

ADOPTED by Council at its meeting held September 19, 2011 [M246-2011]

/RB

Windsor, Ontario September 19, 2011

REPORT NO. 22 of the
ENVIRONMENT & TRANSPORTATION STANDING COMMITTEE
of its meeting held August 31, 2011

Present:

- Councillor Hatfield, Chair**
- Councillor Halberstadt**
- Councillor Payne**
- Councillor Sleiman**
- Councillor Valentinis**

That the following recommendations of the Environment and Transportation Standing Committee **BE APPROVED:**

Moved by Councillor Valentinis , seconded by Councillor Payne,

That the Parking By law 9023 – Amendments surrounding St. James Elementary Catholic School” **BE DEFERRED** to allow the St. James Elementary Parents Council, The Windsor-Essex County District School Board (WECDSB) and residents in the affected area to consult with the Traffic Department in determining a solution to the matter; and further;

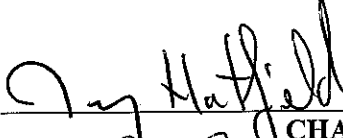
That a final School Zone Policy **BE ACCOMPANIED** in that report; and further;

That Parking Enforcement **BE DIRECTED** to patrol the St. James Elementary neighbourhood and address “No Parking” and “No Stopping” by law violations during the week of September 6, 2011.


Carried.

LIVELINK 15452, ST2011


Clerk's Note: The report of the City Engineer dated August 25, 2011 entitled “Parking Bylaw 9023 – Amendments surrounding St. James Elementary Catholic School” is attached for information.



CHAIRPERSON



COUNCIL ASSISTANT



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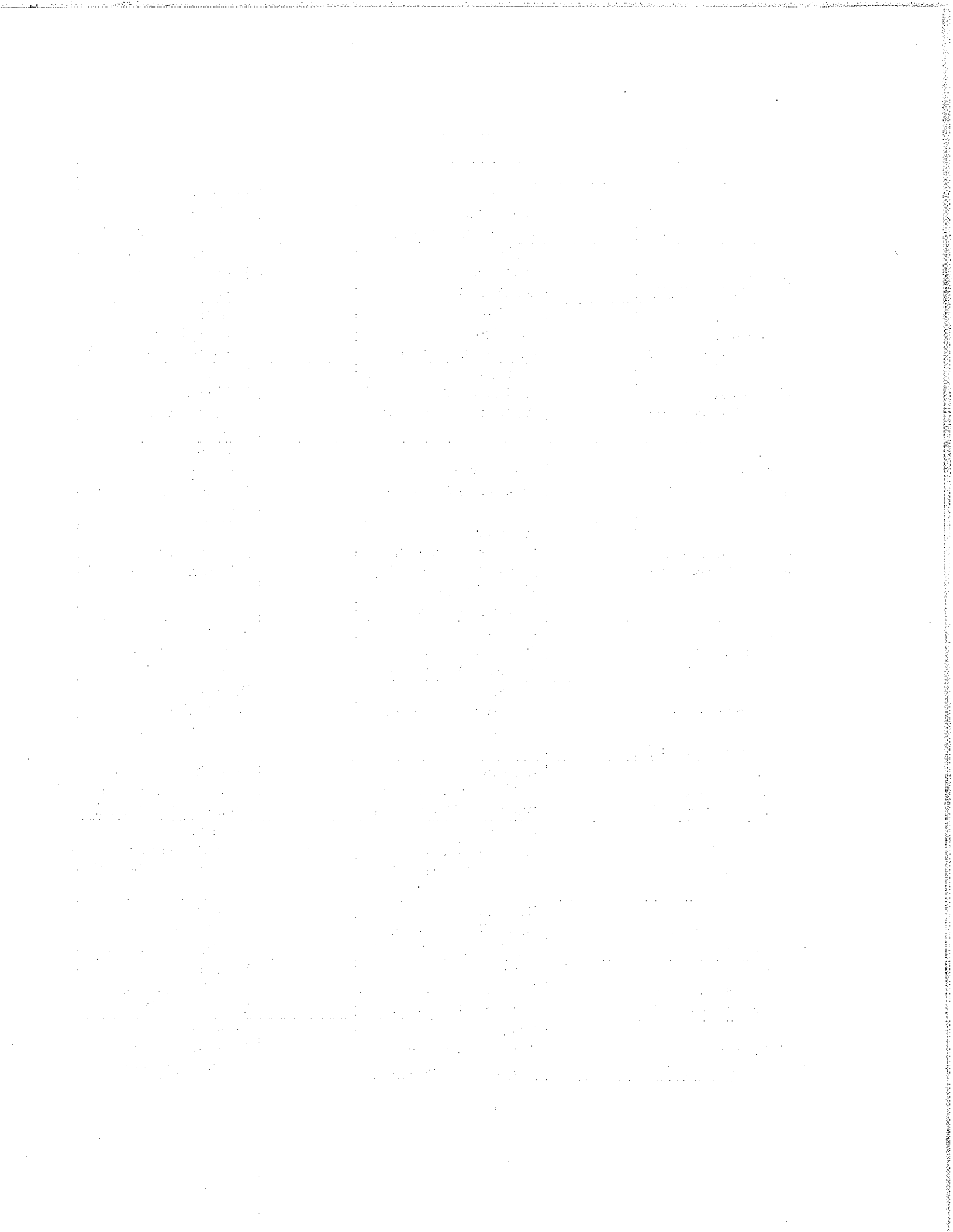
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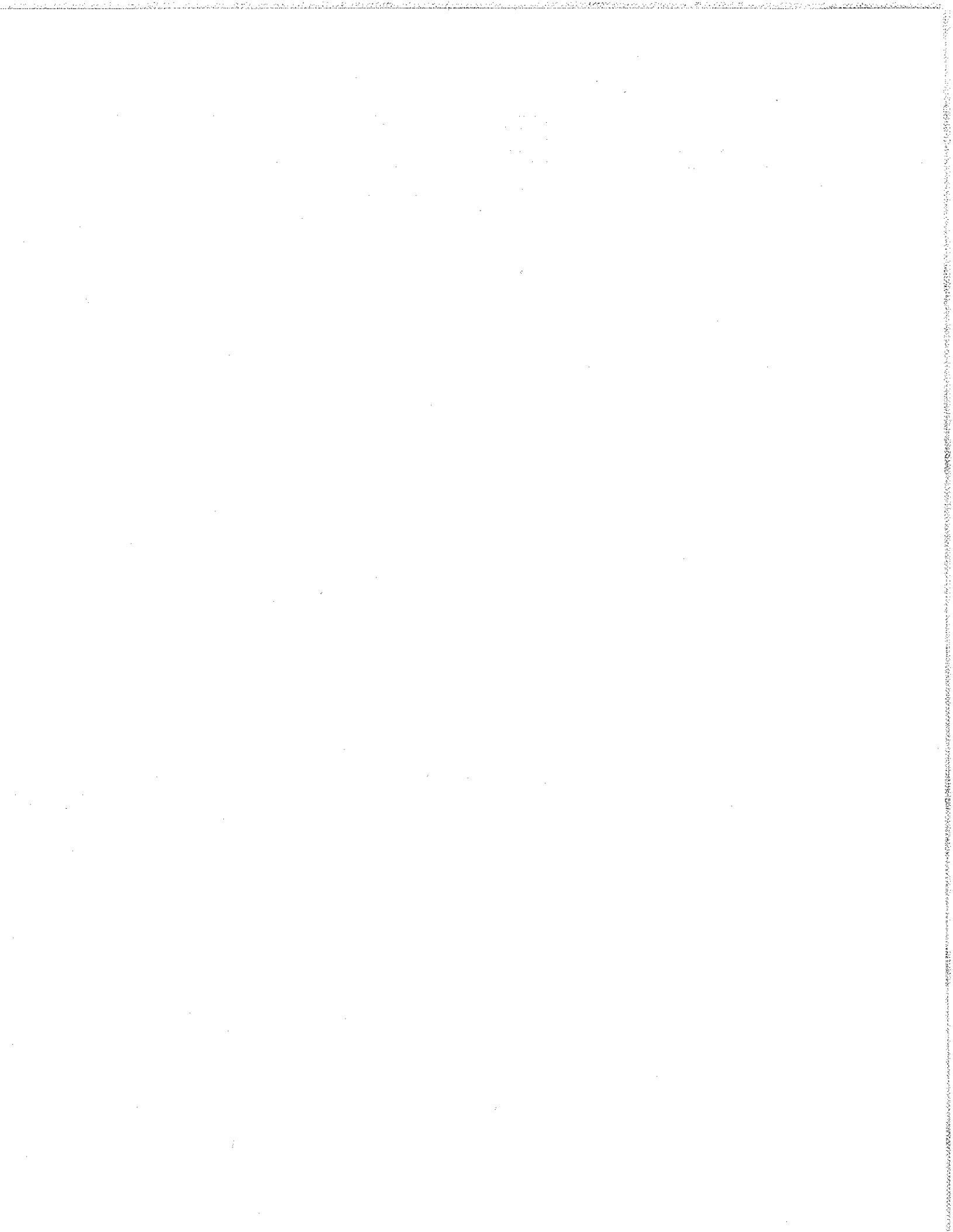
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NOTIFICATION:

