

### PW 12-2025 Appendix 3

For a school zone to be introduced at a location, a minimum of two (2) of the following criteria must be met:

Table 1 - Recommended Criteria to Establish a School Area

Criteria	Rationale
Front on the Regional Road	<ul style="list-style-type: none"> <li>Aligned with industry best practices.</li> <li>Roadways with a fronting school are likely to see an increase in vehicular and vulnerable road user traffic during peak school times.</li> </ul>
Be adjacent to the Regional Road (i.e., school building within 150 metres of Regional Road)	<ul style="list-style-type: none"> <li>If a school is more than 150 metres from the roadway, it is likely not visible to drivers.</li> <li>If a school is more than 150 metres from the roadway, pick-up and drop-off activities will likely not interact and interfere with the roadway's through traffic.</li> </ul>
Have a primary access or a student pick-up/drop-off zone on or accessed from the Regional Road	<ul style="list-style-type: none"> <li>If a primary access is to a roadway, it is likely that school pick-up and drop-off activities will interact and interfere with the roadway's through traffic.</li> <li>Traffic volumes along the roadway will likely increase substantially during school pick-up and drop-off periods.</li> <li>Aligned with the Highway Traffic Act definition of a School Zone (i.e., "adjoins the entrance to or exit from a school").</li> </ul>
There is an existing or planned supervised school crossing on the Regional Road	<ul style="list-style-type: none"> <li>Aligned with Ontario Traffic Manual Book 6 – Warning Signs (i.e., "Wc-1 signs should be used on roads where school children walk along and cross").</li> <li>School crossing signs will alert drivers to the presence of crossing students.</li> </ul>

Speed limits will be lowered in school zones that meet at least three (3) of the four (4) criteria below:

Table 2 - Recommended Criteria to Reduce Speed Limit within School Areas

Criteria	Rationale
Front on the Regional Road and have a primary access or a student pick-up/drop-off zone on or accessed from the Regional Road	<ul style="list-style-type: none"> <li>• School pick-up and drop-off activities will likely interact and interfere with through traffic.</li> <li>• Schools meeting this criterion are likely to have an increase in traffic and pedestrian volumes, as well as potential conflicts.</li> </ul>
Have a controlled or supervised pedestrian crossing servicing the school	<ul style="list-style-type: none"> <li>• A collision involving a vulnerable road user is more likely to result in injury or fatality, with the severity increasing as speed rises. A controlled crossing provides a safer crossing for vulnerable road users and less conflicts with vehicles</li> </ul>
Have a two (2) or three (3) lane cross-section	<ul style="list-style-type: none"> <li>• Roadways with a two (2) or three (3) lane cross-section likely have an environment more aligned with a reduced speed based on TAC Guidelines.</li> </ul>
Have a minimum of 100 student pedestrians walking to the school within a 24-hour period.	<ul style="list-style-type: none"> <li>• A collision involving a vulnerable road user is more likely to result in injury or fatality, with the severity increasing as speed rises.</li> <li>• Pedestrian volume data provides a real-world indication of the number of vulnerable road users travelling to and from the school.</li> </ul>