

Clause No. 20 in Report No. 11 of the Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on June 26, 2014.

20
COMMUNITY SAFETY ZONES
ANNUAL UPDATE

Committee of the Whole recommends adoption of the following recommendations contained in the report dated May 28, 2014 from the Commissioner of Transportation and Community Planning:

1. RECOMMENDATIONS

It is recommended that:

1. The following schools be removed from the Community Safety Zone Bylaw, due to school closures:
 - Crossroads North School in the Town of Aurora
 - Elgin View Montessori Private School in the Town of Richmond Hill
 - Pascal Academy Private School in the Town of Richmond Hill
 - Sel Academy Private School in the Town of Richmond Hill
 - The Kaveh Academy Private School in the Town of Richmond Hill
2. The existing limits of the Community Safety Zone for Sel Academy Private School in the Town of Richmond Hill be revised to be from 1,350 metres south of Highway 7 (Y.R. 7) to 930 metres south of Highway 7 (Y.R. 7).
3. The existing limits of the Community Safety Zone for The Kaveh Academy Private School in the Town of Richmond Hill be revised to be from the north limit of 19th Avenue (Y.R. 29) to 390 metres north of the north limit of 19th Avenue (Y.R. 29).
4. A new Community Safety Zone be implemented on Major Mackenzie Drive (Y.R. 25) between Fossil Hill Road and Poetry Drive for Tommy Douglas Secondary School in the City of Vaughan.
5. The Regional Clerk circulate this report to the Clerks of the local municipalities.
6. The Regional Solicitor prepare the necessary bylaws.

2. PURPOSE

This report provides an update on the impact of Community Safety Zones and amends the Region's Community Safety Zone Bylaw to reflect changes for schools opening and closing.

3. BACKGROUND

In May 2012, Council approved a policy to designate Community Safety Zones in all school areas on the Regional road network

In May 2012, Council approved a recommendation that the Community Safety Zone Policy be revised to designate Community Safety Zones on any Regional roads adjacent to school areas. Council further directed staff to request York Regional Police and each local municipality to identify any exceptions to specific Community Safety Zones arising from the revised policy.

Staff received feedback from York Regional Police and all local municipalities and incorporated the amendments in the Community Safety Zone Bylaw No. R-1195-1999-077 presented to Council on June 28, 2012.

To ensure the Community Safety Zone Bylaw is current, school locations need to be reviewed on an annual basis

York Region School Boards review new residential development applications across York Region to ensure adequate student accommodation. The School Boards conduct an annual review to establish where school accommodation pressures are imminent. Information of schools opening and closing within the Region are readily available on their respective websites. In addition, staff confirms changes directly with personnel from each School Board.

Schools in York Region that are not within the District School Boards are considered private schools. They are accredited by the Ministry of Education, but operate independently from any governing board. The Ministry of Education is the sole source of information regarding the location of these schools. As private schools commonly operate from leased commercial space with lower enrolment, they have more flexibility to relocate as necessary. As such, information available from the Ministry of Education is not always current. Staff contacted every private school identified in the Community Safety Zone Bylaw to confirm their current location and status.

In October 2012, Transportation Services Committee requested staff to provide an update on the impact of Community Safety Zones

At its meeting on October 3, 2012, Transportation Services Committee requested staff to report back with an update on the impact of the Community Safety Zone Policy. As indicated in *Attachment 1*, nine evaluation sites were selected to measure the impact of Community Safety Zones. The sites were selected based on a variety of road characteristics, environmental conditions and geographic dispersion.

4. ANALYSIS AND OPTIONS

Evaluation results indicate that operating speeds are approximately three km/h lower in Community Safety Zones

At each of the nine evaluation sites, monthly speed studies were conducted within and adjacent to the Community Safety Zone for a period of one year to analyze the impact on average operating speed. In addition, the data collected within the Community Safety Zones was compared with studies conducted prior to their implementation.

The results of the current speed study analysis indicate that there is an overall average reduction in operating speeds of approximately three km/h within Community Safety Zones. Similar results were noted from the before implementation studies, identifying that Community Safety Zones have a nominal effect on average operating speeds.

