

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2023

Item 1, Report No. 50, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on December 12, 2023.

1. AUTOMATED SPEED ENFORCEMENT (ASE) IMPLEMENTATION PLAN

The Committee of the Whole (Working Session) recommends:

- 1) That the recommendations contained in the report of the Deputy City Manager, Public Works dated November 29, 2023, be approved; and**
- 2) That the presentation by Peter Pilateris, Director, Transportation and Fleet Management Services, and Brenda Bisceglia, Manager, Mobility Management/MoveSmart, and C1, presentation material titled “*Automated Speed Enforcement (ASE) Implementation Plan*” be received.**

Recommendations

1. That use of Automated Speed Enforcement in the City of Vaughan be adopted through an Administrative Monetary Penalty System, and that all necessary By-laws be brought forward to give effect to this recommendation;
2. That the Deputy City Manager of Public Works be authorized to execute any agreement or document, in a form satisfactory to Legal Services, required to implement or administer the Automated Speed Enforcement program within the City of Vaughan that falls outside of the scope of the Corporate Procurement Policy 15.C.03;
3. That the proposed Community Safety Zone Policy be approved as outlined in Attachment 1;
4. That the By-laws be enacted to amend Traffic Bylaw 284-94, as amended, authorizing one hundred and four (104) Community Safety Zones under the proposed Community Safety Zone Policy as outlined in Attachment 2;
5. That staff be authorized to administer the proposed Community Safety Zone Policy, and to establish Automated Speed Enforcement locations;
6. That staff be authorized to proceed with a Single Source Procurement with the identified Supplier, GTechna, for the works required to integrate Automated Speed Enforcement with the By-law & Compliance, Licensing & Permit Services existing case management system as required;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2023

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7. That approval be delegated to the Deputy City Manager, Community Services to further increase the single source contract value for #SSA22-040 *Online Permit System to Allow Issuance of Visitor, Construction, and Resident Parking Permits (supplier - GTechna)* if required, subject to approved funding being available;
8. That a robust communication plan be developed regarding the use of Automated Speed Enforcement within the City of Vaughan; and
9. That the City Clerk forward a copy of this report to the Regional Municipality of York (York Region), York Region's local municipalities, York Regional Police, York Region District School Board, York Region Catholic School Board, Metrolinx, the Ministry of Transportation Ontario, and the Ministry of the Attorney General.

Committee of the Whole (Working Session) Report

DATE: Wednesday, November 29, 2023

WARD(S): ALL

TITLE: AUTOMATED SPEED ENFORCEMENT (ASE) IMPLEMENTATION PLAN

FROM:

Zoran Postic, Deputy City Manager, Public Works

ACTION: DECISION

Purpose

To seek approval to implement the Automated Speed Enforcement Program in the City of Vaughan under the Administrative Monetary Penalty System, to provide delegated authority to the Deputy City Manager of Public Works to execute the required agreements to launch Automated Speed Enforcement and to provide authority to amend an existing Single Source Award contract with one of the required suppliers, GTechna. The report also seeks approval of the proposed 2023 Community Safety Zone Policy and selection criteria process.

Report Highlights

- In July 2022, the Province of Ontario (the Province) amended the *Highway Traffic Act* to allow Automated Speed Enforcement to become enforceable under Administrative Penalties.
- The City of Vaughan's Automated Speed Enforcement program is anticipated to commence by Q4 2024, subject to the execution of the required agreements for ticket processing and with both the Ministry of the Attorney General and Ministry of Transportation finalizing the required agreements.
- Delegated Authority is required to allow the Deputy City Manager of Public Works to execute agreements with various parties that are critical to a successful Automated Speed Enforcement implementation that fall outside the scope of the Corporate Procurement Policy 15.C.03.

Report Highlights Continued

- The Province only allows Automated Speed Enforcement to be implemented within community safety zones and school zones. The City of Vaughan (the City) has established a proposed Community Safety Zone Policy and warrant process to establish new community safety zones which are supported by data and evidence based.
- Community safety zones will be identified and implemented through the proposed Community Safety Zone Policy, obligatory traffic bylaw amendments, and regulatory signage.
- Staff will identify Automated Speed Enforcement locations based on a priority ranking system driven by the data set out in the proposed Community Safety Zone Policy.
- It is anticipated that the Automated Speed Enforcement program will launch with ten (10) mobile cameras, two (2) per ward, and cameras will remain in a given location for approximately three (3) months.
- The Corporate and Strategic Communications department will leverage numerous channels to educate the public on Automated Speed Enforcement.

Recommendations

1. That use of Automated Speed Enforcement in the City of Vaughan be adopted through an Administrative Monetary Penalty System, and that all necessary By-laws be brought forward to give effect to this recommendation;
2. That the Deputy City Manager of Public Works be authorized to execute any agreement or document, in a form satisfactory to Legal Services, required to implement or administer the Automated Speed Enforcement program within the City of Vaughan that falls outside of the scope of the Corporate Procurement Policy 15.C.03;
3. That the proposed Community Safety Zone Policy be approved as outlined in Attachment 1;
4. That the By-laws be enacted to amend Traffic Bylaw 284-94, as amended, authorizing one hundred and four (104) Community Safety Zones under the proposed Community Safety Zone Policy as outlined in Attachment 2;
5. That staff be authorized to administer the proposed Community Safety Zone Policy, and to establish Automated Speed Enforcement locations;
6. That staff be authorized to proceed with a Single Source Procurement with the identified Supplier, GTechna, for the works required to integrate Automated Speed Enforcement with the By-law & Compliance, Licensing & Permit Services existing case management system as required;
7. That approval be delegated to the Deputy City Manager, Community Services to further increase the single source contract value for #SSA22-040 *Online Permit*

System to Allow Issuance of Visitor, Construction, and Resident Parking Permits (supplier - GTechna) if required, subject to approved funding being available;

8. That a robust communication plan be developed regarding the use of Automated Speed Enforcement within the City of Vaughan; and
9. That the City Clerk forward a copy of this report to the Regional Municipality of York (York Region), York Region's local municipalities, York Regional Police, York Region District School Board, York Region Catholic School Board, Metrolinx, the Ministry of Transportation Ontario, and the Ministry of the Attorney General.

Background

The legislative authority for Automated Speed Enforcement became effective on December 1, 2019.

Automated Speed Enforcement (ASE) is a system that consists of a hardware device including a camera and a speed measurement tool which operate together to take an image of a vehicle traveling past the device at a rate of speed greater than the posted speed limit. This data is then recorded and a penalty notice with a designated fine is sent to the vehicle's registered owner for payment, regardless of the driver. The total payable amount includes a set fine, a victim fine surcharge, and applicable administrative costs. The Ministry of Transportation does not issue demerit points toward a driver's license and therefore a passenger vehicle owner's driving record or insurance rating is not impacted.

