

BEYOND SCHOOL ZONES

Recommendations to the Government of Manitoba on Bill 3 -
THE HIGHWAY TRAFFIC AMENDMENT ACT (SPEED LIMITS IN SCHOOL ZONES)

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Whereas planners and engineers require access to a gamut of regulatory tools created through legislation in order to successfully bring neighbourhood speeds down to a comfortable and safe level;

and whereas children are put at high risk of injury/death when vehicle velocities are higher than 20-30 km/hr;

and whereas children need to feel comfortable traveling *to* school not just near school;

and whereas Bill 3, as drafted, does not address the need to create safer environments near daycares, playgrounds, seniors homes, or any residential area without a school immediately adjacent;

and whereas the Age-Friendly Manitoba is currently seeking commitments from municipalities to provide safe, accessible active transportation options to and within all destinations in Manitoba communities especially for vulnerable road users such as young children and senior citizens;

and whereas other jurisdictions in Canada have streamlined the process that a local traffic authority must follow to reduce speed limits in areas other than the traditional “school zone”;

We recommend that:

In order to preserve the integrity of the planning process, and ensure success, the Province consider modifying Bill 3 (or introduce parallel legislation) to facilitate the creation of a “community safety zone”, “playground Zone”, “30 Zone” or “20 Zone” at the same time as “school zones” are created by virtue of Bill 3.



Whereas Manitoba municipalities rely on a clear legislative framework outlining what they are capable of (and not capable of) doing;

and whereas considerable preparation, effort, time and finding is required by a municipality seeking to reduce a speed limit on a road or in a neighbourhood under their authority;

and whereas the smaller the municipality, the less likely it is that they will have the technical expertise to prepare such a submission to the Highway Traffic board;

and whereas there is considerable contradictory wording leading to significant confusion (even amongst local traffic authority professionals) regarding what is allowed under the current Highway Traffic Act ;

and whereas school zones do not tend to work well when approached in isolation, thereby limiting the effectiveness of Bill 3;

We recommend that:

The Province, as in Bill 3, remove the need for a municipality to appear before the Highway Traffic Board in order to implement enforceable reduced speed zones that fall outside the scope of the traditional “school zone”.

“It is noted that the City of Winnipeg does not have the authority to introduce school zone speed limits independently; they must first be enabled through amendments to the Highway Traffic Act.”

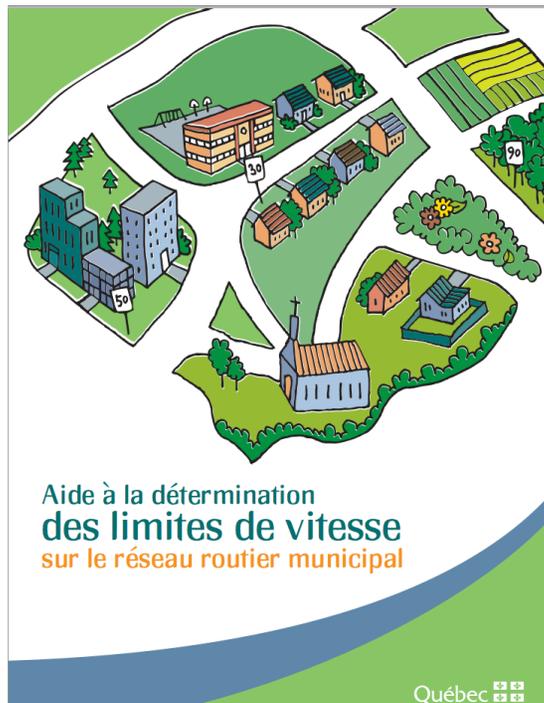
Manitoba Highway Traffic Board - letter to the city of Winnipeg, November 23, 2011, Appendix - School Zone Speed Reduction report presented to council February 22, 2012

Whereas the Highway Traffic Act is legalistic, outdated, and therefore subject to interpretation and misreading, even by experienced professionals;

and whereas the Highway Traffic Acts in other provinces are often complimented by explanatory literature, which are written in plain language and which is easy to follow and which facilitates implementation by municipalities that are short on in-house expertise;

We recommend that:

The Province endeavours to create explanatory literature pointing municipalities to a simple, streamlined and packaged reduced speed zone solution that allow for consistent and relevant application of the rules in appropriate areas;



Vitesse en milieu urbain, variant selon l'importance de la vie locale		
50 km/h	40 km/h	30 km/h
En milieu bâti (dans une agglomération)		
En milieu bâti (dans une agglomération), en secteur résidentiel particulièrement		
Arènes Collectivités municipales Rues locales		
Rues locales, principalement résidentielles		
Devant l'accès à une école, à un terrain de jeu		
Circulation motorisée, de transit et locale Présence de piétons et cyclistes Présence possible de transport en commun par autobus Notamment : traversée d'agglomération		
Vie locale prépondérante Présence de piétons et cyclistes		
Pas plus de deux voies ¹⁰ Pas plus d'une voie de circulation à sens unique		
Deux voies et plus ¹⁰ Sur les artères et collectivités municipales : trottoirs		
Perspective et déviements latéraux restreints		
La vitesse pratiquée (centile 85) doit être inférieure à la limite de vitesse envisagée plus 10 km/h ¹¹		
Longueur de la zone de vitesse supérieure à 500 m		
Distance de parcours inférieure à 1 km ¹²		
En traversée d'agglomération, longueur de la zone à limiter au secteur bâti		
Limite non corrigée à une limite de 70 km/h ou plus sur un même axe		
Limite non corrigée à une limite de 60 km/h ou plus sur un même axe		
Voir les tableaux O et L du guide ¹³		
Voir le tableau A du guide ¹⁴		
À l'approche de l'agglomération À chaque changement de limite de vitesse		
À chaque changement de limite de vitesse		
Centre policier Éducation des conducteurs		
Synchronisation des flux de circulation		
Aménagements modérateurs de la vitesse		

