



## The Regional Municipality of Durham

### Works Committee Agenda

Council Chambers  
Regional Headquarters Building  
605 Rossland Road East, Whitby

**Wednesday, April 3, 2019**

**9:30 AM**

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**1. Declarations of Interest**

**2. Adoption of Minutes**

A) Works Committee meeting – [March 6, 2019](#)

Pages 4 - 14

**3. Statutory Public Meetings**

There are no statutory public meetings

**4. Delegations**

4.1 D. O'Connell, Project Manager, Independent Project Managers, re: an affordable housing project being constructed at 1505 Bowmanville Avenue, in the Municipality of Clarington

**5. Presentations**

5.1 S. Kemp, Manager of Traffic Operations, re: Durham Vision Zero – A Strategic Road Safety Action Plan (SRSAP) for the Regional Municipality of Durham (2019-W-27) [Item 7.2 B)]

**6. Waste**

6.1 Correspondence

6.2 Reports

A) EBR 013-4689 Reducing Litter and Waste in our Communities: Discussion Paper ([2019-WR-6](#))

15 - 27

## 7. Works

### 7.1 Correspondence

- A) Correspondence dated January 24, 2019 from the [Township of Scugog](#), re: Request to Region of Durham to Improve Road Safety on Regional Road 7 (RR7) Island Road on Scugog Island in the Township of Scugog 28 - 29  
Recommendation: Refer to Staff for consideration
- B) Correspondence dated March 11, 2019 from the [Town of Ajax](#), re: Resolution passed by Ajax Council at its meeting held on February 25, 2019 regarding Westney Road/Millington Crescent Signalization 30  
**Pulled by Councillor Crawford from the March 15, 2019 Council Information Package**  
Recommendation: Receive for information

### 7.2 Reports

- A) Servicing Agreements with Bond & Mary Development Inc. and Bond & Mary Development Phase II Inc. for Temporary Sanitary Sewer Connections, in the City of Oshawa ([2019-W-26](#)) 31 - 37
- B) Durham Vision Zero – A Strategic Road Safety Action Plan for the Regional Municipality of Durham ([2019-W-27](#)) 38 - 75

## 8. Advisory Committee Resolutions

There are no advisory committee resolutions to be considered

## 9. Confidential Matters

There are no confidential matters to be considered

## 10. Other Business

## 11. Date of Next Meeting

Wednesday, May 8, 2019 at 9:30 AM

## **12. Adjournment**

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## **The Regional Municipality of Durham**

### **MINUTES**

#### **WORKS COMMITTEE**

**Wednesday, March 6, 2019**

A regular meeting of the Works Committee was held on Wednesday, March 6, 2019 in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 9:30 AM

Present: Councillor Mitchell, Chair  
Councillor Marimpietri, Vice-Chair  
Councillor Crawford  
Councillor McLean  
Councillor John Neal  
Councillor Smith  
Regional Chair Henry

Also

Present: Councillor Hight  
Councillor Wotten

Staff

Present: E. Baxter-Trahair, Chief Administrative Officer  
A. Bridgeman, Solicitor, Corporate Services – Legal Services  
J. Demanuele, Director of Business Services, Works Department  
J. Harness, Manager of Administrative Services & Real Estate, Works Department  
J. Hunt, Director of Legal Services, Corporate Services – Legal Services  
R. Jagannathan, Director of Transportation and Field Services, Works Department  
M. Januszkiewicz, Director of Waste Management, Works Department  
J. Paquette, Manager (Works), Corporate Communications  
N. Pincombe, Director of Business Planning, Economic Studies & Risk Management, Finance Department  
J. Presta, Director of Environmental Services, Works Department  
S. Rashad, Systems Support Specialist, Corporate Services – IT  
N. Taylor, Commissioner of Finance  
A. Wakeford, Senior Solicitor, Corporate Services – Legal Services  
R. Woon, Solicitor, Corporate Services – Legal Services  
S. Penak, Committee Clerk, Corporate Services – Legislative Services

**1. Declarations of Interest**

There were no declarations of interest.

**2. Adoption of Minutes**

Moved by Councillor McLean, Seconded by Councillor Marimpietri,  
(31) That the minutes of the regular Works Committee meeting held on  
Wednesday, February 6, 2019, be adopted.

CARRIED

**3. Statutory Public Meetings**

There were no statutory public meetings.

Moved by Regional Chair Henry, Seconded by Councillor Marimpietri,  
(32) That the agenda be altered in order to consider Item 5.1), re: 2019 Works  
Department General Tax and Solid Waste Management Business Plans and  
Budgets (2019-W-25) Presentation next.

CARRIED

**5. Presentations**

5.1 Susan Siopis, Commissioner of Works, re: 2019 Works Department General Tax and Solid Waste Management Business Plans and Budgets (2019-W-25) [Item 7.2 L)]

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R. Jagannathan, Director of Transportation & Field Services, on behalf of S. Siopis, Commissioner of Works, provided a PowerPoint Presentation regarding the 2019 Works Department General Tax and Solid Waste Management Business Plans and Budgets. A copy of the presentation was provided as a handout.

N. Taylor, Commissioner of Finance, provided an overview of the corporate budget, highlighting the overall tax impact guideline of 2.2% resulting in a \$59 budgetary increase for average residential property owners.

Highlights from the presentation included:

- Corporate Budget Overview
- Works Department Budget Overview
- 2018 Accomplishments
  - Customer Service
  - Awards
  - Service Improvements
- 2019 Proposed Expenditures & Financing – General Tax Programs
- 2019 Proposed Expenditures & Financing – Solid Waste Management

- 2019 Priorities & Highlights (Operating & Capital)
- 2019 Priorities & Highlights (Staffing)
- 2019 Risks & Uncertainties
- 2019 Initiatives to Modernize & Find Service Efficiencies
- Future Budget Pressures
  - Impacts on 2020 Budget
  - Forecasted Pressure

Staff responded to questions with respect to the *Waste-Free Ontario Act, 2016* and the Province's intentions to expand the blue box program; regulations related to hydro-vacuuming equipment (Regional contracts and private contractors); the new *Construction Act* and the possible implications for the Region; and the ongoing road work on Highway 2 with regards to the bus/bicycle lanes.

J. Presta advised that staff would look into any best practices or regulations on where private contractors hydro-vac trucks can dump their loads, but did note that the contractors must be licensed.

Staff also responded to questions regarding the status of the Canada Fibers contract; what is currently in the works for organics and next steps; whether any efficiencies can be found for the numerous salt domes in the Region; and whether the Region should take over the responsibility for sidewalks as opposed to the lower-tier municipalities.

Detailed discussion ensued with respect to the Durham Region Headquarters expansion; the concept of a stand alone building in the West parking lot to accommodate future growth; the interim optimization of the current building space; and whether the Regional Government Review by the Province may have effects on the need to expand.

J. Demanuele agreed to provide Councillor Barton with the loaded labour rate calculations.

N. Pincombe responded to a question regarding the development charges and reserves designated for Works projects and agreed to send Councillor Barton Report #2018-INFO-161: Regional Reserve Fund Balances as of October 31, 2018 directly. R. Jagannathan advised that Report #2019-COW-2: 2019 Transportation Servicing and Financing Study, lists the practice of using the existing special reserves for growth related and rehabilitation projects.

#### 4. Delegations

4.1 Linda Gasser, re: 2019 Works Department General Tax and Solid Waste Management Business Plans and Budgets (2019-W-25) [Item 7.2 L]

L. Gasser appeared before the Committee regarding Report #2019-W-25. She expressed concerns with the mixed waste composition study and the related costs.

L. Gasser referenced Report #2018-COW-11: 2018 Solid Waste Management Servicing and Financing Study as it relates to the increased processing/disposal and haulage cost of up to \$0.5 million; the proposed waste characterization study; the cost provided by Canada Fibers to process and haul the by-pass waste; and the pilot characterization study at it's Vaughan facility is \$1.2million.

L. Gasser also noted her concerns regarding the pilot total study cost per tonne on top of the by-pass cost per tonne; the need for additional stack testing; and the environmental assessment costs for the two proposed incinerator expansions.

L. Gasser responded to questions from the Committee.

#### 6. Waste

6.1 Correspondence

A) Correspondence dated February 7, 2019 from the Municipality of Clarington, re: Report #2019-COW-3: Durham Region's Solid Waste Management Servicing and Financing Study

Moved by Councillor Marimpietri, Seconded by Councillor Smith,  
(33) That the correspondence dated February 7, 2019 from the Municipality of Clarington regarding Report #2019-COW-3: Durham Region's Solid Waste Management Servicing and Financing Study be referred to staff for consideration.

CARRIED

#### 7. Works

7.1 Correspondence

There were no communications to consider.

7.2 Reports

A) Extension of Lease for Premises with 2381502 Ontario Inc., Operating as Midtown Centre at 200 John Street in the City of Oshawa for the Regional Municipality of Durham Social Services Department (2019-W-14)

Report #2019-W-14 from S. Siopis, Commissioner of Works, was received.

Moved by Councillor Marimpietri, Seconded by Councillor McLean,  
(34) That we recommend to Council:

- A) That an Extension of Lease for 1,863.2 square metres (20,055 square feet) of office space, being part of the building located at 200 John Street, in the City of Oshawa, be approved on the following terms and conditions:
  - i) The term of the lease extension to be for a period of five years commencing May 1, 2019, ending April 30, 2024;
  - ii) The annual rental rate for the five-year period of the lease to be \$280,770\* based on a rate of \$150.69\* per square metre (\$14.00\* per square foot);
  - iii) The Regional Municipality of Durham continues to be responsible for all operating costs for the leased space; and
- B) That the Regional Chair and Clerk be authorized to execute all documents associated with the extension of the lease agreement.  
(\* before applicable taxes

CARRIED

- B) Regional Road 3 and Regional Road 57 Traffic Signal, Columbus Road and Grandview Street All-way Stop Control, and Lake Ridge Road Between Dundas Street and Highway 401 Street Lighting Construction Agreement with the Ontario Ministry of Transportation (2019-W-15)

Report #2019-W-15 from S. Siopis, Commissioner of Works, was received.

Moved by Councillor Marimpietri, Seconded by Councillor McLean,  
(35) That we recommend to Council:

- A) That the Regional Road 3 and Regional Road 57 Traffic Signal, Columbus Road and Grandview Street All-way Stop Control, and Lake Ridge Road Between Dundas Street and Highway 401 Street Lighting Construction Agreement with the Ontario Ministry of Transportation be approved; and
- B) That the Regional Chair and Regional Clerk be authorized to execute the Regional Road 3 and Regional Road 57 Traffic Signal, Columbus Road and Grandview Street All-way Stop Control, and Lake Ridge Road Between Dundas Street and Highway 401 Street Lighting Construction Agreement with the Ontario Ministry of Transportation in the form provided in Attachment #1 to Report #2019-W-15 of the Commissioner of Works.

CARRIED



C) Winchester Road and Thornton Road Traffic Signal Construction Agreement with the Ontario Ministry of Transportation (2019-W-16)

Report #2019-W-16 from S. Siopis, Commissioner of Works, was received.

Staff responded to a question regarding whether a turning lane would be placed at the intersection of Winchester Road and Thornton Road.

Moved by Councillor Marimpietri, Seconded by Councillor McLean,  
(36) That we recommend to Council:

- A) That the Winchester Road and Thornton Road Traffic Signal Construction Agreement with the Ontario Ministry of Transportation be approved; and
- B) That the Regional Chair and Regional Clerk be authorized to execute the Winchester Road and Thornton Road Traffic Signal Construction Agreement with the Ontario Ministry of Transportation in the form provided in Attachment #1 to Report #2019-W-16 of the Commissioner of Works.

CARRIED

D) The Regional Municipality of Durham's Drinking Water Systems Annual 2018 Summary Report (2019-W-17)

Report #2019-W-17 from S. Siopis, Commissioner of Works, was received.

Moved by Councillor Marimpietri, Seconded by Councillor McLean,  
(37) That we recommend to Council:

- A) That the 2018 Summary Report for the Regional Municipality of Durham Drinking Water Systems be received for information;
- B) That receipt of this report be confirmed by resolution of Regional Council; and
- C) That a copy of this resolution be forwarded to the Ontario Ministry of the Environment, Conservation and Parks' York-Durham District Office to indicate the conditions of Schedule 22 of Ontario Regulation 170/03 have been fulfilled.

CARRIED

E) Termination of Industrial Raw Water Agreement with Coveris Americas (Formerly Liqui-Box Canada Inc.), in the Town of Whitby (2019-W-18)

Report #2019-W-18 from S. Siopis, Commissioner of Works, was received.

Moved by Councillor Marimpietri, Seconded by Councillor McLean,  
(38) That we recommend to Council:

- A) That the Industrial Raw Water Agreement with Coveris Americas (formerly Liqui-Box Canada Inc.) be terminated; and
- B) That the Regional Chair and Clerk be authorized to execute the necessary amendment.

CARRIED

- F) Service Level Agreement to Operate and Maintain Traffic Control Signals Located at Highway 407 and Highway 412 Interchanges between the Regional Municipality of Durham and OM&R 407 East Development Group General Partnership (2019-W-19)

Report #2019-W-19 from S. Siopis, Commissioner of Works, was received.

Moved by Councillor Marimpietri, Seconded by Councillor McLean,  
(39) That we recommend to Council:

- A) That a Service Level Agreement to facilitate Traffic Control Signal Maintenance and Operations with OM&R 407 East Development Group General Partnership to permit the Regional Municipality of Durham to undertake operation and maintenance functions of the existing traffic control signals at various interchange locations along Highway 407 and along Highway 412 in the Regional Municipality of Durham on a cost recovery basis be approved; and
- B) That the Regional Chair and Clerk be authorized to execute the Service Level Agreement.

CARRIED

- G) Extension of Lease with the Township of Brock for the Sunderland Patrol Yard Building Located at S1015 Regional Road 10, in the Township of Brock (2019-W-20)

Report #2019-W-20 from S. Siopis, Commissioner of Works, was received.

Moved by Councillor Marimpietri, Seconded by Councillor McLean,  
(40) That we recommend to Council:

- A) That the Regional Municipality of Durham enter into a Lease Extension Agreement with the Corporation of the Township of Brock, for the Township of Brock owned patrol yard building located at S1015 Regional Road 10, on the following terms and conditions:
  - i) The term of the lease extension to be for a period of five years

commencing January 14, 2019 and ending on January 13, 2024, with either party having the right to terminate the lease upon three months prior written notice;

- ii) The annual rental rate currently be \$3,856.23\* for the first year with the rent adjusted in the subsequent four years in accordance with the annual Ontario Consumer Price Index based on the 12-month period ending July 31 of the preceding year. All other terms and conditions as set out in the Original Lease remain the same;

B) That the Regional Municipality of Durham is responsible for all minor repairs to the building together with maintenance of all walkways and driveways with the Township of Brock responsible for all major repairs and capital replacements; and

C) That the Regional Chair and Clerk be authorized to execute all documents associated with the Extension of the Lease agreement.

(\* before applicable taxes

CARRIED

H) Approval to Award a Sole Source Agreement for the Replacement of the Zebra Mussel Control Systems located at the Oshawa Water Supply Plant, in the City of Oshawa (2019-W-21)

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Report #2019-W-21 from S. Siopis, Commissioner of Works, was received.

Moved by Councillor Marimpietri, Seconded by Councillor McLean,

(41) That we recommend to Council:

A) That a sole source agreement be executed with Dundee Marine for the replacement of the zebra mussel control systems at the Oshawa Water Supply Plant, in the City of Oshawa at an upset limit not to exceed \$600,000\*, with financing provided from the approved project budget \$600,000\*; and

B) That the Commissioner of Finance be authorized to execute the necessary documents related to this sole source agreement.

(\* before applicable taxes

CARRIED

I) Approval to Award a Sole Source Agreement to Continue the Provision of Bioxide and Associated Chemical Dosing System to Reduce Odour and Corrosion in the Trunk Sanitary Sewer located in Lord Elgin Park, in the Town of Ajax (2019-W-22)

Report #2019-W-22 from S. Siopis, Commissioner of Works, was received.

Moved by Councillor Marimpietri, Seconded by Councillor McLean,  
(42) That we recommend to Council:

- A) That a sole source agreement to continue the provision of Bioxide and the associated chemical dosing system be executed with Evoqua Water Technologies effective April 1, 2019 for a term not to exceed one year to reduce odour and corrosion in the trunk sanitary sewer located in Lord Elgin Park, in the Town of Ajax at an upset limit of \$300,000\* with financing provided from the approved 2019 Sanitary Sewerage Operating Budget; and
- B) That the Commissioner of Finance be authorized to execute the necessary documents related to this sole source agreement.  
(\* ) before applicable taxes

CARRIED

J) Amendments to Regional Roads By-law #22-2018 (2019-W-23)

Report #2019-W-23 from S. Siopis, Commissioner of Works, was received.

