Agenda – Executive Policy Committee – July 4, 2012

REPORTS

Item No. 5 Establishing Reduced Speeds in School Zones in Winnipeg

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That the this report be received as information;

2. That subject to the provisions of Bill 3: The Highway Traffic Amendment Act (speed limits in school zones), the Winnipeg Public Service be directed to return with a report which establishes a reduced speed limit in school zone policy, based on the following four guiding principles:

    Principle 1. That the school zone speed limit be set to 30 km/h and that this reduced speed limit be considered only on streets other than Regional Streets;

    Principle 2. That the reduced speed limit only be considered for schools that include grade 6 or lower. Children of this age range have the most difficulty gauging the danger and speed of vehicular traffic and the reduced speed limits may have the most benefit near these schools.

    Principle 3. That the policy on reduced speed limits in school zones be established considering elements such as road classification, school yard fencing, proximity of facilities to the road, etc. The policy would outline a process for reviewing requests, evaluation criteria for the school zone speed limit treatment and an appeal process for the public.

    Principle 4. That reduced speed limits in school zones be in force Monday to Friday, 07:00 – 17:30, in the months of September to June.

3. That the estimated five year annual $200,000 capital budget required for the associated signing of speed limits in school zones be referred to the 2013 capital budget process.

ADMINISTRATIVE REPORT

Title: **ESTABLISHING REDUCED SPEEDS IN SCHOOL ZONES IN WINNIPEG**

Critical Path: **Executive Policy Committee – Council**

AUTHORIZATION

Author	Department Head	CFO	CAO
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RECOMMENDATIONS

The Public Service recommends:

1. That the this report be received as information;

2. That subject to the provisions of Bill 3: The Highway Traffic Amendment Act (speed limits in school zones), the Winnipeg Public Service be directed to return with a report which establishes a reduced speed limit in school zone policy, based on the following four guiding principles:

   Principle 1. That the school zone speed limit be set to 30 km/h and that this reduced speed limit be considered only on streets other than Regional Streets;

   Principle 2. That the reduced speed limit only be considered for schools that include grade 6 or lower. Children of this age range have the most difficulty gauging the danger and speed of vehicular traffic and the reduced speed limits may have the most benefit near these schools.

   Principle 3. That the policy on reduced speed limits in school zones be established considering elements such as road classification, school yard fencing, proximity of facilities to the road, etc. The policy would outline a process for reviewing requests, evaluation criteria for the school zone speed limit treatment and an appeal process for the public.

   Principle 4. That reduced speed limits in school zones be in force Monday to Friday, 07:00 – 17:30, in the months of September to June.

3. That the estimated five year annual $200,000 capital budget required for the associated signing of speed limits in school zones be referred to the 2013 capital budget process.

REASON FOR THE REPORT

On September 28, 2011, Council concurred in the September 11, 2011, recommendation from Executive Policy Committee and adopted the following:

1. That the Winnipeg Public Service consult with the Provincial Government, and the appropriate School Divisions in Winnipeg, and report back to Council with a plan of action on how to best implement reduced speeds in school zones in Winnipeg.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

IMPLICATIONS OF THE RECOMMENDATIONS

General Implications

A cursory review of school divisions in Winnipeg indicated that there could be as many as 230 schools where children may be attending kindergarten to grade 6. However, not all of these schools may require or benefit from a reduced speed limit. Evaluation of need for reduced speed limits would be fully outlined in the policy.

Signing of the school zone speed limit should be done in a way that is consistent with existing approved signs as much as possible as well as national guidelines established by the Transportation Association of Canada (TAC). The reason for this is to help maintain consistency with existing signing, ensure public understanding of the reduced speed limit requirements and potentially avoid further approval requirements by the Highway Traffic Board (HTB). The Public Service will consult with Manitoba Infrastructure and Transportation on the proposed signing as part of this process.

The number of signs required for a school zone speed limit will be a function of the site characteristics of the school as well as the timeframe when the school zone speed limit is in effect and how that is communicated to the motorist. According to TAC guidelines, the minimum requirement for a basic school zone speed limit installation on a single fronting urban road would include two school area signs, four speed limit signs and two supplementary tab signs (four supplementary tabs in a bilingual area), as shown in Figure 1. The approximate installation cost for this basic single road scenario would be approximately $1,500.

The Public Service recommends that the signing should be done in a phased-in approach that would result in a manageable plan from both the capital and operating perspectives. Creating an annual capital budget of $200,000 for school zone speed limit signing for a period of five years should allow the Public Service to implement school zone speed limit signs at schools where kindergarten to grade 6 children attend, which is where the treatment is warranted based on current understanding of the legislation and expected signing requirements. This budget and the timeframe for implementation could be refined after the final wording of the legislation is approved and the specific signing requirements are determined.

Once the policy for school zone speed limits is approved by Council and the Public Service has completed a preliminary evaluation of the schools for treatment, the Public Service intends to approach school divisions to work cooperatively on a prioritized list for implementation so that signing can be done at a rate of at least 20% of the schools in each school division every year (based on an annual budget of $200,000) until all schools that warrant the reduced speed limits are signed.