Resident 3803 Poplar Ave Windsor, ON N9C 2E2		Resident 3809 Poplar Ave Windsor, ON N9C 2E2		Resident 3817 Poplar Ave Windsor, ON N9C 2E2
Resident 3825 Poplar Ave Windsor, ON N9C 2E2		Resident 3831 Poplar Ave Windsor, ON N9C 2E2		Resident 3837 Poplar Ave Windsor, ON N9C 2E2
Resident 3845 Poplar Ave Windsor, ON N9C 2E2		Resident 4669 Montgomery Dr LaSalle, ON N9H 1E6		Resident 3857 Poplar Ave Windsor, ON N9C 2E2
Resident 3865 Poplar Ave Windsor, ON N9C 2E2		Resident 3871 Poplar Ave Windsor, ON N9C 2E2		Resident 3874 Poplar Windsor, ON N9C 4H9
Resident 3879 Poplar Ave Windsor, ON N9C 2E2		Resident 3882 Poplar Ave Windsor, ON N9C 4H9		Resident 3890 Poplar Ave Windsor, ON N9C 4H9
Resident 1586 St. James Street Windsor, ON N9C 3P7		Mario Iatonna Windsor Essex Catholic District School Board 1325 California Ave Windsor, ON N9B 2Z8		Resident 3789 Whitney Avenue Windsor, ON N9C 2C5
Resident 3790 Whitney Avenue Windsor, ON N9C 2C4		Resident 3800 Whitney Avenue Windsor, ON N9C 2C4		Resident 3808 Whitney Avenue Windsor, ON N9C 2C4
Resident 180 Tecumseh Road East Windsor, ON N8X 2P8		Resident 3822 Whitney Avenue Windsor, ON N9C 2C4		Resident 3830 Whitney Avenue Windsor, ON N9C 2C4
Resident 1295 Harrison Avenue Windsor, ON N9C 3J4		Resident 3842 Whitney Avenue Windsor, ON N9C 2C4		Resident 3850 Whitney Avenue Windsor, ON N9C 2C4
Resident 24 Whelan Drive Amherstburg, ON N9V 4A5		Resident 3864 Whitney Avenue Windsor, ON N9C 2C4		Resident 8530 Malden Road Windsor, ON N9J 2V7
Resident 3875 Whitney Avenue Windsor, ON N9C 4J1		Resident 3878 Whitney Avenue Windsor, ON N9C 2C4		Resident 3883 Whitney Avenue Windsor, ON N9C 4J1
Resident 3891 Whitney Avenue Windsor, ON N9C 4J1		Resident 3851 Poplar Avenue Windsor, ON N9C 4J9		Resident 3858 Whitney Ave Windsor, ON N9C 2C4
Resident 3814 Whitney Avenue Windsor, ON N9C 2C5		Resident 3872 Whitney Ave Windsor, ON N9C 2C4		Resident 3836 Whitney Ave Windsor, ON N9C 2C4



St. James School 1601 St. James Street Windsor, ON N9C 3P6		Student Transportation Services 360 Fairview Ave. West Essex, ON N8M 3G4		
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THE CORPORATION OF THE CITY OF WINDSOR
Environment & Transportation Standing Committee - Administrative Report



MISSION STATEMENT:

"The City of Windsor, with the involvement of its citizens, will deliver effective and responsive municipal services, and will mobilize innovative community partnerships"

LiveLink REPORT #: 15452 ST2011	Report Date: Aug 25, 2011 (#3138 pg-08/17/11:ebr)
Author's Name: Josette M. Eugeni	Date to Standing Committee: Aug. 31, 2011
Author's Phone: 519 255-6418	Classification #:
Author's E-mail: jeugeni@city.windsor.on.ca	

To: Environment & Transportation Standing Committee

Subject: Parking Bylaw 9023 – Amendments surrounding St. James Elementary Catholic School

1. RECOMMENDATION: City Wide: _____ Ward(s): 7

That the Parking By law 9023 BE RECOMMENDED to Council for amendment as listed and attached in Appendix "A";

AND

That the City Solicitor PREPARE the necessary documents to amend the by law.

