

City of Mississauga  
**Corporate Report**



<p>Date: October 9, 2024</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files: RT.10.ZVAR</p>
<p>From: Sam Rogers, MBA, Acting Commissioner of Transportation and Works</p>	<p>Meeting date: October 23, 2024</p>

## Subject

**School Zone Speed Limits on Local Roadways**

## Recommendation

That the current speed limit designation of 30 km/h in school zones on local roadways be maintained as outlined in the report from the Commissioner of Transportation and Works, dated October 9, 2024 and entitled "School Zone Speed Limits on Local Roadways".

## Executive Summary

- Staff were instructed by Council in December 2022 to report on the feasibility of implementing time of day speed limits in school zones on local roadways
- Speed limits in school zones on local roadways were reduced to 30 km/h at the direction of Council as part of the Neighbourhood Speed Limit Project completed in 2022
- A follow up review of operating speeds within local school zones have shown an average decrease of over 5 km/h since the speed limit reduction to 30 km/h
- Benchmarking of other municipalities show a variety of approaches to school zone speed limits, with a trend towards lowering speed limits
- Changing the 30 km/h speed limits to time-of-day speed limits would require dedicated resources in terms of additional four (4) contract staffing and 2025 capital funding of \$694,000 in a new capital project 25197 – School Zone Speed Limit on Local Roads funded from 33121 Tax- Capital Reserve Fund.

## Background

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 at that time 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 school zones that were reduced to 30 km/h.

The school zones were further designated as Community Safety Zones and identified as potential Automated Speed Enforcement (ASE) sites. Those locations that have been confirmed as having operating speeds in excess of the posted speed limit are on a rotating schedule for deployment of ASE cameras currently consisting of 22 cameras (2 cameras per Ward).

At the December 2, 2022, meeting of Council, staff were instructed to review the feasibility of converting the 199 existing 30 km/h school zone speed limits on local roadways to time-of-day speed limits (30 km/h 06:00-18:00 / 40 km/h 18:00—06:00). Staff were instructed to report back to Council with their findings and potential impacts of such a change.

A staff report detailing the potential changes was brought forward to the meeting of General Committee on April 12<sup>th</sup>, 2023. Following discussion, the report was referred to staff to report back on the financial impacts, and to consult with the Mississauga School Traffic Safety Action Committee, Mississauga Cycling Advisory Committee, and the Road Safety Committee for comments.

## Comments

There are 199 school zones on local roadways. As part of the Neighbourhood Speed Limit Project, each of these school zones have been reduced to 30 km/h between 2020 and 2022. This required the installation of approximately 1,400 posts and signs to ensure each of the school zones were properly signed. As part of the speed limit reduction, a robust communications campaign was deployed across a variety of media to ensure residents and motorists were aware and familiar with the new speed limits.

The move to reduce speed limits full time in school zones to 30 km/h is consistent with the City's commitment to Vision Zero. Lower speed limits and lower operating speeds significantly reduces the potential for personal injury. While most younger pedestrians and traffic occurs during the school day, most schools are adjacent to parks and playgrounds that are utilized by residents outside of school hours in the evening, on weekends and throughout the summer.

### Speed Limit Change Impacts

Staff have observed positive impacts in terms of operating speeds in local school zones since the speed limit reduction to 30 km/h. A review of 25 local school zones in the spring of 2023, where the speed limit had been reduced to 30 km/h, revealed an average of 5.5 km/h decrease in operating speeds when compared to before the speed limit reduction.

### Benchmarking of Other Municipalities

A review of neighbouring municipalities approach to local school zone speeds limits revealed a handful of jurisdictions currently deploying full time 30 km/h local school zones:

- Toronto (all local roadways – not limited to school zones), Hamilton, Waterloo, Kitchener, and Guelph

However, there are a number of jurisdictions who indicated plans to implement full time 30 km/h school zones on local roadways:

- Milton, Cambridge, Brantford, Peterborough, and Kingston

Of those who were contacted, Hamilton and Ottawa currently deploy time of day signs for lower school zone speed limits. It should be noted that these are only deployed on the major roadways where the speeds were reduced to 40 km/h.

Outside of the province, jurisdictions such as Winnipeg, Calgary, and Vancouver deploy time of day school zone speed limits. It should be noted that these provinces do not permit area speed limit designations that have been permitted in Ontario.

## Engagement and Consultation

As per the direction to staff at the meeting of General Committee on April 12<sup>th</sup>, 2023, staff presented a report and recommendation to maintain full time 30 km/h speed limits on local school zones to the Mississauga School Traffic Safety Action Committee (MSTSAC), Mississauga Cycling Advisory Committee (MCAC), and the Road Safety Committee (RSC) for comments.

Comments received from each of the three committees were overall positive. Generally, there was support for maintaining the current posted speed limit. There were questions asked related to enforcement and the potential for ASE tickets issued outside of school hours. Staff indicated that all speeds limits should be adhered to at all times of the day and recommended against limiting enforcement of the posted speed limit to certain times of the day.

Through discussion at RSC, staff were requested to provide further information related to the impacts of the lower speed limits, benchmarking of neighbouring municipalities and the financial impacts of a potential change to time-of-day speed limits. This information is included as part of this report.

## Financial Impact

Should Council instruct staff to proceed with the conversion of the existing 30 km/h school zone speed limits on local roadways to time-of-day speed limits then additional funding will be required as staff are unable to deliver the project within their existing operations.

### Additional funding is required as follows:

- A new 2025 capital project 25197 – School Zone Speed Limit on Local Roads for \$694,000, funded from 33121 Tax- Capital Reserve Fund
- New staffing request for two (2) one-year contract staffing resources in Traffic Management for coordination of the project (1 x Grade D and 1 x Grade F).

- New staffing request for two (2) one-year contract staffing resources in Works Operations & Maintenance for dedicated sign manufacturing (Grade B).
- Additional recovery fees from Works Operations & Maintenance for installation crew labour & material cost and communications cost.

**Capital Project cost estimate outlined below:**

<b>Cost Details</b>	<b>2025 Proposed Capital Budget</b>
Staffing – Traffic Management (2 Temporary Staff)	\$204,000.00
Recoveries from Works Operations & Maintenance (Materials, Vehicle, Labour)	\$465,000.00
Communications	\$25,000.00
<b>Total Capital Request</b>	<b>\$694,000.00</b>

## Conclusion

Revising the speed limit in school zones on local roadways to time-of-day speed limits poses several significant challenges as outlined above. It is not consistent with our neighbouring municipalities, nor is it in line with the City's commitment to Vision Zero. Additionally, significant funding would be required to modify the approximately 1,400 signs recently installed as part of the Neighbourhood Speed Limit Project. It would also require a large communications effort to change the messaging we've provided to residents over the last 2-3 years.



Sam Rogers, MBA, Acting Commissioner of Transportation and Works

Prepared by: Maxwell Gill, C.E.T., Acting Manager of Traffic Services and Road Safety