



Report
Staff Report
The Corporation of the City of Brampton
3/20/2024

Date: 2024-03-01

Subject: **40 km/h Speed Limit Neighbourhood Pilot Results - Citywide**

Contact: Domenic Barranca, Traffic Operations Technologist, Road Maintenance, Operations and Fleet

Report number: Public Works & Engineering-2024-217

RECOMMENDATIONS:

1. That the report titled: **40 km/h Speed Limit Neighbourhood Pilot Results – Citywide** to the Committee of Council meeting of March 20, 2024, be received; and,
2. That the neighbourhoods currently piloting 40 km/h reduced speed limits remain permanently reduced 40 km/h areas; and
3. That reduced neighbourhood speed limits be added as a countermeasure to the City's Neighbourhood Traffic Management Guide to be expanded throughout the City.

OVERVIEW:

- **On May 30th, 2017, the Province of Ontario passed Bill 65, the Safer School Zone Act, which permits municipalities to enact neighbourhood speed limit reductions.**
- **At the Special City Council Meeting of September 26, 2022 staff was directed to investigate further into implementing lower speed limits on local roadways, specifically to address concerns that the speed limit of 50 km/h is too high on local residential streets.**
- **In 2023 staff initiated a pilot to reduced speed limits in five neighbourhoods throughout the City to determine their effect on driver behaviour.**

- **The results of the study revealed that the reduction of speed limits on local residential streets are appropriate as the majority of the streets already naturally achieve lower operating speeds.**
- **The results of the study revealed that the reduction of speed limits on neighbourhood residential streets can be suitable if countermeasures are installed that promote lower operating speeds.**
- **Overall, the data reveals that the reduced speed limits can have an impact on driver behaviour on local and neighbourhood roads with countermeasures.**
- **Staff recommends adding reduced neighbourhood speed limits to the City’s Neighbourhood Traffic Management Guide.**

BACKGROUND:

On May 30th, 2017, the Province of Ontario passed Bill 65, the Safer School Zone Act, which permits municipalities to enact neighbourhood speed limit reductions. Currently, the default speed limit is 50 km/h, unless posted otherwise. Section 128 (2.1) of the Ontario Highway Traffic Act now allows municipalities to pass a by-law to set a speed limit less than 50 km/h for all roads within a designated area.

At the Special City Council Meeting of September 26, 2022 a motion (C304-2022) was carried as follows:

“That staff be requested to report on implementation, costs, and enforcement mechanisms with regard to reduction of speed limits on local residential roads, similar to other municipalities such as Mississauga among others.”

At the April 5, 2023 Council meeting, Council approved a the report titled “40 km/h Speed Limit Neighbourhood Pilot” allowing staff to move forward with piloting reduced neighbourhood speed limits in the following areas:

- Royal Palm Drive Neighbourhood (Ward 2)
- Southwest Quadrant - Downtown Brampton (Ward 3)
- Elbern Markell Drive/Royal West Drive Neighbourhood (Ward 5)
- Westbrook Drive/Don Minaker Drive/Riverstone Drive Neighbourhood (Ward 8)
- Mount Royal Circle Neighbourhood (Ward 10)

CURRENT SITUATION:

In the summer of 2023 staff completed the installation of signage for the 40 km/h Neighbourhood Speed Limit Pilot.

To determine the effectiveness of this pilot, staff conducted before and after studies to determine any change in driver behaviour due to the lower speed limits. These studies are outlined in Attachment 1.

The results of the study revealed that reducing speed limits on local residential streets are appropriate as the majority of these streets already naturally achieve lower operating speeds. In addition, the lower speed limits address the original concerns raised that the speed limit of 50 km/h is too high on local residential streets. Local residential streets serve local movement, are not intended for through vehicle traffic, and do not play a major role in the broader transportation network.

The results of the study also revealed that the reduction of speed limits on neighbourhood residential streets can be suitable if countermeasures like speed cushions and automated speed enforcement are used to promote lower operating speeds. Neighbourhood residential streets are collector streets that are planned and designed to provide access to and from residential neighbourhoods but are not intended for the use of non-local traffic.

Overall, the data reveals that the reduced speed limits can have an impact on driver behaviour on local and neighbourhood roads with countermeasures.

As neighbourhood-wide speed reductions only require signage at access points to designated areas, staff have also noted the following positive impacts:

- Reduction of sign and post pollution.
- Reduction of environmental impact.
- More cost effective.
- Allows for reallocation of resources to other priorities.
- Easier to implement and enforce.
- Decreased maintenance including less retroreflectivity testing of signs.
- Reduced service requests.

CORPORATE IMPLICATIONS:

Financial Implications:

Based on costs associated with the pilot locations, the annual estimated cost for this initiative, based on approximately five (5) additional locations, would range between \$5000 - \$10,000 until all qualifying neighbourhoods are converted. However, it is anticipated that these initial costs would be offset by savings in maintenance and sign replacement costs as this initiative is anticipated to result in less required signage overall.

Funding for this initiative is available within the Public Works and Engineering approved operating budget.

STRATEGIC FOCUS AREA:

This report supports Brampton's Transit & Connectivity through focusing on transportation and a connected infrastructure is safe by incorporation of the Vision Zero framework to prevent fatal and serious injury from motor vehicle collisions.

CONCLUSION:

The safety and well-being of our citizens is a high priority. No loss of life is acceptable. Through adoption of the Vision Zero framework, the City of Brampton recognizes the need for the transportation system to be designed, maintained, and operated to be forgiving of human error.

With new techniques and different philosophies emerging (including Vision Zero), there is a requirement to update our guides to ensure staff have the most current tools at their disposal.

Staff recommends reduced neighbourhood speed limits be added as a countermeasure to the City's Neighbourhood Traffic Management Guide, and that, where required, are supplemented with physical countermeasures (like speed cushions) or automated speed enforcement particularly on neighborhood residential streets that do not always naturally achieve lower speeds. This will avoid artificially reducing speed limits that generally have limited impact on operating speeds.

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Attachments:

- Attachment 1 – BEFORE AND AFTER STUDIES FOR 40 KM/H NEIGHBOURHOOD PILOT