2. BACKGROUND:

Report 13123 School Zone Policy included in Appendix "B" was vetted through the School Board Liaison Committee and on Oct. 09, 2009 resulted in the following Council Resolution:

CR339/2009

That the report by the Executive Director of Operations dated September 2, 2009 in response to

CQ97-2008 (School Zone Policy), BE RECEIVED for information; and

That Council **ENDORSE** using Northwood Public School as a Pilot Project for a new School Zone initiative and that upon completion of the project, Administration report back to Council; and

That Council **ENDORSE** the development of an education and communication strategy through the cooperative efforts of the City School Board Liaison Committee, City Administration and Windsor Police Service.

For ease of reference, this report recommended the following regarding Parking or Stopping Near Schools:

Another safety issue within school zones relates to parking and stopping of vehicles adjacent to or opposite school sites.

- Vehicles adjacent to schools create a visual barrier that prevents other motorists from seeing children near the roadway.
- When parking occurs on both sides of the street, children emerge from between parked cars.
- When parking is permitted on the opposite side of the road, children are encouraged to cross the street.

Therefore, municipal Best Practices are to conduct a site review and by law, appropriate "No Stopping" zones around school sites to control pick-up and drop-off locations. Parents and caregivers are encouraged to utilize designated on-site pick-up/drop-off points which are frequently supervised by staff, have their children use the school bus or encourage their children to walk to reduce congestion near school sites. No Stopping controls opposite school sites are in place during school start and finish times or throughout the entire school day.

It should be noted that any parking change regulations, under the current amendment practices, involves the input and concurrence of abutting owners and residents. Likewise, the removal of parking or stopping areas can also affect available parking for school staff since many schools have insufficient parking to meet the needs of the school. Therefore, while the above best practices are the ideal situation for safety, Administration must balance safety with the parking needs of the neighbourhood.

Standard Practice:

When safety issues are raised and confirmed, the matter is not addressed through the petition process. The following procedure is followed to notify the affected property owners and to identify neighbourhood response:

- Send a notification / polling letter to the affected property owners (attached – Appendix "D")
- Review the responses after the deadline has passed.
- Include the recommendation in the Delegation of Authority report with a clear description of the concern and the neighbourhood response
- Review the CAO approval and await Council Approval
- Amend the Parking ByLaw accordingly
- Traffic Operations implement the signage in accordance with the ByLaw

In place of pursuing amendments as a Delegation of Authority Report, a report to the Environment and Transportation Standing Committee has been submitted to provide an opportunity for some of the abutting residents to address the Committee.

3. DISCUSSION:

On-Street Parking Concerns at St. James School (items 1 to 18) – As illustrated in the attached letter and sketch (Appendix C).

As a result of concerns regarding safety issues in and around the school of St. James, the City of Windsor Administration has conducted a review of on-street parking on St. James between Whitney Avenue and Poplar Avenue, Whitney Avenue from Chappell Avenue to Prince Road and Poplar Avenue from Chappell Avenue to Prince Road.

In the interest of neighbourhood safety, the City of Windsor recommended the by-law to be amended as follows:

- “No Stopping or Parking” on the south side of St. James street between Whitney Avenue and Poplar Avenue. (No Stopping/Parking currently in place)
- “No Stopping or Parking” on the east side of Whitney Avenue from a point 59 metres north of Chappell Avenue to St. James Street. (No Parking currently in place)
- “No Stopping or Parking” on the west side of Poplar Avenue from a point 59 metres north of Chappell Avenue to St. James Street. (No Parking currently in place)
- “No Stopping or Parking” on the north side of St. James Street between Whitney Avenue and Poplar Avenue – Limited from 7:30AM to 9:00AM and 2:30PM to 4:00PM – Monday to Friday – School Days Only – Holidays Excepted.
- “No Stopping or Parking” on the west side of Whitney Avenue from a point 59 metres north of Chappell Avenue to a point 204 metres north of Chappell Avenue – Limited from 7:30AM to 9:00AM and 2:30PM to 4:00PM – Monday to Friday – School Days Only – Holidays Excepted.
- “No Stopping or Parking” on the east side of Poplar Avenue from a point 59 metres north of Chappell Avenue to a point 208 metres north of Chappell Avenue – Limited from 7:30AM to 9:00AM and 2:30PM to 4:00PM – Monday to Friday – School Days Only – Holidays Excepted.

Notification letters were distributed to the 36 affected properties, specifically indicating that “no response is considered support for the above mentioned recommendations”. 14 (39%) of the affected properties reported back as not being supportive of the modified parking amendments.

A petition opposing the recommendation for time limited “No Stopping or Parking” on the east side of Poplar Avenue (bullet 6) was received via Councillor Jones. 14 of the 18 notified properties on Poplar Avenue signed the petition, 9 of which had also called to voice opposition to the proposal. 7 of the signatures on this petition were received from outside the notification area on Poplar Avenue.

Time limited “No Stopping or Parking” on school days only, for the opposite side of a street fronting a school, is consistent with best practices. Administration consistently recommends

these restrictions particularly in neighbourhoods where properties have off street parking, such as Poplar Avenue.

It is important to note that 100% support was received for the identical recommendation on Whitney Avenue, the street immediately west of this same school (18 properties).

Both the St James Elementary School Principal and Mario Iatonna, Executive Superintendent of Business for the Windsor-Essex Catholic District School Board have been notified of the recommended changes and expressed their support.

Windsor Fire & Rescue Services concur with the recommendations contained herein and have provided the attached response letter (Appendix "D")

4. FINANCIAL MATTERS:

N/A

5. CONSULTATIONS:

Windsor Fire and Rescue Services


6. CONCLUSION:

The recommended amendments in Appendix "A" are consistent with existing parking by law regulations, the Council adopted school zone policy report and best practices surrounding school zones.


The properly enforced time limited no stopping zone on school days only, recommended for the east side of Poplar Ave. (opposite the frontage of St James school) will improve visibility and reduce congestion during school start and stop times. This regulation additionally reduces the occurrence of school children crossing the street at unmarked mid-block locations.