Moved by Councillor Marimpietri, Seconded by Councillor McLean,  
(43) That we recommend to Council:

That a By-law to amend By-law #22-2018, the Regional Roads By-law, generally in the form included as Attachment #1 to Report #2019-W-23 of the Commissioner of Works, be approved.

CARRIED

K) Cemetery Connections to the Regional Water Supply System (2019-W-24)

Report #2019-W-24 from S. Siopis, Commissioner of Works, was received.

Moved by Councillor Marimpietri, Seconded by Councillor McLean,  
(44) That we recommend to Council:

- A) That in conformance with the Region's Water Supply System By-Law Number 89-2003 (as amended), the Pine Grove Cemetery be required to pay frontage charges, be responsible for the cost of connecting to the Region's Water Supply System and all works on private property; and
- B) That a copy of Report #2019-W-24 of the Commissioner of Works be provided to Mr. Alex Williamson, President, Pine Grove Cemetery Board.

CARRIED

L) 2019 Works Department Business Plans and Budgets (2019-W-25)

Report #2019-W-25 from S. Siopis, Commissioner of Works, was received.

Moved by Councillor John Neal, Seconded by Councillor Smith,  
(45) That staff be directed to report back to Works Committee on April 3, 2019 with a detailed cost breakdown of the Mixed Waste Composition Study as noted on page 5 of the Works Business Plans and Budget - Solid Waste Management Booklet.

CARRIED

Moved by Councillor Marimpietri, Seconded by Councillor McLean,  
(46) That we recommend to the Finance and Administration Committee for subsequent recommendation to Regional Council:

That the 2019 Property Tax Supported Business Plans and Budgets for Works General Tax and Solid Waste Management divisions of the Works Department be approved.

CARRIED

This item will be considered at the Finance & Administration Committee meeting to be held on Tuesday, March 19, 2019.

## **8. Advisory Committee Resolutions**

There were no advisory committee resolutions to be considered.

## **9. Confidential Matters**

There were no confidential matters to be considered.

## **10. Other Business**

### **10.1 Traffic through Columbus Street**

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Councillor John Neal noted his concerns regarding the traffic on Columbus Road and Simcoe Street through the Village of Columbus, and if there is anything the Works Department can do to alleviate the problem such as a possible speed limit reduction. Staff advised they would look into this further.

### **10.2 Regional Government Review**

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Discussion ensued regarding the Regional Government Review by the Province and whether Durham Region had taken a position regarding the review.

Regional Chair Henry advised that all the Mayors of Durham Region met with 2 representatives from the Province to discuss challenges, process improvements and more. He noted that Durham Region is different from other Regions, as Durham has a larger land size, and already looks at it's Regional composition every 12 years.

**11. Date of Next Meeting**

The next regularly scheduled Works Committee meeting will be held on Wednesday, April 3, 2019 at 9:30 AM in the Lower Level Boardroom (LL-C), Regional Headquarters Building, 605 Rossland Road East, Whitby.

**12. Adjournment**

Moved by Regional Chair Henry, Seconded by Councillor Crawford, (47) That the meeting be adjourned.

CARRIED

The meeting adjourned at 11:09 AM

Respectfully submitted,

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D. Mitchell, Chair

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S. Penak, Committee Clerk



# The Regional Municipality of Durham Report

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To: The Works Committee  
From: Commissioner of Works  
Report: [#2019-WR-6](#)  
Date: April 3, 2019

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**Subject:**

EBR 013-4689 Reducing Litter and Waste in our Communities: Discussion Paper

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**Recommendations:**

That the Works Committee recommends to Regional Council:

- a) That the attached responses to the discussion paper questions (Attachment #1) be submitted to the Ministry of the Environment, Conservation and Parks as the Regional Municipality of Durham's comments on the Reducing Litter and Waste in Our Communities: Discussion Paper; and
  - b) That a copy of this report be forwarded to the Clerks of the Local Area Municipalities.
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**Report:**

**1. Purpose**

- 1.1 The purpose of this report is to provide a summary of the Reducing Litter and Waste in our Communities: Discussion Paper and to submit proposed comments for endorsement by Council for submission to the Ministry of the Environment, Conservation and Parks (MECP) during the open consultation period which ended on April 20, 2019 (Attachment #1).

## **2. Background**

- 2.1 On November 29, 2018, the MECP released “Preserving and Protecting our Environment for Future Generations A Made-in-Ontario Environment Plan” (Plan) for consultation. The Plan provides broad outlines of the environmental goals for air, land and water, reducing litter and waste and reducing greenhouse gas emissions in Ontario.
- 2.2 On February 12, 2019, the MECP released a regulatory proposal document outlining the framework for a new Ontario regulation establishing Emission Performance Standards (EPS) for industrial carbon emitters. The proposal was released for a 45-day comment period ending March 29, 2019. Comments on this proposal were submitted to the MECP and provided to Council in Information Report #2019-INFO-13.
- 2.3 On March 6, 2019, the MECP released an additional discussion paper for consultation “Reducing Litter and Waste in Our Communities: Discussion Paper” (Discussion Paper). This Discussion Paper is the second policy document outlining how the government intends to meet some of the commitments outlined in the Made-in-Ontario Environment Plan. Comments on the Discussion Paper are requested by April 20, 2019.

## **3. Reducing Litter and Waste in Our Communities: Discussion Paper**

- 3.1 The consultation background and documents can be found on the Environmental Registry of Ontario: <https://ero.ontario.ca/notice/013-4689>
- 3.2 The Discussion Paper is seeking feedback from stakeholders to support the development of policy and regulatory approaches to addressing litter and waste management concerns in Ontario.
- 3.3 The following eight areas are the focus of the Discussion Paper:
  - a) Prevent and reduce litter in neighbourhoods and parks;
  - b) Increase opportunities for Ontarians to reduce waste;
  - c) Make producers responsible for their waste;
  - d) Reduce and divert food and organic waste;
  - e) Reduce plastic waste going into landfills or waterways;
  - f) Provide clear rules for compostables;
  - g) Recover the value of resources; and
  - h) Support competitive and sustainable end-markets.



- 3.4 Feedback questions are included on each topic. Staff have developed responses to the feedback questions for submission to the MECP as Regional Municipality of Durham (Region) comments on the Discussion Paper. The responses reflect input from the Solid Waste Management Division of the Works Department, as well as the Health Department.
- 3.5 The Discussion Paper includes questions on the transition of the blue box system to extended producer responsibility and on the 4<sup>th</sup> R (Recovery) with a focus on the role and expansion of chemical and thermal treatment of wastes in Ontario.
- 3.6 Staff have identified transition of the blue box to full extended producer responsibility as the priority for action by the MECP. Provincial support to develop facilities to process recyclables into raw materials for manufacturing is another key area for action.

#### **4. Conclusion**

- 4.1 The Regional Municipality of Durham is a leading advocate for the responsible use of thermal treatment of wastes that cannot be recycled and supports the formal adoption of Recovery of Energy as the 4<sup>th</sup> R in the waste hierarchy.
- 4.2 Transition of the residential blue box program should be initiated as soon as possible to encourage the development of viable end markets for plastic packaging and the responsible use of plastic packaging by producers.
- 4.3 It is recommended that the attached responses to the discussion questions be endorsed by Regional Council and confirmed as the Regional Municipality of Durham response to the Discussion Paper. To meet the consultation timing, this report and attachment were submitted to the Ministry of Environment, Conservation and Parks in advance of the April 20, 2019 deadline. The transmittal letter indicated the response was not yet endorsed by Regional Council and the Regional Clerk would inform the Ministry of Environment, Conservation and Parks of Regional Council's final decision after its April 24, 2019 meeting.
- 4.4 This report has been reviewed by the Corporate Policy and Strategic Initiatives Division.
- 4.5 For additional information, contact: Gioseph Anello. Manager Waste Planning and Technical Service, at 905-668-7711, extension 3445.

**5. Attachments**

Attachment #1: EBR 013-4689 Reducing Litter and Waste in Our  
Communities: Discussion Paper Questions and Responses

Respectfully submitted,

**Original signed by John Presta for:**

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Susan Siopis, P.Eng.  
Commissioner of Works

Recommended for Presentation to Committee

**Original signed by:**

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Elaine C. Baxter-Trahair  
Chief Administrative Officer

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 3540

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## Reducing Litter and Waste in Our Communities: Discussion Paper Discussion Questions and Responses

### 1. Prevent and Reduce Litter in Neighbourhoods and Parks

- 1.1 How best can the province coordinate a day of action on litter? **Many communities already host “Clean-up” days or hours around Earth Day each year. Ontario should consider a province-wide clean-up day or hour around April 22 each year and encourage participation from all sectors. Providing clean-up kits to residents or groups that sponsor litter removal activities would help promote the event. Having an alternative event in the early Fall, when temperatures are still warm and snow is not an issue, could also prove useful (as a bookend to the Spring event). Just as we “Spring Clean” our environment, so too could we “tuck the community in for the Winter”, clearing litter off our community spaces before the first snowfall. Province-wide anti-litter campaigns such as the “Keep America Beautiful” campaign used in the United States could be effective at providing a common message to all Ontarians.**
- 1.2 What do you or your organization do to reduce litter and waste in our public spaces? What role should the province play to facilitate this work? **As a regional municipality, Durham Region provides extensive education for residents on recycling and reducing litter at the curb from material blowing out of blue boxes. The Region is currently conducting a pilot project to evaluate various methods of reducing litter from blue boxes. Methods under evaluation include lids, bagging blue box material, resident education and providing additional containers. The Region will be reporting the results of the pilot study to Durham Region Council later in 2019.**
- 1.3 What and where are key hotspots for litter that you think should be addressed? **Litter is frequently observed in overflowing waste receptacles in public areas (parks) and private businesses (outside fast food restaurants and malls). Many times these locations have only one garbage can without recycling options. Recycling options in these locations would provide more containers to hold material and mirror the recycling many Ontarians do at home. Community mailboxes are another source of litter with residents leaving bulk mail at the mailbox rather than taking it home for proper**

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**disposal or recycling.**

- 1.4 How do you think litter can best be prevented in the first place? Where is access to diversion and disposal particularly limited? **Reducing the quantity of single-use items sold to consumers would greatly reduce litter. Deposit return systems have been highly successful in other jurisdictions at reducing the littering of items subject to deposit. Public space recycling opportunities are limited and contribute to the litter problem in Ontario. This in an area where producer responsibility could improve Ontarians access to diversion and decrease litter in our communities.**
2. **Increase Opportunities for Ontarians to Reduce Waste**
- 2.1 How can the province best help the public participate in waste reduction and diversion activities? How can the province facilitate better diversion in lagging areas, such as multi-unit residential buildings? **The Region of Durham promotes waste reduction among residents by hosting Re-use Days in partnership with charities who benefit from donated goods. Residents are encouraged to drop off reusable household and construction items at monthly events hosted by the Region from March until October each year. The province should take a greater leadership role in educating the public on the need for waste reduction – especially food waste and single use items - and options for diversion. Multi-unit residential building owners need incentives to work with residents to provide education and facilities for recycling to make it easy, clean and expected in the building. One reason curbside recycling is effective is neighbours know who is participating and positive peer pressure is created. Building owners/managers need a way to create positive peer pressure within multi-unit residential buildings to generate similar success levels. Successful multi-residential recycling programs include extensive and continual resident education and an incentive program for participation. This has to be driven at the building owner/management level, not by the municipal or private waste collector. The province can help by creating messaging and educational tools for use by building owners.**
- 2.2 What types of initiatives do you think would result in effective and real action on waste reduction and diversion for the IC&I sectors? **Regulations requiring diversion in the IC&I sector are already in place in the 3Rs regulations. Modernizing and enforcing these existing regulations would be effective in**

- improving waste reduction and diversion in the sector. **Public targets and annual reporting on progress towards targets and comparison of progress of different companies/institutions within a sector. For example, set a diversion target for all colleges/universities, have them report on diversion annually and publish an annual diversion rate for each college/university. Very similar to the way the municipal datacall works.**
- 2.3 What role do you think regulation should play in driving more waste reduction and diversion efforts from the IC&I sectors? **Regulations should determine categories of material to be diverted for recycling and annual reporting requirements. Diversion rates should be determined and published annually. Extending EPR to the IC&I sector would assist in creating markets for the recyclable items and reduce the cost on the sector for complying. Revisions to the 3Rs regulations should include food waste reduction/food rescue for the food industry in addition to recycling paper and packaging.**
- 2.4 How can we get accurate information on waste reduction and diversion initiatives in the IC&I sectors? **The annual municipal datacall administered by RPRA has been the source of extensive, high quality municipal recycling data for years. This program could easily be expanded to include IC&I reporting.**
- 2.5 What do you think about a province-wide program for the recovery of clothing and textiles? **Clothing and textiles are a large contributor to the waste stream and a difficult to manage waste since the material must be kept dry. A province-wide program could help standardize collection methods, regulate collection sites (unmaintained bins that appear on the corner of many retail parking lots), and create a stable and expanding market for re-wearable clothes and scrap material. Producers of clothing should take the lead in establishing collection programs and encouraging participation.**
- 3. Make Producers Responsible for Their Waste**
- 3.1 How do you think the Blue Box Program could best be transitioned to full producer responsibility without disrupting services to Ontario households? **The blue box regulation must set clear service standards for curbside collection that includes matching existing collection dates established by the municipality for garbage and green bin, maintaining the current acceptable items in the blue box and extensive resident education/customer service.**

- 
- 3.2 Should it transition directly to producer responsibility under the Resource Recovery and Circular Economy Act, 2016 or through a phased approach? **The Blue Box Program should transition directly to producer responsibility through a Paper Products and packaging Regulation under the RRCEA. The regulation should establish a phase-in period during which a portion of Ontario municipalities are moved to full EPR annually. The phase in period should be no longer than 3 years.**
- 3.3 When do you think the transition of the Blue Box Program should be completed? **The province should strive to complete the Blue Box transition within 3 years to minimize the length of time there is a two-tier system of some municipalities providing Blue Box services with taxpayer funding and some municipalities receiving full producer responsibility blue box services. The transition should start with a wind-up letter issued in 2019 with transition completed by late 2023 or early 2024.**
- 3.4 What additional materials do you think should be managed through producer responsibility to maximize diversion? **Additional materials to consider for EPR include mattresses; textiles; fluorescent light bulbs and tubes; garden hoses; kitchen items such as pots, pans and cutlery; and furniture.**
- 3.5 How can we make it easier for the public to determine what should and should not go in the Blue Box? **A standardized suite of acceptable materials should be developed by producers and approved by MECP as part of the transition to full EPR. This list should apply at home, work and public space recycling. It is important that this list is consistent with what is currently accepted by the majority of Ontario municipalities.**
- 3.6 How should the province implement the transition process of its existing programs to producer responsibility without interrupting service? **Similar to the suggestions provided to Question 1 in this section, EPR regulations should set clear requirements for service standards and education then ensure they are met by producers.**
- 4. Reduce and Divert Food and Organic Waste**
- 4.1 What can be done to increase the safe rescue and donation of surplus food in Ontario? **We need to create a culture of safety in what may seem to be unorthodox practices. Our society has become accustomed to throwing out**

food past its Best Before date, or tossing food because it's wilted or no longer appears "fresh". Making food premises aware of the Ontario Donation of Food Act will remove a lot of the fears and around food donation, and encouraging ALL premises that have the capacity to receive food donations to do so, regardless of perceived need, will help destigmatize the taking of free food. Rescuing food that was otherwise destined for waste and donating to those in need must be the priority, but by creating a culture of acceptance (and by making receipt of donated food a viable and common practice), our communities will support each other in the diversion of food to a more profound level. Social enterprises such as FoodRescue.ca are already doing a stellar job of this: supporting it and other like-minded initiatives will not only get food out of the waste stream; it will show participants in tangible ways how their donation and receipt of food is making a positive impact in their community.