Community Safety Zones are intended to change driver behaviour which may result in a lower number of collisions

Collision patterns or trends at specific locations on the road network can be addressed with countermeasures to improve the level of safety. Although Community Safety Zones are not a countermeasure designed to mitigate specific collision types, they create greater awareness in areas adjacent to schools. As a result, driver behaviour is expected to change over time, which may result in a lower number of collisions.

Collision trends typically take three to five years to emerge. As the current Community Safety Zone locations have been in effect less than two years, there is currently insufficient collision data to determine any specific trends; however, as part of the staff review, total collisions one year before and after implementation were compared at each evaluation site as illustrated in Table 1.

Table 1
Before and After Collision Experience

Location	Before	After	Change
Wellington Street	92	56	-36
Leslie Street	5	3	-2
Baseline Road	4	1	-3
Highway 27	1	0	-1
Warden Avenue	14	5	-9
Mulock Drive	14	7	-7
Bayview Avenue	135	126	-9
Rutherford Road	50	40	-10
Ninth Line	2	4	+2

York Regional Police continue to provide enforcement in Community Safety Zones

York Regional Police (YRP) support Community Safety Zones and find them to be a useful tool for encouraging motorists to drive safely. YRP provides consistent enforcement levels, and in co-operation with Regional staff, continue to raise awareness and provide education of Community Safety Zones through various outreach programs and campaigns. In 2013, approximately 200 infractions were issued in Community Safety Zones across the Region.

The current Community Safety Zone Bylaw requires an amendment in preparation for the 2014/2015 school year

York Regional Police and local municipal staff were asked to provide comments with respect to any modifications to the Community Safety Zones in effect under the current bylaw. No modifications were requested. Through the Region's internal process, one new school opening and five school closings were identified.

Five existing schools have closed, requiring revisions to the current Community Safety Zone Bylaw

Crossroads North, 320 Bloomington Road, Town of Aurora

Staff at the York Catholic District School Board advised that Crossroads North, located at 320 Bloomington Road, will be closed. It is recommended that this location be removed from the current bylaw. The limits of the Community Safety Zone however, do not require revision due to other schools in the vicinity, as illustrated in *Attachment 2*.

Elgin View Montessori School, 10568 Bayview Avenue, Town of Richmond Hill

School staff verified that Elgin View Montessori School, located at 10568 Bayview Avenue, will no longer operate from its current location. It is recommended that this location be removed from the current bylaw. The limits of the Community Safety Zone however, do not require revision due to the other schools in the vicinity, as illustrated in *Attachment 3*.

Pascal Academy, 499 16th Avenue, Town of Richmond Hill

School staff verified that Pascal Academy, located at 499 16th Avenue, will no longer operate from its current location. It is recommended that this location be removed from the current bylaw. The limits of the Community Safety Zone however, do not require revision due to the other schools in the vicinity, as illustrated in *Attachment 3*.

Sel Academy, 9011 Leslie Street, Town of Richmond Hill

School staff verified that Sel Academy, located at 9011 Leslie Street, will be closed. It is recommended that this location be removed from the current bylaw and that the limits of the Community Safety Zones be revised to be from 1,350 metres south of Highway 7 to 930 metres south of Highway 7, as illustrated in *Attachment 4*.

The Kaveh Academy, 11951 Yonge Street, Town of Richmond Hill

School staff verified that The Kaveh Academy, located at 11951 Yonge Street, will be closed. It is recommended that this location be removed from the current bylaw and the limits of the Community Safety Zones be revised to be from the north limit of 19th Avenue to 390 metres north of the north limit of 19th Avenue, as illustrated in *Attachment 5*.

One new school has opened requiring the addition of a Community Safety Zone location

Tommy Douglas Secondary School, 4020 Major Mackenzie Drive, City of Vaughan

Using information posted on the Catholic and District School Boards website and speaking with staff from each school board, it has been identified that Tommy Douglas Secondary School is a new school opening on Major Mackenzie Drive in the City of Vaughan. As such, in order to comply with the approved policy, it is recommended that a new Community Safety Zone be added on Major Mackenzie Drive from 360 to 950 metres west of Weston Road, in the City of Vaughan, as illustrated in *Attachment 6*.