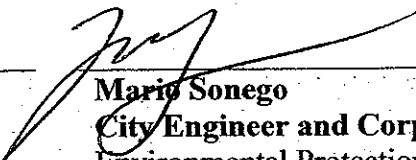
Josette M. Eugeni
Manager of Transportation Planning



Wes Hicks
Senior Manager, Infrastructure and
Transportation Planning/Deputy City
Engineer



Mike Palanacki
Executive Director of Operations



Mario Sonogo
City Engineer and Corporate Leader
Environmental Protection and Transportation

JE/pg

APPENDICES:**A: Table of recommended amendments****B: Report 13123****C: Notification Letter and Sketch****D: Letter – Windsor Fire and Rescue Services****DEPARTMENTS/OTHERS CONSULTED:****Name:****Phone #: 519 ext.****NOTIFICATION :**

Name	Address	Email Address	Telephone	FAX

3803 POPLAR AVE
WINDSOR ON N9C 2E23809 POPLAR AVE
WINDSOR ON N9C 2E23817 POPLAR AVE
WINDSOR ON N9C 2E23825 POPLAR AVE
WINDSOR ON N9C 2E23831 POPLAR AVE
WINDSOR ON N9C 2E23837 POPLAR
WINDSOR ON N9C 2E23845 POPLAR AVE
WINDSOR ON N9C 2E24669 MONTGOMERY DR
LASALLE ON N9H 1E63857 POPLAR AVE
WINDSOR ON N9C 2E23865 POPLAR AVE
WINDSOR ON N9C 2E23871 POPLAR AVE
WINDSOR ON N9C 2E23874 POPLAR
WINDSOR ON N9C 4H93879 POPLAR AVE
WINDSOR ON N9C 2E23882 POPLAR AVE
WINDSOR ON N9C 4H93890 POPLAR
WINDSOR ON N9C 4H91586 ST JAMES ST
WINDSOR ON N9C 3P7WINDSOR ESSEX CATHOLIC DISTRICT
SCHOOL BOARD
1325 CALIFORNIA AVE
WINDSOR ON N9B 2Z83789 WHITNEY AVE
WINDSOR ON N9C 2C5

3790 WHITNEY AVE
WINDSOR ON N9C 2C4

3800 WHITNEY AVE
WINDSOR ON N9C 2C4

3808 WHITNEY AVE
WINDSOR ON N9C 2C4

180 TECUMSEH RD E
WINDSOR ON N8X 2P8

3822 WHITNEY AVE
WINDSOR ON N9C 2C4

3830 WHITNEY AVE
WINDSOR ON N9C 2C4

1295 HARRISON AVE
WINDSOR ON N9C 3J4

3842 WHITNEY AVE
WINDSOR ON N9C 2C4

3850 WHITNEY AVE
WINDSOR ON N9C 2C4

24 WHELAN DR
AMHERSTBURG ON N9V 4A5

3864 WHITNEY AVE
WINDSOR ON N9C 2C4

8530 MALDEN RD
WINDSOR ON N9J 2V7

3875 WHITNEY AVE
WINDSOR ON N9C 4J1

3878 WHITNEY AVE
WINDSOR ON N9C 2C4

3883 WHITNEY AVE
WINDSOR ON N9C 4J1

3891 WHITNEY AVE
WINDSOR ON N9C 4J1

3858 WHITNEY AVE
WINDSOR ON N9C 2C4

3851 POPLAR AVE
WINDSOR ON N9C

3872 WHITNEY AVE
WINDSOR ON N9C 2C4

3814 WHITNEY AVE
WINDSOR ON N9C 2C5

ST JAMES SCHOOL
1601 ST JAMES STREET
STUDENT TRANSPORTATION SERVICES
360 FAIRVIEW AVE.W

3836 WHITNEY AVE
WINDSOR ON N9C 2C4

ITEM	REGULATION	STREET	LOCATION	DESCRIPTION	REASON
1	Schedule "F" No Stopping or Parking Delete	St. James Street	South Side	From Whitney Avenue to a point 25.5 metres east thereof	Safety Concern - Successful Notification Letter
2	Schedule "F" No Stopping or Parking Add	St. James Street	South Side	From Whitney Avenue to Poplar Avenue	Safety Concern - Successful Notification Letter
3	Schedule "F" No Stopping or Parking Add	St. James Street	North Side	From Whitney Avenue to Poplar Avenue - Limited from 7:30 AM to 9:00 AM and 2:30 PM to 4:00 PM - Monday to Friday - School Days Only - Holidays Excepted.	Safety Concern - Successful Notification Letter
4	Schedule "C" No Parking Delete	St. James Street	West Side	From Whitney Road to Poplar Street	Safety Concern - Successful Notification Letter
5	Schedule "C" No Parking Delete	Whitney Road	(a) East Side	From Prince Road to Sun Valley Drive	Safety Concern - Successful Notification Letter

6	Schedule "C" No Parking Delete	Whitney Road	(b) West Side	From a point 30 metres north of St. James Street to a point 30 metres south of St. James Street	Match Field Conditions
7	Schedule "C" No Parking Add	Whitney Avenue	East Side	From Prince Road to St. James Street	Safety Concern – Successful Notification Letter
8	Schedule "C" No Parking Add	Whitney Avenue	East Side	From a point 59 metres north of Chappell Avenue to Sun Valley Drive.	Safety Concern – Successful Notification Letter
9	Schedule "F" No Stopping or Parking Add	Whitney Avenue	East Side	From a point 59 metres north of Chappell Avenue to St. James Street.	Safety Concern – Successful Notification Letter
10	Schedule "F" No Stopping or Parking Add	Whitney Avenue	West Side	From a point 59 metres north of Chappell Avenue to a point 204 metres north of Chappell Avenue – Limited from 7:30AM to 9:00AM and 2:30PM to 4:00PM – Monday to Friday – School Days Only – Holidays Excepted.	Safety Concern – Successful Notification Letter
11	Schedule "C"	Poplar Avenue	North Side	From Prince Road to Chappell Street.	Safety Concern – Successful Notification

	No Parking Delete				Letter
12	Schedule "C" No Parking Add	Poplar Avenue	West Side	From Prince Road to St. James Street.	Safety Concern – Successful Notification Letter
13	Schedule "F" No Stopping or Parking Add	Poplar Avenue	West Side	From a point 59 metres north of Chappell Avenue to St. James Street	Safety Concern – Successful Notification Letter
14	Schedule "C" No Parking Add	Poplar Avenue	West Side	From Chappell Avenue to a point 59 metres north of Chappell Avenue	Safety Concern – Successful Notification Letter
15	Schedule "F" No Stopping or Parking Add	Poplar Avenue	East Side	From a point 59 metres north of Chappell Avenue to a point 208 metres north of Chappell Avenue – Limited from 7:30AM to 9:00AM and 2:30PM to 4:00PM – Monday to Friday – School Days Only – Holidays Excepted.	Safety Concern – Successful Notification Letter
16	Schedule "BB" School Bus Parking Zone	Poplar Avenue	West Side	From 31 metres south of St. James Street to 68 metres south of St. James Street	Match Field Conditions

