

Subject: Updated Speed Limit Policy and Signs in School Zones

Report to: Public Works Committee

Report date: Tuesday, March 4, 2025

Recommendations

1. That Regional Council **APPROVE** the adoption of the Speed Limit Policy attached as Appendix 1 to Report PW 12-2025; and
2. That staff be **DIRECTED** to implement the speed limit changes as outlined in Appendix 4 to Report PW 12-2025.

Key Facts

- This report seeks Council approval for the updated Speed Limit Policy and provides the updated Speed Limit Review Procedure, which includes changes to signage in school zones, Community Safety Zones (CSZ), and associated Automated Speed Enforcement (ASE) areas, for information purposes.
- In response to community concerns, Council directed staff to review signage in ASE areas to evaluate its effectiveness and ensure clarity.
- The review led to four recommendations: (1) Amend the current Speed Limit Policy to require constant speed limits; (2) Establish warrant criteria for determining how school zones are set; (3) Establish warrant criteria for posted speed limits within school zones; and (4) Update signage within school zones for improved clarity and consistency.
- The review identified the need for changes to the posted speed limits in 20 school zones, along with priority signage improvements at 25 locations over the next two years.
- Consultation with staff from the Niagara Student Transportation Service (NSTS) and Niagara's Local Area Municipalities informed this review and recommendation.
- Pending Council approval, the planned improvements are expected to begin in Spring 2025 and be completed over the course of two years.

Financial Considerations

Retrofitting signage in existing school zones is estimated to cost approximately \$12,000 per school zone. Initial implementation will focus on the 25 locations that coincide with existing Council approved CSZs, resulting in a total cost of approximately \$300,000.

It is anticipated that signage for 15 of the 25 locations will be implemented in 2025 for a total estimated cost of \$180,000 which has been accommodated in the 2025 Transportation Services operating budget within the Vision Zero Road Safety program. The remaining 10 locations are expected to be completed in 2026 at a total estimated cost of \$120,000 and will be included in the proposed 2026 Transportation Services operating budget within the Vision Zero Road Safety program.

Analysis

Review of Signage in Automated Speed Enforcement Areas

In response to community concerns, Council directed staff to review signage in Automated Speed Enforcement (ASE) areas to evaluate its effectiveness and ensure clarity.

Since the launch of ASE in Niagara Region, residents have expressed concerns that the current signage and speed limits in School Zones and CSZs are confusing for drivers. In response, Regional Council directed staff to review and improve signage in these areas.

Currently, ASE cameras in Niagara are used exclusively in CSZs, which are designated in areas where public safety is of special concern.

Staff conducted a review of current conditions to identify opportunities for reducing 'sign clutter' and improving clarity and consistency. The review focused on three key objectives:

- Reduce Complexity and Variation – Over time, a variety of scenarios have been implemented across the Region. By reducing these variations and establishing a more consistent appearance and experience, the Region can simplify signage for drivers.
- Establish clear criteria – Develop criteria to define when a school zone is needed on regional roads and when a speed reduction is required within the zone.

- Improve visibility and reduce ‘sign clutter’ – Adopt an approach to establishing speed limits that minimize the number of signs, reducing visual clutter, enhancing the visibility of key signs for drivers, and incorporating traffic calming measures to clearly highlight school areas.

Outcome of Review – Four Recommendations

Based on the review, staff have developed four (4) recommendations to improve consistency and clarity for driving requirements within school zones.

During the review staff observed the greatest cause of confusion and uncertainty resulted from fluctuating speed limits which resulted in an increased number of signs. The following measures will help clarify posted speeds, reduce sign clutter, and maintain the effectiveness of safety measures in school zones:

(1) Amend the current Speed Limit Policy - Remove fluctuating speed limits and replace them with consistent, constant speed limits.

The updated Regional Speed Limit Policy (Appendix 1) changes the existing fluctuating speed limits in school zones to a constant speed limit throughout the day. This all-day constant speed limit will help drivers understand the expected behavior and simplify the number and types of signs required. Eliminating fluctuating speed limits will significantly reduce sign clutter.