Automated Speed Enforcement is identified as one of the most critical road safety initiatives under the MoveSmart Mobility Management Strategy (MoveSmart).

The ASE program's target is to reduce speed, increase road safety, and raise public awareness to drive within the posted speed limits. It is a highly effective road safety tool and is designed to work in parallel with other MoveSmart initiatives, including engineering traffic calming measures, enforcement, and education. ASE is used to promote compliance with posted speed limits and reduce speeds and collisions in school and community safety zones.

A Members Resolution in favour of the implementation of ASE was unanimously supported by City Council on September 28, 2022. Several other authorities across North America and the world have relied on ASE as a speed enforcement and speed reduction tool and have reported significant success. York Region provided an update to Regional Council's Committee of the Whole on June 16, 2022, summarizing the achievements of the Region's ASE pilot program and the benefits of the continued use and expansion of the program.

The Province of Ontario has enacted a regulation to allow the operation of Automated Speed Enforcement under an Administrative Monetary Penalty System to reduce demands on the Provincial Court System.

The Province amended the *Highway Traffic Act* to allow ASE to become enforceable under Administrative Penalties rather than the *Provincial Offences Act* (POA). This change allows municipalities to develop an in-house ticket adjudication and processing program. The Administrative Monetary Penalty System Program (AMPS) allows for greater flexibility as municipalities can operate an ASE program through their processing centre or via a Joint Processing Centre (JPC) in partnership with another municipality. A processing centre refers to a municipal facility overseeing ticket issuance, processing, and dispute resolution processes through staff resources employed by that municipality.

The *Highway Traffic Act* authorizes the use of Automated Speed Enforcement in school zones and community safety zones.

The *Safer School Zones Act* authorizes ASE in schools and community safety zones. A school zone is an area of the road close to a school or within one hundred and fifty (150) metres of a school front. *The Highway Traffic Act* delegates authority to municipalities to designate part of a roadway under its jurisdiction as a community safety zone. School zones usually have reduced speed limits and must be designated with by-laws per the *Highway Traffic Act*. A community safety zone is an area that is deemed a higher risk or area of concern and is also designated through a by-law amendment. Fines are doubled within these designated areas and are directed to the vehicle's registered owner; therefore no demerit points are issued.

The Province has stipulated that ASE warning signs be implemented ninety (90) days in advance of a camera's activation and later replaced with regulatory camera-in-use signs when activated at any given location.

The City of Vaughan has developed the proposed Community Safety Zone Policy with a two-stage selection criteria which has resulted in a recommendation of one hundred and four (104) Community Safety Zones.

The proposed Community Safety Zone Policy identifies a warrant process for community safety zone designation including school zones. Identifying potential community safety zone sites follows a two-staged process which is based on best practices and Provincial guidelines.

The first step involves identifying areas with land uses that have the potential to benefit from community safety zone designations because of their tendency for the presence of vulnerable road users. These areas include:

- School Zones
- Trail Access Points
- Retirement Housing

- Community Centers
- Parks
- Places of Worship

All school zones are recommended to be designated as community safety zones and do not require a second stage warrant approval.

The second stage of the proposed Community Safety Zone Policy assesses the safety concerns of the identified locations other than schools by considering the presence of risk factors. The process includes a risk-scoring matrix to assess each location based on the following factors:

- Vehicular volumes
- Number of lanes
- Length of sidewalk
- Truck volume
- Bus stops
- Intersections and entrances
- Operating speeds
- Collision history

Applying the proposed warrant to the City's entire road network resulted in the identification of one hundred and four (104) warranted community safety zone locations. Ninety-seven (97) of these locations are at or near school zones, and seven (7) are at other land uses.

ASE site selection will include school zones and parks, with a selection of locations that may consist of other land uses such as retirement housing, community centres, and places of worship.

Staff will be responsible for prioritizing and selecting ASE locations and rotation schedules. A regulatory signage plan for community safety zones and ASE identified locations will be developed to satisfy Provincial legislation. Subsequent traffic by-law amendments will be forthcoming that identify individual locations that fulfill the proposed Community Safety Zone Policy warrant process within the City.

The City of Toronto has twelve (12) municipalities utilizing their Joint Processing Centre, including York Region. Participating municipalities rely on Toronto's Joint Processing Centre to process Automated Speed Enforcement tickets.

The City of Toronto, (Toronto) was the first municipality within Ontario to establish ASE as a safety tool. It operates its ASE program under the POA, which requires disputed tickets to be adjudicated through the Provincial Court System. Toronto currently is the

only municipality to operate a JPC and is issuing tickets on behalf of other municipalities.

Due to high volumes, Toronto is currently placing limits on the number of tickets it can process on behalf of other municipalities. As such, some municipalities are looking into the feasibility of implementing their own JPC or partnering with municipalities that have a JPC currently under development. For example, York Region, the Town of Newmarket, the City of Barrie, the City of Waterloo, and the City of Brampton are assessing the feasibility of implementing their own JPC in the future.

There are procurement considerations that are required to be met to implement Automated Speed Enforcement by the anticipated launch date of Q4 2024.

Staff have identified three (3) procurements to implement ASE:

1. Camera Vendor: The contract for supply, installation, operation, maintenance, and decommissioning of ASE cameras and supporting infrastructure.
2. GTechna: The software used for case management.
3. Regulatory Signage: The contract to develop a signage plan for the installation of signs for Community Safety Zones and Automated Speed Enforcement.

The City of Vaughan will leverage the opportunity to participate in the collaborative procurement of a camera vendor and assess all options for ticket processing centres.

The City's Corporate Procurement Policy 15.C.03 encourages the use of collaborative procurements in which combining the volume of Goods and/or Services to be purchased results in the best value for Vaughan. Toronto awarded the services of Redflex Traffic Systems to provide ASE hardware and services on behalf of all participating municipalities.

In May 2019, Toronto issued a Request for Proposal #9148-19-0048 for the Provision of Automated Speed Enforcement Services for five (5) years and five (5) one (1) year extension options. Toronto awarded the contract to Redflex Traffic Systems (Canada) Limited, (Redflex). Through the contract, Redflex is responsible for supplying, installing, operating, maintaining, and decommissioning an ASE system/infrastructure and maintaining ASE image processing services.

To utilize Toronto as a JPC, the City would be required to work with Redflex as its camera vendor. Toronto's RFP#9148-19-0048 permits other municipalities to utilize its contract with Redflex. In accordance with the City's Corporate Procurement Policy 15.C.03, Section 24 – Collaborative Procurement, the City would be required to execute a contract with Redflex upon successful negotiations with the supplier in a form satisfactory to Legal Services.