	Delete				
17	Schedule "BB" School Bus Parking Zone Delete	Whitney Road	East Side	From a point 15 metres south of St. James Street to a point 64 metres south of St. James Street.	Match Field Conditions
18	Schedule "BB" School Bus Parking Zone Add	Whitney Avenue	East Side	From a point 15 metres south of St. James Street to a point 51 metres south of St. James Street.	Match Field Conditions

**THE CORPORATION OF THE CITY OF WINDSOR
PUBLIC WORKS – TRANSPORTATION PLANNING**

**MISSION STATEMENT:**

"The City of Windsor, with the involvement of its citizens, will deliver effective and responsive municipal services, and will mobilize innovative community partnerships"

LiveLink REPORT #: 13123	Report Date: September 2, 2009 (2290/abr/10/08/09)
Author's Name: S. Kapusta – Policy Analyst	Date to Council: October 19, 2009
Author's Phone: 519 255-6247 ext. 6003	Classification #:
Author's E-mail: skapusta@city.windsor.on.ca	

TO: Mayor and Members of City Council

SUBJECT: CQ97-2007 - SCHOOL ZONE POLICY

1. RECOMMENDATION: City Wide: Ward(s): _____

That the report by the Executive Director of Operations in response to CQ97-2008, BE RECEIVED for information and;

That Council **ENDORSE** using Northwood Public School as a Pilot Project for a new School Zone initiative and that upon completion of the project, Administration report back to Council, and;

That Council **ENDORSE** the development of an education and communication strategy through the cooperative efforts of the City School Board Liaison Committee, City Administration and Windsor Police Service.

2. BACKGROUND:

At the September 24th, 2007 meeting of Council, Councillor Dilkens asked:

"CQ97-2007: Asks can Administration please propose how we might implement a safe school traffic policy in the City of Windsor."

Typically, a School Zone Policy would encompass the speed of traffic, crossing locations and other improvements or signage recommendations.

3. DISCUSSION:

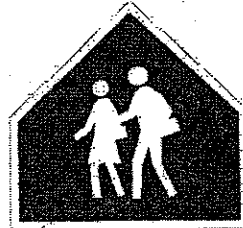
Traffic problems surrounding schools have been increasing. This has been exacerbated by the growing trend of parents driving their children to school. Likewise, over the past number of

years, School Boards have taken steps to consolidate school sites, placing greater numbers of students at various schools and increasing the reliance on bus transportation.

School Boards have also increased their reliance on portable classrooms, further increasing the burden on school sites. Schools in existing neighbourhoods, designed to accommodate mostly walking students, are now having to address School Buses and parents' vehicles, jockeying for position in and around school sites. All of these issues have placed a great burden on the transportation network surrounding school sites.

What Are School Zones:

A typical school zone is the immediate area abutting a school property, extending a few blocks approaching and beyond a school. Signage identifying these zones is the 5 sided blue sign shaped like a schoolhouse with a white design showing stylized school children.



These signs are typically placed on Arterial Roads and Collector Roads to advise drivers that they are entering or exiting a zone where there are an increased number of students anticipated. In Ontario, discretion in terms of traffic speeds during school hours, or during school start and finish hours is left to the individual municipality.

The limits of the school zone varies significantly by school and oftentimes relates more to the road classification of streets abutting the school and student travel patterns, rather than a blanket application of signage.

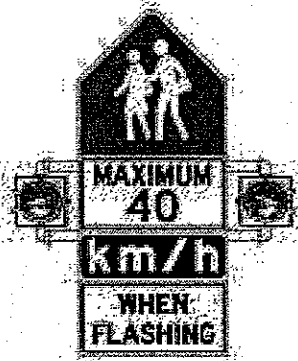
TYPICAL ELEMENTS OF A SCHOOL ZONE:

1) Posted Speed Reduction in School Zones:

The accepted practice for School Zones typically includes a reduction in the posted speed limit during school start and finish hours (7:00 am to 9:00 am and 2:30 pm to 4:00 pm). How the speed limit change is denoted to drivers varies.

Options include:

- Static signs, showing a constant speed reduction.
- Electronic signs that shows the reduced speed limit with flashing lights during to coincide with school arrival and dismissal times, with the regular speed limit shown at all other times. Below are examples of the flashing signs.



2) Parking or Stopping Near Schools

Another safety issue within school zones relates to parking and stopping of vehicles adjacent to or opposite school sites.

- Vehicles adjacent to schools create a visual barrier that prevents other motorists from seeing children near the roadway.
- When parking occurs on both sides of the street, children emerge from between parked cars.
- When parking is permitted on the opposite side of the road, children are encouraged to cross the street.

Therefore, municipal Best Practices are to conduct a site review and by law, appropriate “No Stopping” zones around school sites to control pick-up and drop-off locations. Parents and caregivers are encouraged to utilize designated on-site pick-up/drop-off points which are frequently supervised by staff, have their children use the school bus or encourage their children to walk to reduce congestion near school sites. No Stopping controls opposite school sites are in place during school start and finish times or throughout the entire school day.

It should be noted that any parking change regulations, under the current amendment practices, involves the input and concurrence of abutting owners and residents. Likewise, the removal of parking or stopping areas can also affect available parking for school staff since many schools have insufficient parking to meet the needs of the school. Therefore, while the above best practices are the ideal situation for safety, Administration must balance safety with the parking needs of the neighbourhood.

3) Enforcement Practices

Other municipalities, one particular example being the City of Oshawa, utilize dedicated Parking Enforcement Officers, rotating them to various school sites throughout the year to enforce the parking and no stopping restrictions at schools. They have been given a mandate whereby there are no warnings given to drivers. This practice has overwhelmingly led to increased safety near schools. Because Enforcement Officers are continually present at school sites randomly, parents are reluctant to drop off their children in an unsafe manner or at illegal locations.

Administration recommends that a regular and rotating enforcement plan be implemented in conjunction with the School Zone Policy as outlined in the memo from Windsor Police Service attached as Appendix C.

4) School Crossings

Report 14228 is forthcoming to Council addressing the City's Crossing Guard Policy.

Administration has been reviewing the need for improved safety for school children that walk and bicycle to and from school (Active and Safe Routes to School). A part of that review includes the signage and the location of school crossings across the City.

The Ontario Traffic Manual identifies specific requirements for each school crossing location including:

- School zone, school crossing ahead and school crossing signage.
- Painted crosswalks.

A review of the City of Windsor's crosswalks has revealed that for the most part our crosswalks meet the requirements of the Ontario Traffic Manual and are consistent with the Best Practices of other municipalities.