(2) Establish warrant criteria for School Zones - Create clear criteria for the approval of school zones, ensuring consistency across the Region.

To ensure consistency, the proposed warrant process requires that at least two of the following criteria be met to establish a school zone: the school fronts on a Regional Road; the school is adjacent to a Regional Road (i.e., the school building is within 150 meters of the road); the school has a primary access or student pick-up/drop-off zone on or accessed from the Regional Road; or there is an existing or planned supervised school crossing on the Regional Road. Additional details on the rationale for each criterion can be found in Appendix 3.

(3) Establish warrant criteria for posted speed limits within School Zones - Develop criteria for determining appropriate speed limits within school zones.

Section 128(5) of the Highway Traffic Act enables the Region to establish, through by-law, school zones and prescribe speed limits within those zones. To promote

consistency, simplify understanding for motorists and simplify enforcement efforts, a 10 km/h Speed Limit reduction will be applied to school locations that meet at least three of the following four criteria: the school fronts on a Regional Road and has a primary access or student pick-up/drop-off zone on or accessed from the Regional Road; there is a controlled or supervised pedestrian crossing servicing the school; the road has a two- or three-lane cross-section; or there are at least 100 student pedestrians walking to the school within a 24-hour period. Additional detail on the rationale for each criterion is provided in Appendix 3.

(4) Update signage within School Zones - Improve signage to enhance clarity and consistency across the Region.

All School Zones will have consistent signage, making them easily recognizable to drivers. Existing school areas and school crossing signs will be enhanced with auxiliary treatments to improve visibility and clarity. Appendix 5 provides a series of typical layout drawings and examples of how these improvements will be implemented.

Changes to Posted Speed Limits in 20 School Zones

As part of the review, staff assessed speeds and signage for 32 schools based on the updated policy and procedure. Findings indicate the need for changes to the posted speed limits in 20 school zones, including:

- 10 locations where fluctuating speed limits will be converted to constant speed limits.

Of these, one (1) location that otherwise would not meet the criteria for lowered limits is recommended for exemption rather than applying the new standard retroactively.

- Seven (7) locations where the current constant speed limit will be reduced by 10 km/hr.

Of these, one (1) location that otherwise would not meet the new criteria for lowered limits is recommended for exemption rather than applying the new standard retroactively.

- Two (2) locations where fluctuating flashing speed limits will be converted to fluctuating signed speed limits.

These locations would otherwise not meet the criteria for lowered limits but are recommended for exemption rather than applying the new standard retroactively.

- One (1) location where an existing school zone will be removed as the school was recently relocated.

Staff recommend that Council approve exemptions for the four (4) locations referenced above, recognizing the existing speed reductions already in place and reflecting the surrounding road environment. Moving forward, staff will use the updated policy and procedure to establish speed limits and school zones. Current and future treatments for all locations can be found in Appendix 4 of this report.

Niagara Student Transportation Service and Local Area Municipalities

Consultation with staff from the Niagara Student Transportation Service (NSTS) and Niagara's Local Area Municipalities helped inform the policy update.

As part of the review, proposed changes were discussed with staff from local area municipalities and the NSTS as the liaison for school boards. NSTS encouraged lower speed limits be considered wherever possible, to promote safer walking environments and lowered reliance on student busing. Discussions with local area municipal staff focused on opportunities for additional traffic calming measures but did not result in changes to recommendations.

Improvements to begin in Spring of 2025

Pending Council approval, the planned improvements are expected to begin in Spring 2025 and be completed over the course of two years.

The first phase, starting in Spring 2025, will involve reducing speeds and updating signage in 15 school zones. Signage in the remaining 10 priority areas will be updated in 2026, with a review of schools not located in CSZs be considered for 2027 and beyond.

Alternatives Reviewed

Reducing speed limits in all school zones by 10 km/h, generally to 40 km/h, was not recommended. A blanket approach to setting speed limits would not account for the variations in the surrounding road environment.

