. Council would need to amend its traffic by-law to finalize any changes should changes be sought.

Vision Zero Strategy

Multiple municipalities in Ontario have or are considering the implementation of Designated Speed Reduction Areas, such as Ottawa, Hamilton, Toronto, and London. To staff's knowledge, all municipal governments adopting the speed reductions are large urban centers, not small communities. Under most circumstances, the municipalities establish a speed reduction area as a component of their Vision Zero strategy.

Vision Zero is a multi-national road traffic safety project that aims to achieve a highway system with no fatalities or serious injuries involving road traffic. Cities are adopting the principle of Vision Zero, and

Road Safety Plans to help achieve Vision Zero outcomes. Speed reductions from 50 km/h to 40 km/h are a component of a more comprehensive plan to ensure road safety to mitigate fatalities and serious injuries. Road Safety Plans also consider subjects such as speed management strategies, revised speed limit setting practices, road design improvements, enhanced police enforcement, proactive deployment of Watch Your Speed signs, speed limit reductions, automated speed enforcement, address midblock crossings, turning and signalized intersections, and education and engagement plans.

Cities are adopting the Vision Zero strategies after observing an increasing number of roadway incidents causing injury or fatality. For instance, the City of Toronto implemented 40 km/h speed reductions in response to the rising frequency of traffic fatalities. In 2016, the City of Toronto reported 78 traffic related fatalities. Since implementing the Vision Zero Plan (all components including speed reductions), the number of deaths in the past two years has begun to decline.

The Vision Zero is a significant departure from the traditional approach to road safety. The City of Toronto has developed a table to demonstrate the paradigm shift to road safety. Please see Table 1. Traditional versus Vision Zero Approach to Road Safety (Vision Zero 2.0 – Road Safety Plan Update – June 13, 2019).

Table 1. Traditional versus Vision Zero Approach to Road Safety

Traditional Road Safety Approach	Vision Zero Approach
Traffic fatalities are inevitable	Traffic fatalities are preventable
Crashes are caused by non-compliant road users	Humans make mistakes. The roadway system should be designed and operated so those mistakes are not deadly
Try to reduce all collisions	Prevent collisions that result in serious injuries and fatalities. No serious injuries or loss of life is acceptable
Individual road users are responsible for their own safety	Safety is a shared responsibility between those who design, operate, maintain, and use the road
Reactive to historical crashes	Proactive and systemic prioritization

At the time of this report, the Town has not adopted a Vision Zero Strategy.

Rate of Speed Considerations

There is a significant amount of material that indicates reducing the speed limit on a roadway will help the overall safety of the road, and consequently reduce injuries and fatalities. Some statistics include:

- Reducing average speeds by approximately 5% can yield a reduction in fatalities by as much as 20%
- Vulnerable road users have a 95% likelihood of death in a collision at 60 km/h, while at 40 km/h the likelihood of death is reduced to 30%

Furthermore, higher speeds contribute to a higher risk of serious injuries in three ways:

1. Field of vision and peripheral vision are reduced which impedes situational awareness;
2. Higher the speed, the greater the stopping distance required when braking and as a result, the increased risk of collision; and

3. Should a collision occur, impact at higher speeds inflict more severe blunt force trauma on victims as more kinetic energy must be absorbed. The effect is most pronounced for vulnerable road users who do not have protection.

Designated Speed Reduction Area in St. Marys

Current Traffic Calming Practices

The Town has implemented various tools to increase road safety in the Town of St. Marys.

First, the Town has pre-existing road segments with a prescribed speed of 40 km/h. These locations have been identified due to their proximity to schools, or due to road design. The roads are listed in the By-law 58-2019 being a by-law to regulate traffic, parking and boulevard maintenance.

The following roads have been designated as 40 km/h (Schedule 7):

- Egan Avenue from James Street North to Wellington Street North
- Maxwell Street from James Street South to Huron Street
- Thomas Street from Town Limits to Queen Street West
- Wellington Street South from Park Street to Jones Street East
- Emily Street from Glass Street to Water Street North
- James Street South at the northerly entrance/exit of the school to 150 meters north and at the southerly entrance/exit of the school to 150 meters south shall be 40 km/h Monday to Friday, between 8:00am to 4:00pm, from September to June.

