P.O. Box 5035
300 Dufferin Avenue
London, ON
N6A 4L9

July 28, 2016

J. Braam
Managing Director, Environmental and Engineering Services and City Engineer

I hereby certify that the Municipal Council, at its meeting held on July 26, 2016 resolved:

18. That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the Draft School Zone Speed Limit Policy:

a) the Draft School Zone Speed Limit Policy, appended to the staff report dated April 25, 2016, as Appendix “A”, BE ADOPTED; and,

b) the Civic Administration BE DIRECTED to bring forward the necessary by-laws to implement the School Zone Speed Limit Policy; it being noted that the implementation of the above-noted policy will be phased in over two years;

it being noted that the Civic Works Committee received the attached presentation from S. Maguire, Division Manager, Roadway Lighting and Traffic Control, with respect to this matter.

it being pointed out that at the public participation meeting associated with this matter, the individuals indicated on the attached public participation meeting record made oral submissions in connection with this matter.(2016-T08) (18/11/CWC)

C. Saunders
City Clerk
\lk

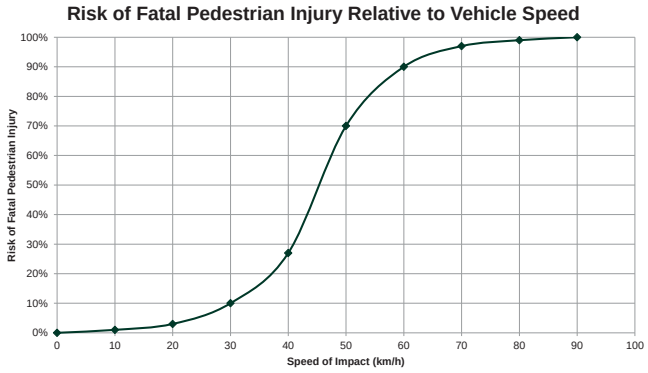
cc. A. Pfeffer, London Police
E. Soldo, Director, Roads and Transportation
J. Parsons, Division Manager, Transportation and Roadside Operations
S. Maguire, Division Manager, Roadway Lighting and Traffic Control
D. Bolton, Traffic Signal and Street Light, Senior Technologist
Chair and Members, Transportation Advisory Committee
Chair and Members, Community Safety and Crime Prevention
External cc List in the City Clerk’s Office

The Corporation of the City of London
Office 519.661.2500 ext 5417
Fax 519.661.4892
jmartin@london.ca
www.london.ca

Draft School Zone Speed Limit Policy

Presentation to Civic Works Committee

July 18, 2016

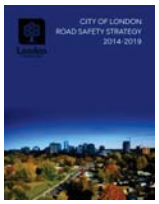


Background

- 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

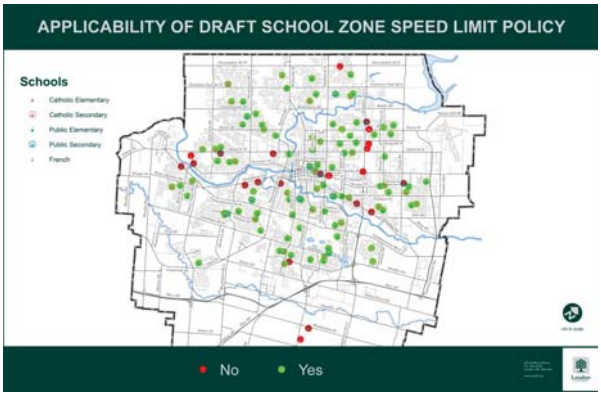
Enforcement
- Targeted enforcement

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.

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.

