

## Appendix A

September 13, 2017

To: Members,  
Executive Committee

Re: Safety in School Zones

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### RECOMMENDATION

1. That item MN16-4 be removed from the list of outstanding items for the Executive Committee.
2. That a report be provided to the Executive Committee in Q2 of 2018 with recommendations.

### CONCLUSION

Administration engaged a committee consisting of City of Regina (City) traffic staff, Regina Public and Separate School Boards, Regina Police Services (RPS), Saskatchewan Government Insurance (SGI), Canadian Automobile Association (CAA), Saskatchewan Safety Council, and parent representatives to consider safety improvements in school zones. The committee met throughout the 2016/2017 school year to discuss traffic safety improvements for school zones. City staff provided technical presentations on pedestrian safety and school zone best practices and conducted jurisdictional reviews from other municipalities.

The committee was supportive of a multi-faceted approach to improving safety in school zones through the use of appropriate engineering controls, education and enforcement. Committee members demonstrated a desire to create school zone standards that increased the visibility of school zones and crosswalks and were supportive of reductions to speed limits. However, the committee's structure and governance limited its ability to issue final recommendations with respect to engineering controls or priorities for budget allocation, and was hesitant to comment on engineering best practices or develop engineering guidelines.

Administration will restructure the committee at the start of the 2017/2018 school year so that it can provide recommendations on engineering controls in school zones, including but not limited to:

- signage;
- crosswalk treatments;
- crosswalk recommendations in peripheral school zone areas;
- use of curb extensions;
- recommendations for speed limits; and
- hours that school zones would be in effect.

### BACKGROUND

Regina has approximately 68 public and separate schools (based on those opening in fall of 2017) and has established school zones in the areas around these schools. These zones are designated by signage and the speed limit in these zones is 40 kilometers per hour, as established by *The Regina Traffic Bylaw, No. 9900* (Bylaw).

The Bylaw is guided by the Transportation Association of Canada (TAC) established national guidelines and best practices for pedestrian safety and school zones. These guidelines are based on research and input for Canadian municipalities and are used as the basis in developing any City policies/procedures for school and playground zones and areas. Further, the installation of pedestrian crosswalks and corridors are determined by Administration's analysis of warrants (which use pedestrian and vehicle volumes in relation to crossing opportunities), in conjunction with the TAC guidelines.

Signage and pavement markings in and around school zones can vary, depending upon when they were installed, the standards in place when they were put in and overall condition based on the maintenance they have received. Additionally, there is no distinction in markings based on the type of school (high school or elementary), location of school, adjacent road network and other factors such as access location and fencing.

At the April 25, 2016 City Council meeting, the following motion (*MNI6-4*) was passed:

*1. That Administration undertake to form a committee made up of City traffic staff, School Board representatives and representatives from the Regina Police Service to consider, but not be limited to the following:*

- a. Reducing the speed in school zones.*
- b. Signage indicating that the passing of vehicles is not allowed within school zones.*
- c. Adding a pedestrian signal where appropriate to a school zone.*
- d. Adding bulb outs or other traffic calming methods.*
- e. Adding signage to indicate when a school zone comes to an end.*
- f. Declaring the area directly in front of a school a fire or emergency only parking zone so that school age children have a clear sight path to a safe crossing.*
- g. Suggest methods to handle parent drop off zones that can be used in most school zones.*
- h. Consider the hours that a school zone would be in effect. For example, whether a 7-7 time slot for school days and no school zone for weekends and summer vacation would be effective.*

*2. This Committee be struck and meet in the fall of 2016 with a report back to Executive Committee in the spring of 2017 with recommendations.*

## DISCUSSION

Administration engaged an existing committee in the fall of 2016 with members from the Regina School Pedestrian Traffic Safety Committee, which consists of representatives from the City's Traffic branch, Regina Public and Separate School Boards, Regina Police Services, Saskatchewan Government Insurance (SGI), Canadian Automobile Association (CAA), Saskatchewan Safety Council, and parent representatives. This committee met throughout the 2016/2017 school year.

City staff provided technical presentations to this committee on traffic and pedestrian safety topics, industry best practices for school zones and shared jurisdictional reviews of other municipalities for school zone standards.

The committee discussed the topics provided in motion *MNI6-4* in detail and a wide variety of observations were gathered on the current state of school zone safety. However, ultimately it became apparent through the engagement that the chosen structure of the committee and its lack of governance, precluded the issuance of clear recommendations for many of the topics.

The committee was supportive of a reduction to 30 km/h in school zones, based on the increased rate of survival for vehicle versus pedestrian collisions, compared with collisions that occur with vehicle speeds of 40 km/h. The committee reviewed and compared school zone speed limits in Saskatoon, Edmonton, Calgary, etc. Many of these municipalities have implemented 30 km/h zones. However, additional statistical analysis on the impact of a change in speed limits still needs to be researched by administration before providing a recommendation. Changes to the hours of school zones were also discussed without achieving consensus.

With respect to pedestrian crossings, the committee expressed a desire to move to zebra crossing style for enhanced visibility. The committee was also supportive of implementing pedestrian corridors with overhead flashing lights wherever appropriate. However, the committee was not in a position to determine prioritization for retrofitting, upgrading or for determination of best locations for the crosswalks and pedestrian corridors. Further, the treatments provided for school and playground zone/areas and the guidelines the City uses, should be updated to reflect not only national standards, but to ensure alignment with both the Official Community Plan and the Transportation Master Plan.

In 2016, traffic engineering staff changed the standard school zone sign plan for vehicles exiting school zones from a regulatory 50 km/h sign to an informational sign that stated 'school zone ends.' The committee, through their discussion, concurred with this already implemented change. New school zones and rehabilitated zones will automatically receive the school zone ends signs. Administration recommends that the prioritization for proactive upgrades to all existing school zones be considered in conjunction with other future recommendations.

Restructuring the committee at the start of the 2017/2018 school year to ensure consistent representation from respective subject matter experts from the school boards, RPS and Administration, in conjunction with the implementation of clear governance for committee decisions, will allow the committee to provide recommendations on safety improvements in school zones. Administration will also shift the committee into a facilitated process to ensure committee objectives are met.

The restructured committee will review the feedback received to date, review existing school zone standard consistency and develop recommendations for safety improvements that can be supported by both the committee and Administration for presentation to Executive Committee. The committee will also provide implications for recommendation options and report back in Q2 2018. Committee recommendations will form the basis for an achievable action plan for school zone safety improvements.

RECOMMENDATION IMPLICATIONS

Financial Implications

None at this time. Future capital budget requests may result from committee recommendations.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

The pursuit of an overall action plan for school zone safety supports the strategic priorities of the Official Community Plan, the Transportation Master Plan and the City's vision of promoting active transportation for residents to get to work and school. The recommendations will contribute to achieving the City's outcomes for a connected, safe and accessible community.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

None with respect to this report.

DELEGATED AUTHORITY

The recommendations contained in this report are within the delated authority of this committee.

Respectfully submitted,



Norman Kyle, Director  
Roadways & Transportation

Respectfully submitted,



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