Link to key Council-approved plans

Vision 2051- Interconnected Systems for Mobility: A seamless network for mobility provides access to all destination using diverse transportation options for people in all communities, promotes active healthy living and safely and efficiently moves people and goods.

5. FINANCIAL IMPLICATIONS

The costs associated with the installation/removal of signs are included in the 2014 Transportation and Community Planning Operating Budget.

6. LOCAL MUNICIPAL IMPACT

Local municipalities support the Region's efforts to analyze the impact of Community Safety Zones on driver behavior.

7. CONCLUSION

Within designated Community Safety Zones, traffic laws remain the same, but fines are increased through a special designation under the *Highway Traffic Act*. The intent of these zones is to modify driver behaviour to increase safety for all road users.

The recommended revision to the Community Safety Zone locations identified in this report is required to include the new school opening for the 2014/2015 school year.

For more information on this report, please contact Steven Kemp, Director, Traffic Management and Intelligent Transportation Systems at ext. 75226.

The Senior Management Group has reviewed this report.

Attachments (6)

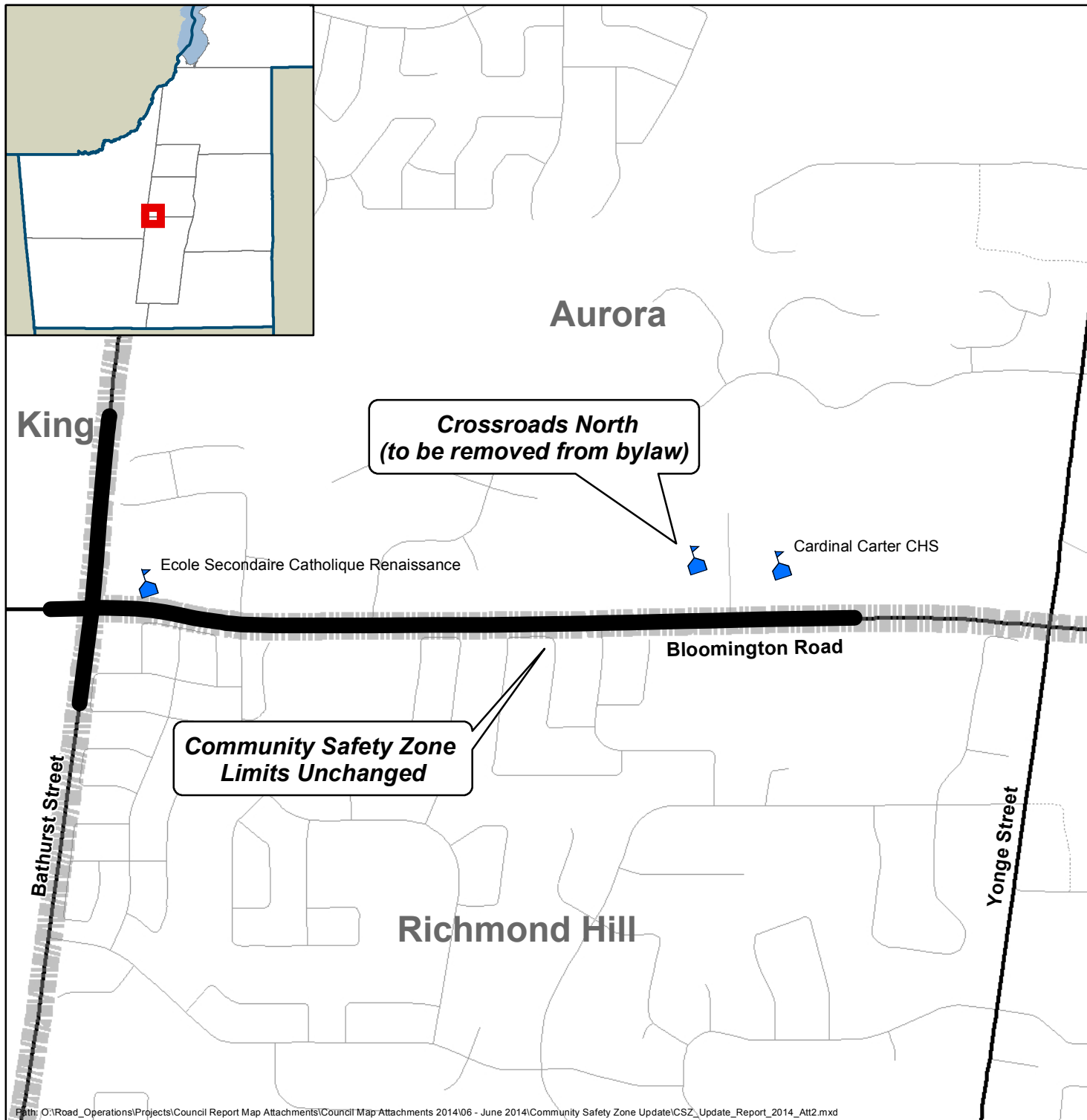
Community Safety Zone Evaluation Locations