However, an improvement opportunity may exist in maintaining "no stopping" clearances adjacent to school crossing locations. Other municipalities employ 30 metre and 15 metre sight line clearances before and after school crossing locations respectively, to improve visibility. This involves parking removal.

Administration recommends the installation of these clearances for all new school crossing locations and a retrofit where practical. It is also recommended that the School Board consult with the neighbourhood prior to the installation of a crossing guard and the associated parking clearance.

OTHER POSSIBLE SCHOOL ZONE ELEMENTS: COMMUNITY SAFETY ZONES

In the provinces of New Brunswick, Nova Scotia and Prince Edward Island, fines for speeding are by default doubled in School Zones. In order to enact a similar doubling of fines in Ontario,

municipalities have the option of instituting a Community Safety Zone in conjunction with School Zones.

The City of Windsor has installed three existing Community Safety Zones, one on Wyandotte Street near Dougall, one on Tecumseh Road near Chilver and one on Huron Church Road. Studies done by the Province of Ontario to determine their effectiveness at reducing speeds have found that they are completely ineffective. The City of Windsor provided data to that study and in Windsor's case, not one of the Community Safety Zones resulted in a decrease in vehicle speed.

To date, no study has been conducted to determine whether Community Safety Zones in conjunction with school zones are effective. Likewise, the Province of Ontario has yet to see fit to enact a similar law to those Atlantic Provinces who have doubled fines in School Zones. Administration would like to see more information supporting the use of Community Safety Zones as a deterrent to speeding before enacting a similar law.

NORTHWOOD SCHOOL PILOT PROJECT

Administration has done significant research into the practices of other jurisdictions to find potential solutions to problems around schools. Before implementing a set policy for school zones, Administration would like to test various efforts in an area that is experiencing significant problems.

The streets surrounding Northwood Public School, namely Dominion, Northwood and Longfellow, are all currently experiencing issues related to excessive traffic volume, high traffic speeds and general unlawfulness of drivers in the area. Parents and school administrators are concerned for the safety of students in the area and have requested Administration to address some of the problems.

At Northwood Public School, the School Board has made improvements to the school site to accommodate traffic. Northwood Public School now has an on-site "Kiss and Ride" parking to accommodate all school staff and a larger bus bay off of Northwood.

In 2008, subsequent to Council approval, the ditch was filled and a sidewalk was constructed on the west side of Longfellow to improve pedestrian connectivity. Following the installation of the sidewalk on Longfellow, in consultation with the staff at Northwood Public School, Administration installed "No Stopping" signage on Longfellow.

In conjunction with that installation, flyers were sent to parents of children attending the school reminding them to follow the rules of the road and also requesting that they either allow their children to walk to school, take the provided bus service or utilize the newly constructed on-site "Kiss and Ride" facility at the north end of the site. The flyer provided a map of the parking and stopping regulations noting that parking and stopping were not permitted on Northwood due to the on-street bicycle lanes (Highway Traffic Act offence) and the new "No Stopping" zone on Longfellow designed to improve pedestrian safety.

These are some initial steps to improving safety along this section of the school's frontage. Administration met with Northwood School's Parent Council in the Fall of 2008 to identify a plan to address further safety issues.

Northwood's Parent Council and Administration have agreed on the following steps:

- I. Bring forward this report to Council to endorse a School Zone Pilot Project to improve the safety near Northwood Public School.
- II. Implement a School Zone Plan for the area including the following:
 - o School Zone signage with reduced speed limits during school start and finish hours.
 - o A review of School Crossing locations, their signage, markings and crossing guards.
 - o Implementation of no stopping clearances adjacent to any new school crossings identified in the area.
 - o Implementation of "No Stopping" zones to encourage parents to employ the recently constructed on-site "Kiss and Ride" facility (completed on Longfellow, to be done for Northwood).
 - o Targeted enforcement of parking restrictions and Highway Traffic Act offences.

Administration would like to continue to work with Northwood Public School's Staff and Parent Council to prepare a School Zone plan for the school. Administration feels extremely positive about this initiative and is motivated to work with everyone involved to create the best plan possible.

Upon implementation of the plan, Administration will evaluate the results. Learning from the application of this School Zone Pilot Project, we will develop a policy that can be implemented City wide in a phased approach. Our goal is to prioritize the implementation of school zones for elementary school areas based on the severity of problems experienced at each school.

4. FINANCIAL MATTERS:

Financial costs of this exercise will be limited to the cost to purchase and install special electronic signage. Each on-street's "School Zone" requires the installation of electronic signage that activates flashing lights during specific times to enact the lower speed limit. The cost of each programmable sign is approximately \$5000.

Therefore, it is expected that since Northwood School will require four (4) signs, the cost to purchase and install those signs will be approximately \$20,000. There are sufficient monies in the Traffic Calming budget for these signs.

5. CONSULTATIONS:

Administration has consulted with Northwood Public School's Parent Council and Northwood School's Principal and will continue to work with them during the entire process.

Windsor Police Service and the Licensing and Enforcement Department have been actively involved in this issue. Windsor Police Service have provided additional comments in Appendices B and C.

As well, Administration will be cooperating with Windsor Police Service and Licensing and Enforcement Services to develop a School Zone Plan.

6. CONCLUSION:

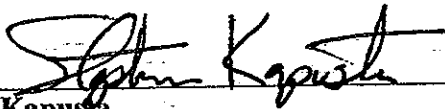
Traffic issues, real and perceived, around school sites are generally brought forward as concerns to address from the community. What is being experienced at today's schools is the long term consequences of school consolidation without on site improvements to accommodate increased traffic, coupled with the social shift of parents chauffeuring children to and from school instead of using the provided bus service or walking. The transportation systems and neighbourhood parking resources are overwhelmed.

Administration reminds everyone that efforts made by the City can only address the symptoms of these traffic issues. These problems will not abate unless School Boards construct adequate on-site facilities to accommodate the traffic and parking they generate.

Likewise, if parents continue to drive their children to and from school regardless of the available alternatives, these problems will continue. Education and communication strategies are required to improve the effectiveness of the traffic engineering and enforcement efforts.

We look forward to working closely with Parent Groups and School Administrators to develop a Pilot School Zone plan near Northwood School. Upon successful completion of the Northwood School Pilot School Zone project, we will use what we have learned to develop a City-wide School Zone Policy.

Administration will report back with the recommended policy.



