



Memorandum

To: The Chair and Members of The Road Safety Committee

From: Maxwell Gill, C.E.T., Supervisor of Road Safety,
Transportation and Works Department

Date: September 26, 2023

Subject: **School Zone Speed Limits**

At the Road Safety Committee meeting of June 27, 2023, staff presented a report on school zone speed limits. This included a presentation from staff outlining the proposed impacts on school zones on both local and major roadways and included staff's recommended approach to each.

The report and presentation was a result of direction to staff at the April 12, 2023 meeting of General Committee where staff had brought forward the same report. Following discussion at General Committee, the report was referred to staff to report back on financial impacts, and to consult with the Mississauga School Traffic Safety Action Committee, Mississauga Cycling Advisory Committee, and the Road Safety Committee for comments.

The report looks at the feasibility of converting the existing 30 km/h speed limits in local school zones to time of day speed limits. It also proposes changes to school zone speed limits on major roadways.

Local School Zone Speed Limits:

As part of the Neighbourhood Speed Limit Project initiated in 2019, which lowered all local speed limits to 40 km/h. Staff were further directed by Council to reduce the speed limits in all local school zones to 30 km/h. The project was completed in 2022. Speed limits were reduced on 3,280 roadways within 130 neighbourhoods. This included 199 local roadway school zones that were reduced to 30 km/h.

The proposed change to time of day speed limits in the 199 local school zones will require the replacement or modification of approximately 1,400 signs. In addition, most sign locations will require the replacement of existing, with taller poles to accommodate the additional signs in order to maintain appropriate sign height requirements.

The move away from 30 km/h speed limits in school zones is inconsistent with the goals outlined in The City's Vision Zero commitment and not in line with neighbouring municipalities who continue to roll out full time 30 km/h speed limits, not only in school zones but in the case of Toronto, also in local neighbourhoods.

Lastly, the move would require a significant communications campaign to adjust driver behaviour, reversing the messaging they have been receiving since the initial implementation of lower school zones speed limits starting in 2019.

Staff do not recommend converting the existing 30 km/h local school zone speed limits to time of day speed limits for the above reasons.

Major School Zone Speed Limits:

Staff are proposing to modify the current approach to major roadway school zone speed limits by eliminating the flashing 40 km/h speed limits, and assigning full time 40 km/h speed limits. This will provide a uniform approach to all 30 school zones located on the major road network, and will allow for the deployment of Automated Speed Enforcement at locations identified as requiring enforcement. Further, it will provide staff with the flexibility to assign reduced speed limits outside of the existing school zone locations, which are currently restricted to the immediate school zone areas when governed by flashing 40 km/h signs.

Following discussion at the June 27, 2023 meeting of the Road Safety Committee, Item 10.1 entitled 'School Zone Speed Limits report to General Committee dated April 12, 2023' was referred back to staff. Staff were directed to provide further information related to financial impacts at a subsequent Road Safety Committee meeting.

There were two specific inquiries directed to staff related to this matter:

1. **What are the costing details associated with converting the existing 30 km/h school zone speed limits on local/minor roadways, with time of day speed limits.**

The estimated cost of converting all existing 30 km/h school zone speed limits on local roadways to time of day speed limits is estimated to be \$577,000. The breakdown of which is as follows:

Expense Categories	Proposed Capital Budget
Materials (new signs and poles)	\$ 220,000.00
Labour (sign manufacture and install)	\$ 332,700.00
Communications Effort	\$ 25,000.00
Total	\$ 577,700.00

2. **What are the costs associated with implementing time of day flashing speed limits in all existing school zones in The City Mississauga.**

There are currently 199 school zones located on local/minor roadways, and 30 school zones located on major roadways. Of those, currently 17 are governed by flashing time of day speed limits. The proposal would require the installation of approximately 424 flashing signs (2 in each direction per school zone).

The cost of installing a single time of day flashing speed limit sign is estimated to be \$12,000 per sign. Therefore the total estimated cost would be in excess of \$5,000,000.

It should be noted that school zones with flashing time of day speed limits are not eligible for Automated Speed Enforcement.

It is staff's intention to document the comments received from this, and the other two committees, to be included in staff's report back to General Committee in 2023 making recommendations related to school zone speed limits.

A copy of the April 12, 2023 report to General Committee as well staff's presentation to the June 27, 2023 meeting of the Road Safety Committee is attached for further information.

Appendix 1: CR to General Committee "School Zone Speed Limit Update" April 12, 2023
Appendix 2: Presentation to Road Safety Committee - June 27, 2023