PUBLIC PARTICIPATION MEETING COMMENTS

18. School Zone Speed Limit Policy

- B. Brock - summarizing his comments from the attached submission dated July 18, 2016.
- E. Van Kesteren, 925 Lawson Road – representing the Active and Safe Routes to School Committee (ASRTS), summarizing her comments from the attached submission.
- D. Szoller, 400 Wilkins Street – summarizing her comments from the attached submission.
- J. Sherman, 1428 Commissioners Road West – stating he has statements and questions; indicating that he is surprised that it takes so much time and energy on what seems to him to be such a simple solution; asking if Commissioners Road West is an arterial road; questioning why is the safety of children disadvantaged because it happens to be an arterial road; suggesting that the committee might want to find out why the roads were changed; advising that he lives on Commissioners and that the speed limit from people coming into town is 80 km/hr and then changes to 50 km/hr; indicating there are three schools in that district Montessori, Northview and St. Georges; suggesting that if the speed limit is 50 people go 60 and if the speed limit is 70 they go 80; suggesting we all drive that way and that we all know that we won't get a ticket for going 60 in a 50 zone; suggesting that if the speed limit is reduced it will still be more than it should be; recommending that the speed limit be changed to 40 in all school zones not just the ones that are not busy but the arterial roads as well; advising that the road he lives on also has the gravel trucks travelling out of the Byron pit heading in and out of town and very little boulevards with most sidewalks right adjacent to the road; suggesting that Councillor Hopkins can attest to the speed limits on those roads; and thanking the Committee for their time.
- L. Norman, Chair, Community Safety and Crime Prevention Advisory Committee (CSCP) – stating that this has been a 20-year process for the CSCP to have staff forward this on to City Council; indicating she is thrilled to see this on the agenda, stating that the CSCP is fully in favour of this and the walking school bus and anything that has to do with road safety, bicycle safety, fulfilling that 24/7; advising that they want the schools to be local community centres; suggesting that having a traffic calming measure flowing through 24/7 allows children, adults, clubs, community organizations to utilize those facilities 24/7; advising that she understands where the previous speaker was coming from as she too lives in the Commissioners Road area; explaining that it is her understanding that there will always be a crossing guard available to cross the children on arterial roads rather than signage to reduce the speed limit; suggesting that the Committee and staff should look at some of the European traffic calming measures that are vertical rather than horizontal; indicating that they say a vertical traffic calming measure is more noticeable for vehicle drivers; suggesting that some of them are optical illusions; also suggesting speed bumps can affect EMS, Fire, City buses and in London with our snow fall whereas vertical ones would be completely visible in all types of weather; indicating the CSCP fully supports everything that is being looked at, including an educational program and definitely enforcement; and thanking the Committee.
- Linda Petronis, 22 Queenston Cres – providing the attached submission as presented by Councillor M. van Holst.

Civic Works Committee Presentation July 18, 2016
Re: Speed Limits School Zones

IN MUNICIPAL POLITICS THERE IS A TERM HARDLY EVER USED THAT CLEARLY IDENTIFIES CITIZEN ENGAGEMENT AND DIALOGUE

OR A PROCESS BASED ON PERCEPTION AND TIME! " RULES AGAINST BIAS" WHICH IMPLIES A COUNCILLOR WHO HAS FIRMLY HELD VIEWS IS INCAPABLE OF PERSUASION.

COUNCILLORS SET POLICY AND STAFF (experts) ARE TO GUIDE WITH THEIR EXPERTISE AND PRESENTATIONS OF ALL OPTIONS TO MAKE INFORMED DECISIONS.

THE DEPUTY MAYOR ONCE SAID " NO DECISION SHOULD BE MADE UNTIL ALL INPUT HAS BEEN RECEIVED". LAST YEAR STAFF PRESENTED A REPORT INDICATING RESEARCH HAS SHOWN THAT THE BEST OPTION IS TO IMPLEMENT LIMITS DURING OPERATIONS.

WHAT YOU DON'T HAVE IS THE DATA ON IMPACT OF 24/7 IMPLEMENTATION SHOULD YOU DO ANYTHING.

DATA SHOWS NEED (IF AT ALL) IS 7% OF TOTAL ANNUAL HOURS.

Annual # of days 365 x 24 hours = 8760 hours
School days 187 x 24 hours = 4500 hours
Regular hours to / from school 187 x 4 = ~~561~~ 750 hours

QUESTIONS NOT ANSWERED:

NUMBER OF STUDENTS TO / FROM SCHOOL BY BUS?
NUMBER OF STUDENTS ON SCHOOL SIDE OF STREET?
NUMBER OF STUDENTS DRIVEN / PICKED UP BY PARENTS?
NUMBER AT TRAFFIC LIGHTS; STOP SIGNS OR CROSSING GUARDS?

FACTS: NO ACCIDENTS IN SCHOOL ZONES AFFECTING STUDENTS.

OVER A MILLION VEHICLES USE THESE STREETS YEARLY.

