

City of Mississauga
Corporate Report



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| <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 Major Roadways

Recommendation

1. That the current flashing 40 km/h time of day speed limits be removed and replaced with full time 40 km/h speed limits in school zones on major roadways as outlined in the report from the Commissioner of Transportation and Works, dated October 9, 2024, and entitled "School Zone Speed Limits on Major Roadways".
2. That the remaining school zones on major roadways currently not governed by flashing 40 km/h time of day speed limits be designated as full time 40 km/h speed limits.
3. That any required by-law amendments resulting from this report be enacted through the delegation of authority to the Commissioner of Transportation and Works.

Background

There are 31 identified school zones located on major collector, arterial, or scenic roadways. Of those, 15 locations are currently signed as 40 km/h when flashing. A further 14 locations have no speed limit changes associated with the school zone. There are currently two school zones on major roadways that have full time reduced speed limits.

The flashing 40 km/h zones are strictly limited to school zones, defined in the Highway Traffic Act as 150 metres beyond the property of the school. The 40 km/h speed limit is effective only when the flashing lights operate, from September 1 to June 30, Monday to Friday, and 07:30 to 17:00. Outside of those times, the regulatory speed limit reverts to standard speed limit. There is no consideration for holidays or other days when the school is closed because of School Professional Development Days or inclement weather.

Comments

Council has expressed a desire to expand the Automated Speed Enforcement (ASE) program, specifically to enforce school zones located on major roadways. Provincial legislation does not permit ASE cameras to enforce flashing variable speed limits. In those areas governed by the flashing 40 km/h school zone, given the reliance of the flashing lights in order for the speed limit to be in effect, this effectively has limited the ASE program to local roadways, and prevented its deployment on the major roadway school zones.

Staff are proposing to convert these areas to full time 40 km/h zones, and removing the need for flashing lights in order for the speed limit to be in effect. Removing the 40 km/h when flashing requirement, will allow staff to deploy ASE in school zones located on major roadways where speeds and potential impacts are greater. The proposed revisions would further provide staff the flexibility of assigning a reduced 40 km/h speed limit to a stretch of roadway, without being constrained by the strict definition of the School Zone. Additionally, each school zone will be designated as a Community Safety Zone, and therefore eligible for ASE should it be deemed warranted.

Understanding the value and effectiveness of the flashing lights as a means of increasing driver awareness of the school zone, staff are also proposing that we repurpose the existing flashing lights, and utilize them as supplemental warning signs within the school zone. The lights would continue to operate during school hours, however they would only serve as a warning or reminder to motorists that travelling in a school zone. The lights would have no regulatory impact on the speed limit.

In order to provide a uniform approach to major roadway school zones across the City, staff are further recommending that the 14 school zones located on major roadways, that do not currently have a speed reduction or are not currently utilizing flashing 40 km/h, also be reduced to 40 km/h and fitted with supplemental warning flashers.

A typical drawing of the existing condition versus staff's proposal can be found in Appendix 1 – Typical Major Roadway School Zone Speed Limits. A list of impacted locations is found in Appendix 2 – Major Roadway School Zones.

Financial Impact

The estimated costs associated with the work to repurpose the existing flashing lights, and install new flashing lights within school zones on major roadways are as follows:

| Expense Categories | Cost Estimate |
|------------------------------------|----------------------|
| Repurposed Flashers – 15 locations | \$ 100,000.00 |
| New Flashers – 14 locations | \$ 560,000.00 |
| Total | \$ 660,000.00 |

Of the total cost estimate of \$660,000, an existing PN #21197 - 40 km/h When Flashing Speed Zones, can accommodate \$410,000. The remaining \$250,000 can be requested though the 2024 Year-End Work in Progress (WIP).

Conclusion

Modifying the approach to speed limits in school zones on major roadways by eliminating flashing 40 km/h speed limits and assigning full time 40 km/h speed limits, will allow for the use of ASE at these locations. The lower speed limits are in line with the City’s commitment to Vision Zero by reducing the potential for injuries in the event of a collision. Further, it will provide staff with the flexibility to assign reduced speed limits outside of the existing school zone locations and provide a uniform approach to school zones on major roadwys across the City.

Attachments

- Appendix 1: Typical Major Roadway School Zone Speed Limits
- Appendix 2: Major Roadway School Zones



Sam Rogers, MBA, Acting Commissioner of Transportation and Works

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