- 4.2 What role do you think government and industry can play in raising education and awareness on the issue of food waste? **Both government and industry can increase the education level of Ontarians on the financial and environmental cost of food waste, safe food handling practices to minimize waste, consistent food date labels to reduce consumer confusion over food safety, and the importance of participating in food waste diversion programs where available. We speak to the safe diversion of food in our food handler courses and discuss safe ways to stretch food, be it through process cooking, freezing, or meal planning. A partnership with our Nutrition program could pay dividends by creating education pieces around meal planning with an end goal of food diverted from waste. Not only is this cost-effective, it is often healthier than options outside of the home. Collaborating with industry could also extend our reach of food safety messaging while diverting food from waste. Things such as a "food school" in existing industry (grocery store locations, for example) that give concrete, practical tips on how to safely prepare food, extend its shelf life, use up leftovers, etc. could prove useful.**
- 4.3 Do you think the province should ban food waste? If so, how do you think a ban would be best developed and implemented? **A food waste disposal ban could be beneficial in increasing food waste reduction and diversion. However, a food waste ban needs to consider the differences between urban and rural Ontario and the cost-effectiveness of disposal alternatives.**

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## 5. Reduce Plastic Waste Going into Landfills or Waterways

- 5.1 What do you think is the most effective way to reduce the amount of plastic waste that ends up in our environment and waterways? **The most effective way to reduce any amount of waste is not to generate it. Producers need to reduce the amount and variety of single use plastic items provided to consumers – leadership from the federal and provincial governments in Canada is required to motivate producers to provide alternatives to single-use packaging. For plastic items that have no recycling market, recovery of energy via EFW is an effective way to reduce the volume of plastic waste and create useful energy.**
- 5.2 What role do you think the various levels of government should play in reducing plastic waste? **Since plastic waste is a global issue, leadership needs to come from both the federal and provincial governments to set guidelines and requirements for plastic packaging producers on what is acceptable and not acceptable for providing to Canadian consumers. Local municipal voluntary initiatives or bans are good for raising awareness but ineffective in addressing the objective of reducing the plastic waste sold to consumers in Canada.**
- 5.3 Would you support and participate in shoreline and other clean-up projects to keep our waterways and land free of plastic waste? **The Region would support shoreline clean-ups as a feel-good, awareness raising initiative to help educate consumers on the importance of embracing alternatives to single-use packaging. However, shoreline clean-ups are not the solution to plastic pollution in Ontario waterways, reduced or eliminated use of single-use packaging is the solution.**
- 5.4 Would a ban on single-use plastics be effective in reducing plastic waste? **A province-wide ban on single use plastics coupled with regulations, guidelines and support for reusable items would be very effective in reducing plastic waste.**
- 5.5 What are your views on reducing plastic litter through initiatives such as deposit return programs? **Deposit return programs have been very successful in other jurisdictions at reducing the quantity of litter of deposit items. Consideration of deposit return should not be limited to LCBO/beer store containers but**



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could be expanded to include all plastic beverage containers, tetra-packs (juice boxes), pouches, single-use coffee cups, etc.

## 6. Provide Clear Rules for Compostables

6.1 How do you think compostable products and packaging should be managed in Ontario? **Ontario needs to establish clear standards for compostability and strict requirements on advertising compostable products to avoid misleading claims. Coffee pods are a perfect example of an item that charges a premium for “compostable” products, yet none currently on the market meet Durham Region’s timelines for true compostability (they don’t degrade fast enough in our facilities). The onus should be on the manufacturer to meet the minimum required wait time in a standardized facility in order to label itself as a compostable product; anything less is fraudulent advertising.**

6.2 Should producers of compostable products and packaging be held responsible for the management and processing of their materials? **At a minimum, producer responsibility requirements should be established to ensure companies are responsible for the end of life management of their products similar to tires, electronics, blue box and household hazardous waste. Alternative management systems such as return to retail and mail-back should also be considered especially in locations where compost systems do not exist or cannot be modified to adapt to compostable packaging.**

6.3 What role do you think standards and facility approvals should play in the proper management of compostable products and packaging? **If the province has established clear standards for compostable packaging, all new or amended compost facility approvals should incorporate these standards to ensure the infrastructure exists to accommodate the compostable packaging.**

## 7. Recover the Value of Resources

7.1 What role do you think chemical recycling and thermal treatment should have in Ontario’s approach to managing waste? **Energy from waste can play an important role in reducing the amount of non-recyclable waste that requires disposal. Energy recovery should be formally adopted as the 4<sup>th</sup> R in the waste reduction hierarchy after Reduce, Reuse and Recycle.**

- 
- 7.2 What types of waste materials do you think are best suited for thermal treatment? **Energy recovery should be limited to non-recyclable materials remaining after diversion. Materials such as film plastic with no viable recycling options are good candidates for thermal treatment but thermal treatment should not be seen as a better alternative to reducing the use of single-use plastic items that are not recycled.**
- 7.3 How can we clearly and fairly assess the benefits and drawbacks of thermal treatment? **Evaluate energy from waste processes for both organics and non-recyclable waste materials as green energy and offsetting GHG generation. An independent poll of Ontarians would determine the real public opinion on energy from waste initiatives.**
- 7.4 Are there obstacles in the current regulatory requirements and approvals processes that could discourage the adoption of technologies such as chemical recycling and thermal treatment? How can we maintain air standards and waste management requirements in addressing these obstacles? **It is important that air standards for manufacturing facilities using waste as an alternative fuel are the same as standards for dedicated energy from waste facilities. When these facilities are approved, the MECP should take the lead in educating the public on air quality and emission standards and responding to concerns about air quality. The purpose and application of the A7 guidelines is not well understood by the public.**
- 7.5 How can we best work with municipalities and stakeholders to integrate new soil reuse rules and other best practices into operations quickly, and to continue to develop innovative approaches to soil reuse and management? **Ontario needs clear requirements for testing of soil for contaminants and a hierarchy of reuse options based on the testing results. The policy objective of keeping clean areas clean can be met while still allowing reuse of soil at other industrial sites.**
- 8. Support Competitive and Sustainable End-Markets**
- 8.1 What changes to the approvals process do you think would best facilitate a reduction in waste going to landfills? **Expansion of the EASR approvals for well understood and low-risk activities could increase opportunities for diversion. Also review of Reg. 347 requirements and definitions of waste**

**could make it easier to re-use materials in manufacturing facilities. The current regulation language is cumbersome and difficult to interpret and continues to place many regulatory obstacles for reusing material.**

8.2 What type of end-markets for resources from waste do you think Ontario is best positioned for? **Ontario is well positioned to use recyclable materials to replace natural resource use such as plastics as lumber replacements and using glass/EFW ash as construction materials.**

8.3 How do you think municipalities should be given more of a say in the landfill approvals process? **Municipalities should determine how waste is managed within their municipal boundaries. If a municipality is shipping waste out of its boundaries for disposal, then it should also be willing to accept waste from other municipalities.**



January 24, 2019

Susan Siopis  
Commissioner of Works  
Region of Durham  
605 Rossland Road East  
Whitby, ON L1N 6A3

Sent to Ms. Siopis at email: [susan.siopis@durham.ca](mailto:susan.siopis@durham.ca).

**Re: Request to Region of Durham to Improve Road Safety on Regional Road 7 (RR7) Island Road on Scugog Island in the Township of Scugog**

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Dear Ms. Siopis:

At the last regular Council meeting of the Township of Scugog held January 21, 2019 the above captioned matter was discussed.

I wish to advise that the following resolution was passed:

**“WHEREAS** Regional Road 7 (RR7) / Island Road is a highly trafficked road driven by a high number of out-of-town drivers who are unfamiliar with the road, travelling to the Great Blue Heron Casino and Entertainment Centre;

**WHEREAS** the current posted speed limit on RR7 is 80 km/hr throughout;

**WHEREAS** there have been a high number of fatal traffic collisions in 2018 as traffic volumes increase;

**WHEREAS** RR7 is the only access road on and off Scugog Island;

**WHEREAS** a closure of RR7 between Highway 7A and Head Road, or between Ma Browns Road and Pine Point Road means that traffic cannot get on or off Scugog Island as there are no other routes;

**WHEREAS** Traffic volume on RR7 is set to increase in 2019 with the completion of a 119-room hotel, a 20,000 square foot expansion to the Great Blue Heron Casino, and a 500-seat entertainment centre;

**WHEREAS** the traffic on RR7 is both residential and commercial in nature, and heavy trucks share the same road as residential vehicles and school buses that stop along this road at regular intervals;

.../2

**WHEREAS** the four critical areas of concern on RR7 include corridors between Highway 7A and Head Road, Ma Browns Road and Pine Point Road, Prentice Lane and 18351 Island Road, and Stephenson Point Road and 19100 Island Road;

**NOW THEREFORE BE IT RESOLVED THAT** the Township of Scugog requests that the Region of Durham, by June 24, 2019, reduce the speed limit on Regional Road 7 between Highway 7A and Head Road, and between Ma Browns Road and Pine Point Road to minimize the potential of a collision that will result in a closure of RR7, and thus the subsequent closure of all traffic on Scugog Island; and

**THAT** the Township of Scugog requests that the Region of Durham develop a road safety plan for RR7 as a proactive measure for the vast increase in traffic that is predicted by the end of 2019. This plan is to include road safety and traffic calming measures including speed reduction, signage, and changes to road design to improve the safety of motorists, cyclists, and pedestrians on RR7 throughout its 11.5km length.”

Should you require anything further in this regard, please do not hesitate to contact Carol Coleman, Director of Public Works, Parks and Recreation at 905-985-7346 ext. 149.

Yours sincerely,



John Paul Newman  
Director of Corporate Services/Clerk

cc: Mayor Bobbie Drew  
Paul Allore, Chief Administrative Officer  
Carol Coleman, Director of Public Works, Parks and Recreation  
Regional Councillor Wilma Wotten  
Councillor Angus Ross, Ward 3



TOWN OF AJAX  
65 Harwood Avenue South  
Ajax ON L1S 3S9  
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March 11, 2019

Mr. Ralph Walton, Regional Clerk  
Regional Municipality of Durham  
605 Rossland Rd. E.  
Whitby, ON  
L1N 6A3

Re: Westney Road/Millington Crescent Signalization

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Mr. Walton,

Please be advised that the following resolution was adopted by the General Government Committee of the Town of Ajax at its Capital Budget Meeting of February 11, 2019, and endorsed by Ajax Council at its Meeting held February 25, 2019:

ETP027 Westney Road/Millington Crescent Signalization

1. That Council amend Project Number ETP027 Westney Road/Millington Crescent Signalization as follows:
  - a. Advance project from 2023 to 2019
  - b. Amend project scope to reflect the design of safety improvements and traffic signals for Westney Road / Millington Crescent intersection
  - c. Revise costs to the amount of \$50,000, to be funded from the Development Reserve
2. That the 2019 design recommendations and associated costs inform the 2020 capital budget process, for inclusion of construction of safety improvements and signalization for the Westney Road / Millington Crescent intersection.
3. **That Staff be directed to work with the Region as required for the design of safety improvements and traffic signals, for the Westney Road / Millington Crescent intersection.**

If you require further information please contact me directly.

Sincerely,

Alexander Harras  
Manager of Legislative Services/Acting Clerk  
T: 905-619-2529 x 3342  
E: [alexander.harras@ajax.ca](mailto:alexander.harras@ajax.ca)

Cc: S. Siopis, Commissioner of Works, Region of Durham



## The Regional Municipality of Durham Report

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To: Works Committee  
From: Commissioner of Works  
Report: [#2019-W-26](#)  
Date: April 3, 2019

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### **Subject:**

Servicing Agreements with Bond & Mary Development Inc. and Bond & Mary Development Phase II Inc. for Temporary Sanitary Sewer Connections, in the City of Oshawa

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### **Recommendation:**

That the Works Committee recommends to Regional Council:

- a) That the Regional Municipality of Durham be authorized to enter into Servicing Agreements with Bond & Mary Development Inc. and Bond & Mary Development Phase II Inc. for temporary sanitary sewer connections, in the City of Oshawa to the satisfaction of the Director of Legal Services; and
  - b) That the Regional Chair and Clerk be authorized to execute any necessary documents or agreements.
- 

### **Report:**

#### **1. Purpose**

- 1.1 The purpose of this report is to seek approval to enter into Servicing Agreements with Bond & Mary Development Inc. (BMD) and Bond & Mary Development Phase II Inc. (BMD II), for temporary sanitary sewer connections, in the City of Oshawa (Oshawa), as shown on Attachment #1.

## **2. Background**

- 2.1 For new development, the Regional Municipality of Durham's (Region) Sewer Use By-Law No. 55-2013 does not permit foundation drains to discharge to the Region's Sanitary Sewerage system.
- 2.2 BMD is located at 100 Bond Street East in Oshawa. It is an existing multi-storey mixed-use building, including a single storey below grade parking structure and are the recipient of \$430,000 in financial assistance under the Regional Revitalization Program. BMD has requested a temporary connection to the Region's sanitary sewer and is required to enter into a Servicing Agreement with the Region.
- 2.3 BMD II is located at 80 Bond Street East in Oshawa. A proposed multi-storey building, including three underground parking levels is proposed on the property. BMD II has requested a temporary connection to the Region's sanitary sewer and is required to enter into a Servicing Agreement with the Region.
- 2.4 As the proposed underground parking structure at 80 Bond Street East will be the lowest elevation of both sites, this is the preferred ultimate location to collect groundwater and direct it to Oshawa's storm sewer system.
- 2.5 In order to construct the parking structure at 80 Bond Street East, dewatering will be required. Until the parking structure is complete, a temporary connection to the Region's sanitary sewer system has been requested because the water quality parameters of the groundwater do not meet the requirements to be discharged to Oshawa's storm sewer system. The temporary connection would be time-limited by the terms identified in the Servicing Agreements with the Region.
- 2.6 Atria Development (Atria) is the parent company of BMD and BMD II. Atria retained Golder Associates Ltd. (Golder) to design the groundwater collection system and obtain approvals from the regulatory agencies. Golder have advised that there are similar collection systems in place that have been approved by the regulatory agencies throughout the Province of Ontario (Ontario), and that in the event the proposed development at 80 Bond Street East does not proceed there are interim treatment solutions that can be implemented to re-direct the groundwater at 100 Bond Street East from the Region's sanitary sewerage system to Oshawa's storm sewer system.



- 2.7 Atria has advised that a private mutual access and cooperation agreement will be executed between BMD and BMD II so that only one collection system is required for both properties, as noted in Attachment #2.
- 2.8 All other Regional requirements for the Servicing Agreement will be in place, including the posting of a letter of credit for 100 per cent of the cost of the temporary works and their removal, Regional inspection requirements, the two year infrastructure maintenance period, and all conditions to the satisfaction of the Director of Legal Services.

### **3. Regional Infrastructure**

- 3.1 The proposed sanitary sewer connections are temporary and the groundwater will be re-directed to Oshawa's storm sewer system and the temporary connections will be removed in a time frame identified in the Servicing Agreement. The permanent sanitary sewer and water supply connections are already in place.

### **4. Conclusion**

- 4.1 It is recommended that the Regional Municipality of Durham enter into Servicing Agreements with Bond & Mary Development Inc. and Bond & Mary Development Phase II Inc. containing the foregoing provisions.
- 4.2 This report has been reviewed by the Finance Department and by the Legal Services Division of the Corporate Services Department.
- 4.3 For additional information, please contact Mike Hubble, Development Approvals Engineer, at 905-668-7711, extension 3460.

**5. Attachments**

Attachment #1: Location Plan – Bond & Mary Development Inc. and Bond & Mary Development Phase II Inc., in the City of Oshawa

Attachment #2: Letter from Atria Development, dated February 27, 2019

Respectfully submitted,

**Original signed by John Presta for:**

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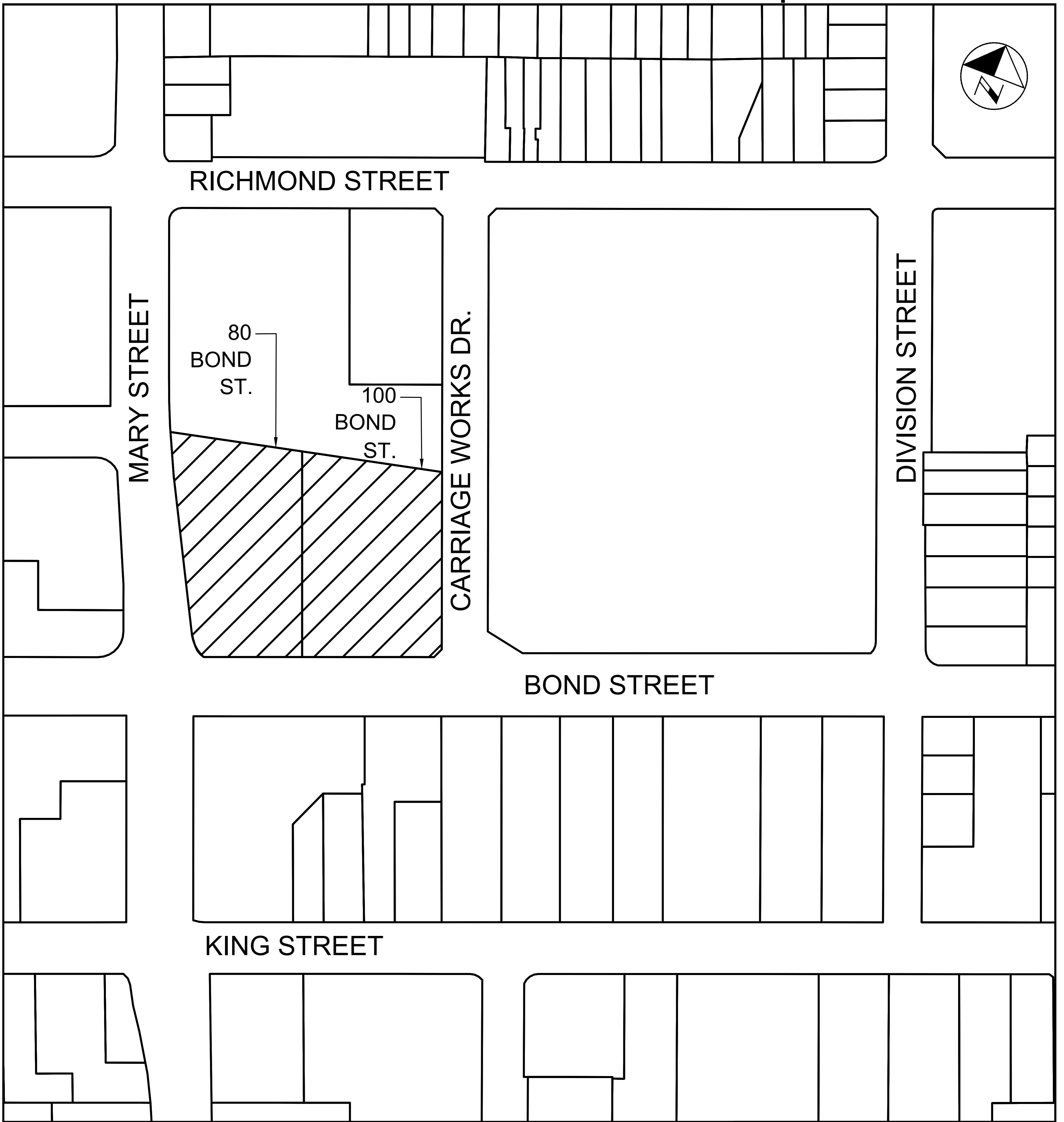
Susan Siopis, P.Eng.  
Commissioner of Works