In addition, the Town has established Community Safety Zones. A Community Safety Zone means a part of a highway which is designated by the Town as an area where public safety is of special concern, and where fines imposed upon conviction of a moving violation are increased. The Community Safety Zones are at the following locations:

- James Street South from Elgin Street to southerly entrance to the Pyramid Recreation Centre
- Thomas Street from Town limits to Queen Street West
- Wellington Street South from Park Street to Jones Street East

Furthermore, where rates of speed are increasing the Town has been installing the radar signs to encourage drivers to adjust their speed to match the speed limit.

Also, roads are engineered to move traffic at the rate of speed indicated for that type of road segment due to designation and desired function under the official plan. The Geometric Design Guide for Canadian Roads writes that the design speed to be adopted, which is typically based in some way on the anticipated operating speed, and directly influences the principal parameters used in road design (active transportation elements, horizontal alignment, and elevation, vertical alignment, stopping sight, passing sight distance, land width and shoulder width).

Road Classifications – Which Type of Road Should be Considered

The Town of St. Marys' Official Plan designates three types of road classifications within the Town's borders. Each classification has different functions, and therefore, those road types will have different types of design.

1. Arterial: are the major routes in the road network that are designed to carry high volumes of traffic from one area of Town to another. As the principal route in the road network, an arterial road has the capacity to carry the largest amounts of traffic and acts as a connector to the residential, industrial and commercial centers. The right-of-way for arterial roads is generally

30 meters with direct access limited and on-street parking prohibited, except in the Downtown Core.

2. Collector: collect traffic from the local roads and distribute it to the other local roads and to the arterial roads. Traffic flow is interrupted by stop conditions and turning at land access points. The right-of-way for collector roads is generally 26 meters, with direct access and on-street parking is regulated. Generally, sidewalks are provided on both sides of the road.
3. Local: collect traffic from lands that are adjacent to the roads. They carry low-volumes of traffic since most of the traffic on a local road will have its origin or destination to be the lands that lie alongside the road. The traffic flow is interrupted frequently as vehicles are turning into driveways. The right-of-way for local roads is generally 20 meters with direct access and on-street parking both being permitted. Generally, sidewalks are provided on one side of the road.

Each road-type performs a different type of function; consequently, the roads will be designed to provide for that function. Classifications exist to keep the movement of traffic within the Town efficient and safe for pedestrians and vehicular traffic.

Preferably, a municipality will establish a Designated Speed Reduction Area on a collector or local roads, to introduce neighborhood speed limits. A Designated Speed Reduction Area should not include an arterial road, as it may have negative implications on the movement of heavy traffic. An arterial road is better suited for faster speeds since the streets and boulevards are wider, barrier curbing, and signalized traffic control devices.

Number of Injuries and Fatalities & Road Message

As noted above, the primary reason for adjusting speed is to address potential traffic injury or fatality occurrences.

The Stratford Police have collected motor vehicle collision (MVC) since they've assumed responsibility for the Town's policing. Between November 5, 2018, and October 7, 2019, there were 89 MVC's in St. Marys, the statistics include MVC's on private property (private drives and parking lots). The majority of the incidents are occurring on arterial or collector roads at intersections. The Stratford Police provided a chart of the top 8 locations; Jones Street (local road) at the James Street intersection had two collisions. Of the 89 collisions, only 5 caused personal injury; the injuries were minor.

Furthermore, the Transportation Association of Canada's Geometric Design Guide for Canadian Roads elaborates that the relationship between speed and the probability of a collision is not as evident. Collisions are complex events that can seldom be attributed to a single factor. The collision rate is more directly affected by speed variations than by speed, given that the probability of conflict is lower when all vehicles are traveling at the same speed. The Design Guide proposes that collision frequency can be reduced when roads do not require drivers to make significant speed adjustments and promote uniformity of speed. The Stratford Police have indicated that the majority of collisions are intersection related, and the main causations of the accidents are following too close, inattention, and failing to yield the right of way. Rarely is speed a noted factor to a collision in a police report in St. Marys; however, the Stratford Police and staff recognize that speed increases the potential for injuries.