Should the opportunity to execute an agreement for ticket processing with another municipality, such as York Region, materialize, the City will consider engaging that municipality for ticket processing. Staff will continue to monitor and assess all options available for processing centres. A final decision will be made by staff based on timing, service costs, and ticket capacity allocation.

Council approval is required to amend the existing single source contract with GTechna to permit the integration of Automated Speed Enforcement into the City of Vaughan's existing case management system.

The City is working to administer the ASE program through AMPS, a system already in use by By-law and Compliance, Licensing, and Permit Services that currently administers the parking ticket program. GTechna is the current vendor that will facilitate the software system integration with the Toronto JPC.

To meet the Q4 2024 ASE launch, the City requires an AMPS program and software solution to be able to facilitate the transfer of information and tickets with the JPC. Not utilizing the current vendor GTechna would require an open procurement which would result in additional delays. By-law and Compliance, Licensing, and Permit Services has confirmed that a systems integration with Toronto and the current vendor GTechna is possible and testing has already occurred.

By-law and Compliance, Licensing, and Permit Services are in contract with GTechna via a Single Source Award (SSA22-040). Staff anticipates that the integration of ASE by GTechna will result in a change order to the existing single source contract of approximately fifteen thousand dollars (\$15,000), thus bringing the cumulative value of the GTechna contract over the \$100,000 threshold established by the City's Corporate Procurement Policy.

The City's Procurement Policy provides criteria that must be met to procure via single-source procurement. Given the need for standardization and compatibility with previously acquired services and the special knowledge, skills, and expertise required, it is the Director of Procurement Services' determination that this justifies the use of single source procurement in this case.

Given the anticipated amount of the contract, Council approval is required to proceed with any necessary amendment to the existing GTechna Single Source Award.

Further, staff are asking that the Deputy City Manager of Community Services be authorized to further increase the single source contract value for #SSA22-040 *Online Permit System to Allow Issuance of Visitor, Construction, and Resident Parking Permits (supplier - GTechna)* if required, subject to approved funding being available.

Previous Reports/Authority

MoveSmart Mobility Management Strategy Annual Progress Report, Extract from Council Meeting Minutes of March 22, 2022 (Report No. 11, Item 1 of the Committee of the Whole (Working Session)):

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=101578>

MoveSmart Mobility Management Strategy, Extract from Council Meeting Minutes of March 10, 2021 (Report No. 10, Item 1 of the Committee of the Whole (Working Session)): [filestream.ashx \(escribemeetings.com\)](#)

Support for a Piloted Automated Speed Enforcement Program in the City of Vaughan, Members Resolution Racco, Extract from the Council Meeting Minutes of September 28, 2022 (Report No. 32, Item 19 of the Committee of the Whole (1)):

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=120316>

Automated Speed Enforcement and Administrative Penalty System, Extract from York Region Council Meeting Minutes of June 16, 2022; Committee of the Whole Report of May 27, 2022, Transportation Services, Joint Report of the Commissioner of Public Works and the Regional Solicitor and General Counsel.

<https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=35845>

Processing Centre for Automated Enforcement Infractions, Extract from York Region Council Meeting Minutes of September 14, 2023: Committee of the Whole Report September 6, 2023, Transportation Services, Report of the Commissioner of Public Works:

<https://yorkpublishing.escribemeetings.com/FileStream.ashx?DocumentId=40993>

Analysis and Options

The Administrative Monetary Penalty System shifts the processing of Automated Speed Enforcement tickets to a municipality and away from the Provincial Court System.

The City currently has a parking ticket enforcement program under AMPS. As such, procedures and technical software are already in place to issue, settle, and collect tickets that are in default. The City's ASE program will work off the same processes and procedures. Some of the realized advantages of the AMPS program include:

- Replaces the court-based trial system governed by the POA.
- Provides a fair and equitable dispute resolution process.
- Provides greater access to dispute resolution services.
- Screening reviews are conducted at an in-person meeting, or disputes can be submitted via an online form.

- The system is flexible, customer-focused, and convenient.
- Allows the Provincial Courts greater opportunity to address more severe types of offenses.
- Empowers the local municipality to operate its penalty system.

As an operator of an ASE program under AMPS, the City will be mandated to provide annual reports back to the Province, highlighting important key performance indicators such as ticket issuance, program success, and other technical data.

Implementation of Automated Speed Enforcement requires the City of Vaughan to enter into various agreements.

Delegated Authority is required to allow the Deputy City Manager of Public Works to execute the necessary agreements that are critical to ASE implementation and include agreements with the following:

1. The Ministry of Transportation (MTO): This agreement provides that MTO will provide vehicle owner information to the JPC on behalf of the City.
2. Ministry of the Attorney General (MAG): This agreement sets out: (1) The City's responsibility to remit money to the Victims' Justice Fund, and (2) the City's access to the Defaulted Fines Control Centre, which is used for license plate denials.
3. A Joint Processing Centre: This agreement allows the JPC to receive photos, issue penalty notices, and share costs related to the processing centre.

The Privacy Impact Assessment is a requirement that forms part of the MTO Agreement. The Information and Privacy Commissioner will be consulting with each municipality that is interested in implementing an ASE program under AMPS.

Financial Impact

Financial estimates to administer the Automated Speed Enforcement program are based on Toronto's Joint Processing Centre processing capacity restraints.

Financial estimates for the implementation of the City's ASE program are currently based on Toronto's JPC processing capacities. Several municipalities are considering opening their own processing centers and the City continues to explore other potential partnerships, including York Region that would modify the financial estimates associated with administering the ASE program.

The ASE program is anticipated to launch by Q4 2024. Various City departments are assessing resource requirements to support the ASE program beyond 2024, and any additional operating funds or additional resources required to administer the program will be requested in the future through the City's annual budget process.

One-time startup operating costs of approximately one hundred thousand dollars (\$100,000) have been identified to launch the ASE program and will be enabled through previously approved funding. The By-law & Compliance, Licensing & Permit Services capital project *BY-9538-16 By-law & Compliance Group GTechna System Upgrade* will facilitate the necessary upgrades to import ticket data, and an initial partnership fee is required should the City execute an agreement with the Toronto JPC.

Approved funding for the implementation of regulatory traffic signage for both ASE and community safety zones has been identified through capital projects *FL-9579-21 Traffic Signs Speed Limit Policy* and *RP-6767-18 Road Safety Program Automated Speed Enforcement*.

ASE is intended to be a financially cost-neutral program. It is anticipated that as the program matures all operational costs will be recovered through the collection of penalties imposed. The Province has suggested that any monetary gains be reinvested into future road safety programs and communications with a focus on pedestrian and cycling facilities. It is anticipated that as speed compliance improves, recoveries generated through ASE will decrease as road safety across the City improves.

Operational Impact

The implementation of Automated Speed Enforcement is a comprehensive initiative requiring collaboration and expertise across the organization.

