

## Amendments to Council Policy C07-015, Reduced Speed Zones for Schools

### ISSUE

Council Policy C07-015, Reduced Speed Zones for Schools, establishes the criteria for the application of reduced speed limits on streets near schools. The Administration was directed to revise the reduced speed school zone policy to align with Transportation Association of Canada (TAC) guidance and maintain a reduced speed limit of 30 km/h.

### RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the revisions to Council Policy C07-015, Reduced Speed Zones for Schools be approved to align with Transportation Association of Canada (TAC) guidance; and
2. That the City Clerk be requested to update the policy as outlined in this report.

### BACKGROUND

At its meeting held on November 22, 2021, City Council considered the Residential Speed Limit Review – School Zones, Playground Zones, Senior Zones, and Effective Hours report, and resolved, in part:

- “1. School Zones – Direct the Administration to revise the reduced speed school zone policy to align with TAC guidance and maintain a reduced speed limit of 30 km/h (Option 2);
4. Zone Operation – Direct the Administration to revise existing hours for school zones and implement hours for playground zones to be in effect all months of the year, 7 days a week, from 7:00 a.m. to 7:00 p.m.;
5. Implementation – That the changes are all made in 2022;”

To align with the TAC guidance, a policy revision is required. Additional updates are required to reference current division and department names.

### DISCUSSION/ANALYSIS

Key features of the TAC document School and Playground Areas and Zones: Guidelines for Application and Implementation for school zones result in the following changes to the policy:

- Elementary school zones will remain with some adjustments to school zone limits in some circumstances (for example, excluding signalized intersections from the zone, distance from school, etc.).
- High school zones will be changed to school areas only (without a reduced speed limit). Implementing school areas, accompanied with appropriate wording in the bylaw, will facilitate continuing the practice of not permitting U-turns near high schools.

- The length of zone boundary limits will be minimized where possible.
- For local streets in residential areas only, an “End School Zone” sign will replace the maximum speed sign reinstating the original speed limit (i.e., 40 km/h signs in Montgomery Place neighbourhood and 50 km/h signs in the other neighbourhoods).

The recommended amendments to Council Policy C07-015, Reduced Speed Zones for Schools are shown in Appendix 1.

### **FINANCIAL IMPLICATIONS**

There will be minor costs associated with revising the policy. These costs can be accommodated in existing operating budgets.

The signage revisions and pedestrian crossing devices required to implement the change and education campaign will be funded and implemented through Capital Project P.02288 – Transportation Safety and Capital Project P.02290 – Traffic Control Systems in 2022.

### **OTHER IMPLICATIONS**

There are no privacy, legal, social, or environmental implications identified.

### **NEXT STEPS**

If City Council provides approval, the Administration will proceed with the required Traffic Bylaw amendments prior to installing the signage and pedestrian crossing devices. Communication and education activities would take place leading up to the effective date of the bylaw amendments.

### **APPENDIX**

1. Draft Update for Council Policy C07-015, Reduced Speed Zones for Schools

#### Report Approval

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