LOWER SPEEDS REDUCE RISK; ACCORDING TO POLICE DATA 99.9% OF ACCIDENTS ARE CAUSED BY PEOPLE. AS AN ASIDE THE TOP 10 ACCIDENT INTERSECTIONS IN LONDON EACH CARRY OVER 30 MILLION VEHICLES A YEAR. CITY OF LONDON ROAD SAFETY REPORT 2014 - 2019 (PG.5) SHOWS 175 COLLISIONS IN TOTAL FOR ONE YEAR! IGNORING REAL ISSUES SUCH AS DAILY DEATHS FROM IMPAIRED DRIVING, IGNORING REAL LIFE NEEDS OF POVERTY AND HOMELESSNESS; INCLUDING AT LEAST 2 DEATHS IN LONDON AND NOW A NEEDLE CONCERN ALONG WITH POVERTY EXPERT PANEL RECOMMENDING NO COST ITEMS IN A CRITICAL SITUATION FIRST. RECOMMENDATION: SAY NO AND GET BACK TO DEALING WITH REAL PEOPLE ISSUES! SHAME ON YOU!

Civic Works Committee Presentation July 18, 2016
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OVER A MILLION VEHICLES USE THESE STREETS YEARLY.

Can-Bike funding diversity in children comfortable riding in neighbourhoods | unexpected accidents | no accident zones

Acute observation - speed signs — up to 90 km

Diane Szoller
400 Wilkes St
N6C 5B2
CanBike

School Speed Zone Times Extended BC

The current time limit, 8:00 a.m. to 5:00 p.m. does not reflect today's more intensive use of school facilities.

Amending the Act means safer access for children and pedestrians on roadways while travelling to school facilities. 30 KILOMETRES PER HOUR TAB (Regulatory)

2015 CAA Manitoba

During today's morning rush, 1,616 instances of risky behaviour were witnessed in three Winnipeg school zones in less than two hours.

In addition to speeding, the most common infractions included:

· **Failing to stop at a stop line, crosswalk, for patrols or rolling stop** – 587 instances

· **Distracted driving** – 79 instances

· **Changing lanes illegally** – 185 instances

Other unusual behaviours we spotted:

· Mother feeding baby a bottle in a rear facing car seat – while driving

· Driver going backwards down one street

· Drivers and cyclists with two earphones in

· One driver, travelling at 55 km/h in a 30 km/h zone, flew through a crosswalk where a child was waiting to cross

· One school bus going 39 km/h

One child cyclists, without helmet, reading a poster while weaving all over the road

Nova Scotia

To help make school zones safer, the speed limit WAS reduced to 30 km/h in areas where the approaching limit is 50 km/h, when children are present. The change came into effect September 1, 2012.

Calgary

By transitioning school zones to consistent playground zones, there will no longer be any question as to when motorists are required to slow down. Playground zones are in effect every day, year-round whereas school zones were only in effect on school days.

EDMONTON

School Zone Speed Limit

30 km/h between 8am and 4:30pm on school days where school zone signs are posted

The lower speed limit improves safety around elementary schools and protects young children, our most vulnerable road users.

Since the implementation of school zones at elementary schools, collisions have been reduced by 13%. Injuries and fatalities in school zones have been reduced by 42% and injuries to pedestrians and cyclists have gone down by 63%

Introduction

Good afternoon, my name is Emily Van Kesteren and today I am representing the local tri-county Active & Safe Routes to School committee.

The mission of ASRTS is to work in partnerships for the improvement of children's health, safety and our environment through comprehensive health promotion strategies such as engagement, education, research, and policy development.

Background

ASRTS provided written input for this policy back in March 2015, which included our own data from School Travel Planning surveys that identify traffic and traffic speed as top concerns among both parents and youth, preventing the use of active school travel.

Reducing the speed of traffic around schools is important to address both:

1) Perceived barriers, and
2) Objective dangers; where the faster a vehicle collides with a pedestrian, the greater risk of injury and fatalities.

A policy such as this, that addresses traffic speed in school zones, has incredible potential to remove a top barrier for active school travel, through a wider-reaching approach.

Feedback

To begin, I would like to thank you on behalf of ASRTS for prioritizing the safety of children on their journey to and from school and for providing opportunities, both written and now verbal, to provide input on this very important policy decision.

It is clear from the Background Considerations document that there is no single School Zone Speed Limit Option that will be a win-win-win; as there are pro's and con's to every option. Realizing this, we would like to provide the following comments on the current policy recommendation for your consideration.