A working group consisting of nine (9) departments was created to facilitate the process of launching the ASE program. The working group includes the following departments:

- By-law & Compliance, Licensing & Permit Services
- Legal Services
- Procurement Services
- Financial Services
- Financial Planning & Development Finance
- Office of the City Clerk
- Office of the Chief Information Officer
- Transportation & Fleet Management Services
- Corporate and Strategic Communications

Staff propose to operate ten (10) mobile Automated Speed Enforcement cameras, allocating two (2) cameras per ward within community safety zones.

It is anticipated that the ASE program will commence with each ward receiving two (2) mobile cameras. The ASE mobile cameras will rotate approximately every three (3) months.

A comprehensive communication plan will be created to raise driver awareness regarding Automated Speed Enforcement implementation throughout the City of Vaughan.

A robust communication plan will advise residents and drivers about the new ASE program before commencement right through to implementation. Residents will be educated on the value that ASE provides in keeping communities safe and motorists will be informed about the warning and camera activation periods on the City's local road network.

Automated Speed Enforcement is an effective tool to improve road safety.

The use of ASE has proven to be a worthwhile and effective countermeasure in numerous municipalities to improve road safety by reducing vehicle speeds and collisions in targeted areas such as school zones and community safety zones.

A study based on Toronto's ASE data conducted by researchers from The Hospital for Sick Children (SickKids) in collaboration with the Toronto Metropolitan University (TMU) showed that drivers exceeding the speed limit decreased at eighty percent (80%) of the locations with an ASE device. The proportion of drivers speeding at thirty (30), forty (40), and fifty (50) kilometres per hour speed limit zones dropped by an average of seven kilometres per hour (7 km/h) during ASE deployment. There was also an eighty-seven percent (87%) drop observed among drivers exceeding the speed limit by twenty kilometres per hour (20 km/h) or more at ASE locations. The City of Mississauga has also noted an average decrease in vehicle speeds by eight kilometres an hour (8 km/h) where cameras were deployed and an average increase of twenty-six percent (26%) in speed limit compliance.

Broader Regional Impacts/Considerations

York Region has already adopted the ASE program. Discussions with York Region exploring opportunities for ticket processing at a joint facility remain ongoing. Road safety and speed compliance is a region-wide safety priority. Therefore, the establishment of an ASE program within the City will complement York Region's efforts to ensure overall improved road safety across the network. An aligned speed enforcement strategy will work to improve driver behavior and support York Regional Police's efforts to improve traffic safety, reduce speeding, and help protect vulnerable road users.

Conclusion

The implementation of ASE is a key program within MoveSmart. ASE will support many key initiatives including the joint Traveler Safety Plan with local municipal partners, the Speed Compliance Plan, the Safer School Zone Plan, and the Neighbourhood Traffic

Calming Plan, thereby ensuring a comprehensive and multifaceted approach to improving road safety across both the local and regional road networks.

The City anticipates launching the ASE program under AMPS by Q4 2024 provided the necessary agreements for ticket processing and with the Ministry of the Attorney General and the Ministry of Transportation can be executed.

For more information, please contact Peter Pilateris, Director Transportation and Fleet Management Services ext. 6141, and Susan Kelly, Director of By-Law & Compliance, Licensing & Permit Services, ext. 8952.

Attachments

1. Proposed Community Safety Zone Policy #19.C.07.
2. List of one hundred and four (104) locations to be designated as Community Safety Zones.

Prepared by

Brenda Bisceglia, Manager MoveSmart, ext. 6144.

In Consultation with

Rebecca Hall-McGuire, Legal Counsel, ext. 8475.

Pooja Nagra, Director, Procurement Services, ext. 8306.

Varant Khatchadourian, Manager, Financial Planning & Analysis, ext. 8338.

Kristin Smith, Access and Privacy Officer • Office of the City Clerk, ext. 8987.

Jennifer Ormston, Director, Corporate and Strategic Communications, ext. 8039.

Approved by



Zoran Postic, Deputy City Manager,
Public Works

Reviewed by



Nick Spensieri, City Manager

THE CORPORATION OF THE CITY OF VAUGHAN

CORPORATE POLICY

POLICY TITLE: COMMUNITY SAFETY ZONE

POLICY NO.: 19.C.07

Section:	Roads, Traffic & Operations		
Effective Date:	Click or tap to enter a date.	Date of Last Review:	Click or tap to enter a date.
Approval Authority: Council	Policy Owner: DCM, Public Works		

POLICY STATEMENT

A policy to identify locations for Community Safety Zones designations within the City of Vaughan. The policy includes an evaluation process and a warrant in the form of a set of criteria to identify locations that are justified for Community Safety Zones.

PURPOSE

This policy provides a comprehensive process for determining the suitability of a candidate location as a Community Safety Zone. Community Safety Zones are locations where public safety is a concern and where increased enforcement and fines have the potential to address safety issues. This policy also provides a process for prioritizing Community Safety Zone candidate locations, identifying appropriate boundaries, and presenting criteria for the installation of signs. The objective is to provide an evidence-based approach to assess the implementation of Community Safety Zones in designated areas with a higher road safety risk as identified through analysis of existing road conditions and traffic/pedestrian data. Staff will apply the policy to determine which locations are appropriate for designation as a Community Safety Zone. This decision must be codified in a by-law; once staff have applied the policy to identify locations that are appropriate for designation as Community Safety Zone, by-laws will be brought forward for Council approval.

SCOPE

This policy will apply to all roadways under the jurisdiction of the City of Vaughan as a process to identify areas that require enhanced traffic road safety measures to support vulnerable road users.

POLICY TITLE: COMMUNITY SAFETY ZONE

POLICY NO.: 19.C.07

LEGISLATIVE REQUIREMENTS

Section 214.1(1) of the Highway Traffic Act delegates authority to a municipal Council to designate highways under its jurisdiction as a Community Safety Zone. A municipal by-law is required to designate a Community Safety Zone location and to increase fines within its limits.