Recommended for Presentation to Committee

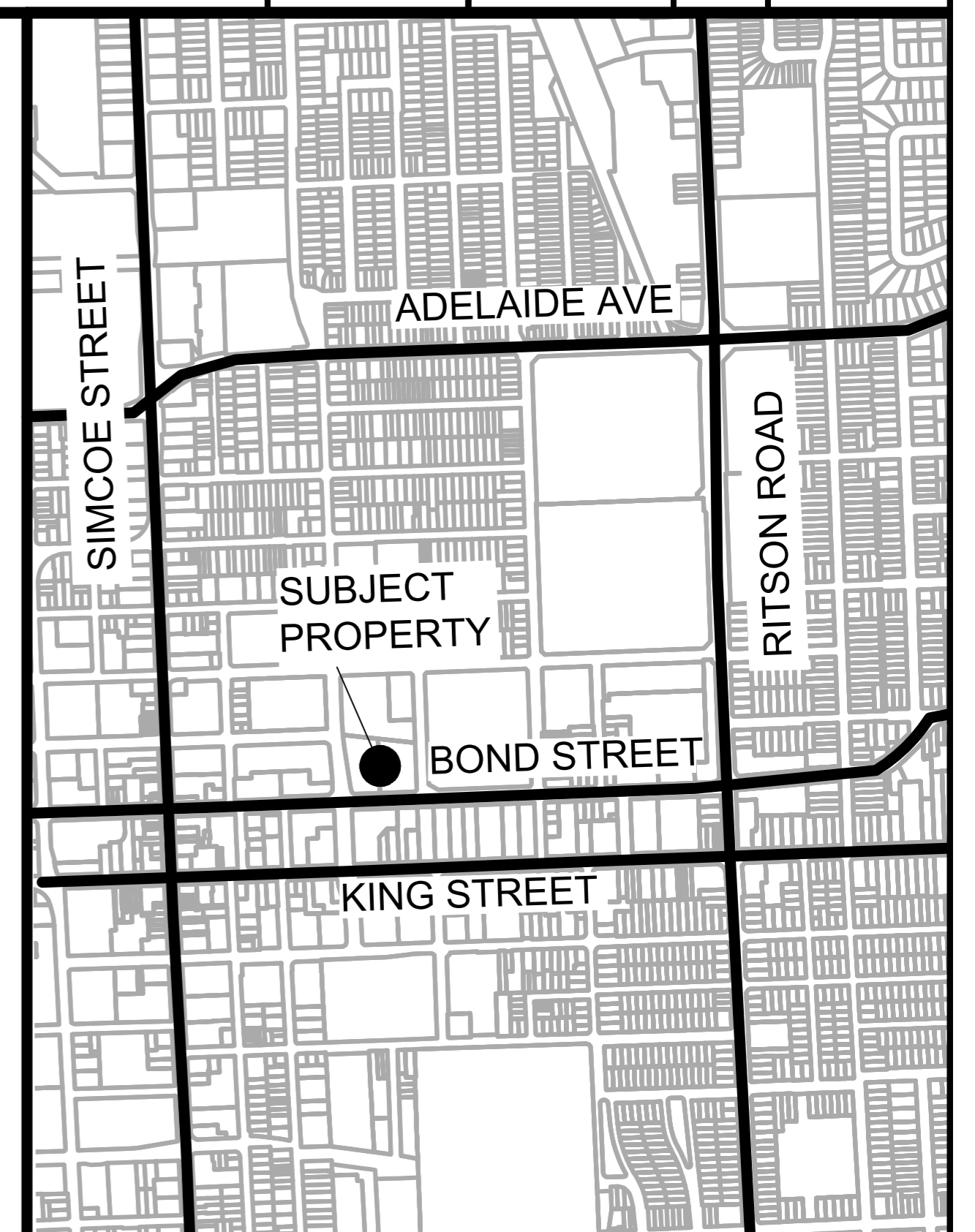
**Original signed by:**

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Elaine C. Baxter-Trahair  
Chief Administrative Officer



Attachment #1: 80 & 100 Bond Street, Oshawa



This map has been produced from a variety of sources. The Region of Durham does not make any representations concerning the accuracy, likely results, or reliability of the use of the materials. The Region disclaims all representation and warranties. © MPAC and all its suppliers. All rights reserved. Not a plan of Survey



6 Carlaw Avenue  
Toronto, ON Canada  
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T 416.466.2144  
F 416.466.1934  
W atriodevelopment.ca

February 27, 2019

Mr. Mike Hubble, P. Eng.  
Development Approvals Engineer  
The Regional Municipality of Durham  
605 Rossland Rd. E. P.O. BOX 623  
Whitby, ON L1N 6A3

Re: **MUTUAL ACCESS AND COOPERATION AGREEMENT - FOUNDATION DRAINAGE DISCHARGE SOLUTION,  
80 AND 100 BOND STREET EAST, OSHAWA, ONTARIO**

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Dear Mr. Hubble,

Bond and Mary Development Inc. ("BMD") is the owner and developer of the lands located at the municipal address of 100 Bond Street East in the City of Oshawa. Bond and Mary Development (Phase II) Inc. ("BMD II") is the owner and developer of the lands located at the municipal address of 80 Bond Street East, Oshawa.

As you know, on the basis of technical advice prepared for BMD and BMD II jointly by Golder Associates Ltd., both interim and permanent solutions to environmental management of foundation drainage water currently being collected from 100 Bond Street East and to be collected in the near future from 80 Bond Street East have been presented to The Regional Municipality of Durham (the "Region") for its consideration.

The permanent solution would require transfer of foundation drainage water generated at 100 Bond Street East via conventional water piping utilities to a dedicated treatment facility located in the lowest level proposed at 80 Bond Street East.

For the purposes of the conveyance of foundation drainage water from 100 Bond Street East to 80 Bond Street East, for design, installation, operation, monitoring and maintenance of the treatment system, BMD II grants free access to BMD personnel, its retained contractors and advisors and others agreed by BMD II (collectively, BMD Representatives") to the areas of 80 Bond Street East necessary for such design, implementation, operation, monitoring and maintenance.

Further, BMD and BMD II jointly and severally agree to design, implement, operate, monitor and maintain the permanent solution in accordance with the Agreement, City of Oshawa requirements and requirements of the Environmental Compliance Agreement to be obtained from the Ontario Ministry of Environment, Conservation and Parks. To the extent that pursuit of such design, implementation, operation, monitoring and maintenance of the permanent solution requires access to 100 Bond Street East by BMD II personnel, its retained contractors and advisors and others agreed by BMD (collectively, BMD II Representatives") to the areas of 100 Bond Street East necessary for such design, implementation, operation, monitoring and maintenance then such access is granted by BMD.

In all cases where access to BMD property is required by BMD II Representatives, or access to BMD II property is required by BMD Representatives, the nature of activities to be performed shall be communicated to both BMD

and BMD II as much time prior to initiation of such activities as reasonably practical. In the event of circumstances deemed to be an emergency by one or both of BMD and BMD II, access shall be granted immediately to the affected property for the sole purpose of addressing the emergency.

The undersigned, by application of signatures hereto, agree to the access and cooperation agreement.

Bond and Mary Developments Inc.

A handwritten signature in black ink, consisting of a stylized 'H' and 'J' with a horizontal line crossing through them.

Hans Jain, President

Bond and Mary Development (Phase II) Inc.

A handwritten signature in black ink, identical to the one on the left, consisting of a stylized 'H' and 'J' with a horizontal line crossing through them.

Hans Jain, President



# The Regional Municipality of Durham Report

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To: Works Committee  
From: Commissioner of Works  
Report: [#2019-W-27](#)  
Date: April 3, 2019

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**Subject:**

Durham Vision Zero – A Strategic Road Safety Action Plan for the Regional Municipality of Durham

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**Recommendation:**

That the Works Committee recommends to Regional Council:

- A) That Regional Council endorse a Vision Zero approach to Road Safety for the Regional Municipality of Durham;
  - B) That Regional Council endorse the recommended Strategic Road Safety Action Plan goal of a minimum 10 percent reduction in severe (i.e. fatal and injury) collisions within the next five years (2019 to 2023);
  - C) That Regional Council forward a copy of this report to the Local Area Municipalities, including a report substantially in the form of Attachment 1, in the spirit of mobilizing a concerted effort towards Vision Zero; and
  - D) That Regional Council direct staff to move forward with the next steps required to implement the Strategic Road Safety Action Plan.
- 

**Report:**

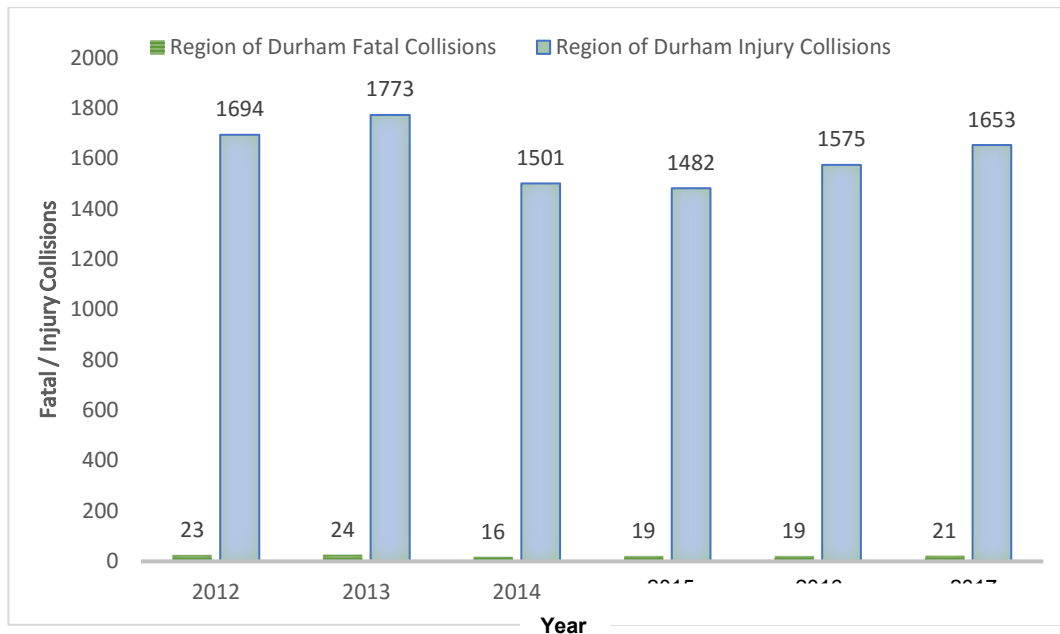
**1. Purpose**

- 1.1 The purpose of this report is to seek endorsement of a Strategic Road Safety Action Plan (SRSAP) for the Regional Municipality of Durham (Region).

- 1.2 The purpose of the SRSAP is to save lives and reduce injuries caused by motor vehicle collisions. The plan coordinates efforts of a diverse set of stakeholders in engineering, enforcement, health and education to encourage the sharing of resources and development of a Vision Zero culture for everyone involved in managing and impacting road safety in the Region.

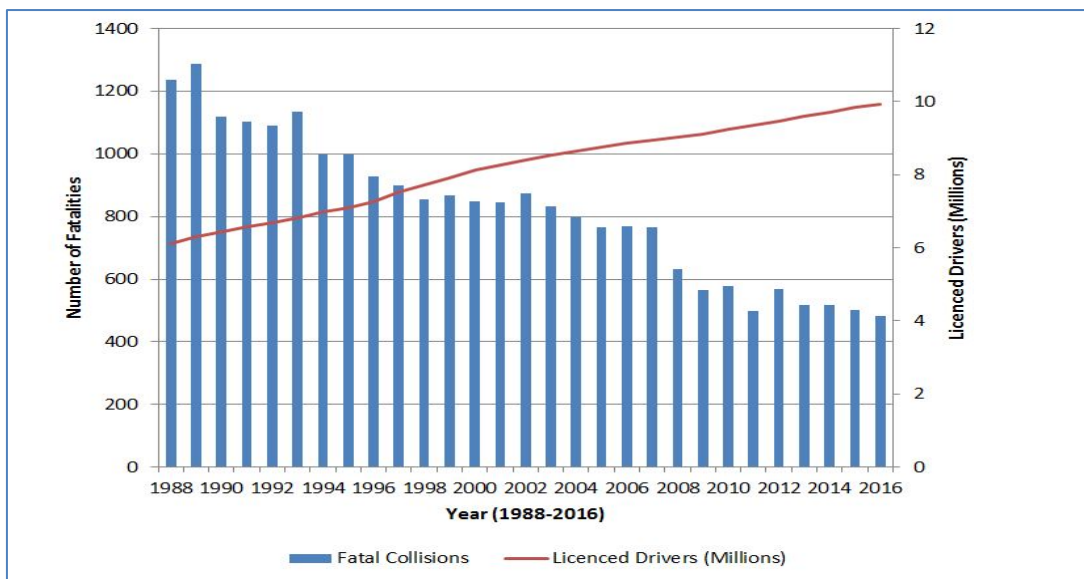
## **2. Background**

- 2.1 In 2015, Regional Council considered Report #2015-J-46 regarding the use of Red Light Camera Automated Enforcement Technology to improve safety. At that time, it was decided that the Region would focus on other safety initiatives including the preparation of an overall SRSAP to identify needs and establish priorities.
- 2.2 On March 8, 2017, Regional Council approved the award of a contract to CIMA+ (Report #2017-COW-57) to develop a SRSAP for the Region.
- 2.3 On April 4, 2018, the Committee of the Whole received Report #2018-INFO-44 and a corresponding presentation as a progress update on the SRSAP.
- 2.4 Traffic collisions are the leading cause of injury and death for people aged 18 to 24 years old across the Province of Ontario. In 2017, approximately 1,670 people were injured or killed on Regional and Local Municipal roads. Over the duration of the SRSAP Study (March 2017 to February 2019), **42** people lost their lives in motor vehicle collisions. Victims were across all ages, male/female, passengers/drivers, pedestrians, cyclists, impaired, at fault and otherwise. Figure 1 illustrates the number of fatal and injury collisions on Regional and Local Municipal roads for the most recent six-year (2012 to 2017) period.
- 2.5 The World Health Organization's Global Status Report on Road Safety 2018 reiterates these findings with road traffic injuries now being the leading killer of people aged 5 to 29 years. The report also highlights that 54 per cent of these deaths are pedestrians, cyclists and motorcyclists.



**Figure 1 – Region of Durham Fatal and Injury Collisions (2012-2017)**

2.6 Overall, fatalities on roads in the Province have been decreasing even as the number of licenced drivers has increased. Vehicle design, seatbelt use, impaired driving campaigns and improvement in road design have all contributed to this decline. Figure 2 illustrates the number of fatalities in the Province related to motor vehicle collisions between 1988 and 2016, along with the number of licenced drivers over that same period. Statistics in the Region have generally followed the same trend that has been seen across Ontario and Canada.



**Figure 2 – Ontario Traffic Fatalities and Licensed Drivers (1988-2016)**



**3. Durham Vision Zero – Strategic Road Safety Action Plan**

3.1 As described in Report #2018-INFO-44, presented in April 2018, the SRSAP (Durham Vision Zero) has identified the following vision and goal for road safety in the Region.