Municipality	Road Name	Location	Rural or Urban	Lanes	Volume (AADT)	School Offset	Average Change in Operating Speeds	
							Reduction Out-In ¹	Reduction Before-After ²
Aurora	Wellington Street East	From 800 metres east of Bathurst Street to 680 metres west of Bayview Avenue	Urban	4	16894	40 m	6 km/h	3 km/h
East Gwillimbury	Leslie Street	From 500 metres north of Green Lane to 900 metres north of Green Lane	Rural	2	17587	25 m	1 km/h	4 km/h
Georgina	Baseline Road	From 750 metres west of Dalton Road to Dalton Road	Rural	2	6871	40 m	5 km/h	5 km/h
King	Highway 27	From 470 metres north of Lloydtown-Aurora Road to 940 metres north of Lloydtown-Aurora Road	Rural	3	12555	20 m	2 km/h	N/A ³
Markham	Warden Avenue	From 50 metres north of Highway 7 to 600 metres north of Highway 7	Urban	6	24419	130 m	2 km/h	N/A ³
Newmarket	Mulock Drive	From 240 metres west of Leslie Street to 950 metres west of Leslie Street	Urban	4	28443	115 m	1 km/h	4 km/h
Richmond Hill	Bayview Avenue	From 1070 metres south of Major Mackenzie Drive to 370 metres south of 19th Avenue	Urban	2	24920	180 m	1 km/h	3 km/h
Vaughan	Rutherford Road	From Islington Avenue to 800 metres east thereof	Urban	4	39545	80 m	2 km/h	N/A ³
Whitchurch-Stouffville	Ninth Line	From 250 metres north of Hoover Park Drive to 350 metres south of Hoover Park Drive	Urban	2	11382	50 m	6 km/h	N/A ³

1 – Reduction in average operating speeds inside the Community Safety Zone compared to average operating speed outside.

2 – Reduction in average operating speed from before implementation to after implementation.

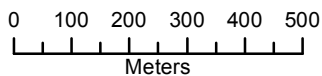
3 – Available speed study was conducted prior to speed limit reduction, and deemed not valid for comparison.



