

**School and Playground Zone Speed Limits****Report Purpose**

To inform Council regarding the methodology for the application of playground and school zone speed limits and to recommend an amendment to Speed Control Bylaw 38-2014 to extend school zone effective times.

**Recommendations**

1. THAT Bylaw 6-2018, a bylaw that amends the Speed Control Bylaw 38-2014 in order to implement school zone effective times from 07:30 hours to 16:30 hours within Strathcona County, be given first reading.
2. THAT Bylaw 6-2018 be given second reading.
3. THAT Bylaw 6-2018 be considered for third reading.
4. THAT Bylaw 6-2018 be given third reading.

**Council History**

December 12, 2017– Council approved that Administration bring forward a report, by the end of February 2018, on the methodology for deciding where school zone and playground zone speed limits will be applicable, including consideration of the Transportation Association of Canada Guidelines for school zone speed limits, and provide recommendations for proposed changes to Bylaw 38-2014 that would amend the playground and school zone times to align with those of other municipalities in the region (to the extent that these align with best safety practices), and considering the needs of our rural schools.

February 7, 2017 – Council approved that Administration prepare proposed amendments to the Speed Control Bylaw 38-2014 so that the 30 kilometers per hour speed limit for school zones begins at 8:00 a.m. and ends at 4:30 p.m. for urban schools and begins at 7:30 a.m. and ends at 4:30 p.m. for affected rural schools; and that the proposed amendments be brought back to Council by the end of the first quarter in 2017. The motion was defeated.

January 26, 2016 - Priorities Committee was presented with a request for reconsideration of all day school zones by Trina Boymook (EIPS) and Justine Wright (EICS).

**Strategic Plan Priority Areas**

**Economy:** N/A

**Governance:** Supporting our school partners will help to strengthen our relationship for future collaborations and better align our school traffic management practices with other municipalities in the province.

**Social:** Ensuring lower speed limits that cover all peak times may encourage more children to walk to school, and will support the County's vision of becoming Canada's most livable community.

**Culture:** N/A

**Environment:** N/A

**Other Impacts**

**Policy:** Integrated Transportation Master Plan

**Legislative/Legal:** Speed Control Bylaw 38-2014, Alberta Traffic Safety Act

**Interdepartmental:** RCMP and Enforcement Services, Transportation and Agriculture Services, Transportation Planning and Engineering

### **Summary**

The issue of speed zones has been a matter of debate by Council on a number of occasions. For example, in October of 2014, as part of the Speed Control Bylaw update, Administration recommended the adoption of all day school zones from 0730-1630 in rural areas and 0800-1630 in urban areas. However, Council did not support this recommendation and opted to remain with provincial standards. This current report has been produced in response to the December 12, 2017 Council motion noted above.

Strathcona County has used the Transportation Association of Canada's (TAC) Engineering Design Guidelines (2006) for the implementation of both school and playground zones since 2011. As with all guidelines, engineering judgement is also always considered in the final decision.

In 2011 through to 2013, all greenspaces, schools and playgrounds were reviewed and evaluated through the TAC warrant matrices. Administration has not proceeded with bringing all school and playground zones implemented prior to 2011 in line with TAC guidelines, as this would result in the removal of reduced speed limits in a large number of current school and playground zones throughout the County.

Upon extensive consideration, Transportation Planning and Engineering recommends the amendment of Speed Control Bylaw 38-2014 to create all-day school zones effective from 0730 hours to 1630 hours.

Professional engineering judgement suggests this is a reasonable compromise between safety and efficiency. No changes to the playground speed zones are recommended. Collision data does not support the need to impact traffic flow at school sites on weekends, evenings and during the summer, or at playgrounds in the morning peak time.

Adoption of all-day school zones:

- Increases the forgivingness of our road system at schools on school days without significant impacts to traffic flow;
- Addresses stakeholder concerns about effective hours not coinciding with peak traffic times at schools;
- Is consistent with provincial trend towards all-day speed reduction at schools; and
- Can be resourced through existing budgets and will not have a big impact on our ability to address more urgent safety concerns.

### **Communication Plan**

Should Bylaw 6-2018 be adopted, an extensive plan to educate residents regarding the change in effective times for school zones will be undertaken, including newspaper advertisements, website updates and a social media campaign. We will collaborate with schools to use their communication network as well. Tabs on every school sign will be installed to communicate effective hours for school zones.

### **Enclosures**

- 1 School and Playground Zone Speed Limits Report
- 2 School and Playground Zone Speed Limits Presentation
- 3 Amendment No. 1 - Bylaw 6-2018 – Speed Control Bylaw 38-2014