Maintaining time-based speed limit changes, such as using static signs from 7 a.m. to 5 p.m. or flashers, is not recommended. This approach contributes to 'sign clutter' and driver confusion, which have been central to recent complaints. Additionally, traffic monitoring in Niagara shows that flashers have a limited effect on reducing speeds (an average decrease of -3.4 km/h), compared to ASE, which leads to a more significant reduction (-11.4 km/h) at locations where both measures were implemented.

Implementing traffic calming measures that alter the vertical profile of the road, such as speed humps or raised crosswalks, is not recommended. These measures are not suitable for regional roads (i.e., arterial roads) due to several factors, including safety risks at higher operating speeds, impacts on winter maintenance (e.g., snow plows), and potential delays in emergency services response times. This approach aligns with practices across the GTA and Golden Horseshoe region.

Relationship to Council Strategic Priorities

The enhancement of school zone signage and update to the speed limit policy are components of the Vision Zero Road Safety initiative which is an identified action under the 'Equitable Region' strategic focus area. The Equitable Region focus is to "provide opportunities for a safe and inclusive Niagara by listening and responding to our community needs and planning for future growth".

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Appendices

Appendix 1	Draft Speed Limit Policy
Appendix 2	Draft Speed Limit Review Procedure (Information Only)
Appendix 3	School Area and Speed Limit Reduction Criteria
Appendix 4	School Zones and Speed Limit Reductions Summary
Appendix 5	School Zone Enhanced Signage and Traffic Calming Measures
Appendix 6	Other Pertinent Reports

PW 12-2025
Appendix 1

Draft Policy: Regional Speed Limits

Policy Category Public Works	Name of Policy: Regional Speed Limits
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Policy Owner	Public Works – Director, Transportation Services
Approval Body	Council
Approval Date	
Effective Date	
Review by Date	

1. Policy Statement

Niagara Region adopted Vision Zero with the aim of eliminating traffic fatalities and injuries on the Regional road network.

The establishment of consistent and defensible speed limits is a key aspect of this initiative, ensuring appropriate speeds are designated on Regional roads.

The selection of a posted speed should reflect a balance between mobility and safety in consideration of adjacent land use such as schools, urban or rural environments, design speeds, and risk factors that include the presence of vulnerable road users (i.e. pedestrians and cyclists) using a recognized methodology by means of a speed limit review study.

Posted speeds that are set inappropriately low given the design of the road will result in high levels of non-compliance and this outcome will lead to demands for continuous enforcement that cannot be met.

Base Speed Limits

- Speed limits on Regional roads will be set based on a review of the roadway’s physical characteristics and adjacent lane use using the Transportation Association of Canada (TAC) Guidelines for Establishing Posted Speed Limits.
- Permitted speed limits on Regional roads are to be in increments of 10 km/h, ranging between 40 km/h and 80 km/h.
- Community safety zones (CSZ), police enforcement, automated speed enforcement (ASE), and traffic calming should be used to reinforce operating speeds considered appropriate for a given section of road.

<p>Policy Category</p> <p>Public Works</p>	<p>Name of Policy: Regional Speed Limits</p>
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School Zones

The Region has established school zones along Regional roads fronting elementary and secondary schools. Reduced speed limits near school locations help increase a motorist’s ability to perceive and react to the presence of school children and other vulnerable road users in the area.

- The Director of Transportation Services will establish criteria for the reduction of speed limits in school zones based on measurable factors including, but not limited to:
 - The school directly fronting or having access to the Regional road;
 - Road cross-section;
 - Presence of a school crossing; and
 - Number of school pedestrians.
- Speed limit reductions in school zones will be in effect at all times.
- The limits of the speed limit reduction may extend beyond the school zone itself for consistency (e.g. to the nearest cross-street).

2. Purpose

- Guide the implementation of speed limits as a component of Niagara Region’s Vision Zero initiative.
- Promote the setting of speed limits based on established industry guidelines and best practices.
- Set criteria for implementation of reduced speed limits within school zones.

3. Scope

This policy applies to Transportation Services staff, providing guidance for making recommendations to Council for setting speed limits on Regional roads.