DEFINITIONS

- 1. Automated Speed Enforcement:** Automated speed enforcement systems use cameras and speed measurement devices to identify vehicles travelling above the posted speed limit and to provide the evidence needed to issue a citation. Automated speed enforcement systems may be used in school zones and/or community safety zones.
- 2. Community Safety Zone:** A designated stretch of roadway which permits the doubling of fines for moving violations. Community safety zone signage is used to notify drivers of the limits of a Community Safety Zone.
- 3. School Area:** An area “where a school is adjacent to a major highway or arterial road that school children walk along and cross. School area signs may be advisable where the school is adjacent to a residential street with relatively high traffic volumes.”¹

POLICY

The proposed policy is a two-step warrant system consisting of a set of criteria to justify a Community Safety Zones designation:

- Warrant 1: Designated Area of Special Concern
- Warrant 2: Safety Warrant

1. Warrant 1 identifies specific locations where Community Safety Zones can be considered because of the propensity of these land uses to attract vulnerable road users near vehicular traffic resulting in potential safety concerns. Land uses that satisfy Warrant 1 include:
 - 1.1. School Zones
 - 1.2. Trail Access Points
 - 1.3. Retirement Housing
 - 1.4. Community Centers
 - 1.5. Parks
 - 1.6. Places of Worship

¹ Ontario Traffic Manual – Book 6 Warning Signs, 2001, page 105

2. School zones are automatically considered warranted for Community Safety Zones and are not required to satisfy Warrant 2.
3. Where schools and parks are adjacent to each other, they are to be considered a single candidate site. Each candidate location will be reviewed to determine if other boundary roads (in addition to the road across the location's frontage) are also candidates for Community Safety Zone implementation.
4. Once Warrant 1 is satisfied (i.e., an area is confirmed as a designated area of special concern), Warrant 2 assesses the potential of implementing a Community Safety Zone to address safety issues by considering the presence of risk factors as noted below. The process includes a risk scoring matrix to assess each candidate location.
5. The following risk factors are included in Warrant 2:
 - 5.1. Volume: Higher volumes of vehicles result in a higher potential for conflicts with vulnerable road users.
 - 5.2. Number of lanes: Longer crossing distances associated with multi-lane roadways raise the exposure of vulnerable road users to conflicts with vehicles.
 - 5.3. Length of sidewalk: Sidewalks physically separate vulnerable road users from traffic and therefore offer safety advantages.
 - 5.4. Truck volume: Trucks require more room to manoeuvre, generally have larger blind spots, and the severity of collisions between trucks and vulnerable road users tends to be higher.
 - 5.5. Bus stops: Bus stops are a surrogate for the presence of pedestrians and the number of crossings made by pedestrians.
 - 5.6. Intersections and entrances: Intersections and large entrances increase the number of vehicle-vulnerable road user conflict points.
 - 5.7. Operating speeds: Higher operating speeds tend to result in greater severities when collisions do occur with vulnerable road users.
 - 5.8. Collision history: The collision history is a means of assessing the potential for collisions to occur.
6. Each risk factor is scored as 'high' (3), 'moderate' (2), or 'low' (1). The following table lists the risk factors and the corresponding thresholds used to determine the scores. Note this scoring process is used to determine the location's priority (per the priority list attached).

POLICY TITLE: COMMUNITY SAFETY ZONE**POLICY NO.: 19.C.07**

Risk Factor	Risk Factor Scoring			Score
	High (3)	Moderate (2)	Low (1)	
Average daily traffic	> 6000	3000 to 6000	< 3000	
Number of lanes	> 4	3 to 4	2	
Presence of sidewalks	None	One side	Both sides	
Truck volume (% of traffic)	> 5%	3% to 5%	< 3%	
Number of bus stops per km	> 4	2 to 4	< 2	
Intersection and entrances per km	> 10	4 to 10	< 4	
85 th percentile speed – posted speed (km/h)	> 10	0 to 10	< 0	
VRU collisions per year (5 years)	> 2	1 to 2	0	
Total Score				/ 24

7. The minimum score for a location to be compliant with Warrant 2 is 14. All warranted locations will be presented to Community Safety Zone stakeholders (e.g., York Regional Police, School Boards and York Region) for their review and consideration.
8. For school areas, Community Safety Zone Begins signs should be installed 100 m upstream of the School Area Begins signs. A Community Safety Zone sign should be installed the same distance (i.e., 100 m) beyond the School Area Ends sign. These distances are consistent with the placement criteria for warning signs provided in the Ontario Traffic Manual – Book 6 - Warning Signs.
9. For Community Safety Zone locations other than schools, the Community Safety Zone Begins signs should be installed 140 m in advance of the sensitive land use (i.e., the locations listed for Warrant 1) and the Community Safety Zone Ends signs shall be installed the same distance beyond (i.e., 140 m).
10. For zones greater than 1 km in length, additional Community Safety Zone signs shall be spaced not more than 300 m apart (or as specified in OTM Book 5).
11. In cases where the end and start points for two adjacent Community Safety Zones are within 250 m of each other, they should be treated as a single, continuous Community Safety Zone to reduce driver confusion and facilitate on-street enforcement. Furthermore, Community Safety Zone boundaries shall be determined as road sections meeting the conditions of Warrant 2 and shall be extended to encompass any immediately adjacent road sections that satisfy Warrant 1.
12. Once a section of road has been designated as a Community Safety Zone, it shall retain the designation until the land use changes.

POLICY TITLE: COMMUNITY SAFETY ZONE

POLICY NO.: 19.C.07

ADMINISTRATION

Administered by the Office of the City Clerk.

Review Schedule:	5 Years	Next Review Date:	Click or tap to enter a date.
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Related Policy(ies):	Establishing Speed Limits on City Roadways – 19.C.03
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Related By-Law(s):	
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Procedural Document:	
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Revision History

Date:	Description:
Click or tap to enter a date.	
Click or tap to enter a date.	
Click or tap to enter a date.	

ATTACHMENT NO.2

Community Safety Zone Street Listing

STREET	DESCRIPTION
Aberdeen Avenue	North limit of Vineyard Court to the south limit of Chancellor Drive
Aberdeen Avenue	East limit of Alderson Avenue to the west limit of Ansley Grove Road
Ansley Grove Road	North limit of Blue Willow Drive/Embassy Drive to the south limit of Belview Avenue/Aberdeen Avenue
Apple Blossom Drive	East limit of Pleasant Ridge Avenue to the west limit of Clovis Street
Arnold Avenue	West limit of Yonge Street to the east limit of Brooke Street
Arnold Avenue	East limit of Atkinson Avenue to the west limit of Charles Street
Ashberry Boulevard	East limit of Weston Road to the west limit of Starling Boulevard
Atkinson Avenue	From the east limit of Bathurst Street to the north limit of Arnold Avenue
Autumn Hill Boulevard	West limit of Daphnia Drive to the east limit of Dufferin Street
Autumn Hill Boulevard	East limit of Thornhill Woods Drive to the west limit of Bathurst Street
Avro Road	South limit of Major Mackenzie Drive to the north limit of Caproni Drive
Bainbridge Avenue	East limit of Martin Grove Road to the west limit of Forest Drive
Balsamwood Road	East limit of Pleasant Ridge Avenue to the west limit of Clovis Street
Barons Street	North limit of Mactier Drive/Moody Drive to 50 metres south of the south limit of East's Corners Boulevard
Basaltic Road	East limit of Planchet Road to the south limit of Jacob Keefer Parkway
Bathurst Glen Drive	North limit of Autumn Hill Boulevard to the south limit of Hesperus Road
Belview Avenue	East limit of Ansley Grove Road to the west limit of Norglen Road/Glitter Road
Beverly Glen Boulevard	East limit of Redondo Drive (west leg) to the west limit of Mulholland Drive/Oakhurst Drive
Blue Willow Drive	East limit of Ansley Grove Road to the west limit of Michelle Drive
Brooke Street	South limit of Centre Street to the north limit of Thornridge Drive
Brownridge Drive	South limit of Wade Gate to the north limit of Clark Avenue West
Brownridge Drive	East limit of Carl Tennen Street to the west limit of New Westminster Drive
Bruce Street	South limit of Highway 7 to the north limit of Helen Street
Campbell Avenue	North limit of Rodeo Drive to the west limit of Atkinson Avenue
Canvas Road	South limit of Murraby Farm Lane to the north limit of America Avenue
Carl Tennen Street	North limit of Chelwood Drive to the south limit of Brownridge Drive
Carrier Crescent	East limit of Peter Rupert Avenue to the west limit of Edison Place
Carron Avenue	South limit of Cunningham Drive to the west limit of Melville Avenue
Cartwright Boulevard	West limit of Woolacott Road to the east limit of Bayside Court/Malden Street
Castillian Drive	North limit of Royal Pine Avenue to the south limit of Sonoma Boulevard
Centre Street	West limit of Yonge Street to the east limit of Thornbank Road
Chancellor Drive	East limit of Aberdeen Avenue to the west limit of Zucchet Court
Chatfield Drive	East limit of Ironside Drive to the west limit of Gorman Avenue

