

COMMITTEE OF THE WHOLE JUNE 18, 2001

COMMUNITY SAFETY ZONES

Recommendation

The Commissioner of Development Services & Public Works recommends:

That this report be received for information purposes.

Purpose

This report is a follow up on the effectiveness of the existing community safety zones and to determine whether decreased enforcement at some zones and the possible inclusion of additional zones is appropriate.

Background - Analysis and Options

At its meeting of April 12, 2000, Council approved the designation of ten community safety zones in the city. The ten community safety zones are listed below.

Ward 1

- Islington Avenue – Kleinburg Public School, Rushworth Crescent to Stegman's Mill Road
- Melville Avenue – Divine Mercy Separate Catholic School, Roseheath Drive to Cunningham Drive

Ward 2

- Kipling Avenue – Woodbridge Public School, Highway 7 to Woodbridge Avenue
- Martin Grove Road – Holy Cross Catholic High School, 200 metres north of Roysun Road to 200 metres south of Roysun Road

Ward 3

- Aberdeen Avenue – Immaculate Conception Catholic School, Governor Crescent (north intersection) to Governor Crescent/Clover Leaf Street
- Fiori Drive – St. Gabriel the Archangel Catholic School, Beatrice Way to Father Ermano Crescent/Olive Green Road

Ward 4

- Beverly Glen Boulevard – Wilshire Elementary School, Worth Boulevard to Ventura Way/Redford Place
- Brownridge Drive – Brownridge Public School, Carl Tennon Drive to Zahavy Drive

Ward 5

- Atkinson Avenue – Leo Baeck Day School/Netivot Hatorah Day School, Campbell Avenue/Manor Gate to Rodeo Drive
- Hilda Avenue – York Hill Public School, 100 metres north of Jonathan Gate to 200 metres south of Jonathan Gate

The York Region Health Services Department was involved promoting a 'Child Safety Project' in the City of Vaughan that coincided with police enforcement and City of Vaughan Engineering analysis of each community safety zone. The Health Services Department targeted possible concerns such as child safety restraints, bicycle safety and active and safe routes to school, and provided public awareness and support of each community safety zone.

Engineering Staff conducted before and after speed studies to determine if the vehicle speeds in the designated community safety zones decreased, remained relatively the same or increased. The before and after speed studies are summarized in the chart below.

Location	Speed Study	
	Before (Summer 2000)	After (Spring 2001)
	Average Speed	Average Speed
Islington Ave.	NB 43 Km/hr	NB 40 Km/hr
	SB 48 Km/hr	SB 42 Km/hr
Melville Ave.	NB 50 Km/hr	NB 52 Km/hr
	SB 48 Km/hr	SB 52 Km/hr
Kipling Ave.	NB 53 Km/hr	NB 51 Km/hr
	SB 52 Km/hr	SB 51 Km/hr
Martin Grove Rd.	NB 62 Km/hr	NB 58 Km/hr
	SB 58 Km/hr	SB 61 Km/hr
Aberdeen Ave.	NB 47 Km/hr	NB 46 Km/hr
	SB 46 Km/hr	SB 45 Km/hr
Fiori Dr.	NB 42 Km/hr	NB 42 Km/hr
	SB 41 Km/hr	SB 45 Km/hr
Beverly Glen Blvd.	EB 38 Km/hr	EB 45 Km/hr
	WB 34 Km/hr	WB 44 Km/hr
Brownridge Dr.	WB 42 Km/hr	EB 43 Km/hr
	EB 41 Km/hr	WB 43 Km/hr
Atkinson Ave.	NB 57 Km/hr	NB 52 Km/hr
	SB 56 Km/hr	SB 52 Km/hr
Hilda Ave.	NB 41 Km/hr	NB 47 Km/hr
	SB 54 Km/hr	SB 46 Km/hr

Based on the studies, vehicle speeds are relatively unchanged between the two study periods. It is concluded that without police presence motorists will tend to travel at a speed at which they feel comfortable, regardless of whether there is a community safety zone present.

Police Surveillance

Staff contacted the York Regional Police to request any information that has been collected relating to police enforcement and hours on site per community safety zone. The City has received some preliminary information for eight of the ten zones. Refer to Attachment #1.

Conclusion

It is recommended that none of the ten existing community safety zones be removed or changed and that the ten locations continue to be monitored by staff and York Regional Police.

Attachment

1. Memo from Police

Report prepared by

M. Dokman, Senior Transportation Technologist, ext 8031
P. Weber, Traffic Engineer, Transportation Section, ext 8264
B. Holly, Senior Manager Development/Transportation Engineering, ext 8250

Respectfully submitted,

FRANK MIELE
Commissioner of Development Services
& Public Works

Bill Robinson, P. Eng.
Director of Engineering

ATTACHMENT 1

Memo

James G.
PD PD

To: Mike Dokman, Senior Transportation Technologist, Engineering Department, City of Vaughan
From: Sgt. William Davis #318, 4 District COR Unit
CC: Supt. Herndge
Date: 05/31/01
Re: Community Safety Zones

1. The statistics compiled in this report reflect enforcement by the 4 District COR Unit ONLY, which represents approximately 10% of divisional strength. Divisional Officers did enforcement in the zones; however, to the best of my knowledge, there were no statistics recorded by the platoons.
2. There are 10 established Community Safety Zones. Eight of these zones are located within the 4 District boundaries. The remaining two, Leo Baeck Day School, Abinson Avenue, and York Hill Public School on Hilda Avenue, are situated within the boundaries of 2 District. Consequently, these statistics may have been maintained by the 2 District COR Unit.
3. Enforcement in these areas is of a sporadic nature. For the year 2000, there were 243 Provincial Offence Notices issued representing 115 hours of enforcement. Since this was an Awareness Initiative as well as enforcement, there were a number of cautions issued, the numbers for which are unavailable.

For the year 2001, January through April, I have maintained monthly summaries. Unfortunately, these reflect the overall summary and not the individual areas.

Month	Notices issued	Hours
January	15	5.75
February	8	4.50
March	66	5.50
April	13	7.0

5. All the eight safety zones we have in our area have a demonstrated need for public awareness initiatives and continued enforcement.

Sgt. William E. Davis, #318
OIC, 4 District COR