Additionally, a local road is designed to slow down vehicle movement through geometric design elements. On a local road traffic flow is interrupted frequently as vehicles are turning onto driveways, the presence of on-street parking, and stop signs – thus, traffic calming already exists on the Town's local roads. In the article, "Safety, Speed and Speed Management: A Canadian Review" the authors performed a study to test the power of road message. The research study involved 30 sites, all of which had a 50 km/h speed limit. Ten of the sites had considerable activity on the side of the road, such as parking and heavy pedestrian and bicycle activity. At these sites, the 85th percentile speed was 50 km/h, which was the posted speed limit. The other 20 sites were uncluttered, open-road situations. At these sites, the 85th percentile speed was 62 km/h. Given that the speed limits were identical, the 12 km/h difference is substantial and illustrates the effectiveness of the road message on influencing

speeds. The road message is essential when determining traffic speeds, the Town’s local roads are designed to impede high speeds. The Town has not actively collected data on local roads, from the few tested segments staff have observed that most users’ speed is within the posted speed limits.

Based on MVC data to date, there appears to be no locations in Town that warrant the establishment of a Designated Speed Reduction Area. Furthermore, there is no single factor that contributes to collisions, reducing speed will not necessarily produce the objectives the speed reduction intends to meet. Areas that may be vulnerable to collisions have pre-existing traffic calming measures to curb collisions and protect vulnerable road users.

Stratford Police Recommendation – Enforcement

- The police seek to promote voluntary compliance with the laws, and the majority of motorists are complying. There are limited resources to dedicate to traffic enforcement. The optimal times for traffic enforcement typically align with other calls for service, thus the officers are responding to calls for service at the same time that traffic enforcement would be most advisable.
- The Stratford Police have indicated that the majority of collisions are intersection related, and the main causations of the collisions are a following too close, inattention, and failing to yield the right of way. Rarely is speed a noted factor to a collision in a police report in St. Marys, however, the Stratford Police recognize that speed increases the potential for injuries.

FINANCIAL IMPLICATIONS

A Designated Speed Reduction Area requires the installation of signage at each entry and exit to the area indicating speed changes. There will be up-front costs to purchase those signs, and annual maintenance costs to test the signs retro-reflectivity.

An estimated cost per sign is as follows:

New Sign + Post	\$ 100.00
Annual Maintenance + Retro-reflectivity	\$ 20.00/per year

As an example please refer to Attachment A: Designated Speed Reduction Area. The example creates a Designated Speed Reduction Area in the North Ward of Town, signs indicating speed change are installed at every entrance and exit to the area as per the *Highway Traffic Act*. In this scenario, 28 speed signs are installed. The capital cost for new signs is \$2800.00 + tax, and the annual operating cost for the signs is an additional \$560.00/year in the proposed scenario. Thus, there are some financial implications when establishing a Designated Speed Reduction Area.

SUMMARY

If the premise of the Designated Speed Reduction Areas is to reduce or completely eliminate traffic related injuries and fatalities, and if local roads are the focal areas for such programs, there appear to be no warrants to establish a Designated Speed Reduction Area at this time. There is no identifiable location that necessitates a speed reduction on the basis of reoccurring incidents. Furthermore, more factors than speed lead to collisions causing injury or fatality. The pre-existing speed reductions, community safety zones and other traffic calming measures can effectively foster a safe roadway. Thus, staff are recommending that no Designated Speed Reduction Areas be established at this time.

If the Committee and Council choose to establish a speed reduction zone, enforcement will be required to ensure compliance. The allocation of police resources to monitor and enforce will be substantial. The Committee and Council will have to ascertain if speed reductions in residential areas is a priority for the police forces.

STRATEGIC PLAN

- ☒ Not applicable to this report.
- ☐ This initiative is supported by the following priorities, outcomes, and tactics in the Plan.

OTHERS CONSULTED

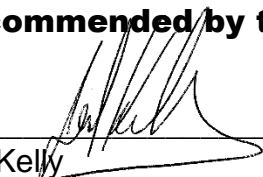
Jeff Wolfe – Asset Management/Engineering Specialist – Town of St. Marys
Chief Greg Skinner – Stratford Police
Norm WJ Kelly, Green Light Consulting

ATTACHMENTS

Attachment A: Designated Speed Reduction Area

REVIEWED BY


Recommended by the Department



Jed Kelly
Director of Public Works

Morgan Dykstra
Public Works Coordinator

Recommended by the CAO



Brent Kittmer
CAO / Clerk

Attachment A: Designated Speed Reduction Area