Chelwood Drive	East limit of Brownridge Drive to the west limit of Zahavy Drive
Church Street	East limit of Netherford Road to the west limit of Gracefield Court
Cityview Boulevard	North limit of Major Mackenzie Drive to the south limit of Lormel Gate
Clarence Street	North limit of Woodbridge Avenue to 900 metres north of the north limit of Meeting House Road
Clarence Street	North limit of Kingley Crest Way/Ronan Crescent to the south limit of Sonoma Boulevard
Clark Avenue West	East limit of Dufferin Street to the west limit of Charles Street
Claudia Avenue	East limit of Triton Avenue to the west limit of Martin Grove Road
Clover Leaf Street	West limit of Aberdeen Avenue to the east limit of Needle Point Road
Coast Avenue	North limit of America Avenue to the south limit of Murray Farm Lane
Comdel Boulevard	East limit of Weston Road to the west limit of Vellore Woods Boulevard
Confederation Parkway	North limit of Ten Oaks Boulevard to the south limit of Belvia Drive/Royal Appian Crescent
Conley Street	North limit of Steeles Avenue West to the west limit of Hord Crescent (west leg)
Coronation Street	South limit of Morning Star Drive to the north limit of Jade Crescent
Country Drive Lane	South limit of Ravineview Drive to the north limit of Village Vista Way
Coyote Way	South limit of Comdel Boulevard to the north limit of Hawkview Boulevard
Cranston Park Avenue	North limit of McNaughton Road to the south limit of Ashton Drive/Isaac Murray Avenue
Creditview Road	East limit of Terecar Drive to the north limit of Creditview Road
Criscione Drive	South limit of Napa Valley Avenue to the north limit of Sgotto Boulevard
Crofters Road	North limit of Paddington Place to the east limit of Clarence Street
Cunningham Drive	East limit of Dunblane Avenue to the west limit of St. Joan of Arc Avenue
Davos Road	East limit of Lourdes Avenue/Toulon Crescent to the west limit of Weston Road
Deepsprings Crescent	East limit of Komura Road to the west limit of Sweetriver Boulevard
Discovery Trail	North limit of Tierra Avenue to the south limit of America Avenue
Domingo Street	East limit of Mast Road/John Deisman Boulevard to the west limit of Treasure Road
Draper Boulevard	East Limit of Dufferin Street to the west limit of Brownridge Drive
Dufferin Hill Drive	West limit of Marathon Avenue to the east limit of Freemont Street
Farrell Road	East limit of Farrell Road to the west limit of Via Romano Boulevard
Fiori Drive	North limit of Chancellor Drive to the south limit of Beatrice Way
Firenza Road	West limit of Fossil Hill Road to the east limit of Kingsview Drive
Firglen Ridge	North limit of Hayhoe Lane to the south limit of Dorengate Drive
Fitz Maurice Drive	East limit of Via Romano Boulevard to the west limit of Abner Mills Drive/Hurst Avenue
Flamingo Road	East limit of Bathurst Street to the west limit of Highcliffe Drive
Fletcher Drive	East limit of Cranston Park Avenue to the west limit of St. Joan of Arc Avenue
Forest Drive	South limit of Janus Place/Kaiser Drive to the north limit of Bainbridge Avenue/Dunstan Crescent

Forest Fountain Drive	North limit of Royal Pine Avenue to the south limit of Sonoma Boulevard
Forest Run Boulevard	North limit of Ten Oaks Boulevard to the south limit of Toscana Boulevard
Fossil Hill Road	North limit of Saint Damian Avenue/Dybal Street to the south limit of Jordan Hofer Way
Foxhound Crescent	East limit of Starling Boulevard to the north limit of Ashberry Boulevard
Franklin Avenue	South limit of Braemar Court to the east limit of Markwood Lane
Gamble Street	West limit of Islington Avenue to the east limit of Waymar Heights Boulevard
Gesher Crescent	North limit of Lebovic Campus Drive to the east limit of Ilan Ramon Boulevard
Glen Shields Avenue	West limit of Dufferin Street to the west limit of Dufferin Street
Glenkindie Avenue	South limit of Cunningham Drive to the north limit of Falkirk Crescent
Golden Forest Road	West limit of Peter Rupert Avenue to the east limit of Golden Forest Road
Goodman Crescent	East limit of Netherford Road to the west limit of Gram Street
Grand Trunk Avenue	South limit of Ivy Glen Drive to the north limit of Carrier Crescent
Greenpark Boulevard	East limit of Valeria Boulevard to the west limit of Fifth Avenue
Harley Drive	East limit of Lawford Road to the west limit of Allenby Street
Hawker Road	South limit of Sylwood Crescent/Villandry Crescent to the east limit of Melville Avenue
Hayhoe Lane	West limit of Islington Avenue to the east limit of Firglen Ridge
Headwind Boulevard	North limit of Hyde Place to the East limit of Fellows Gate
Helen Street	East limit of Bruce Street to the south limit of Highway 7
Highcliffe Drive	North limit of Atkinson Avenue to the south limit of Janesville Road
Highmark Drive	East limit of Vellore Park Avenue to the west limit of Vellore Park Avenue
Hilda Avenue	South limit of Clark Avenue West to the north limit of York Hill Boulevard
Huntington Road	North limit of Nativio Street to the west limit of New Huntington Road
Hyde Place	East limit of Headwind Boulevard to the west limit of Ironside Drive
Ilan Ramon Boulevard	North limit of Little River Court to the south limit of Big Rick Drive/Shale Crescent
Ironside Drive	North limit of Chatfield Drive to the south limit of Stanton Avenue
Isaac Murray Avenue	West limit of St. Joan of Arc Avenue to the east limit of Cranston Park Avenue
Islington Avenue	North limit of Major Mackenzie Drive to the south limit of Nashville Road
Jack Pine Road	South limit of Petticoat Road to the north limit of Ascalon Drive
Jackson Street	South limit of Major Mackenzie Drive to the north limit of Church Street
Jacob Keefer Parkway	West limit of Basaltic Road to the south limit of Rutherford Road
James Street	North limit of Woodbridge Avenue to the south limit of William Street
Jardin Drive	East limit of Southview Drive to the east limit of Jardin Drive
Jevlan Drive	North limit of Carlauren Drive to the west limit of Silmar Drive
John Deisman Boulevard	West limit of Tierra Avenue to the west limit of Domingo Street