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Crossroads North Removal

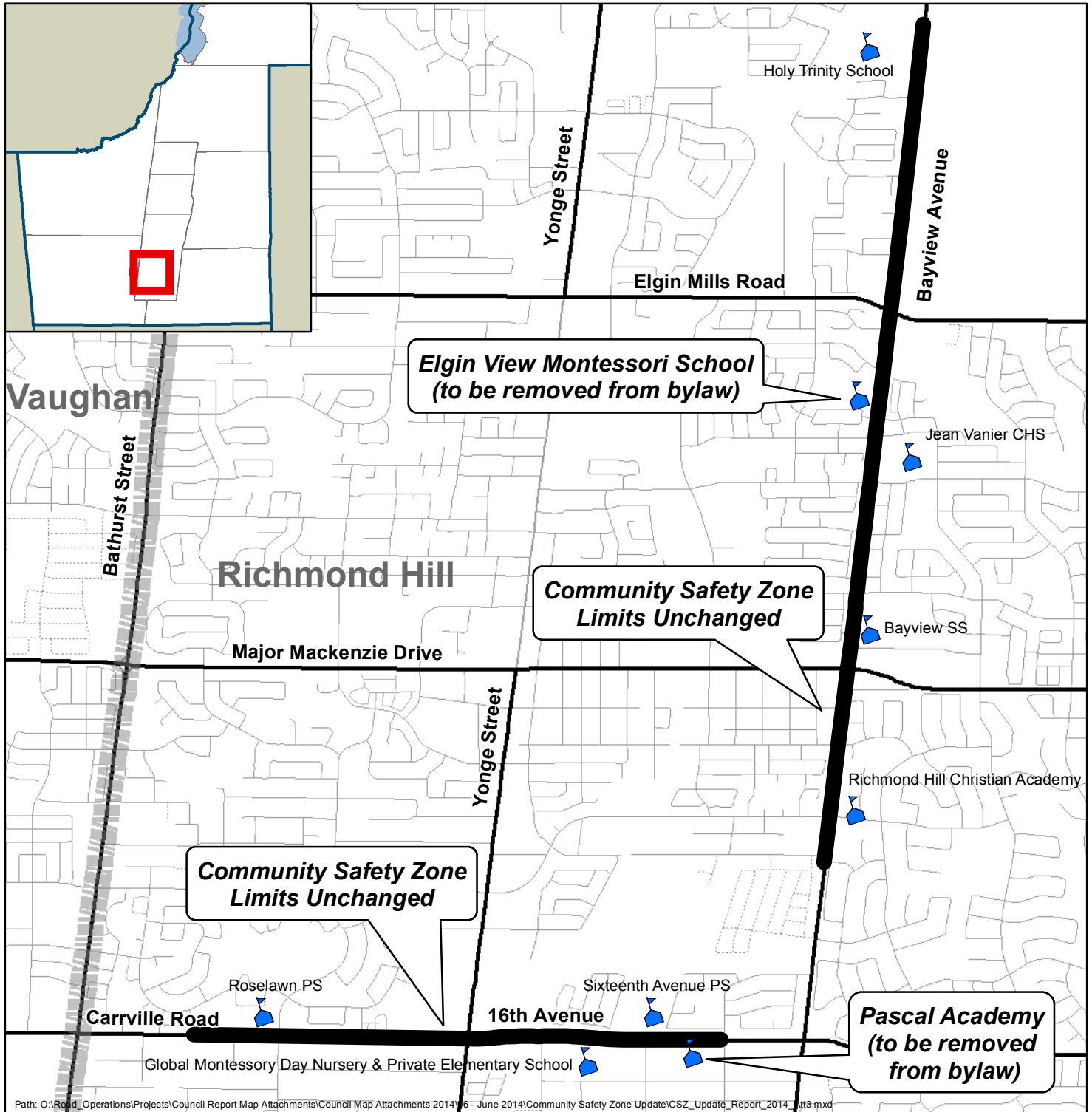
Community Safety Zones Annual Update
June 12, 2014



Legend

- Regional Road
- Existing Community Safety Zone
- Municipal Boundary
- School

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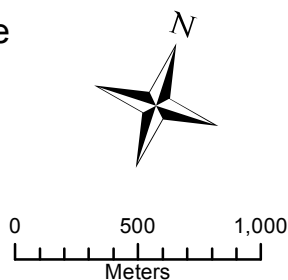