10. Nombre de voies dans les deux directions.
11. La vitesse correspondante au centile 85 des mesures observées est elle inférieure à la limite de vitesse envisagée plus une valeur de 10 km/h. Si ce n'est pas le cas, il est possible que l'investissement dans le programme soit à l'abri d'être de vitesse. L'investissement dans les conditions de circulation devient alors agaçant et coûteux.
12. Distance maximale qui peut être parcourue en continu avant d'atteindre la limite de vitesse de 10 km/h de plus.
13. Tableaux de détermination des limites de vitesse sur l'ensemble du réseau routier municipal, voir le guide.

Whereas school zone legislation has, in the past, failed due to the lack of proper applications of traffic engineering coupled with an incomplete commitment to the safety of vulnerable road users;

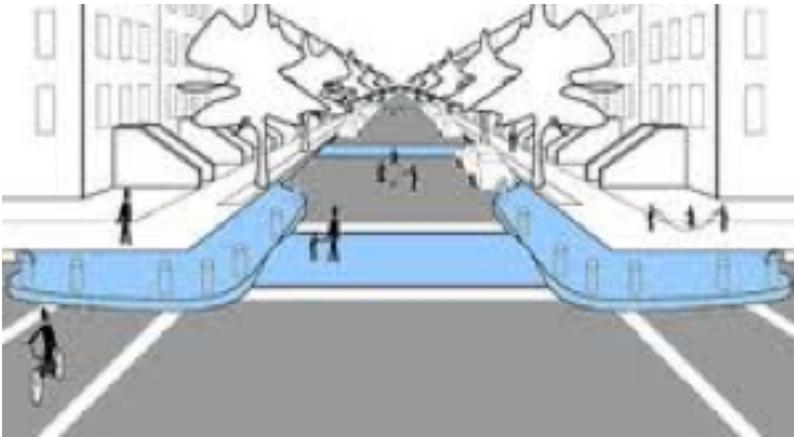
and whereas traffic engineering principles dictate that speed limits should always reflect the natural actions taken by 85% of users with/without regulatory signage;

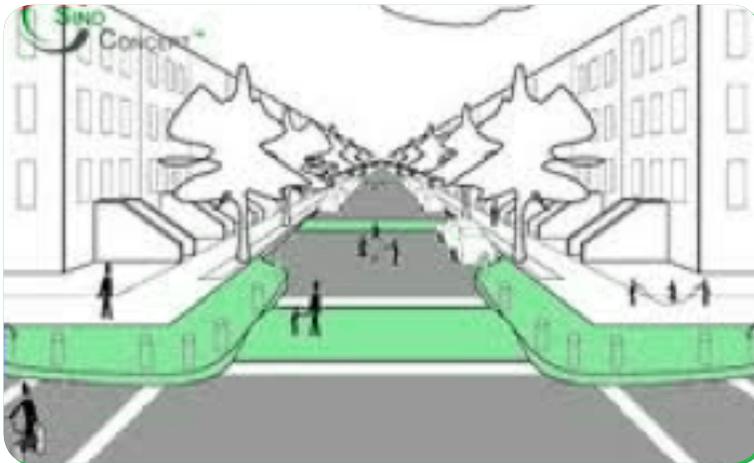
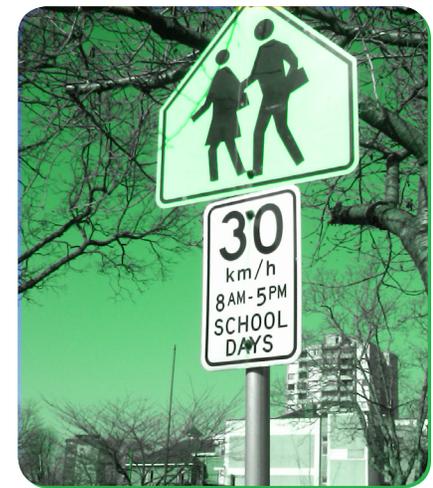
and whereas numerous jurisdictions have found that compliance with school zone speed limits is much lower than the desired 85% wherever modifications have not been made to the landscape;

and whereas the school-age children in Manitoba benefit from direct annual funding of bus travel - but almost no specific financial support for active travel;

We recommend that:

The Province make every effort possible to provide infrastructure funding support that will provide municipalities with the means to make physical modifications to the streetscape and make the very important link between legislation, enforcement and engineering;





Prepared June 6th, 2012

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