



**Report**  
**Staff Report**  
The Corporation of the City of Brampton  
6/18/2025

**Date:** 2025-05-14

**Subject:** **2025 New School Infrastructure Improvements (Ward 6)**

**Contact:** Radoslaw Moryc, Traffic Operations Technologist, Road Maintenance, Operations and Fleet

**Report number:** Public Works & Engineering-2025-431

**RECOMMENDATIONS:**

1. That the report from Radoslaw Moryc, Traffic Operations Technologist, Road Maintenance, Operations and Fleet to the Committee of Council Meeting of June 18, 2025, re: **2025 New School Infrastructure Improvements (Ward 6)** be received;
2. That the report be forwarded to the Peel District School Board and the Dufferin-Peel Catholic District School Board to provide assistance in development of the 2025 school program;
3. That staff implement the measures outlined in this report to ensure orderly and safe school openings;
4. That the report be forwarded to the Region of Peel's Traffic and Sustainable Transportation Division for information purposes; and
5. That Traffic By-law 93-93, as amended, be further amended to provide for the necessary traffic controls to accommodate the opening of new schools for the 2025/2026 school year.

**OVERVIEW:**

- In order for staff to identify the infrastructure requirements for new schools, the School Traffic Assessment was created and communicated to the school boards.
- Utilizing the School Traffic Assessment tool, staff has identified the necessary infrastructure improvements in advance of the opening of Mount Pleasant #2 Catholic Elementary School (Ward 6).

**BACKGROUND:**

For staff to identify the infrastructure requirements for new schools, the School Traffic Assessment was created and communicated to the school boards. The school board submits a School Traffic Assessment with each new proposed school, which serves as the basis for the exchange of this information. The School Traffic Assessment provides details pertaining to school size, catchment areas, projected enrolment, number of buses, etc. This information allows staff to identify the need for the following infrastructure:

- Sidewalks - Sidewalks are provided on all roadways surrounding schools as pedestrian activity is expected to be frequent. Sidewalks are to be in place by school opening on at least one side of the road. Where it is not feasible to construct a permanent sidewalk, a temporary asphalt sidewalk will be constructed to provide a safe walking route in the area of the school.
- Traffic signals - Pedestrian safety is the primary focus when determining additional traffic control at intersections close to schools. In general, traffic signals are installed on higher-class (i.e. Arterial, Collector) roadways, which allows safe crossing for pedestrians, improves right of way control and maintains a high level of service for the arterial road network.
- All-way stops - Installed on local and minor roadways to support the intended function of the road and provide a safe crossing for school children. The locations for all-way stop intersection control are determined using engineering judgment in anticipation of pedestrian flow and traffic patterns.
- School crossing guards - To ensure safety, locations for school crossing guards are considered based on anticipating where students may cross within the catchment area. The specific placement of crossing guards will be finalized once pedestrian patterns have been confirmed. This is done within two weeks of the school opening.
- Community Safety Zones – Designated stretches of roadway, marked with signs, where the risk of accidents is higher, often near schools, playgrounds, or other areas where pedestrians are frequent. Designation of these zones is required for installation of Automated Speed Enforcement (ASE). The main goal is to improve safety for all road users, especially vulnerable ones like pedestrians and cyclists.
- Speed limits - Reduced speed limits are established in accordance with the City's 40-km/hr school zone policy and follow these general guidelines:
  - 2 lane roadways adjacent with driveway access to the school are posted as 40 km/hr at all times;
  - All roadways without driveway access adjacent to the school are posted 10 km/hr lower than the existing speed limit; and

- 4 and 6 lane roadways with driveway access adjacent to the school are posted with “Flashing 40 km/hr signs”.
- School warning signs - School area warning signage will be installed on each approach to the school property in accordance with the Ontario Traffic Manual.
- No Stopping – Stopping restrictions will be implemented on sections of roadways that are determined to have potential impact to the flow of traffic due to vehicles stopping for the purpose of loading and unloading of students.
- Enhanced crosswalks – Enhancing crosswalks is a technique that is used to heighten driver awareness of pedestrian crossings and increase crosswalk visibility. Two methods for enhancing crosswalk visibility are ladder bar markings and decorative thermoplastic markings. Enhanced crosswalks are implemented at intersections that experience high volumes of pedestrians crossing traffic.

### **CURRENT SITUATION:**

Proactive reviews are especially important for schools opening in areas under development. Physical constraints such as adjacent site development create challenges in providing unobstructed routes to and from school sites within neighbourhoods under construction. Staff will continue to identify these constraints and work towards providing safe access routes to schools.

The following new school is scheduled to open in 2025:

#### Mount Pleasant #2 Catholic Elementary School

This school is located at the intersection of Robert Parkinson Drive and Seincliffe Road (Ward 6). The following infrastructure will be implemented prior to the opening of this school (Attachment 1):

- Speed limits
- School warning signs
- Community Safety Zones

Attachment 2 identifies the infrastructure improvements recommended for the new school noted above including area map. The infrastructure improvements for the school opening during the 2025/2026 school year will be implemented prior to the opening of the school.

#### Student Transportation of Peel Region (STOPR)

STOPR will be undertaking a review of the new schools and surrounding transportation infrastructure to determine eligibility for student transportation based on each Board’s governing policies. The information contained in this report and updates on the status of construction in new development areas will be considered in their review.

## **CORPORATE IMPLICATIONS:**

### **Financial Implications:**

The costs associated with the installation of traffic signs is estimated to be \$1,700. 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:**

Utilizing the School Traffic Assessment tool, staff has identified the necessary infrastructure improvements required for Mount Pleasant #2 Catholic Elementary School. The infrastructure improvements identified for this school will be implemented prior to September 2025. These improvements require an amendment to the Rate of Speed and Community Safety Zones schedules of Traffic By-Law 93-93.

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### **Attachments:**

- Attachment 1 – 2025 Proposed School Location

- Attachment 2 – 2025 New School Infrastructure Improvements Mount Pleasant #2 Catholic Elementary School (Ward 6)