



**SUBJECT: Speed limits in residential neighbourhoods**

**TO: Community Planning, Regulation & Mobility Cttee.**

**FROM: Transportation Services Department**

Report Number: TS-14-21

Wards Affected: All

File Numbers: 750 - 01

Date to Committee: November 9, 2021

Date to Council: November 23, 2021

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### **Recommendation:**

Direct the Director of Transportation Services to prepare for the approval of Council the necessary by-laws amending Traffic By-law 86-2007 to designate the areas identified in transportation services department report TS-14-21 with a 40 km/h speed limit and to establish a 30 km/h speed limit in front of schools within these areas; and

Direct the Director of Transportation Services to amend the city's Speed Limit Policy to include provisions for 30 km/h speed limits on roadways with school frontage within a designated speed limit area.

### **PURPOSE:**

#### **Vision to Focus Alignment:**

- Improve integrated city mobility
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### **Background and Discussion:**

#### Highway Traffic Act

Speed limits within Ontario municipalities are regulated by the Highway Traffic Act (HTA). The HTA gives municipalities the authority to set a speed limit other than 50 km/h on roadways within an area designated by a by-law. Once designated and assigned a speed limit (e.g. 40 km/h), all roadways within that area then have the speed

limit specified. Speed limit signs are then placed at entry/exit points to the designated area.

At the Council meeting on May 18, 2021, recommendations were approved to amend Traffic By-law 86-2007 to include designated area speed limits, to update the city's Speed Limit Policy, and to introduce the city's first designated speed limit area within Ward 2.

## **Strategy/process**

### 40 km/h Speed Limit Areas

Transportation Services staff have performed a review of the city's roadway network to identify neighbourhoods where 40 km/h speed limits could be applied as part of this second phase of implementation. The review focused on residential neighbourhoods with identifiable entry points and boundaries, the location of speed concerns received from residents and the results of speed studies and analysis conducted on various roads throughout the city.

The review by staff has resulted in the identification of 12 additional neighbourhoods to be a designated area having a speed limit of 40 km/h. The proposed neighbourhoods are located throughout the city and illustrated in Attachment 1.

The proposed areas identified in Attachment 1 represent the areas recommended to be designated as an area for a 40km/h speed limit in this phase of implementation. Staff will be conducting further reviews of other areas of the city and will bring forward subsequent staff reports detailing further implementation as the city aggressively moves towards establishing a 40 km/h speed limit in residential areas, a significant initiative supporting our goal to be a Vision Zero city.

### 30 km/h School Zones

Through the review of neighbourhoods to be designated with a 40 km/h speed limit, the need to address the issues related to the City's current practice of 40 km/h speed limits in school areas became evident. The current Speed Limit Policy states that local roadways with school frontage are posted at 40 km/h. This has been a long-standing practice in Burlington however, as the city transitions to 40 km/h speed limits in residential neighbourhoods by way of the "designated area" approach, a policy decision is required regarding how to address speed limits in school areas.

In determining the recommended approach, staff was guided by the intent of the current practice of lowering speed limits in school areas. This practice recognizes the potential

risks related to the presence of school-aged children at and around schools and prescribes a lower speed limit as a measure to maximize safety.

In keeping with Vision Zero principles and with a focus on preventing fatalities and serious injuries due to motor vehicle collisions, staff are recommending a 30 km/h speed limit on roadways with school frontage and within an area designated with a 40 km/h speed limit throughout. In effect, this results in a conversion of existing 40 km/h zones within designated areas in front of schools to 30 km/h.

A 30 km/h speed limit on roads with school frontage within designated areas is recommended based on the potential increase in safety gained through providing motorists with greater opportunity to react when children are crossing the road and the increased pedestrian survival rate should a pedestrian/vehicle collision occur, both key to a Vision Zero approach.

### **Options Considered**

The Highway Traffic Act is prescriptive with respect to the authority municipalities have in establishing speed limits however, the designated speed limit area approach does provide the ability to set speed limits more broadly and the approach chosen by staff allows the city to meet its Vision Zero strategic goals.

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### **Financial Matters:**

The implementation of designated area speed limits will result in costs associated to sign installation and relocation where necessary. Costs for related work will be covered by existing approved operating and capital funding.

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### **Climate Implications**

Not applicable

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### **Engagement Matters:**

The Integrated Transportation and Mobility Committee (ITAC) was provided an opportunity to comment on both the implementation of designated area speed limit reductions and the proposal to reduce speed limits on roadways in front of schools that are within designated 40 km/h areas. Feedback received from ITAC was supportive.

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## **Conclusion:**

The introduction of designated speed limits areas and its implementation in Ward 2 has been received well by the community. The lessons learned by staff through this process proved valuable when reviewing other areas in the city. The additional 12 areas recommended within this report for a 40 km/h speed limit are reflective of the city's goal to reduce speed limits in residential neighbourhoods with focus on safety and eliminating serious collisions, a key principle of a vision zero approach.

In addition, staff's recommendation to reduce speed limits to 30 km/h on roadways with school frontage and located within a 40 km/h designated area supports a vision zero approach to improving safety.

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Respectfully submitted,

Jeff Black

Manager of Traffic Operations and Signals

(905) 335-7777 ext.7779

## **Appendices:**

Attachment 1 – Proposed 40 km/h Areas

## **Report Approval:**

All reports are reviewed and/or approved by Department Director, the Chief Financial Officer and the Executive Director of Legal Services & Corporation Counsel.



**Attachment 1**  
**Recommended 40km/h Areas**  
**Speed Limit Signage**

- LEGEND**
-  Existing 40km/h Area
  -  Recommended 40km/h Area