Jonathan Gate	East limit of Hilda Avenue to the west limit of Winding Lane
Joseph Aaron Boulevard	South limit of Clark Avenue West to the west limit of New Westminster Drive
Judith Avenue	North limit of Chelwood Drive to the south limit of Bayhampton Crescent
Juldan Place	East limit of Vellore Park Avenue to the west limit of Trudeau Drive
Julliard Drive	North limit of Rutherford Road to the east limit of Sweetriver Boulevard
Karen Street	North limit of York Hill Boulevard to the south limit of Winding Lane
Kavala Street	North limit of Petticoat Road to the south limit of Lealinds Road
Killian Road	West limit of Lamar Street/Sterling Crescent to the east limit of Oliver Lane
Killington Avenue	South limit of Moody Drive to the north limit of Moody Drive
Kingsview Drive	North limit of Firenze Road to the south limit of Maria Antonia Road
Kipling Avenue	North limit of Highway 7 to the south limit of Meeting House Road
Knightshade Drive	North limit of Autumn Hill Boulevard to the south limit of Ner Isreal
La Rocca Avenue	East limit of Via Campanile to the west limit of Ampezzo Avenue/Trinitia Avenue
La Rocca Avenue	East limit of Tupper Street to the west limit of Bologna Road
Lady Valentina Avenue	South limit of Via Romano Boulevard to the north limit of Lady Fenyrose Avenue/Sir Modesto Court
Landwood Avenue	North limit of Ten Oaks Boulevard to the south limit of Westolivia trail
Lawford Road	North limit of Major Mackenzie Drive to the south limit of Stanton Avenue
Lebovic Campus Drive	East limit of Thomas Cook Avenue to the west limit of Bathurst Street
Lindbergh Drive	East limit of Lawford Road to the west limit of Trammel Drive
Lio Avenue	East limit of Fontesalva Avenue to the west limit of Monte Carlo Drive
Lodegway Drive	East limit of Ravineview Drive to the west limit of Village Vista Way
Maple Sugar Lane	East limit of Pleasant Ridge Avenue to the west limit of Thornhill Woods Drive
Marc Santi Boulevard	West limit of Bathurst Street to the east limit of Cooks Mill Crescent
Marco Sgotto Avenue	South limit of Napa Valley Avenue to the north limit of Villa Antica Drive
Maria Antonia Road	East limit of Via Campanile to the west limit of Maximillian Street
Markwood Lane	From the north limit of Franklin Avenue to the south limit of Centre Street
Martin Grove Road	South limit of Regina Road/Woodstream Boulevard to 800m south of the south limit of Roysun Road
Martin Grove Road	South limit of Forest Drive to the north limit of Highway 7
Martin Grove Road	East limit of Dolores Crescent/Andy Crescent to the west limit of Castlepoint Drive/Dolores Crescent
Mast Road	North limit of Del Francesco Way to the west limit of Domingo Street
Matthew Drive	North limit of Blue Willow Drive to the east limit of Lavender Place
McNaughton Road	East limit of Cranston Park Avenue to the west limit of Keele Street
Meeting House Road	West limit of Clarence Street to the east limit of Rosebury Lane
Melville Avenue	290 metres north of the north limit of Rutherford Road to the south limit of Avro Road

Melville Avenue	North limit of Roseheath Drive to the west limit of Cranston Park Avenue
Millway Avenue	North limit of Highway 7 to the south limit of Pennsylvania Avenue
Milner Gate	West limit of Bathurst Street to the east limit of Mullen Drive
Mistysugar Trail	East limit of Pleasant Ridge Avenue to the west limit of Thornhill Woods Drive
Montcalm Boulevard	East limit of Fossil Hill Road to the west limit of Tulle Avenue
Monte Carlo Drive	North limit of Napa Valley Avenue to the south limit of Marbella Road/Nina Gate
Monte Carlo Drive	North limit of Lio Avenue/Alanno Way to the south limit of Napa Valley Avenue
Montebello Avenue	West limit of Forest Fountain Drive to the east limit of Amelynn Crescent (west leg)
Morning Star Drive	North limit of Medallion Boulevard to the west limit of Coronation Street/Hollyburn Court
Mullen Drive	East limit of New Westminster Drive to the west limit of Tansley Road
Mullen Drive	South limit of Tansley Road/McMorran Crescent to 75m south of the south limit of Troyer Court
Murray Farm Lane	East limit of Boom Road to the north limit of Portsmouth Road
Napa Valley Avenue	North limit of Rutherford Road to the west limit of Forest Fountain Drive
Needle Point Road	North limit of Clover Leaf Street to the south limit of Clover Leaf Street
Ner Isreal Drive	East limit of Bathurst Glen Drive to the west limit of Bathurst Street
Netherford Road	South limit of Major Mackenzie Drive to the north limit of Goodman Crescent
New Westminster Drive	North limit of Centre Street to the west limit of Bathurst Street
New Westminster Drive	South limit of Brownridge Drive to the north limit of Steeles Avenue West
Nickel Gate	East limit of Highway 27 to the west limit of Morning Star Drive
North Rivermede Drive	West limit of Highway 7 to the south limit of Audia Court
Norwood Avenue	East limit of Via Lanciano/Bachman Drive to the west limit of Melville Avenue
Ohr Menachem Way	South limit of Autumn Hill Boulevard to the north limit of Cabernet Road
Oland Drive	South limit of Foxhound Crescent to the north limit of Ashberry Boulevard
Old Jane Street	West limit of Yonge Street to the east limit of Brooke Street
Peak Point Boulevard	South limit of Ravineview Drive to the north limit of Meadow Ridge Court
Peter Rupert Avenue	South limit of Lealinds Road/Freedom trail to the north limit of Maverick Crescent (north leg)
Petticoat Road	West limit of Peter Rupert Avenue to the east limit of Craigvale Street
Pleasant Ridge Avenue	North limit of Langstaff Road to the south limit of Balsamwood Road
Plover Heights	South limit of Comdel Boulevard to the north limit of Hawkview Boulevard
Portsmouth Road	South limit of Murrarby Farm Lane to the north limit of America Avenue
Ravineview Drive	East limit of Bestview Circle (east leg) to the north limit of Bottero Drive
Redmond Drive	North limit of Ten Oaks Boulevard to the south limit of Apple Blossom Drive
Regency View Heights	South limit of Seabrooke Court to the east limit of Peak Point Boulevard
Retreat Boulevard	West limit of Cityview Boulevard to the east limit of Aidan Drive/Velia Court

