

MEMBER'S RESOLUTION

Date:	JUNE 19, 2018 – COUNCIL
Title:	TRAFFIC SAFETY AROUND SCHOOLS AND ACTIVE SCHOOL TRAVEL
Submitted by:	Deputy Mayor, Local and Regional Councillor Mario Ferri

Whereas, student safety and traffic congestion around school sites are recurring concerns raised by the community; and

Whereas, encouraging children to walk, cycle or use other active modes of transportation to school will increase their physical activity; and

Whereas, the City employs school crossing guards to increase the safe crossing of students as they travel to and from school; and

Whereas, York Region Public Health Services and the School Boards have been a leading advocate in implementing School Travel Planning within the Region; and

Whereas, City staff and By-law Officers have been actively engaged with the York Regional Police to address traffic safety issues that involve education, engineering and enforcement; and

Whereas, York Region successfully completed a traffic study for Father John Kelly Catholic Elementary School outlining the importance of various partners working together to improve road safety (copy attached); and

Whereas, the City is currently undertaking a Traffic Strategy study, which includes development of a Traffic Data Management Program, a Road Safety Program and a Traffic Management and Control Program, aligned with the Term of Council Priorities; and

Whereas, the recommendations of the Traffic Strategy are presently scheduled to be presented to Council in Q2 2019; and

Whereas, the City can take a leadership role in pulling together the various agencies involved in facilitating road safety education, promoting active travel to school, addressing road safety through engineering measures, strengthening sense of community, promoting healthy life styles and furthering collaboration and efficiencies in service delivery; and

Whereas, improving safety around school zones and promoting active school travel align with the following Term of Council Priorities:

- (1) Continue to ensure the safety and well-being of citizens; and
- (2) Continue to develop transit, cycling and pedestrian options to get around the City.

It therefore recommended:

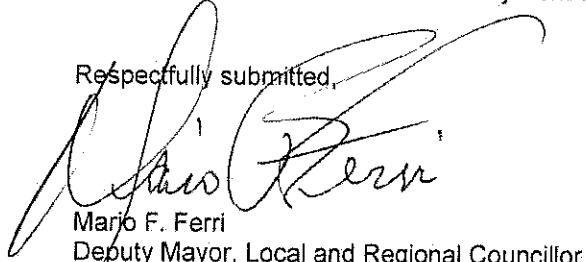
1. That the Traffic Strategy recommendations include the establishment of a formal, staff level Working Group focused on Traffic Safety Around Schools and Active Travel to School, led by the City of Vaughan, and include representation from York Region Transportation Services, York Region Public Health, York Regional Police, York Region District School Board, York Catholic District School Board and Smart Commute North Toronto Vaughan; and

2. That City staff be directed to work with stakeholders to develop a brochure outlining the roles and responsibilities of the various governments, agencies and boards responsible for traffic safety around school zones and promoting active travel to school; and
3. That a copy of this resolution be sent to the Regional Municipality of York, York Regional Police, York Region District School Board, York Catholic District School Board and Smart Commute North Toronto Vaughan.

Attachment:

1. Keele Street-Father John Kelly School Zone Safety Review (Executive Summary)

Respectfully submitted,



Marjo F. Ferri
Deputy Mayor, Local and Regional Councillor

BRM-00605686-A0-130



February 2018



Keele Street – Father John
Kelly School Zone Safety
Review

**Regional Municipality of
York**

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EXP Quality System Checks	
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Executive Summary

York Region retained EXP to prepare a safety review of Keele Street near Father John Kelly (FJK) Catholic Elementary School including an assessment of traffic information and data, roadway infrastructure, and traffic operation and provide short- and long-term recommendations on potential safety improvements.

The York Catholic District School Board (YCDSB) decided to close the Our Lady of Peace (OLP) Catholic Elementary School and to send existing OLP students to FJK Catholic English Elementary School and Blessed Trinity Catholic French Elementary School. The parents and community residents have expressed their concerns regarding safety of children crossing the Keele Street (a four-lane arterial roadway) who would not be eligible for school bus transportation. York Region, with the support of the City of Vaughan and YCDSB, have decided to carry out a safety review study to address parents and community residents' concerns. EXP's scope of work under this safety review study included: a review of background information including collision history, speed and volume data; community engagement and consultation with York Region, City of Vaughan and YCDSB staff as well as discussion with FJK School Principal and parents; analysis of video of pedestrian and vehicle movements recorded along Keele Street over 2 weeks in September 2017, with concurrent site visits and observations; traffic operations assessment including level of service (LOS) analyses along Keele Street and mobility assessment at signalized intersections and school access locations; and school zone safety analysis and identification of recommended safety improvements. Additional site visits to observe winter conditions were conducted in December 2017 and January 2018.

The major findings of the study are:

1. There have been no significant vehicular collision issues on Keele Street during school operating hours and the school crossing at Dina Road has operated without noted concern.
2. Vehicular speeds along Keele Street are significantly higher than the posted speed limit (40 km/hr) during peak school operating hours.
3. Most pedestrians, including school children, are crossing Keele Street at the intersections of Dina Road and Fieldgate/Cromwell Drive and do not walk along Keele Street.
4. Existing school safety measures including signal timings are appropriate and beyond that normally expected in school areas. Some signs were seen to be obscured by foliage.
5. On-site circulation is relatively well designed, although drivers waiting for pick-up cause some minor safety concerns.
6. Some motorists block crosswalks or make turn while pedestrians are crossing the street and disregard School Crossing Guards' directions.

7. Along Pentland Crescent, illegal vehicle stopping and parking cause potential traffic and pedestrian's safety hazards.
8. There is a potential safety conflict area at the school's vehicle exit location.

The following are the key safety review study recommendations and action items for stakeholders' consideration;

1. Request that the York Region:
 - Install school zone (40 km/h) signs in front of school
 - Remove foliage obscuring existing signs
 - Install radar speed displays
 - Install "Do Not Block Intersection" signs at Dina Road and Fieldgate Drive
 - Increase traffic enforcement for speeding, disobeying crossing guards, and blocking intersections
 - Consider revised pavement markings or center median adjacent to school
 - Consider reduced lane widths to discourage speeding and to create sidewalk buffer
 - Consider using Automated Speed Enforcement (ASE) units in future, if needed, to address speeding in the school zone
2. Request that the City of Vaughan:
 - Consider making temporary school crossing guard at Keele Street and Fieldgate Drive intersection permanent
 - Provide community education—FJK School safety concerns, applicable regulations, best practices for students, staff and parents/residents
 - Consider parking by-laws enforcement on local streets to discourage parking/stopping near FJK School
3. Request that the York Catholic District School Board:
 - Include the findings of this safety review as part of YCDSB's school transportation assessment in determining the needs for FJK School
 - Consider re-designing on-site layout of FJK School for additional parking stalls, bypass lane and extended sidewalks
 - Consider introducing Safe Routes to School and Active and Sustainable School Transportation (ASST) Programs
 - Consider re-evaluating YCDSB's school transportation policies to improve consistency between neighbourhoods.

4. Request that the Community Residents and Parents:

- Follow traffic rules and parking by-laws including speed limits, school crossing guards and yield to pedestrians, parking and stopping restrictions, and do not block intersections.
- Use dedicated drop-off areas only
- Educate children on traffic and pedestrian safety
- Arrange groups to walk to school
- Help reduce traffic volume during peak periods by adopting active transportation (walking and cycling), use public transit 'and/or' carpooling.