



# Staff Report

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## Operations

**Report To:** COW - Operations, Planning and Building Services  
**Meeting Date:** November 18, 2025  
**Report Number:** OPS.25.047  
**Title:** Request for a Public Meeting - Community Safety Zone Policy  
**Prepared by:** Alan Pacheco, Director of Operations

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### A. Recommendations

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THAT Council receive Staff Report OPS.25.047, entitled "Request for a Public Meeting - Community Safety Zone Policy";

AND THAT Council directs staff to hold a public meeting regarding a proposed Community Safety Zone Policy as outlined in Attachment 1 to this report.

### B. Overview

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This report presents a draft Community Safety Zone (CSZ) Policy for the Town of The Blue Mountains. The policy establishes a transparent framework for evaluating and designating CSZs, ensuring requests are assessed consistently using warrant criteria such as proximity to community facilities, traffic safety data, active transportation activity, and seasonal tourism impacts.

The policy is being brought forward in response to increasing resident concerns about road safety, most recently highlighted through a deputation from Matt and Emma Dunning regarding Redwing. Adoption of this policy will provide Council and staff with a clear process to evaluate such requests, while also ensuring coordination with the Ontario Provincial Police (OPP) for enforcement.

It is noted that a Traffic Technologist position is being considered in the 2026 Budget. If approved, this resource will finalize the draft policy, conduct technical reviews, and support Council in making evidence-based decisions on CSZ requests, including Redwing.

### C. Background

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Most recently, Council received a deputation from Matt and Emma Dunning requesting that the Town consider installing a Community Safety Zone in the community of Redwing. This request, along with others anticipated in the future, highlights the need for a clear and consistent policy framework to evaluate such requests.

Community Safety Zones (CSZs), as defined under the Ontario Highway Traffic Act, designate segments of roadway where public safety is of special concern. Traffic violations committed within CSZs are subject to increased fines.

The Town is a growing community that experiences unique transportation challenges, including:

- High seasonal traffic volumes;
- Increased pedestrian and cyclist activity near schools, parks, and trailheads;
- Resident concerns about excessive speeding through residential and mixed-use areas.

Several municipalities in Ontario, including Grey Highlands, Meaford, and Southgate, have adopted formal Community Safety Zone policies to provide a consistent framework for evaluation and designation. Staff have prepared a draft policy (Attachment 1) tailored to the Town's needs.

## D. Analysis

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The proposed Community Safety Zone Policy for the Town establishes a structured and transparent process for evaluating CSZ requests. It balances resident and community concerns with technical review and Council oversight.

The proposed Community Safety Zone Policy establishes:

1. **Request Process:** Residents or groups may submit a written request with at least 65% support from affected households.
2. **Evaluation Criteria:** Staff will assess proposed locations based on:
  - Proximity to schools, playgrounds, community centres, health facilities, senior housing, or tourism generators;
  - Traffic data, including collision history, traffic volumes, and speed studies;
  - Active transportation activity and gaps in pedestrian/cycling infrastructure;
  - Seasonal and tourism-related traffic impacts.
3. **Council Approval:** Staff will prepare a report and recommend a by-law where criteria are met.
4. **Non-Approval:** Segments not meeting the criteria will not be reconsidered for 24 months unless traffic conditions significantly change.
5. **Speed Limits:** CSZs will retain posted speed limits unless a separate review recommends changes.

Staff believe this framework will ensure that Community Safety Zones are applied consistently and strategically, maintaining their effectiveness while addressing areas of highest concern.

## Comparison to Other Municipalities

- Grey Highlands adopted a Community Safety Zone Policy in 2025 (Policy A09-T-19, By-law 2025-032). Their policy emphasizes warrant criteria, including proximity to schools, playgrounds, and community facilities, as well as resident support (65% of households within the proposed segment). Grey Highlands also includes a mandatory 24-month waiting period before reconsideration if a request is denied.
- Municipality of Meaford has implemented multiple Community Safety Zones and references them within its Transportation Master Plan. Meaford uses a data-driven approach that incorporates collision history and active transportation patterns in determining suitable segments. CSZs are typically clustered near schools and high pedestrian-volume areas.
- Township of Southgate incorporates Community Safety Zones into its Traffic & Parking By-law (2024-130), which includes a schedule of designated CSZ locations. Southgate's approach is notable in that once criteria are met, Council directly amends the by-law to designate the road segment. This provides clarity and enforcement consistency.