**Vision** – “Zero people killed or injured across all modes of transportation.”

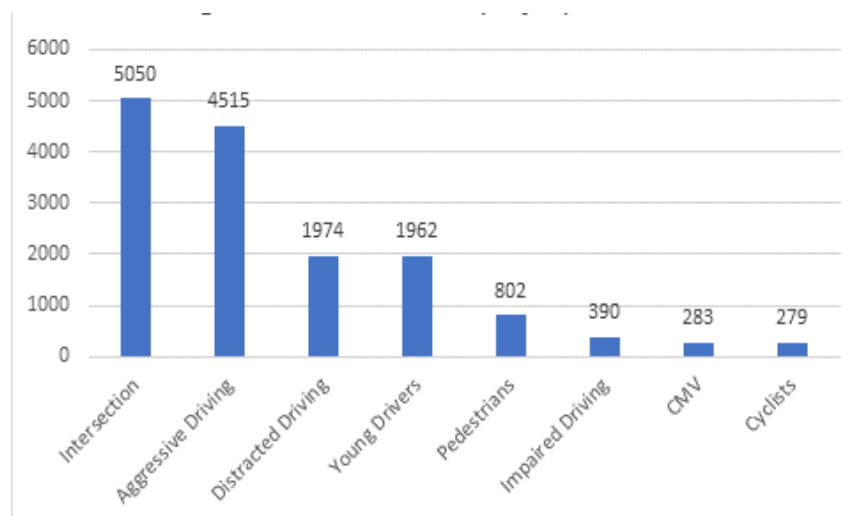
**Goal** – “A 10 per cent reduction in fatal and injury collisions over the first five years on Regional and Local Municipal roads.”

The goal is intended to be ambitious yet attainable. A minimum 10 per cent reduction over a five-year period is consistent with goals set by other Vision Zero municipalities across North America. Collision statistics will be continuously monitored, and the goal will be reviewed and updated as the plan is implemented. All opportunities to exceed the 10 percent target will be aggressively pursued.

3.2 The earlier report outlined eight emphasis areas and one awareness area. The areas selected were based on public opinion, collision data analysis and partner agency information. The emphasis areas chosen for the SRSAP are shown below.

**Emphasis Areas**

1. Intersections
2. Aggressive Driving\*
3. Distracted Driving
4. Young Drivers (16-25)
5. Pedestrians
6. Impaired Drivers
7. Commercial Vehicles (CMV)
8. Cyclists



**Figure 3 – Number of Fatal & Injury Collisions in Durham by Emphasis Area (2012 – 2016)**

**Awareness Area**

School Zones

\* Speeding was considered part of aggressive driving.

3.3 Figure 3 illustrates the fatal and injury collisions for each emphasis area. It is important to note that the collisions reported in the above figure may be

represented multiple times. For example, a collision involving a pedestrian at an intersection involving a driver who was impaired would appear in three columns.

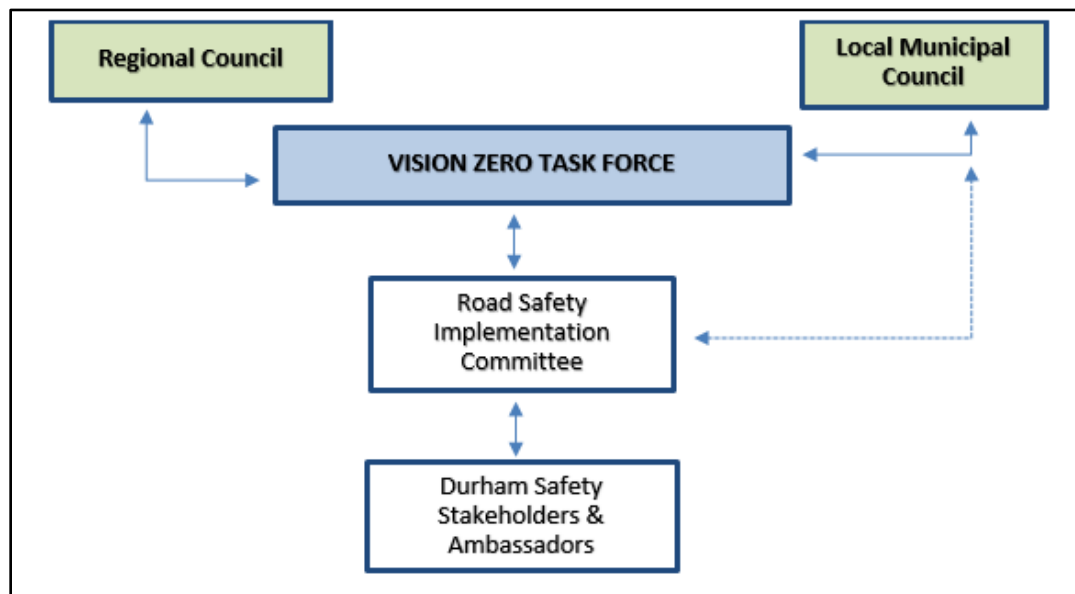
- 3.4 Several countermeasures have been identified for each emphasis area, with the expectation that these measures will reduce fatalities and injuries on the transportation system. Each countermeasure is categorized by type (engineering, education, enforcement, engagement), with a status identified as new or expanded, and an assigned action specific to an agency or multiple agencies. Table 1 lists a sample of the countermeasures identified for aggressive driving. Additional programs can be found on pages 9 through 24 in Attachment #1.

<b>Program</b>	<b>Type</b>	<b>Status</b>	<b>Action</b>	<b>Agencies</b>
Automated Speed Enforcement (ASE)	Enforcement	New	Implement ASE in school zones and community safety zones	Durham and partnering local area municipalities
Roadway Design to Discourage Speeding	Engineering	New	Narrow lane widths on urban roads to reduce operating speeds	Durham and partnering local area municipalities
Anti-Aggressive Driving Campaign	Education	New	Undertake an anti-aggressive driving public awareness campaign	Durham Regional Police Services (DRPS), Durham Works, Durham Health, Communications (Durham and DRPS)
Targeted Enforcement Initiatives	Enforcement	Existing	Service-wide initiative to allow other partners to align their enforcement efforts.	DRPS, OPP, other police services, MTO

**Table 1 – Sample Countermeasures for Aggressive Driving**

- 3.5 Two specific countermeasures, Red Light Cameras and Automated Speed Enforcement, have been identified as new programs to address intersection and aggressive driving related collisions with overarching benefits to other emphasis areas such as school zones and distracted driving. A report to Works Committee recommending an implementation strategy for these automated enforcement measures is forthcoming.

- 3.6 It is necessary to establish working and administrative groups to deliver the action plan. A Vision Zero Task Force composed of key traffic safety representatives from Traffic Safety, DRPS, Health, and Corporate Communications will be responsible for guiding the program, delivering the countermeasures and be directly responsible for the management and success of the SRSAP. The Implementation Committee will include champions from the local area municipalities as well as other partner agencies and will be responsible for implementing and evaluating countermeasures. The Stakeholder and Ambassador group is proposed to be composed of community road safety advocates to help bring ideas/issues forward and help monitor the overall progress of the plan in relation to the goal. The proposed organizational structure for the Task Force is shown in Figure 4 below.



**Figure 4 – Proposed Organizational Structure for the Vision Zero Task Force**

- 3.7 The SRSAP is intended to be a living document for guiding the safety management process for several years to come. For the SRSAP to have an impact on road safety, regular meetings of the partners are needed, where decisions can be made with respect to budgets, priorities, and goals. These meetings will provide an opportunity to evaluate progress and make sure all partners are delivering on their commitments in the plan. The plan also includes an evaluation and monitoring component to ensure the success and progress towards Vision Zero.

3.8 DRPS is the source of all collision data for the Region. Establishing a joint collision database and strong working relationship to prioritize countermeasures and better understand where and why collisions are happening is invaluable.

#### **4. Financial Implications**

4.1 The key principle of Vision Zero is in keeping with economic analysis which includes intangible or non-monetary considerations and risk assessment impacts. The focus of Vision Zero is that traffic deaths and injuries are preventable, and life and health can never be exchanged for other benefits within society.

4.2 Although the Vision Zero principle is an ideal, the societal costs associated with collisions are a reality. Direct human capital crash costs are based on the Ministry of Transportation Guidelines for Operational Performance Reviews (MTO, 2012) which identifies the cost of a fatal collision at \$1,582,000 and \$59,000 per non-fatal injury.

4.3 Annually, over the past 15 years, the Durham Municipal Insurance Pool (DMIP) has received between 100 and 300 claims related to motor vehicle collisions. The dollar amount paid directly by DMIP and their insurers are dependent on the type and severity of the claim. Municipal governments in Canada have been faced with increasingly detrimental road liability awards in both the percent liable and the dollar amounts over the past number of years. This has placed undue and unwarranted strain on already stretched municipal budgets. These burdens come in the form of increased insurance premiums and self-insured exposures.

4.4 Focusing Regional dollars to improve safety by initiating the planned countermeasures, will in return, result in potential savings in the areas of societal collision costs and insurance claims.

4.5 The Region's proposed investment in road safety improvements is reflected in the capital and road rehabilitation programs. Engineering improvements such as installing roundabouts, adding turn lanes, improving signage, and line marking are some examples of the existing investments the Region is making. To better guide the safety investment towards Vision Zero and align all the resources from the Region, it is recommended that all safety related improvements moving forward be branded as Durham Vision Zero initiatives. This will institutionalize changes in the road safety culture and encourage coordination.

4.6 To ensure that the 10 per cent fatal and injury collision reduction goal is met, it will be necessary to initiate as many countermeasures as possible. The Region's 2019 budget has identified an additional \$250,000 in operating funds and an additional \$200,000 in capital investments related to Vision Zero initiatives. Beyond 2019, additional funding and staffing requests, and where relevant, realignment of existing resources and costs will be brought forward for approval to implement additional countermeasures.

**5. Conclusions**

- 5.1 This report recommends the approval of Durham Vision Zero – A Strategic Road Safety Action Plan – that unifies and coordinates all the various efforts of all the key partner agencies, under one banner, with one common vision to eliminate fatal and injury collisions.
- 5.2 A collaborative approach was and will continue to be key in addressing common traffic safety challenges. The Strategic Road Safety Action Plan was prepared to align with Regional Council's values, which will continue to be considered in the implementation of the plan.
- 5.3 This report has been reviewed by the Legislative Services and Legal Services Divisions of the Corporate Services Department and the Finance Department.
- 5.4 For additional information, contact Steven Kemp, Manager of Traffic Engineering and Operations at 905-668-7711, extension 4701.

**6. Attachments**

Attachment #1: Durham Vision Zero – Strategic Road Safety Action Plan – Final Report

Respectfully submitted,

**Original signed by John Presta for:**

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Susan Siopis, P.Eng.  
Commissioner of Works

Recommended for Presentation to Committee

**Original signed by:**

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Elaine C. Baxter-Trahair  
Chief Administrative Officer



# Strategic Road Safety Action Plan



**Vision: Zero people killed or injured  
across all modes of transportation.**

**This document is dedicated to the friends and families of  
those who have lost their lives in motor vehicle  
collisions.**

## Table Of Contents

<b>A Message from the Regional Chair &amp; CEO and the Chief Administrative Officer</b> .....	<b>1</b>
<b>A Message from Paul Martin, Chief of Police, and Susan Siopis, Commissioner of Works</b> .....	<b>2</b>
<b>Steering Committee Members</b> .....	<b>3</b>
<b>Introduction</b> .....	<b>4</b>
<b>Quick Facts</b> .....	<b>5</b>
<b>Vision Zero</b> .....	<b>7</b>
<b>Vision and Goal</b> .....	<b>7</b>
<b>Strategic Road Safety Action Plan Emphasis Areas</b> .....	<b>8</b>
<b>Awareness Area: School Zones</b> .....	<b>8</b>
<b>Emphasis Area 1: Intersections</b> .....	<b>9</b>
<b>Emphasis Area 2: Aggressive Driving</b> .....	<b>11</b>
<b>Emphasis Area 3: Distracted Driving</b> .....	<b>13</b>
<b>Emphasis Area 4: Young Drivers</b> .....	<b>15</b>
<b>Emphasis Area 5: Pedestrians</b> .....	<b>17</b>
<b>Emphasis Area 6: Impaired Driving</b> .....	<b>19</b>
<b>Emphasis Area 7: Cyclists</b> .....	<b>21</b>
<b>Emphasis Area 8: Commercial Vehicles</b> .....	<b>23</b>
<b>Traffic Safety Culture</b> .....	<b>25</b>
<b>Moving Forward</b> .....	<b>26</b>

If you require this information in an accessible format, please contact 1-800-372-1102 extension 4700





## A Message from John Henry, Regional Chair & CEO and Elaine Baxter-Trahair, Chief Administrative Officer

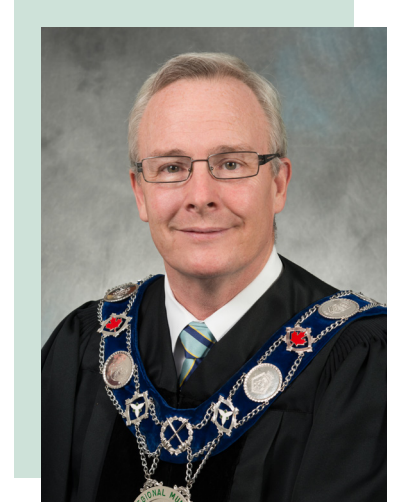
With enthusiasm, we share with you the Region of Durham's first strategic road safety action plan: Durham Vision Zero.

There is an economic toll when collisions happen in Durham Region. From the emergency response by police, fire and paramedics, to healthcare costs, and public works expenses for roadway repairs and improvements—in Durham, an average of 6,700 reported collisions per year result in an average of \$225 million in fiscal impact.

But what's more important than any fiscal expense is the dramatic effect that the loss of life, and life-altering injuries, has on families and our community at large. When a resident suddenly dies on our roadways, it is not just a traffic inconvenience. The community member we lose—the hockey coach, the teacher, the friendly neighbour who shovels your driveway—has needlessly been denied the right to celebrate their next birthday, to be at their kids' graduation, to feel the warm summer breeze as they cycle the waterfront. That's why the guiding principle of Durham Vision Zero is that no loss of life on our roads is acceptable.

Through Durham Vision Zero, Regional Council has purposefully chosen to endorse preventing collisions from happening in the first place, instead of spending money responding to them. By investing in public education, new road safety technologies, increased law enforcement and more—the investment will pay off endlessly for our community, because the cost of saving a life is priceless.

This new strategic road safety action plan is the result of collaboration with many stakeholders and partner organizations in our community. But our most important champion for Durham Vision Zero is you. Drive like you could save someone's life, and let's get everybody home to their families safely.



## A Message from Paul Martin, Chief of Police, and Susan Siopis, Commissioner of Works

About 20 times each year, Durham Regional Police Service (DRPS) officers have the unfortunate task of telling families that their loved one will not be coming home, as the result of a collision.

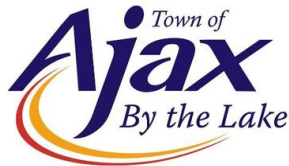
Collisions do not happen by accident, and can always be prevented—whether through reduced speed, smarter road design, or increased enforcement. Durham Region’s Works Department builds the backbone of safety—elements such as road design, traffic safety infrastructure and road maintenance. With a joint goal of safer roads for everyone, we recognize that engineering doesn’t work without enforcement, enforcement doesn’t work without education, and by working together we can create a culture of road safety in Durham Region.

Members of DRPS take great strides to educate on and enforce the laws that keep road users accountable for their actions. Despite there being more people on the road every year in Durham, collisions have stayed relatively the same or, in some cases, have lowered during the past year. This is great news as we work with community partners to implement Durham Vision Zero—a collaborative five-year plan that will continue to evolve as new technology changes the way we travel.

Road safety issues are being addressed with a great deal of collaboration among DRPS, the Region of Durham, local area municipalities and our community partners in road safety—many of those initiatives are outlined in this plan. We continue to develop meaningful opportunities to share data and resources. This kind of teamwork goes a long way to making residents safer when they travel throughout the Region, with the ultimate goal that, one day, no officer should ever have to deliver the heartbreaking news of a life lost in a collision here in Durham.



## Steering Committee Members



Appreciation goes out to additional contributing parties involved in past and future plan development.



## Introduction

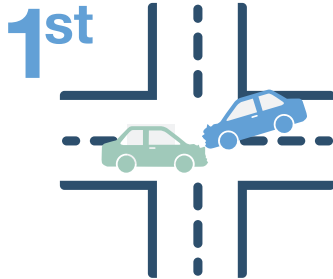
The Region of Durham is the largest geographical jurisdiction in the Greater Toronto Area, encompassing an area of approximately 2,532 square kilometers and containing 832 kilometers of arterial roadways. The population of the Region is estimated to be about 660,000 and is expected to reach almost one million people by the year 2031, which is more than double the 1991 population. Approximately 90% of the population and employment is in the local municipal areas of the City of Pickering, Town of Ajax, Town of Whitby, City of Oshawa, and the Municipality of Clarington. The Townships of Brock, Scugog, Uxbridge, and the Mississauga's of Scugog Island First Nation represent the remaining 10% of the population.