Richler Avenue	East limit of Killington Avenue to the west limit of Barons Street
Rivermede Road	West limit of Highway 7 to the east limit of Ortona Court
Rosedale Heights Drive	From the south limit of Atkinson Avenue to the west limit of Atkinson Avenue
Roytec Road	East limit of Weston Road to the west limit of Jevlan Drive
Russet Way	West limit of Ansley Grove Road to the west limit of Williamsburg Lane
Sand Valley Street	East limit of Peter Rupert Avenue to the west limit of Cherry Bush Road
Sandwood Drive	South limit of Apple Blossom Drive to the north limit of Auburndale Drive
Santa Barbara Place	South limit of Velmar Drive to the north limit of Columbus Avenue
Santa Maria Trail	West limit of Discovery Trail to the east limit of Treasure Road
Secord Avenue	East limit of Killington Avenue to the west limit of Barons Street
Silmar Drive	South limit of Langstaff Road to the north limit of Jevlan Drive/Chrislea Road
Silverado Trail	East limit of Arrowood Crescent to the west limit of Forest Fountain Drive
Sir Sanford Flemming Way	East limit of Grand Trunk Avenue to the west limit of Coupler Drive
Sonoma Boulevard	West limit of Islington Avenue to the east limit of Forest Fountain Drive
Southdown Avenue	North limit of Valley Vista to the south limit of Shale Crescent
Spring Arbour Road	North limit of Ten Oaks Boulevard to the south limit of Westolivia Trail
Springside Road	East limit of Jane Street the west limit of Hawker Road
St. Joan of Arc Avenue	North limit of McNaughton Road to the south limit of Teston Road
Stan Gate	South limit of Langstaff Road to the north limit of Belview Avenue
Stanton Avenue	East limit of Ironside Drive to the west limit of Allenby Street
Stark Crescent	West limit of Vellore Park Avenue to the north limit of Shelbourne Drive
Starling Boulevard	North limit of Ashberry Boulevard to the south limit of Teal Crescent/Oxbow Court
Summeridge Drive	East limit of Loire Valley Avenue to the west limit of Bathurst Street
Sunset Ridge	North limit of Napa Valley Avenue to the south limit of Via Carmine Avenue
Sunset Ridge	West limit of Islington Avenue to the east limit of Ginger Grove
Sweetriver Boulevard	South limit of Auto Vaughan Drive to the north limit Camino Drive/Casabel Drive
Tacc Trail	South limit of Foxhound Crescent to the north limit of Ashberry Boulevard
Tall Grass Trail	South limit of Pine York Avenue to the north limit of Muzzo Court
Tansley Road	East limit of Milcroft Way to the west limit of Mullen Drive
Ten Oaks Boulevard	East limit of Freemont Street to the west limit of Dufferin Street
Terecar Drive	North limit of Langstaff Road to the south limit of Westcreek Drive/Creditview Road
Terra Road	South limit of Pine York Avenue to the north limit of Guery Crescent
Thomas Cook Avenue	North limit of Arianna Crescent/Golden Trail (south leg) the the south limit of Chaiwood Court
Thornhill Woods Drive	North limit of Elmway Court to the south limit of Autumn Hill Boulevard

Timber Lane	West limit of Tall Grass Trail to the east limit of Thistleridge Drive
Townsgate Drive	East limit of Bathurst Street to the west limit of Emerald Lane
Treasure Road	North limit of Ferdinand Avenue to the south limit of Santa Maria Trail
Trudeau Drive	North limit of Retreat Boulevard to the south limit of Venice Gate Drive
Valeria Boulevard	East limit of Santa Barbara Place to the west limit of Conti Crescent
Valley Vista Drive	East limit of Big Rock Drive/Chaya Sara Gardens to the west limit of Bathurst Street
Vaughan Mills Road	North limit of Lois Drive to the south limit of Rutherford Road
Velamar Drive	West limit of Woolacott Road to the east limit of Blackburn Boulevard
Vellore Park Avenue	North limit of Lormel Gate to the north limit of Highmark Drive
Vellore Woods Boulevard	North limit of Hawkview Boulevard to the south limit of Thicket Trail
Venice Gate Drive	East limit of Vellore Park Avenue to the west limit of Summit Drive
Via Campanile	North limit of Saint Francis Avenue to the south limit of Trinita Avenue
Via Campanile	North limit of Davos Road to the south limit of Ferrazzano Lane/Noce Way
Via Romano Boulevard	North limit of Mower Avenue/Foley Crescent to the south limit of Sir Francesco Street/Lady Veronica Lane
Villa Royale Avenue	East limit of Fossil Hill Road to the west limit of Weston Road
Village Vista Way	East limit of Ravineview Drive to the south limit of Country Drive Lane
Wade Gate	East limit of Brownridge Drive to the south limit of Brownridge Drive
Wallace Street	South limit of Woodbridge Avenue to the north limit of Highway 7
Wardlaw Place	East limit of Lawford Road to the west limit of Trammel Drive
Waymar Heights Boulevard	North limit of Davidson Drive to the south limit of Gamble Street
Westcreek Drive	South limit of Crestmount Boulevard to the west limit of Terecar Drive
Westmount Boulevard	East limit of Worth Boulevard to the west limit of Bathurst Street
Winding Lane	North limit of York Hill Boulevard to the west limit of Joshua Court
Winges Road	East limit of Whitmore Road to the north limit of Rowntree Dairy Road
Woburn Drive	East limit of Clarence Street to the west limit of Crofters Road
Woodbridge Avenue	East limit of Martin Grove Road to the west limit of Islington Avenue
Worth Boulevard	North limit of Beverley Glen Boulevard to the west limit of Westmount Boulevard
Worth Boulevard	East limit of Hammerstone Crescent to the west limit of Bathurst Street
York Hill Boulevard	South limit of Clark Avenue West to the west limit of Karen Street/Green Bush Crescent
Zahavy Drive	North limit of Chelwood Drive to the south limit of Brownridge Drive