Literature Review

This winter, a colleague and I conducted a literature review to determine what interventions have been successful at reducing traffic speeds in schools zones. The results of this review found that the most effective interventions for reducing traffic speeds are physical traffic calming devices and reduced speed limits WHEN paired with physical traffic calming devices. We found our results to be consistent with the City's Traffic Calming Policy for Existing Neighbourhoods where it states that "people travel at a speed they feel comfortable based on the environment through which they are driving, regardless of the posted speed limit." This may lead to pedestrians perceiving the roadway to be safer due to the reduced speed limit; **leading to a false sense of security.**

1) **Reducing speed limits can lead to a false sense of security**

- The staff report identifies "that artificially reducing the speed limit has variable to no impact to the actual operating speed" and that "a large speed differential between the posted and actual speed can make it difficult for pedestrians to safely judge crossing opportunities, which can result in a less safe pedestrian environment."
- In school zones, this becomes even more dangerous as children can struggle to decipher the speed and distance of an approaching vehicle because their optical sensitivity to looming objects has not yet matured (Wann, Poulter, & Purcell, 2011).
- The false sense of security from only reducing speed limits could increase risk rather than achieving the intended goal of increasing pedestrian safety

2) **The use of the 3 E's**

- We greatly appreciate the attempt to include all 3 E's – engineering, education, and enforcement – in your approach to this policy, as it is known, and stated in the background document "that reducing speed limits and installing signs will not change driver behaviour and will not reduce the speed of vehicles". Evidence shows that using interventions through a variety of approaches will allow for the greatest impact and rate of success.

3) **Engineering and Education** – With that, there are a few points I would like to make re: the engineering and education components...

Education:

- The third component of the draft policy refers to a public education campaign and multi-faceted communication plan in partnership with London Police and school boards.
- The report identifies a possible implementation period of two years for the speed limit signs. To have a campaign that effectively educates the public, it's important to consider the length and intensity of the campaign in relation to the topic at hand. If a campaign is done at the beginning of a two year period, people may lose the message once it's implemented in their neighbourhood.
- Another consideration for the education campaign is over saturation of messaging. Ongoing and upcoming campaigns that are locally being conducted include Pedestrian Crossovers, red light cameras, annual winter driving campaign, distracted driving and share the road. If City Police and school boards take on the responsibility of education, we would recommend coordinating with the London Middlesex Road Safety Committee who currently undertakes a lot of these initiatives.

Engineering:

- Regarding engineering, the second component of the policy states that "The Traffic Calming Policy is to be applied where appropriate and in retrofit situations."
- Our concern with this approach is that while the Traffic Calming Policy is a FANTASTIC document that provides consistency and equality in determining whether traffic calming is warranted, it is a formal process consisting of many stages, which may lead a lot of school zones being susceptible to a higher level of risk related to the false sense of security that speed limit reductions can lead to.

- While your committee has strayed away from the 40km/h School Zones with flashing beacons, and we too, like the 24/7 application that reduced speed limits offer; having times with beacons does however have a greater effectiveness of reducing traffic speed. Perhaps a consideration could be made to implement a similar type of device or expedite the traffic calming process for schools where a concern of traffic speed has already been identified.

4) **150m buffer**
   - Lastly, we like that there is room for adjustment on the Ontario Traffic Manual's 150 metre school zone, as a lot of the speeding concerns we see at School Travel Planning schools are not in front of the school, but rather, on adjacent roads. Many schools actually experience complete grid-locks before and after school, but it's on the roads leading to, and surrounding schools, that are experiencing the greatest speeding issues.

Closing Remarks

In closing, while we understand there is no perfect solution, we ask that you strongly consider the con of "**reduced effectiveness**" when looking at the "City-wide Reduction of 50km/h to 40km/h". To have a true impact on increasing children's safety, it's imperative that we not simply **"reduce speed limits"** but **"reduce speeds"**.

Thank you

Sent: Sunday, July 17, 2016 7:48 PM
To: van Holst, Michael <mvanholst@london.ca>
Subject: School Zone Speed Limits

Hello Michael:

Unfortunately I will be unable to attend the meeting set for tomorrow to discuss the above, but I would like you, as my counselor to pass along my input.

I do not believe it is necessary to go as low as 30 - 30 is very slow, I tried it the other day while out running some errands and found it awkwardly slow and I feel no one would ever adhere to it. I really don't think 40 is necessary either. When will it all stop - if we put the speed to 40 around schools, what next - 40 at arenas, parks, soccer field etc, wherever we might find children? Furthermore, if anyone thinks this will encourage children to walk to school, they are mistaken. Parents today are fearful of letting their kids walk to school - not because of the speed of the traffic as much as for the fact that children, such as Victoria Stafford, simply never made it home.

Further, having the speed lowered 24-7 - 365 days is crazy - the children are not in school year-round - make it from Sept 1 - July 1st - or only 5 days, not 7 but there is just nothing to justify 365 days.

My opinion, for what it is worth.

Thank you

Linda Petronis
22 Queenston Cres