The Region experiences on average over 6,700 reported collisions per year.<sup>1</sup> These traffic collisions cost Regional road users and residents approximately \$225 million in direct and indirect costs every year. These collisions exact a great emotional and societal toll on all persons involved.

In the past decade, traffic safety practitioners have made significant progress in developing and maturing techniques to more accurately identify locations with the highest potential for improving road safety, diagnosing causal factors, and recommending effective countermeasures.

The Region has developed a Strategic Road Safety Action Plan (SRSAP), which incorporates Vision Zero, to reduce the number and severity of collisions in the Region. The Region wants to make sure everyone arrives safely to their destination. The SRSAP's purpose is to save lives and reduce injuries caused by motor vehicle collisions. This plan, as well as the statistics presented in this document, focus on fatal and injury collisions. This plan is structured to best coordinate a diverse set of stakeholders in engineering, enforcement, and education realms, encourage the sharing of resources, and provide the necessary oversight to ensure the integrated SRSAP is embedded within the culture of all those managing aspects of transportation in the Region.

## Quick Facts<sup>2</sup>



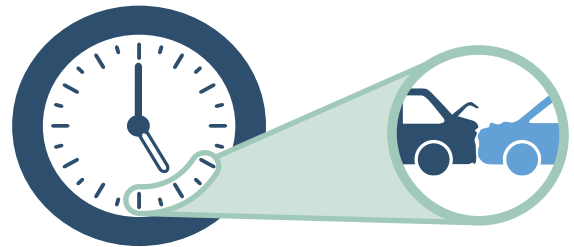
**Intersection collisions**  
are the most common  
type of collision



**Aggressive Driving**  
is the second most common  
type of collisions<sup>3</sup>



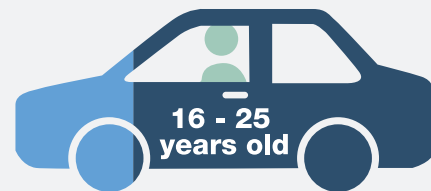
**One in seven** cannabis users  
reported driving at least once within  
two hours of using cannabis<sup>4</sup>



**PM rush hour (4PM - 6PM)**  
during the week is the most  
common time for collisions



**44%** of all pedestrians involved in  
collisions are between the ages of  
**0 and 25 years**



**27%** of at-fault drivers are  
between the ages of  
**16 and 25 years**



2 — Regional statistics are based on fatal and injury collisions.

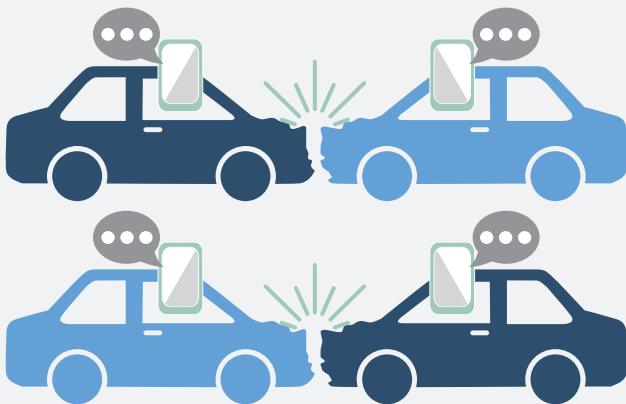
3 — Aggressive Driving is defined as following too close, disobeying traffic control, failing to yield right-of-way, speeding too fast for road conditions, and exceeding speed limit.

4 — Within a three month period - Statistics Canada's latest National Cannabis Survey (2nd quarter, 2018 - pre-legalization).

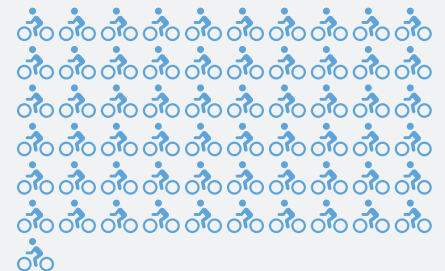
## Quick Facts

### Trips Made by Residents of Regional Municipality of Durham<sup>5</sup>

Time Period	Number of Trips	Mode of Transportation					
		Driver	Pass.	Transit	Go Train	Walk & Cycle	
	<b>298,700</b>	<b>67%</b>	<b>11%</b>	<b>4%</b>	<b>5%</b>	<b>8%</b>	<b>5%</b>
	<b>1,279,200</b>	<b>72%</b>	<b>14%</b>	<b>3%</b>	<b>3%</b>	<b>5%</b>	<b>3%</b>



A driver using a phone is **four times** more likely to crash than a driver focusing on the road<sup>6</sup>



By 2016, cyclist collisions had increased **265%** (61 collisions from 2012 to 2016)<sup>7</sup>

5 — Durham Transportation Tomorrow Survey (TTS), 2016.

6 — MTO (2013) <https://www.ontario.ca/page/distracted-driving>.

7 — 2012 to 2016 collision data is reviewed as a part of the development of the SRSAP.

## Vision and Goal for Durham Region's Vision Zero Strategic Road Safety Action Plan

### Vision Zero

Vision Zero is a road safety concept that originated in Sweden in 1997 and has been adopted in various forms around the world. It can be summarized in one sentence:

**No loss of life is acceptable as a result of a motor vehicle collision.**

The Vision is based on the simple reality that humans make mistakes. The road system needs to keep people moving, but must also be designed to protect people at every turn. This protection can take one of two forms: preventing collisions from occurring or designing the road network to minimize the consequences of collisions that do occur.



### SRSAP Vision and Goal

In order for the SRSAP to have an overall strategy for reducing motor vehicle fatalities and injuries in the Region, a vision and goal were developed. A vision is a high-level, long-term viewpoint that usually spans an extended period of time. The Region's vision for the SRSAP ties in with Vision Zero:

**Vision: Zero people killed or injured across all modes of transportation.**



The vision can not be achieved overnight; it will take time and effort. In order to start the process of achieving the vision of zero deaths and injuries for all modes of transportation in the Region, the following goal was established:

**Goal: 10% reduction of fatal and injury collisions within five years (2019-2023).**



The goal acts as a stepping stone in working towards reaching the vision.

The goal that the Region established for the SRSAP is for 5 years; after five years, the plan will be re-evaluated and a new goal will be set. This will be a repeated process for the SRSAP as the Region moves towards zero.

## Strategic Road Safety Action Plan Emphasis Areas

The basis of a strategic road safety program is to apply resources to the most prominent or severe safety situations which leads to the best chance of success. An emphasis area is a type or group of collisions that has been identified as among the largest or of most concern. The selection of emphasis areas included three types of inputs: public opinion, collision data analysis, and partner agency information.

An online survey was distributed to the residents of Durham. As well, public information centres were held to obtain the public's input on road safety. The public perceives the most serious concerns to be driver behaviours of

distracted driving, impaired driving, aggressive driving, and speeding. Data analysis was conducted on collision data for 2012 to 2016 inclusive. The analysis not only looked at the overall size of various collision types, but considered trends, such as the recent increase in cycling collisions. To match the vision, only fatal and injury collision data was used. Overall, the public's road safety concerns closely matched the top emphasis areas determined by data analysis.

The emphasis areas chosen for the SRSAP are shown below (speeding was considered part of aggressive driving):

 <p><b>1. Intersections</b></p>	 <p><b>2. Aggressive Driving</b></p>	 <p><b>3. Distracted Driving</b></p>	 <p><b>4. Young Drivers</b></p>
 <p><b>5. Pedestrians</b></p>	 <p><b>6. Impaired Driving</b></p>	 <p><b>7. Cyclists</b></p>	 <p><b>8. Commercial Vehicles</b></p>

### Awareness Area: School Zones

A focus on collisions in school zones was not supported by the collision data analysis but the public clearly identified schools as an area of concern. As such, these types of collisions will be considered an awareness area (an aspect to be part of the overall strategy) while developing the action plan for the eight emphasis areas.



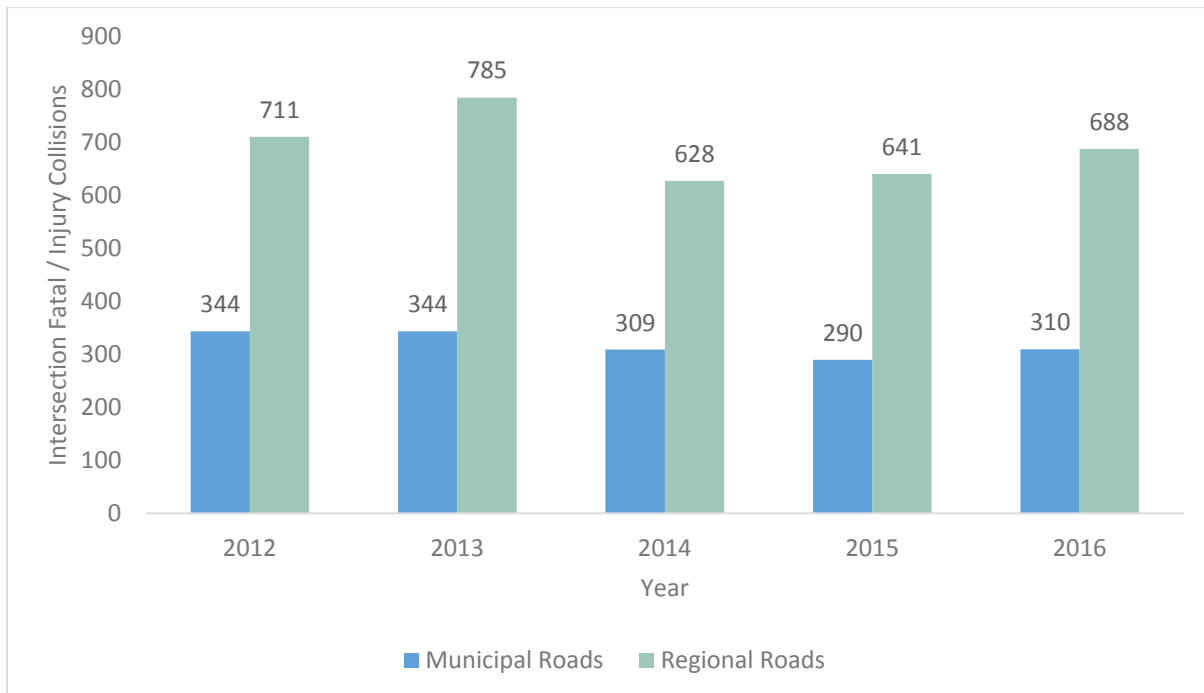


## Emphasis Area 1: Intersections

Collisions at intersections form the single largest emphasis area. The graph below shows the history of intersection collisions in the Region. From 2012 to 2016, the annual average at intersections was approximately 1000 collisions. The most common impact type was turning movement. Rear-end collisions likely overlap with the aggressive and distracted driving emphasis areas. Turning movement and angle collisions best lend themselves to engineering solutions that can directly address the issues causing those types of collisions.



Collisions caused by **turning movements** are the most common types of collisions at intersections in the Region, and are approximately a third of all intersection fatal and injury collisions.



The programs that are listed below are a sample of potential new and expanded programs that the partners of the SRSAP plan to implement.

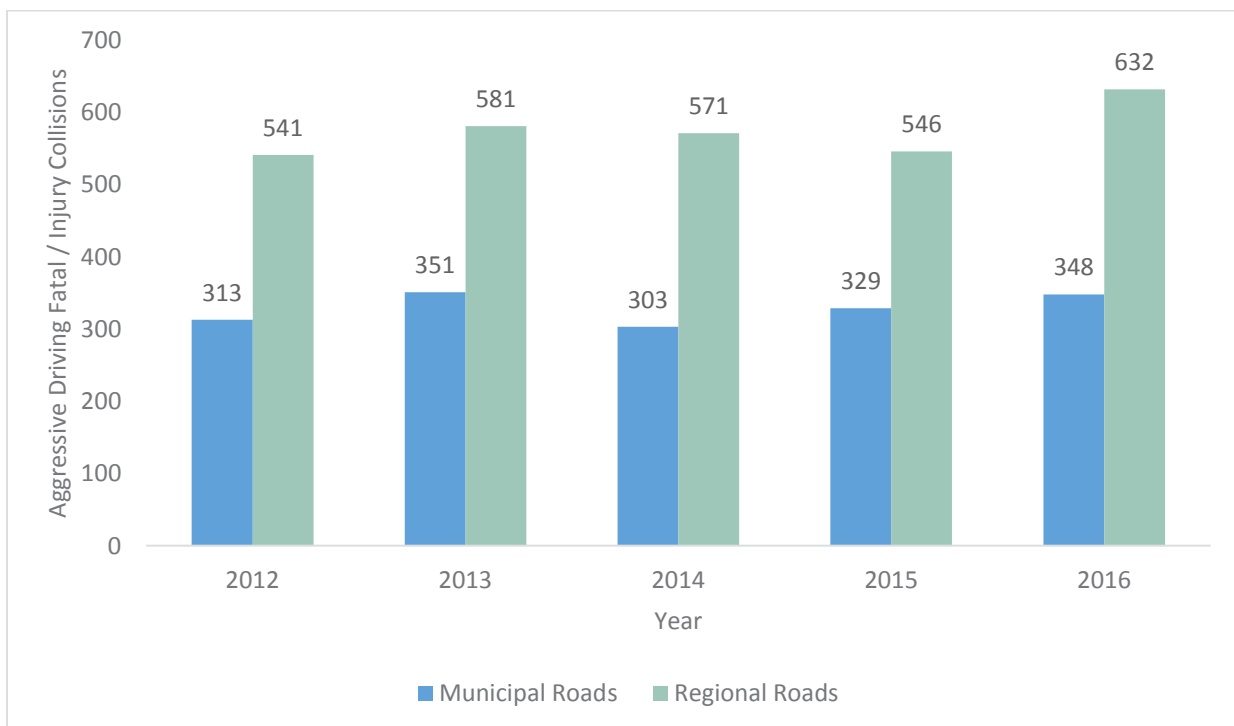
Emphasis Area 1: Intersections		
Program	Action	Targeted Collisions/ Effectiveness
Tighter Curb Radii	Smaller turning radii increase pedestrian safety by shortening crossing distances, increasing pedestrian visibility, and decreasing vehicle turning speed.	Reduction in the frequency and/or severity of turning movement collisions as well as pedestrian collisions at intersections.
Signal Head Reflective Border	Application of a yellow retroreflective border to existing signal backplates, framing the traffic signal heads. This reflective strip improves the visibility of the signal by providing a consistent and contrasting background. The border will be visible during the day with greatly increased visibility at night or under limited visibility conditions. This will be particularly helpful to the aging population and those with color blindness.	Improvement of visibility of intersections and reduction of frequency and/or severity of collisions at intersections.
Roundabouts	A roundabout is a circular intersection where two or more roads meet. Traffic flows counter-clockwise around the centre median. Vehicles entering yield to the traffic already in the roundabout. Roundabouts improve traffic flow and eliminate right-angle collisions.	Reduction in the frequency and severity of collisions at an intersection.
Protected Only Left Turn Phasing	Addition of an extra interval in the signal timing for left turns to proceed without conflict.	Reduction in frequency and/or severity of angle collisions at intersections.
Right-Turn on Red Prohibitions	Install and by-law right-turn on red prohibitions at locations identified through network screening, safety audits, and/or high pedestrian collisions.	Reduction in frequency and/or severity of pedestrian collisions and turning movement collisions at intersections.

## Emphasis Area 2: Aggressive Driving


Aggressive driving actions include speeding, driving too fast for conditions, following too close, disobeying traffic control, and failing to yield the right-of-way. The history of the collisions from aggressive driving in the Region is shown in the graph below. The suggested response to aggressive driving collisions includes a balance of engineering measures, increased and/or better targeted enforcement, and educational campaigns.



The most common type of **aggressive driving** collision that causes an injury or a fatality in the Region is failing to yield the right of way (39%), followed by drivers following too closely (31%)



The programs that are listed below are a sample of potential new and expanded programs that the partners of the SRSAP plan to implement.