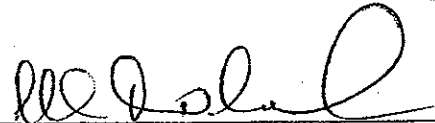
S. Kapusta
Policy Analyst



Gary Smith
Chief of Police



M. Palanacki
Executive Director of Operations



Acting General Manager,
Public Works



Dianne Bertolin
License Commissioner

SK/pg:ebr

TRANSPORTATION PLANNING 2290CQ89 and CQ97 School Crossings and School Zone Policy

APPENDICES:

Appendix "A": Northwood Public School Area - Drawing C-3000

Appendix "B": Comments - Director of Planning & Physical Resources, Windsor Police Service

Appendix "C": Memo - Patrol Response Section, Windsor Police Service

DEPARTMENTS/OTHERS CONSULTED:

Name:

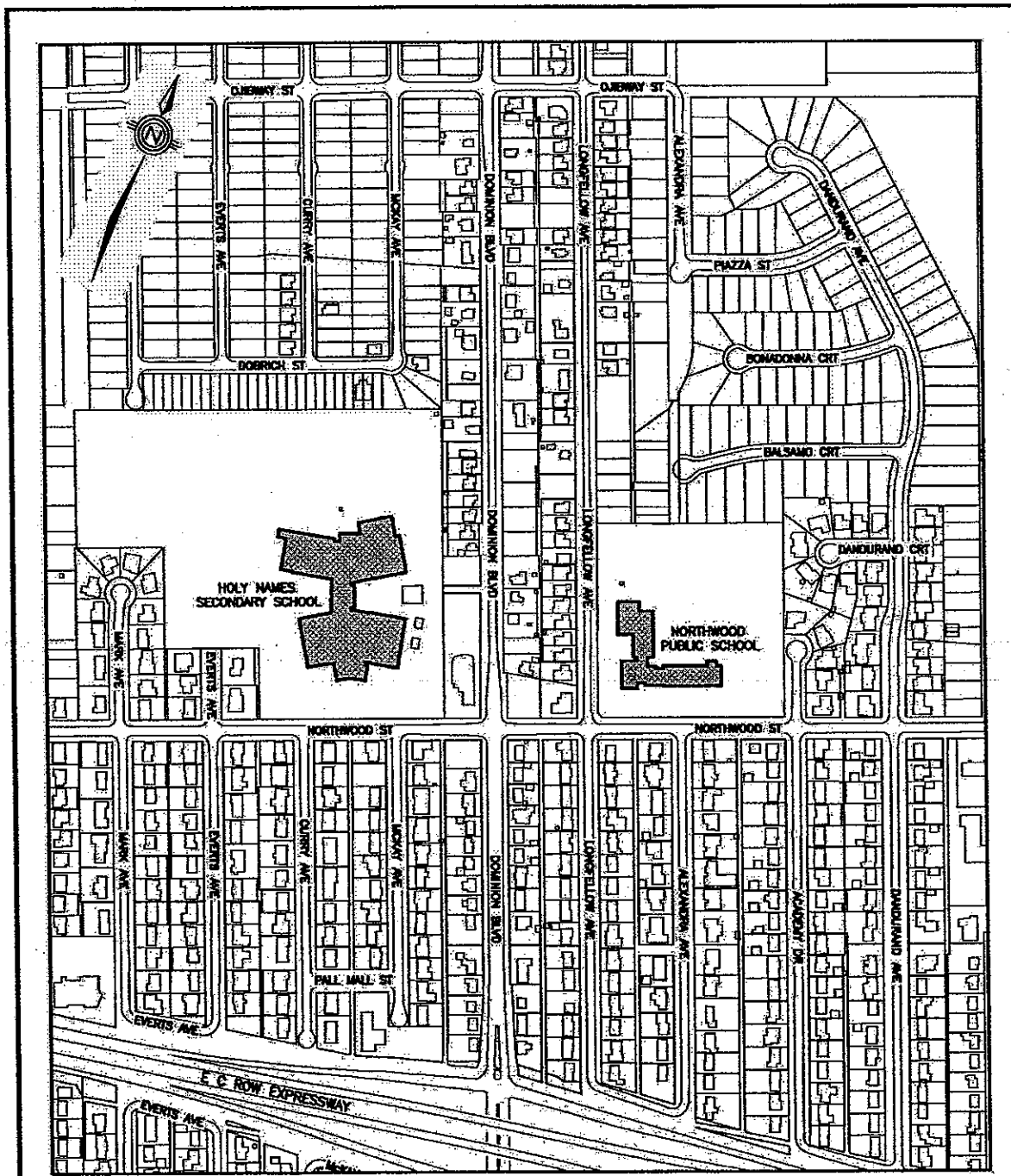
Phone #: 519 **ext.**

NOTIFICATION :

Name	Address	Email Address	Telephone	FAX

APPENDIX

"A"



THE CORPORATION OF THE CITY OF WINDSOR - ENGINEERING & CORPORATE PROJECTS

NORTHWOOD PUBLIC SCHOOL AREA

EXECUTIVE DIRECTOR OF OPERATIONS - MIKE PALANACKI	SCALE: 1:5000	DATE: SEPT/08	DWG. NO.
	DWN BY: M.L.R.	CHECKED: P.R.W.	C-3000

"B"

Steve:

I have reviewed your revised report in detail. I feel it is well written and accurately addresses all the key issues, particularly those relating to safety. I am in agreement with the report, subject to the following comments and suggestions:

1. The recommendation for using the Northwood School as a pilot project for establishing a new School Zone Initiative is a good one and I support it.
2. The current problems involving restricted visibility and the existence of situations whereby students must continually criss cross among vehicles are very real. These are root causes to a diminished level of personal safety for pedestrians.
3. The fact that most other municipalities have sight line clearances around school crossings is a key point to justify why we should be doing the same here in Windsor. Parents parking along roadways near crossings is indeed a contributing factor to this safety problem and I support the street parking restrictions you have suggested.
4. I am in total agreement with all the points you have made with respect to school crossings, particularly the no stopping zones on either side of a crossing to improve visibility for safety reasons. I would also like to see, on a case by case basis, exploring the possibility of applying/incorporating recognized traffic calming techniques (such as raised crosswalks for instance) as a further step in enhancing pedestrian safety. Parking and stopping bans adjacent to and opposite school sites is a very good idea.
5. The concept of a rotating enforcement plan looks logical....we just need to flesh out the details of how this can be implemented effectively using available resources.
6. In light of your comments, I agree and am not convinced simply slapping a "community safety zone " designation is going to work to address ongoing safety problems around our schools. I will defer to Inspector Mason on a more concrete position we (Windsor Police) may have on implementing this. If we add more Community Safety Zones throughout the city, there will be a discernable degree of public expectation that the police will regularly enforce them and we will need to develop a clear officer deployment plan to address this possibility. This is likely not sustainable from a human resource deployment perspective.
7. I am in agreement with your suggested plan of action, using Northwood School as a test site. I acknowledge your mentioning that we will be involved with this initiative in developing the action plan and I support this.
8. I also agree that we need to consider ways to encourage more students to walk to and from school as this will act as a huge contributor to minimizing vehicle-pedestrian conflict around school sites.

