



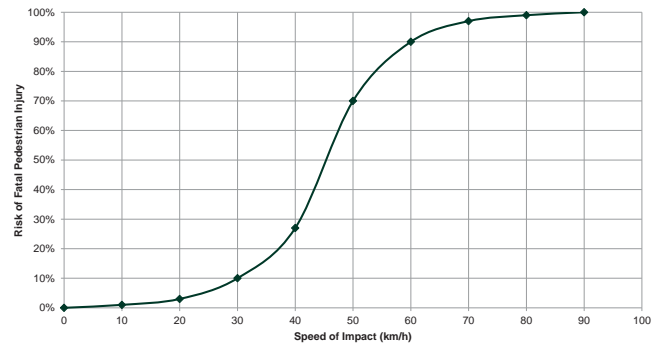
Draft School Zone Speed Limit Policy



Presentation to Civic Works Committee
July 18, 2016



Risk of Fatal Pedestrian Injury Relative to Vehicle Speed

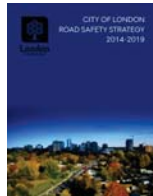


Background

London Road Safety Strategy

Mission: To save lives and reduce serious injuries to all transportation users through leadership, innovation, coordination, and program support in partnership with other public and private organizations.

Goal: A non-linear 10% reduction of injury and fatal collisions over 5 years.



- One of six target areas is to improve pedestrian safety through the use of engineering, enforcement, education and empathy



Guiding Principles

- School Zones
 - Defined in the Ontario Traffic Manual as 150 meters beyond the boundary of the school
- Effective use of the 4-E's
- Consideration for roadway classification & use
 - Arterial roads vs. Local & Collector roads
- Existing speed limit policy
 - Better compliance when School Zone Speed Limits are reduced by 10 km/h
- Roadway design and adoption of 'Complete Streets' principal
- Use of the appropriate technology



Purpose

- Improve safety for all pedestrians in and around schools
- Make it more attractive for parents to let their children walk to school

	Posted Speed Limit			
	50 km/h	60 km/h	70 km/h	80km/h
Elementary Schools	96	6		1
Secondary Schools	15	6	1	
Private Schools	5	1		



Engineering, Education, Enforcement & Empathy

Engineering

- Designs using 'Complete Streets' that puts an emphasis on the use of roadways by all modes
- The [Traffic Calming Policy](#) has a variety of solutions to reduce vehicle speeds

Education

- Public Service Announcements
- Dynamic Speed Signs



Enforcement

- Targeted enforcement

Empathy

- Move all road users toward a mutual tolerance and respect to other users

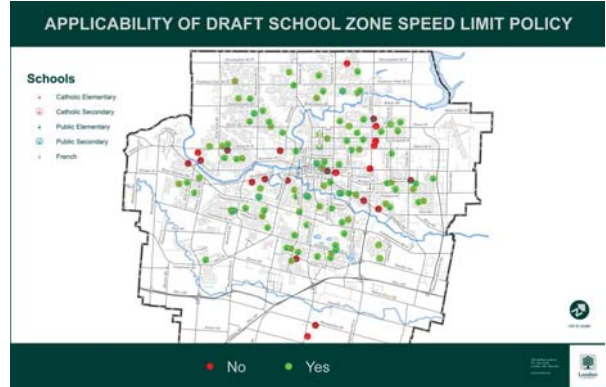


Options

1. Do Nothing
2. City-wide Reduction of 50 km/h to 40 km/h
 - Reduced effectiveness
3. 40 km/h School Zones
 - a) During School Hours
 - b) During Arrival/Dismissal Times
 - Targets critical times
 - c) 24/7
 - Recognizes that schools are used outside traditional school hours



Implementation



Recommendations

1. New and reconstructed roads are to be designed in a 'Complete Streets' manner.
2. The Traffic Calming Policy be applied where appropriate in retrofit situations.
3. A public education campaign and multi-faceted communication plan, in partnership with the London Police Service and school boards, be developed to raise awareness and educate drivers and pedestrians.



Questions



Recommendations (cont.)

4. The speed limit in School Zones be reduced from 50 km/h to 40 km/h on local and primary/secondary collector roads; noting, the Ontario Traffic Manual defines a School Zone to start 150 meters before the school property to 150 meters after the school property. These limits may be adjusted on a school by school basis after discussion with the appropriate school board.



The School Zone Speed Limit will apply on a continuous basis (24 hours/day, 7 days/week) which recognizes that school properties are used by children outside of regular school hours.

The School Zone Speed Limit Policy does not apply to arterial roads.



That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer:

- a) the School Zone Speed Limit Policy attached hereto as Appendix A **BE ADOPTED**; and
- b) that Civic Administration **BE DIRECTED** to bring forward the necessary by-laws to implement the School Zone Speed Limit Policy; noting that implementation of the Policy will be phased in over two years.



SCHOOL ZONE SPEED LIMIT POLICY

1. New and reconstructed roads are to be designed in a 'Complete Streets' manner.
2. The Traffic Calming Policy be applied where appropriate in retrofit situations.
3. A public education campaign and multi-faceted communication plan, in partnership with the London Police Service and school boards, be developed to raise awareness and educate drivers and pedestrians.
4. The speed limit in School Zones be reduced from 50 km/h to 40 km/h on local and primary/secondary collector roads; noting, the Ontario Traffic Manual defines a School Zone to start 150 metres before the school property to 150 metres after the school property. These limits may be adjusted on a school by school basis after discussion with the appropriate school board.

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