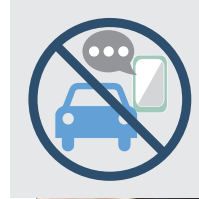
Emphasis Area 2: Aggressive Driving		
Program	Action	Targeted Collisions/ Effectiveness
Roadway Design to Discourage Speeding	Designing the roads to influence drivers to operate at the safe operating speed. Installation of narrow lane widths, edge lines, curb and gutter, on-street parking, etc. are some ways to constrain the driving environment and discourage aggressive driving.	Reduction in the frequency and/or severity of collisions caused by speeding vehicles.
Automated Enforcement 	An enforcement technique that uses sensors to record images of motor vehicles that are travelling above a specified threshold or running red lights at intersections.	Reduction in the frequency and/or severity of collisions at intersections as well as collisions caused by speeding vehicles.
Flexible In-Road Warning Signs	These signs delineate traffic or guide traffic into a specific lane. They also provide warning to drivers of certain obstacles, such as pedestrian crossing areas or cycling facilities.	Reduction in the frequency and/or severity of crossover collisions.
Transverse Rumble Strips	Transverse rumble strips are used to warn drivers in rural areas that they are approaching a stop sign. The strips typically consist of grooves crossing the roadway surface to provide a tactile and audible warning for drivers.	Increases the presence of intersections and reduces the frequency and/or severity of collisions.
Centre Median Barriers	Installation of centre medians to prevent head on collisions in urban areas where necessary. The median will also restrict conflicting turning movements at entrances.	Reduction in collisions due to vehicles colliding with opposing traffic.
Targeted Enforcement Initiatives	Durham Regional Police Services (DRPS) has recently initiated a service-wide traffic initiative calendar to ensure all Divisional Leaders are aware of the Regional Traffic Targeted Enforcement initiatives and to allow other partners to align their enforcement efforts.	Increases awareness of aggressive driving behaviours and reduces the amount of aggressive driving collisions.
Anti-Aggressive Driving Campaign	Durham Vision Zero anti-aggressive driving public awareness campaign using advertising such as social media (#DurhamVisionZero), internet videos, radio ads, and advertisements in transit/bus shelters.	Increases awareness of aggressive driving behaviours and reduces the amount of aggressive driving collisions.



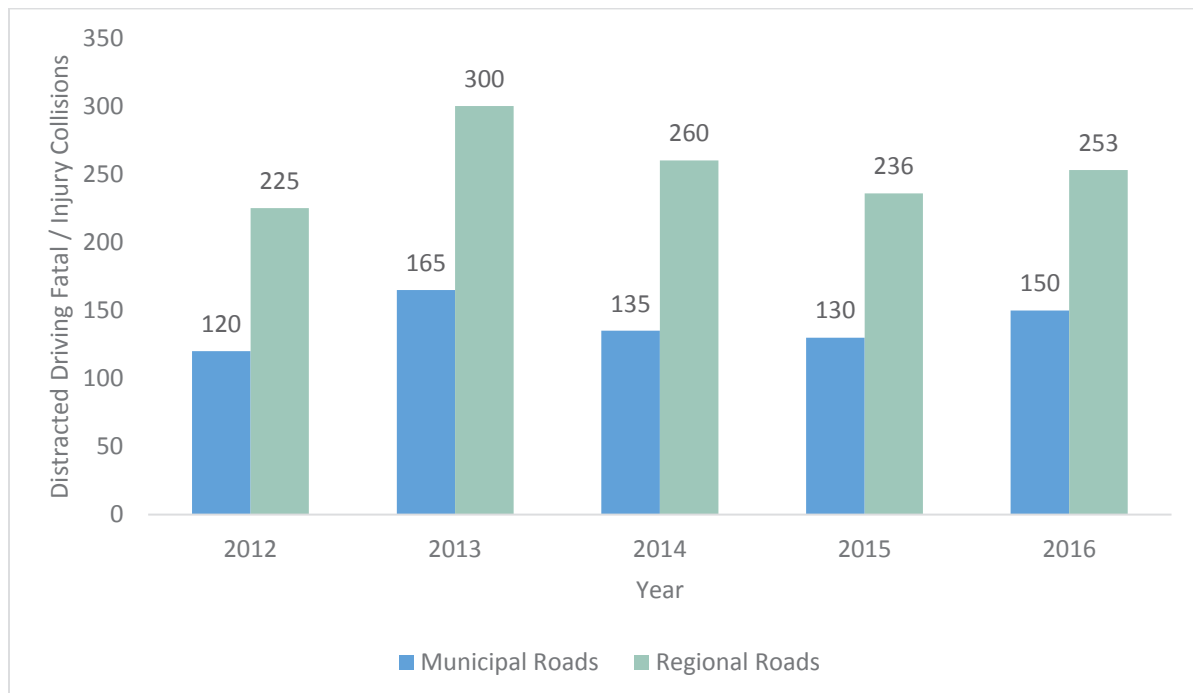
Indicates a school zone related countermeasure.

## Emphasis Area 3: Distracted Driving

Collisions involving distracted driving are coded on police reports as the driver being inattentive, but it is likely that this type of collision is underreported, as it is difficult to confirm. Distraction can also be a result of the roadside environment, therefore it is important that we limit signage and other infrastructure within the right-of-way to their primary objective of transportation guidance. The history of reported distracted driving collisions is shown in the graph below.



Approximately **1/4** of all fatal and injury collisions in the Region are due to **distracted driving.**



The programs that are listed below are a sample of potential new and expanded programs that the partners of the SRSAP plan to implement.

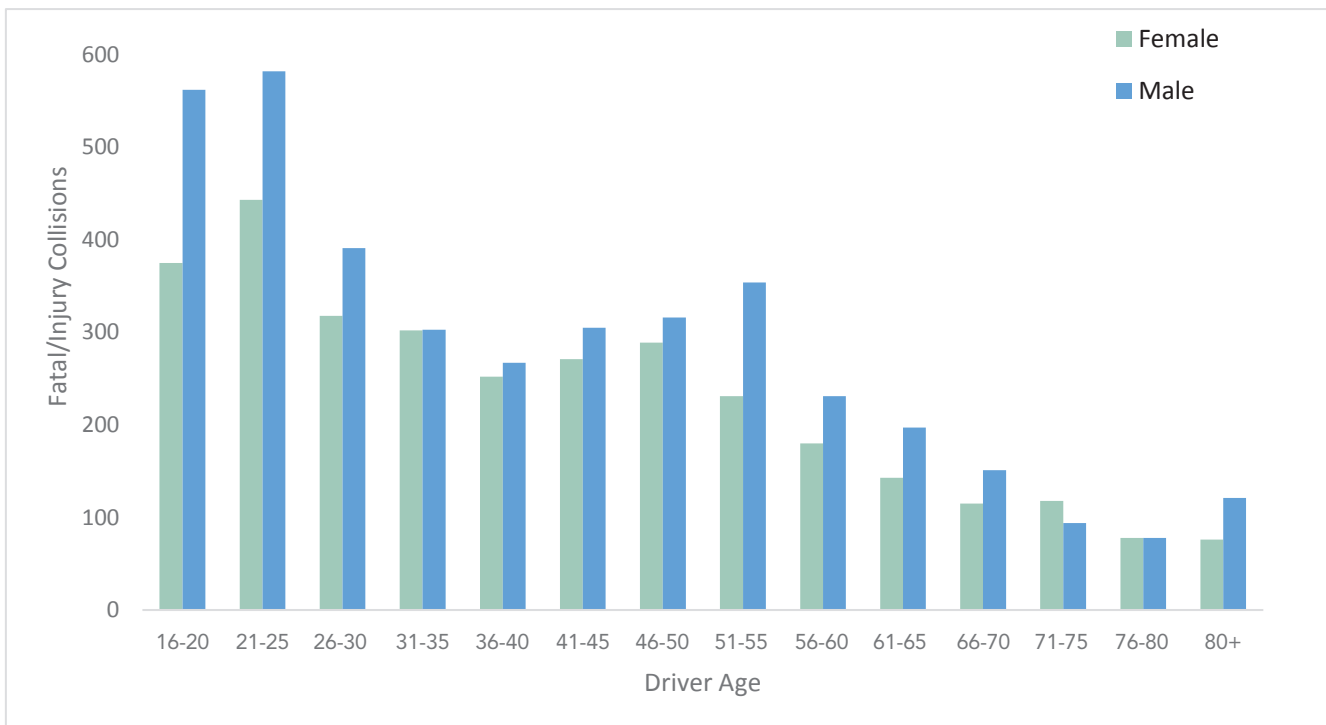
Emphasis Area 3: Distracted Driving		
Program	Action	Targeted Collisions/ Effectiveness
Spirals	Spirals are used on higher-speed curves to overcome the abrupt change in curvature from straight to turning. The spiral curve is used to gradually change the curvature of the road.	Reduction in vehicles that are involved in single motor vehicle run-off-the-road collisions.
Safety Edge	A safety edge is a construction technique in which the road edge is angled so that a driver is able to get back on to the road safely if they encroach onto the granular shoulder.	Improves the drivers ability to control the vehicle when accidentally leaving the travel lane.
Roadside Safety Signs	Install hazard markers on poles and other obstacles that are located near the edge of the travel lanes. The signs warn drivers, especially commercial vehicles, during the night to give clearance to poles or hazards.	Improved visibility of hazards and reduction in number and/or frequency of run-off-the-road collisions.
Vegetation Along Snow Drifts	Plant vegetation or install fencing alongside roadways that are at high risk for drifting snow.	Increased road surface condition and reduction in run-off-the-road collisions.
Distracted Driving Communication Campaign	Distracted and drug impaired messages in universities, commercials on Global TV Durham, posters, ads on social media, pamphlets and displays.	Increases public awareness of the consequences of distracted driving behaviour and reduces the frequency and/or severity of distracted driving collisions.

## Emphasis Area 4: Young Drivers





Young drivers aged 16 to 25 years are the single age group with the largest number of collisions, as shown in the graph below (total collisions from 2012 to 2016). Inexperience and driving beyond the driver's skill level are the primary reasons why young drivers have a higher chance of being involved in a collision. The countermeasures for this emphasis areas are educational and enforcement programs.



Approximately **1/4** of all fatal and injury collisions in the Region involve **young drivers** (16 – 25 years old).



The programs that are listed below are a sample of potential new and expanded programs that the partners of the SRSAP plan to implement.

Emphasis Area 4: Young Drivers		
Program	Action	Targeted Collisions/ Effectiveness
Weed Out the Risk Campaign	An educational program targeting Grades 9-12 on the dangers associated with impairment by drugs. The objective is to provide knowledge on drug impairment at varying levels and periods within the calendar year. Emphasis on grades 9-10 in the fall so as to impact the newest student population as they enter high school. Educational efforts will target Grades 11 and 12 in the spring as many prepare to leave their high school and enter the world of employment or post-secondary education.	Increases public awareness of the dangers of driving impaired and reduces the frequency and/or severity of impaired driving involving young drivers.
Distracted Walking Program 	DRPS Auxiliary Unit will implement a Distracted Walking program in the elementary schools and educate the students on the dangers of texting while walking.	Increases public awareness of the dangers of walking while distracted and reduces the frequency and/or severity involving the younger demographic.
PARTY Program 	Students hear from police officers, paramedics, doctors, a coroner, nurses, the blood and tissue bank, rehabilitation professionals, and injury survivors. Students hear firsthand experiences from the people who experience them. This program is real, emotional, scientific, and lifesaving.	Increases teen awareness on the severity of driving impaired. Reduces the frequency and/or severity of collisions involving young drivers.
Driving Around Cyclist Education 	Education for drivers on how to avoid cyclist collisions. It will educate drivers on what to look for while driving near cyclists and how to expect the unexpected.	Reduction in the frequency and/or severity of cyclist collisions.
National Teen Driver Safety Week 	Educational strategies that include social media posts, positive ticketing, interactive questions and answer activities, promotional items, presentations, assemblies, contests, and more.	Increases teen awareness on driving properly and reduces the frequency and/or severity of collisions involving young drivers.



Indicates a school zone related countermeasure.

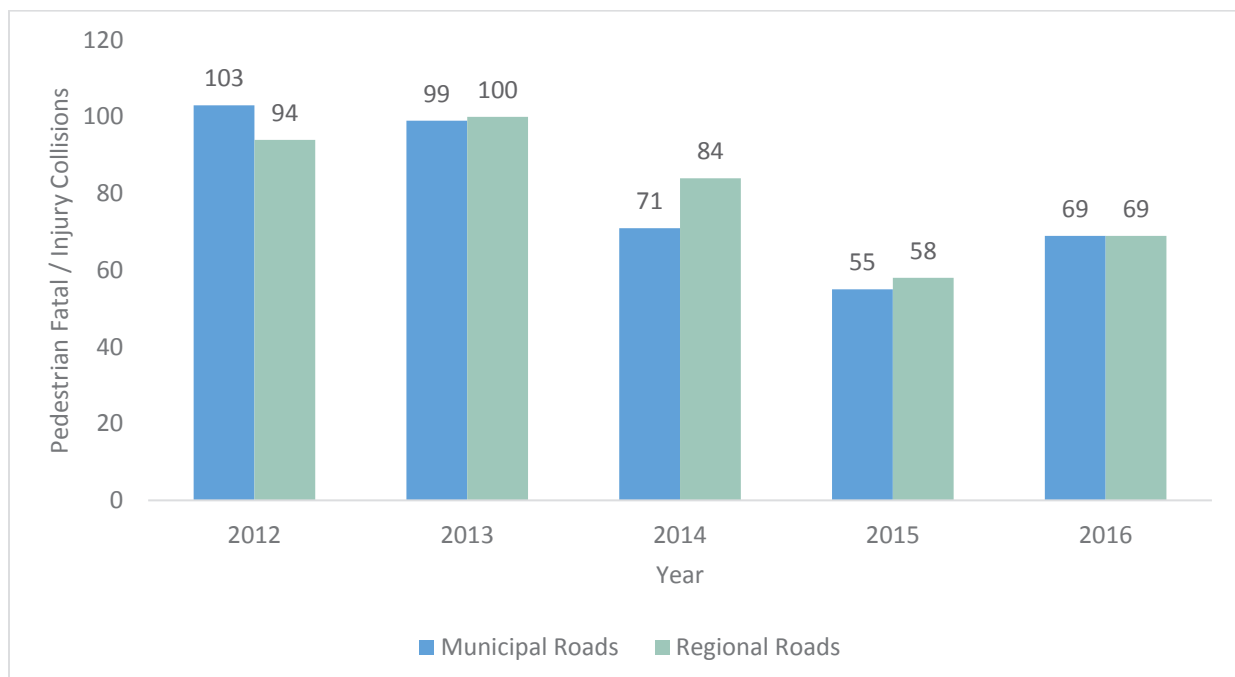


## Emphasis Area 5: Pedestrians







Approximately 53% of pedestrian collisions occur at signalized intersections. In approximately 69% of pedestrian collisions, the pedestrian is walking with the right-of-way. Pedestrian collisions almost always result in injury, often serious. The graph below shows the history of pedestrian fatal and injury collisions in the Region. Many of the countermeasures for pedestrian safety are primary to other emphasis areas, such as intersections or distracted driving.



More than half of all **pedestrian** fatal and injury collisions in the Region occur at signal locations.



The programs that are listed below are a sample of potential new and expanded programs that the partners of the SRSAP plan to implement.

Emphasis Area 5: Pedestrians		
Program	Action	Targeted Collisions/ Effectiveness
Leading Pedestrian Intervals 	Leading pedestrian phases allow pedestrians an walk signal before parallel vehicles start so that they can start crossing the street before the signal for the vehicles turns green. Through the use of network screening, candidate locations will be identified for a leading pedestrian phase pilot project.	Reduction in the frequency and/or severity of pedestrian collisions at intersections.
Pedestrian Crossovers 	A pedestrian crossover is a place designated for pedestrians to cross a road. By law, drivers and cyclists must stop and yield to pedestrians intending to cross the road, and wait for them to completely reach the other side before driving. Pedestrian crossovers are identified by specific signs, pavement markings, and sometimes lights. The law does not apply to pedestrian crosswalks at intersections with stop signs or traffic signals, unless a school crossing guard is present.	Increases the visibility of pedestrians and reduces the frequency and/or severity of pedestrians.
Zebra Crosswalks 	Raised, enhanced (i.e. ladder crosswalk markings), or textured crosswalk markings at specific areas where warranted.	Improves the visibility of the intersection and reduces the frequency and/or severity of pedestrian collisions at intersections.
Pedestrian Refuge Islands 	Construct new pedestrian refuge islands to support mid-block Transit stops, where applicable based on Region’s design criteria.	Reduces the frequency and/or severity of pedestrians at mid-block locations and also intersections.
In the Zone Enforcement 	Actively enforcing public safety in school zones with targeted enforcement.	Increases public awareness of school zone safety and reduces the frequency and/or severity of pedestrian collisions.
Pedestrian Awareness Campaign 	Awareness campaigns that promote pedestrian safety such as always look before crossing the road regardless of who has the right of way.	Reduction in pedestrian collisions.



Indicates a school zone related countermeasure.