Elgin View Montessori School and Pascal Academy Removal

Community Safety Zones Annual Update
June 12, 2014

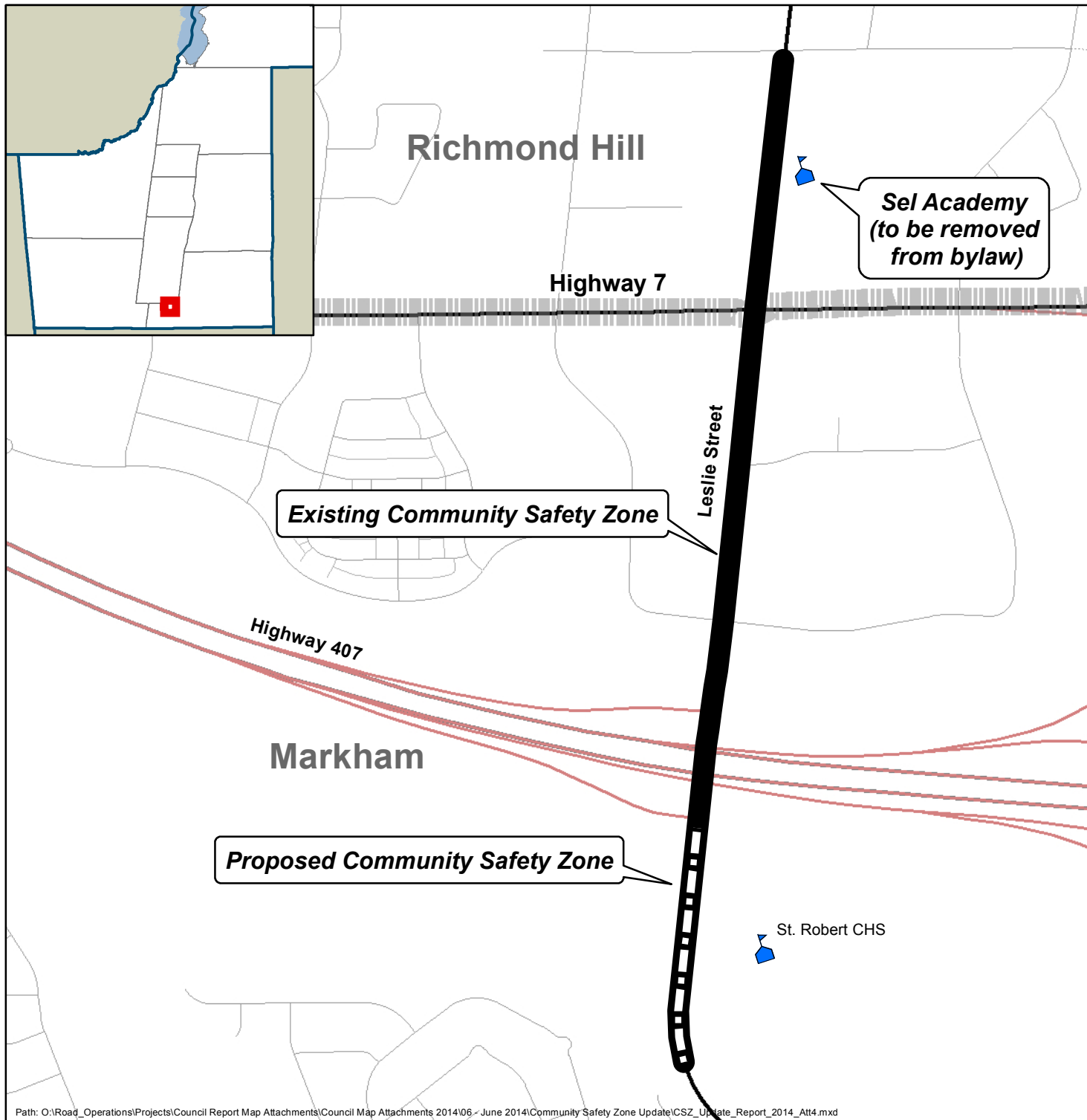


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Legend

- Regional Road ———
- Existing Community Safety Zone **█**
- Municipal Boundary **|||||**
- School



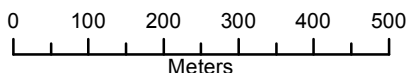
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Sel Academy Removal