## Application to Redwing

The deputation from Matt and Emma Dunning regarding Redwing provides an immediate example of how this policy could be applied in The Blue Mountains:

- **Resident Support:** Under the proposed policy, a request would need documented support from 65% of households along the Redwing segment.
- **Warrant Criteria:** Staff would review whether Redwing is adjacent to community facilities or pedestrian generators, assess traffic volumes and speeds, and consider any collision data.
- **Tourism and Seasonal Context:** Given the Town's high seasonal traffic patterns, staff would also assess whether Redwing experiences increased use during peak tourism periods.
- **Enforcement Considerations:** Prior to recommending any designation, staff would consult with the Ontario Provincial Police (OPP) to confirm that sufficient enforcement resources are available to ensure the effectiveness of the zone.
- **Next Steps:** If the criteria are satisfied, staff would prepare a future report to Council recommending Redwing for CSZ designation through by-law. If not, the Dunning request would be respectfully declined with the option for reconsideration after 24 months or if traffic conditions significantly change.

It is noted that a new Traffic Technologist position is being considered as part of the Town's 2026 Budget deliberations. If approved, this resource will take the lead in finalizing the draft policy, conducting public meeting and conducting the necessary technical reviews for requests such as Redwing.

## **E. Strategic Priorities**

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### **1. Communication and Engagement**

We will enhance communications and engagement between Town Staff, Town residents and stakeholders

### **2. Organizational Excellence**

We will continually seek out ways to improve the internal organization of Town Staff and the management of Town assets.

### **3. Community**

We will protect and enhance the community feel and the character of the Town, while ensuring the responsible use of resources and restoration of nature.

### **4. Quality of Life**

We will foster a high quality of life for full-time and part-time residents of all ages and stages, while welcoming visitors.

## **F. Environmental Impacts**

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Designation of Community Safety Zones supports active transportation, encourages speed reduction, and enhances safety for vulnerable road users. Indirectly, CSZs may reduce vehicle emissions through calmer traffic flow.

## **G. Financial Impacts**

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The financial impact of adopting the Community Safety Zone Policy will primarily consist of staff time required to review requests, collect and analyze traffic data, prepare reports, and consult with the Ontario Provincial Police (OPP).

In addition, there will be costs associated with the procurement and installation of Community Safety Zone signage and other warning devices, which are estimated to range between \$1,200 and \$5,000 per location, depending on site-specific conditions. There will also be minor ongoing costs for maintenance and replacement of signage as required. Enforcement support will continue to rely on OPP resources, subject to availability.

The proposed Traffic Technologist position included in the 2026 Budget, if approved, will provide dedicated capacity for implementing the policy, managing CSZ requests, and coordinating with OPP on enforcement.

## **H. In Consultation With**

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Kevin Cornell, Staff Sargent, OPP

## **I. Public Engagement**

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The topic of this Staff Report has not been the subject of a Public Meeting and/or a Public Information Centre as neither a Public Meeting nor a Public Information Centre are required. However, any comments regarding this report should be submitted to Alan Pacheco, Director of Operations [directorops@thebluemountains.ca](mailto:directorops@thebluemountains.ca).

## **J. Attached**

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1. Draft Community Safety Zone Policy

Respectfully submitted,

Alan Pacheco  
Director of Operations

For more information, please contact:  
Alan Pacheco, Director of Operations  
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**Report Approval Details**

Document Title:	OPS.25.047 Request for Public Meeting - Community Safety Zone Policy.docx
Attachments:	- Attachment 1 Draft Community Safety Zones Policy.pdf
Final Approval Date:	Nov 4, 2025

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

**Alan Pacheco - Nov 4, 2025 - 12:15 PM**