BARRY HORROBIN
Director of Planning & Physical Resources
WINDSOR POLICE SERVICE

Appendix

WINDSOR POLICE SERVICE

MEMO

PATROL RESPONSE SECTION

Date: September 24, 2009

TO: Chief Gary Smith
FROM: Inspector Kirk Mason

RE: Report # 13123

CQ97-2007: Can Administration please propose how we might implement a safe school traffic policy in the City of Windsor? - Councillor Dilkens

Engagement

I recommend that the Windsor Police Service agree in principle with the need to develop a safe school traffic policy. Such a policy must rely on partnerships with agencies affected by the situation: Operations, City/Traffic Planning, Traffic Engineering, Bylaws/Parking Enforcement, Police and the combined school boards. It must also take into consideration the needs and cooperation of parents and neighbouring residents. All have a role to play and all must be willing to participate and contribute to the policy while recognizing their particular and shared responsibilities.

Engineering

I concur with the engineering analysis of Mr. S. Kapusta relative to signage and traffic calming measures. Nevertheless, I recognize the limitations in the effectiveness of such measures in the absence of voluntary compliance of drivers.

Education

It cannot be overemphasized the importance of the development of education/communication strategies designed to mitigate the situation.

Enforcement

While has it has been reported that Highway Traffic Act offences are occurring in the vicinity of schools, in my opinion, they are incidental to the root problem of "illegal parking" and the resulting congestion that creates an unsafe environment. Therefore, I recommend that the Windsor Police Service direct resources in support of City of Windsor Parking Enforcement and participate in the collective development and implementation of an enforcement action plan that would form part of a "safe school traffic policy". Essentially, Traffic Enforcement Officers and High School Resource Officers would be assigned to specific schools on prearranged dates in coordination with City Parking Enforcement Officers.

Evaluation

A plan and policy must include an evaluation component to measure its effectiveness. It is reasonable to anticipate a level of resistance on the part of parents along with a demand for alternatives.

Strict enforcement around schools may displace problems to adjacent streets.

I also expect an increase in public complaints leveled against the same officers who will be directed to strictly enforce infractions.

**Kirk Mason
Inspector, Patrol Response Section**



**THE CORPORATION OF THE CITY OF WINDSOR
OFFICE OF THE CITY ENGINEER**

Mario Sonego, P. Eng.,
City Engineer
1266 McDougall Street
Windsor, Ontario, N8X 3M7
(519) 255-6248 Fax (519) 973-5476
msonego@city.windsor.on.ca

June 7, 2011

Dear Homeowner / Resident:

RE: ON STREET PARKING CONCERNS AT ST. JAMES SCHOOL

As a result of concerns regarding safety issues in and around the school of St. James, the City of Windsor Administration has conducted a review of on-street parking on St. James Street between Whitney Avenue and Poplar Avenue, Whitney Avenue from Chappell Avenue to Prince Road and Poplar Avenue from Chappell Avenue to Prince Road. Due to safety concerns, the City of Windsor recommends adding the following restrictions:

- **"No Stopping or Parking"**

South side of St. James Street between Whitney Avenue and Poplar Avenue - (existing restriction is "No Parking")

East side of Whitney Avenue from a point 59 metres north of Chappell Avenue to St. James Street - (existing restriction is "No Parking")

West side of Poplar Avenue from a point 59 metres north of Chappell Avenue to St. James Street - (existing restriction is "No Parking")

- **"No Stopping or Parking" limited from 7:30am to 9am and 2:30pm to 4pm - Monday to Friday - School Days Only - Holidays Excepted**

North side of St. James Street between Whitney Avenue and Poplar Avenue - (currently no restrictions)

West side of Whitney Avenue from a point 59 metres north of Chappell Avenue to a point 204 metres north of Chappell Avenue - (currently no restrictions)

East side of Poplar Avenue from a point 59 metres north of Chappell Avenue to a point 208 metres north of Chappell Avenue - (currently no restrictions)

In the interest of neighbourhood safety, we recommend adding the above restrictions as illustrated in the attached sketch. All other existing restrictions will remain in-place.

City of Windsor • 350 City Hall Square West • Windsor, ON • N9A 6S1
www.city.windsor.on.ca

If you have any questions and/or concerns, please do not hesitate to contact Angelo Calcara, Transportation Technologist, at (519) 255-6247 ext 6102 on or before FRIDAY, July 8, 2011 prior to 4:30 p.m. Please note that no response is considered support for the above mentioned recommendation.

Signage should be in place within 8-10 weeks time, contingent on co-operative weather and standard utility locate lead-times.

Yours truly,



Josette Eugeni, P. Eng.,
Manager of Transportation Planning

Ⓐ AC/pg

Attachment



c.c. Executive Director of Operations
Councillor Ron Jones
Manager of Traffic Operations
Student Transportation Services (Gabrielle McMillan)

RESIDENTonstreetparkingconcernsstjameschool

St. James School Parking Concerns

On Street Parking Concerns



-  No Stopping or Parking
-  No Stopping or Parking from 7:30am to 9am and 2:30pm to 4pm - Monday to Friday - School Days Only - Holidays Excluded



THE CORPORATION OF THE
CITY OF WINDSOR



DAVID T. FIELDS
Fire Chief
C.E.M.C.

815 GOYEAU STREET
WINDSOR, ONTARIO
N9A 1H7

Telephone:
(519) 253-6573

Administration
Facsimile:
(519) 255-6832

FIRE & RESCUE SERVICES

August 17, 2011

RE: Parking Bylaw 9023 – Amendments surrounding St. James Elementary Catholic School

Ms Josette Eugeni,

Upon review of the proposal and drawings relating to parking restrictions surrounding St. James Elementary Catholic School, I have no objections to the proposal and concur with the recommended changes.

These changes would increase safety and help to facilitate a more effective response in the event of an emergency as congestion would be eliminated in the vicinity of the school.

Regards,

John Lee CFEI
A/Assistant Chief Fire Prevention Officer
Windsor Fire & Rescue Services
815 Goyeau St.
Windsor, ON N9A 1H7
Tel: 519-253-3016 ex 275
Fax: 519-258-1126
Email: jlee@city.windsor.on.ca