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June 12, 2014

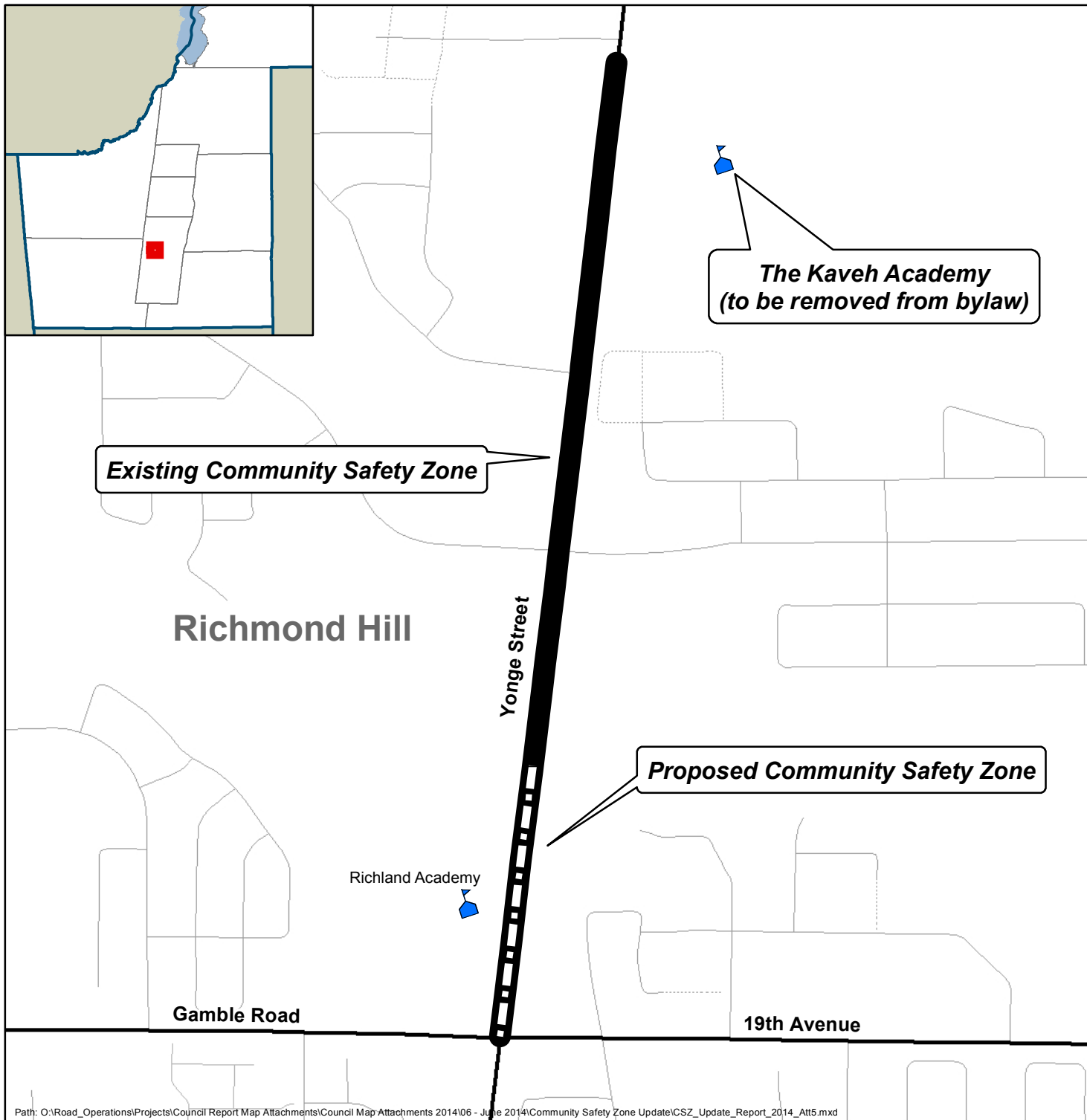


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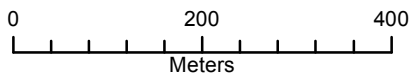
Legend

- Regional Road
- Existing Community Safety Zone
- Proposed Community Safety Zone
- Municipal Boundary
- School