## Emphasis Area 6: Impaired Driving

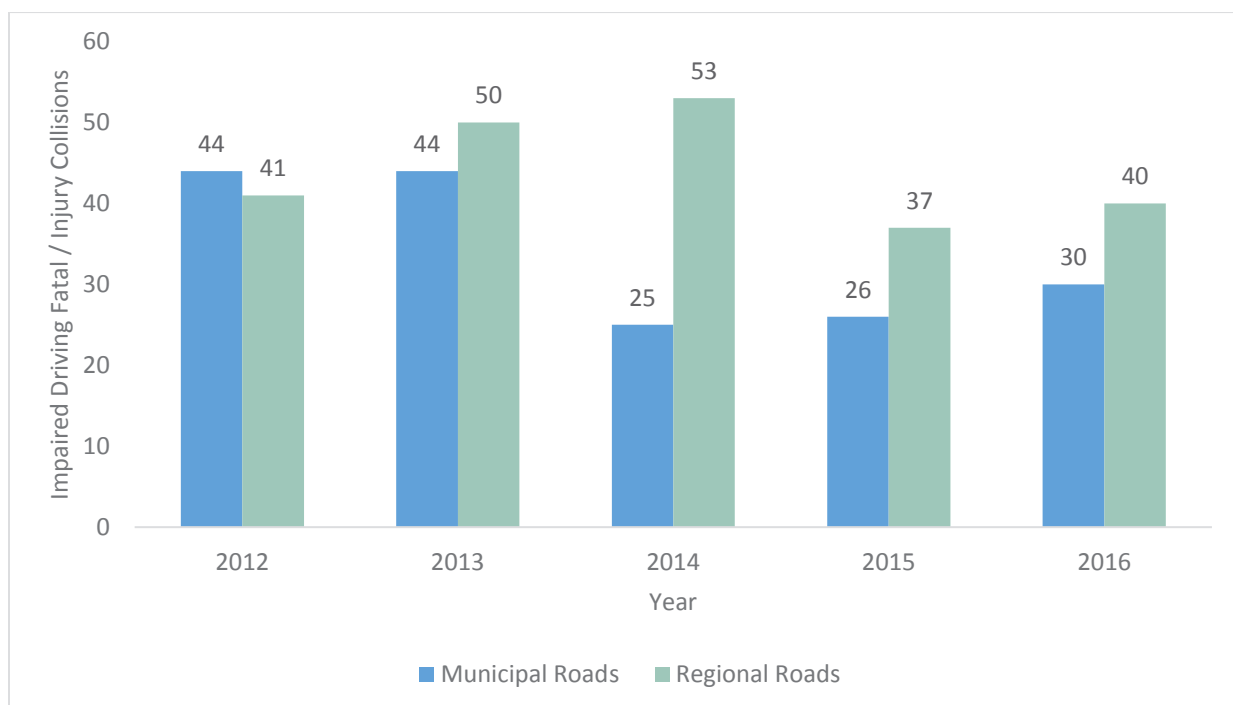
Impaired driving collisions are those coded on the police report with the following attributes:

- Driver had been drinking;
- Driver’s ability impaired due to alcohol use;
- Driver’s ability impaired due to drug use;
- Driver’s medical or physical disability; or
- Driver is fatigued.

The history of impaired driving collisions in the Region is shown in the graph below. The graph illustrates a decrease in impaired driving collisions, however the legalization of cannabis may contribute to a rise in impaired driving collisions.



**Alcohol — even one drink — can reduce your ability to react to things that happen suddenly. The effects of alcohol also include blurred or double vision, impaired attention and slowed reflexes. Alcohol-impaired driving is one of the leading causes of death on Ontario’s roads.**



The programs that are listed below are a sample of potential new and expanded programs that the partners of the SRSAP plan to implement.

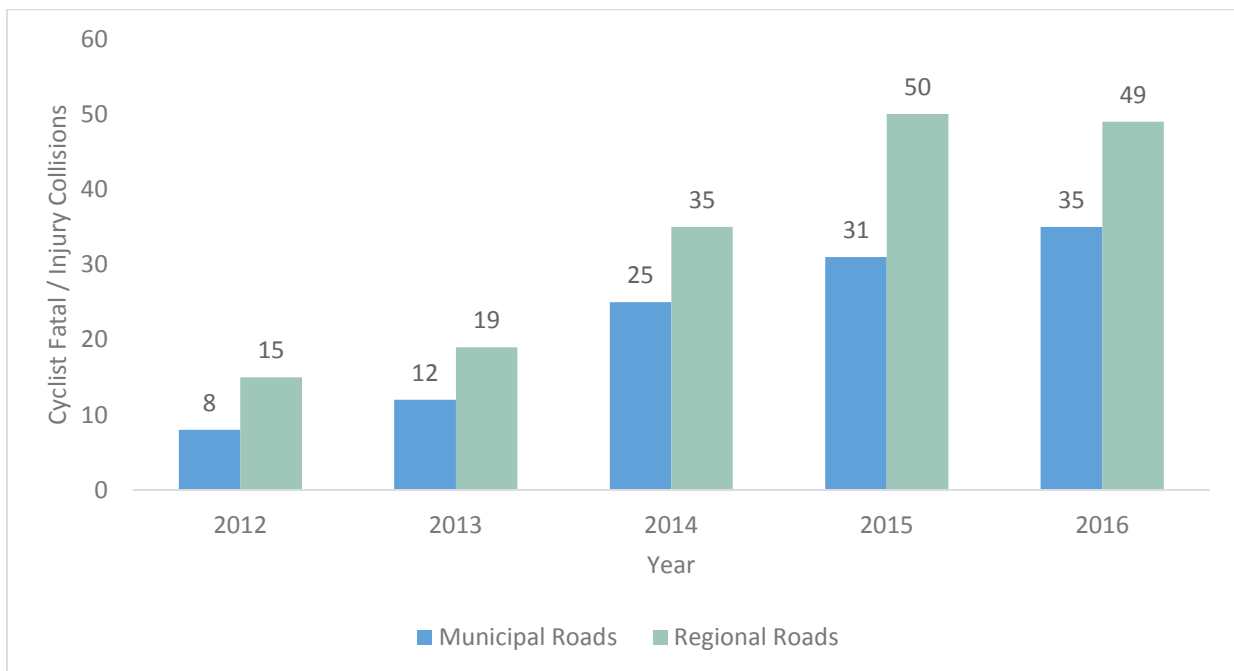
Emphasis Area 6: Impaired Driving		
Program	Action	Targeted Collisions/ Effectiveness
MADD Sign Installations	Install MADD signs that remind drivers to drive safe and to call 911 to report an impaired driver. These signs are installed in areas with high collision trends.	Increases public awareness on impaired driving and reduces the frequency and/or severity of impaired driving collisions.
Monthly Enforcement Initiatives	Operational enforcement efforts will be enhanced to support monthly enforcement initiatives, targeting all HTA and criminal code offences.	Increases public awareness on impaired driving and reduces the frequency and/or severity of impaired driving collisions.
Late Night Transit Service	Extend service operation on the DRT High Frequency Network to 24 hour / 30 minute service and offer on-demand service to areas beyond 1 km of a bus stop.	Reduces the frequency and/or severity of impaired driving collisions by offering an alternative means of travel.
Cannabis Focused Education Program	Education program for parents and youth regarding cannabis drug use and the dangers it poses when driving high.	Increases public awareness of the consequences of impaired driving and reduces the frequency and/or severity of impaired driving collisions.

## Emphasis Area 7: Cyclists

There has been a steady increase of cyclist collisions from 2012 to 2016. This could be due to higher ridership within the Region. Most collisions involve young cyclists aged 11 to 20. Over 50% of the cyclist collisions occurred in June, August, and September. This is likely due to better riding weather and also the higher concentration of cyclists when school starts in the fall. The history of cyclist collisions in the Region is shown in the graph below.



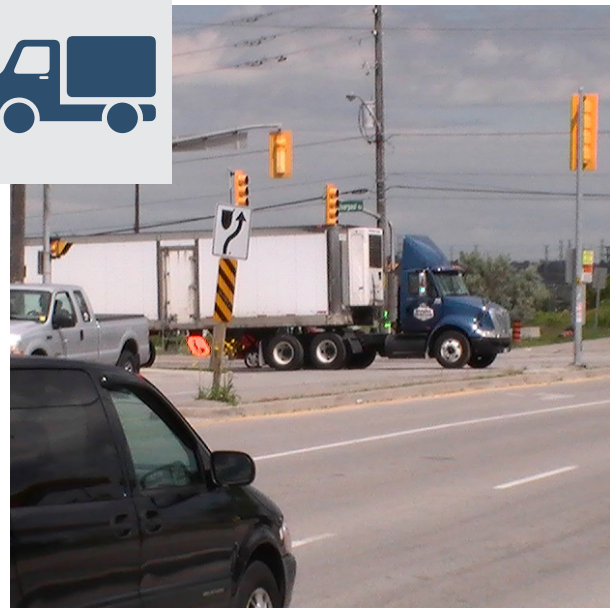
Approximately **40%** of all **cyclists** in the Region who are injured or killed in a vehicle collision are 20 years old or younger.



The programs that are listed below are a sample of potential new and expanded programs that the partners of the SRSAP plan to implement.

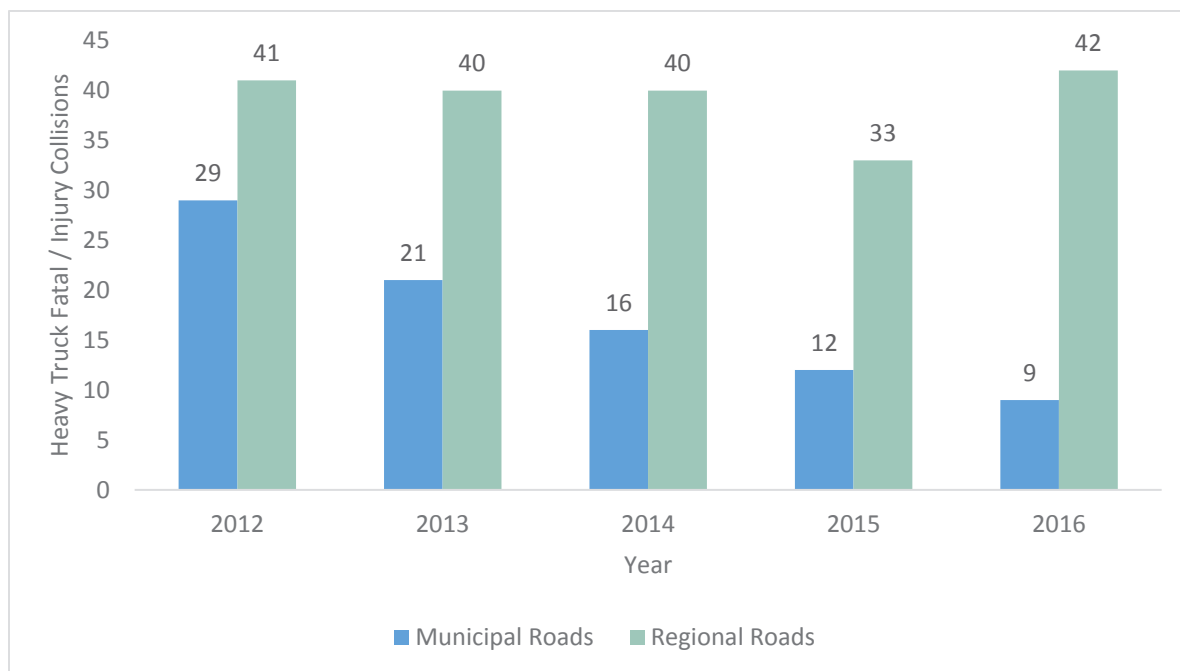
Emphasis Area 7: Cyclists		
Program	Action	Targeted Collisions/ Effectiveness
Side Inlet Catch Basins	Road catch basins to be recessed behind curb face which allows cyclists to ride closer to the curb without swerving to avoid gratings and pot holes around gratings.	Reduces the frequency and/or severity of cyclist collisions.
Bicycle Detection Program	Traffic signals that detect the presence of cyclists at an intersection and control the lights accordingly.	Reduces the frequency and/or severity of cyclist collisions at intersections.
Share the Road Signage	Develop “Share the Road” signage for cyclists on rural roads where farm vehicles travel to remind drivers to allow space for cyclists on the road.	Reduces the frequency and/or severity of cyclist collisions.
Bike Boxes	A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides cyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.	Reduces the frequency and/or severity of cyclist collisions at intersections.
Paved Shoulder	Paved shoulder treatment on rural roads allows cyclists to ride on the shoulder as opposed to a gravel shoulder. The paved shoulders are 1.2 to 1.5 m to make roadway corridors cycling accessible even if there are no specifically designated cycling facilities.	Reduces the frequency and/or severity of cyclist collisions.
Bike Link	Bike Link programs allow cyclists to bypass problematic road segments, by allowing cyclists to ride transit with their bike for free between designated bike link stops. Generally these would be short segments of roadway, such as steep hills, or busy, fast moving segments of roadway.	Reduces the frequency and/or severity of cyclist collisions.
Cycling Education	Cycling clubs to reiterate their safe riding measures and encourage cyclists to use other routes rather than major Type A arterial roads.	Reduces the frequency and/or severity of cyclist collisions.
Crossrides	Crossrides allow cyclists to stay on their bikes while crossing through intersections. They may be located at multi-use trails or cycle tracks crossing a road.	Allows cyclists to safely cross intersections and reduces the number of cyclist collisions at intersections.

## Emphasis Area 8: Commercial Vehicles



There were 370 collisions involving commercial motor vehicles in the five year study period, with a decreasing trend from 2012 to 2015, and a slight increase in 2016. The history of commercial motor vehicle collisions in the Region is shown in the graph below.

**20%** of fatalities in Ontario involve a **commercial motor vehicle**.<sup>8</sup>



The programs that are listed below are a sample of potential new and expanded programs that the partners of the SRSAP plan to implement.

Emphasis Area 8: Commercial Vehicles		
Program	Action	Targeted Collisions/ Effectiveness
Lane Widening	Implement wider lanes as required through turning or curved roadways to prevent trucks from deviating out of designated travel lanes and/or wandering into opposing lanes.	Reduces commercial motor vehicle collisions, mainly at intersections.
Designated Truck Routes	Identification of truck designated routes and determine high collision locations through the use of network screening.	Reduces commercial motor vehicle collisions.
Safety Blitzes	Conduct enforcement safety blitzes across the Region. Currently running approximately 40-45% vehicle removal rate from operation when safety inspections conducted at the roadside. Offence notice rates are almost 100% for operators of commercial motor vehicles during roadside inspections.	Reduces commercial motor vehicle collisions due to poorly maintained commercial vehicles.
Public Awareness Campaigns	Educational campaign focused on commercial motor vehicle collisions and public awareness on truck safety.	Increases public awareness of driving safely with trucks and reduces and frequency and/or severity of commercial motor vehicle collisions.



## Traffic Safety Culture

The SRSAP forms the framework for developing a road safety program for the Region of Durham. The plan requires commitment of resources by the Region and partner agencies.

Before the plan can be implemented, it is necessary to establish a foundation for the SRSAP so that the plan can be implemented and monitored properly. There are several actions required. One of the steps is creating a Vision Zero Task Force and an Implementation Committee.

The Task Force will be responsible for guiding the program, delivering the countermeasures, and be directly responsible for the management and success of the SRSAP. Partners from the Region, Durham Regional Police Service, Road Safety Group, Health Department, and Communications will be members of this Task Force.

The Implementation Committee will be responsible for directly delivering the road safety programs. It is key to have partners who are monitoring the road safety programs and coordinating the efforts of all partners in

order to reach the goal. Representatives from all agencies who deliver road safety programs in the Region are welcome members of this committee.

A Durham Safety Stakeholders & Ambassadors group is another group that will be formed as a part of this plan and will consist of internal staff and community/ advisory groups. This group is meant to advocate for road safety within the Regions.

A second step is significant additional data collection and analysis to better understand the exact nature of the collisions and demographics.

Third, while road safety has always been recognized as a top priority for the Region and the SRSAP partner agencies involved, road safety must be integrated into the decision making process throughout the Region, local municipalities, and agencies that are involved with the road system. Enhancing the traffic safety culture means creating a social climate where traffic safety is highly valued and rigorously pursued.



## Moving Forward

The Region's SRSAP provides a strategy to address specific road safety challenges and builds partnerships with stakeholders to work towards the common goal of improving road safety. The overall vision of the SRSAP is to eliminate death and injury on the Region's roadways. In order to do that, partners must work together to implement safety programs (countermeasures) and to advocate for road safety in the Region. The partners of the SRSAP plan to establish a task force and an implementation and monitoring committee in order to effectively implement the plan and ensure the coordination of all of the partners. It is also the public's responsibility to improve road safety. Three of the eight emphasis areas are based on human behaviour; changing driver habits will have the greatest impact on those emphasis areas. Some collision prevention can be achieved by engineering actions, but changing behaviours form a large aspect of preventing fatal and injury collisions in the Region.

The SRSAP is an ongoing program and will have to be monitored and evaluated. If the proposed countermeasures are implemented, then there is an excellent chance that the 10% collision reduction goal (which is approximately 160 fewer fatal and injury collisions) will be met.

## What Can You Do?

Whether driving, walking, cycling, or using transit, you, as a roadway user, need to be aware of what to expect when using the transportation network. There are many situations that may be dangerous to roadway users. The following are actions that you, as a roadway user, can take to help the Region achieve its goal and work towards the vision:

- Be able to adapt to changing conditions, such as weather, construction zones, etc.;
- Educate yourself (and others) about proper driving behaviours;
- Know, respect, and follow the rules of the road
- Respect other road users around you;;
- Be aware of your condition, your vehicle's condition, and any distractions before you start driving, and ultimately;
- **Be safe.**