Financial Implications

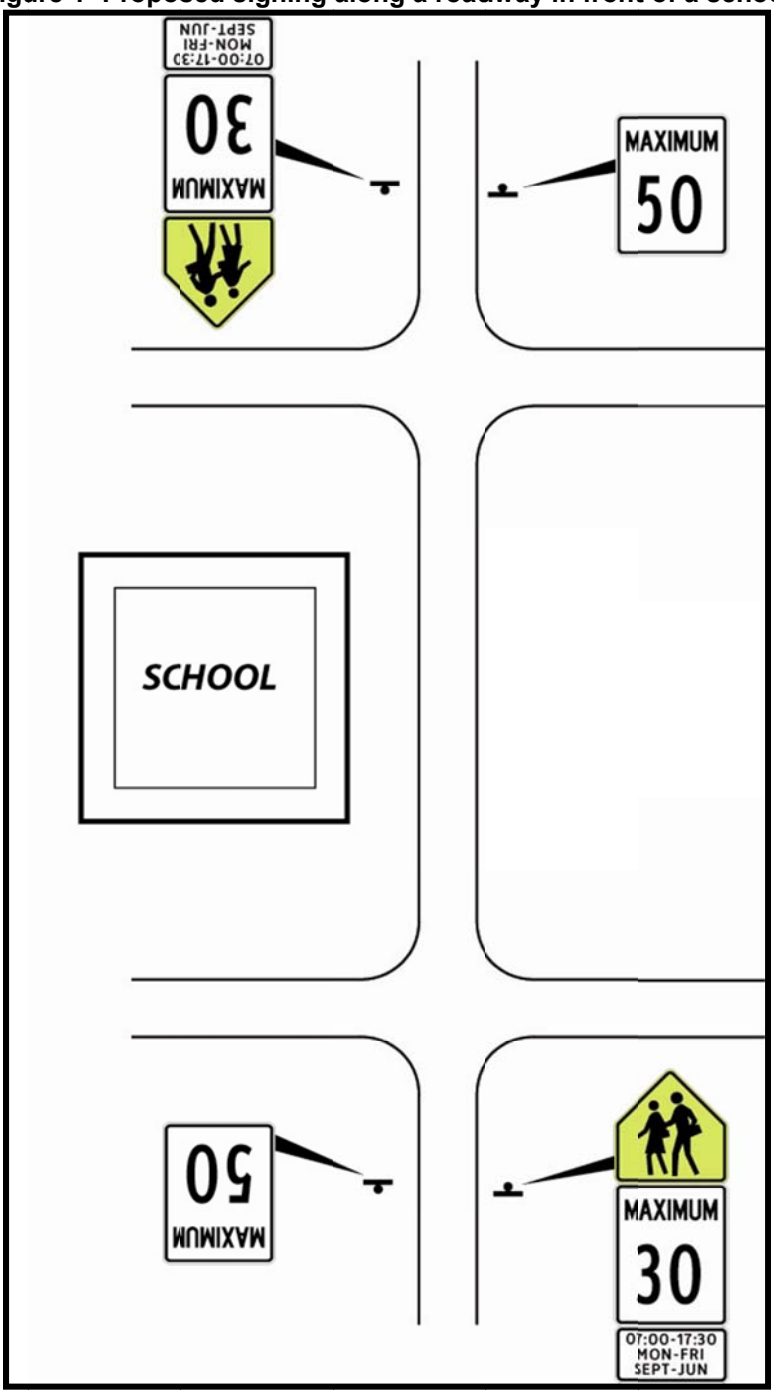
There are capital implications associated with these recommendations. It is recommended that a capital budget item in the amount of $200,000 be included in the 2013 Capital Budget to fund a school zone speed limit signing program and that this funding be projected up to and including the 2017 Capital Budget year. Funding requirements should be reviewed prior to the 2014 Capital Budget based on actual 2013 implementation costs.

HISTORY

On February 22, 2012, Council concurred in the February 15, 2012 recommendation of the Executive Policy Committee and adopted the following:

1. That the City of Winnipeg submit a written request to the Province of Manitoba to further pursue the matter of reduced speeds in school zones in Winnipeg.
2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Figure 1- Proposed signing along a roadway in front of a school



FINANCIAL IMPACT

Financial Impact Statement

Date: June 20, 2012

Project Name:

ESTABLISHING REDUCED SPEEDS IN SCHOOL ZONES IN WINNIPEG

First Year of Program **2013**

	2013	2014	2015	2016	2017
Capital					
Capital Expenditures Required	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000
Funding Sources:					
Transfer to Capital Fund	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000
Total Additional Capital Budget Required	$ 1,000,000				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	9,600	9,600	9,600	9,600	9,600
Net Cost/(Benefit)	$ (9,600)	$ (9,600)	$ (9,600)	$ (9,600)	$ (9,600)
Less: Existing Budget Amounts	-	-	-	-	-
Net Budget Adjustment Required	$ (9,600)	$ (9,600)	$ (9,600)	$ (9,600)	$ (9,600)

Additional Comments: Creating a new annual capital budget of $200,000 for school zone speed limit signing for a period of five years should allow the Public Service to implement school zone speed limit signs at schools where kindergarten to grade 6 children attend. The recoveries represent Transportation Administration and interest overheads.

"Original signed by D. Stewart, CA"
D. Stewart, CA
Manager of Finance & Administration

CONSULTATION

In preparing this report there was consultation with:
Legal Services Department

SUBMITTED BY

Department: Public Works
Division: Transportation Division
Prepared by: Luis Escobar, P. Eng., PTOE, Manager of Transportation
Date: June 28, 2012
File No.: G-12