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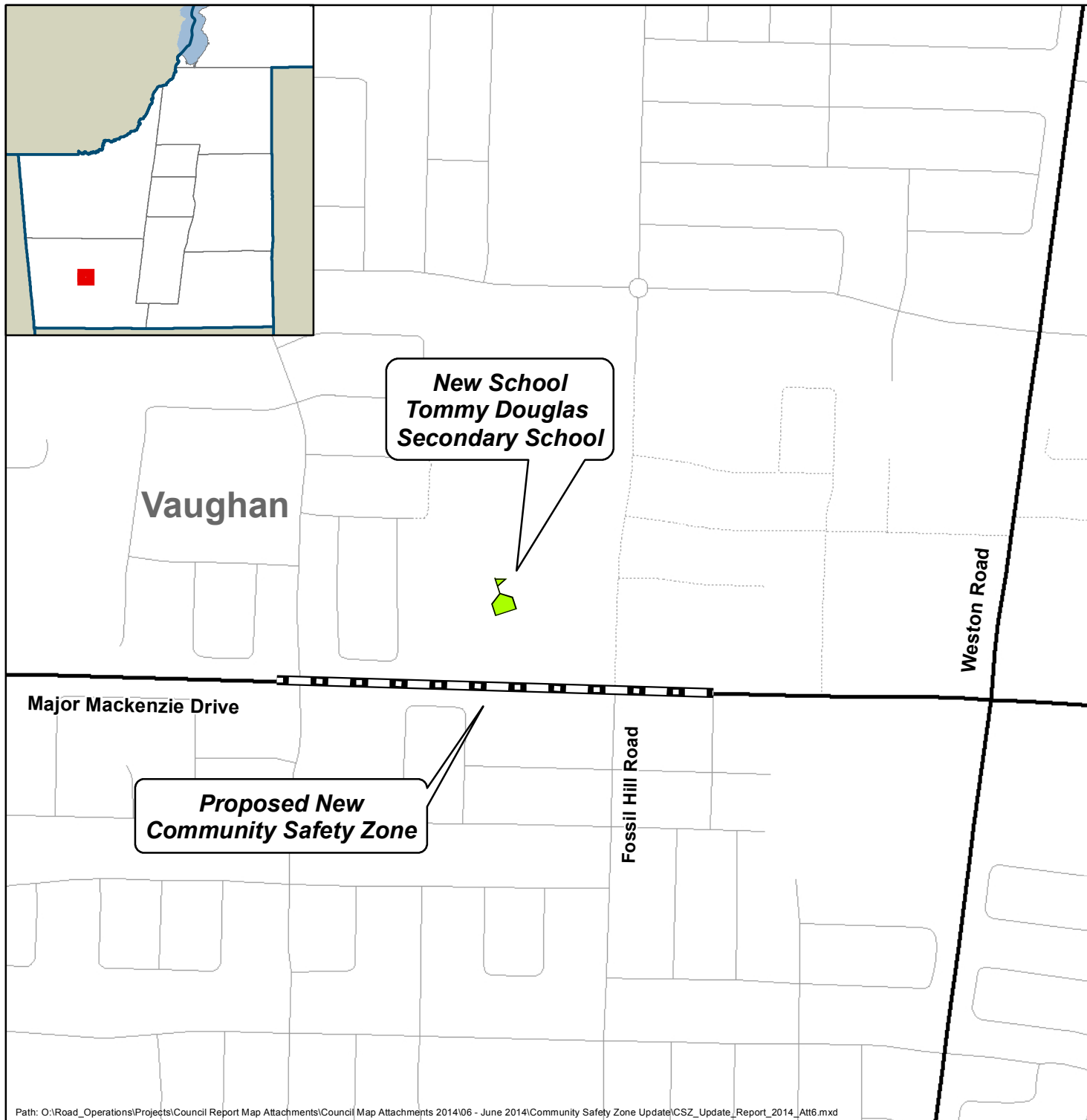
The Kaveh Academy Removal
 Community Safety Zones Annual Update
 June 12, 2014



Legend

- Regional Road
- Existing Community Safety Zone
- Proposed Community Safety Zone
- School

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New Community Safety Zone for Tommy Douglas Secondary School

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Legend

- Regional Road
- Proposed Community Safety Zone

