

Proposed Council Policy – Reduced Speed Zones for Playgrounds

ISSUE

The Administration was directed to develop a reduced speed playground zone policy to align with Transportation Association of Canada (TAC) guidance and include a reduced speed limit of 30 km/h.

RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:

1. That Council Policy C0X-XXX, Reduced Speed Zones for Playgrounds, be approved; and
2. That the City Clerk be requested to adopt Council Policy C0X-XXX, Reduced Speed Zones for Playgrounds as outlined in this report.

BACKGROUND

At its meeting held on November 22, 2021, City Council considered the Residential Speed Limit Review – School Zones, Playground Zones, Senior Zones, and Effective Hours report, and resolved, in part:

- “2. Playground Zones – Direct the Administration to develop a reduced speed playground zone policy to align with TAC guidance and include a reduced speed limit of 30 km/h (Option 2);
4. Zone Operation – Direct the Administration to revise existing hours for school zones and implement hours for playground zones to be in effect all months of the year, 7 days a week, from 7:00 a.m. to 7:00 p.m.;
5. Implementation – That the changes are all made in 2022;”

DISCUSSION/ANALYSIS

The purpose of the policy is to reduce the risk of collisions between vehicles and children by providing a warning and requiring drivers to slow down to a defined maximum speed.

The policy has been drafted based on best practices and is intended to supplement the guidance provided in the TAC’s School and Playground Areas and Zones: Guidelines for Application and Implementation. The proposed policy is outlined in Appendix 1.

Key features of the TAC guidelines for playground zones result in the following elements of the policy:

- Reduced speed limits will be installed at playgrounds that have facilities or programs intended for young children.
- The speed limit will be 30 km/h.

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- The length of reduced speed zones should be minimized giving consideration to localized conditions. Playground and/or school zones that overlap, or nearly overlap, should be combined into one zone.
- The end of a playground zone will be marked with signing indicating “END PLAYGROUND ZONE” or the normal speed limit of the street indicated.

FINANCIAL IMPLICATIONS

There will be minor costs associated with developing the policy. These costs can be accommodated in existing operating budgets.

The signage revisions required to implement the change and education campaign will be funded and implemented through Capital Project P.02288 – Transportation Safety.

OTHER IMPLICATIONS

There are no privacy, legal, social, or environmental implications identified.

NEXT STEPS

If City Council provides approval, the Administration will proceed with the required Traffic Bylaw revisions prior to installing the signage. Communication and education activities would take place leading up to the effective date of the bylaw revisions.

APPENDIX

1. Proposed Council Policy C0X-XXX, Reduced Speed Zones for Playgrounds

Report Approval

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