3.1. Roles and Responsibilities

Director, Transportation Services – notify Regional Council and seek approval for updated by-laws for speed limit changes in accordance with delegated authority provided via report PW5-2020.

<p>Policy Category</p> <p>Public Works</p>	<p>Name of Policy: Regional Speed Limits</p>
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Establish criteria for the lowering of speed limits in school zones as part of the Speed Limit Review procedure.

Transportation Road Safety Staff - Undertake speed limit reviews in accordance with the Speed Limit Review procedure.

4. References and Related Documents

- Canadian Guidelines for Establishing Posted Speed Limits, Transportation Association of Canada, 2009

4.1. Legislation, By-Laws and/or Directives

- By-law 89-2000 – Regulation of Traffic and Parking on Regional Roads
- Ontario Highway Traffic Act, Section 128 – 132
- Safer School Zones Act (Bill 65-2017)
- Ontario Regulation 615

4.2. Procedures

- Regional Speed Limit Review Procedure

5. Related Policies

- Community Safety Zones Policy

6. Definitions:

- Speed Limit: The maximum rate of speed that a motor vehicle can be driven on a section of road, as established through Regional bylaw in accordance with the Ontario Highway Traffic Act.
- Regular Posted Speed Limit: The established speed limit in effect at all times.

Policy Category Public Works	Name of Policy: Regional Speed Limits
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- **School Zone:** The section of any Regional road that is adjacent to, and within 150 metres in either direction beyond the limits of the land used for the purposes of the school.
- **Speed Limit Review Study:** A review of the operating characteristics and infrastructure data for a roadway to determine the appropriate speed limit by applying the Transportation Association of Canada’s Guidelines for Establishing Posted Speed Limits (TAC Guidelines).
- **Automated Speed Enforcement:** Automated speed enforcement (ASE) is an automated system that uses a camera and a speed measurement device to detect and capture images of vehicles travelling more than the posted speed limit.
- **Community Safety Zones:** A community safety zone (CSZ) is a designated area of higher risk identified by a municipal council through a by-law. In these zones, certain Highway Traffic Act fines (including speeding) are doubled, and they are often located near schools.

7. Document Control

The electronic version of this document is recognized as the only valid version.

Approval History

Approver(s)	Approved Date	Effective Date

Revision History

Revision No.	Date	Summary of Change(s)	Changed by

PW 12-2025
Appendix 2

Draft Procedure: Speed Limit Review

Procedure Category	Name of Procedure
Public Works	Regional Speed Limit Review Procedure

Procedure Owner	Public Works – Director, Transportation Services
Parent Policy	C-PW-XXX Regional Speed Limit Policy
Approval Body	Corporate Leadership Team (CLT)
Approval Date	
Effective Date	
Review by Date	

1. Procedure(s)

a. General Speed Limit Procedure

Niagara Region will utilize the Canadian Guidelines for Establishing Posted Speed Limits (Transportation Association of Canada, 2009) as a basis for evaluating and establishing speed limits.

The process for evaluating recommended speed limits for Regional Roads is detailed below.

1. Inquiry Received: The inquiry is received by Regional staff from the public, Council, or other internal Regional group.
2. Initial Response: An initial response is provided to the inquirer to confirm receipt of inquiry and provide details on next steps and timelines.
3. Desktop Review: A desktop background is completed, consisting of gathering data related to the inquiry, including existing conditions, traffic data, and corresponding inquiries.
4. Data Collection and Analysis: Data collection includes Automatic Traffic Recorder (ATR), and site investigations as required.
5. TAC Guideline Recommendation: The reviewer uses the procedures outlined in the Canadian Guidelines for Establishing Posted Speed Limits to establish the recommended speed limit for the section of road.
6. Final Response: A final response is provided to the inquirer to share the outcome of the analysis and the Region’s decision and recommendation.
7. Implementation: Implementation of any countermeasures identified during the review process and preparation of required memorandum and by-law recommendation.

Procedure Category	Name of Procedure
Public Works	Regional Speed Limit Review Procedure

b. School Area Procedure

School Area Criteria

Regional staff will undertake a desktop review and conduct field studies as required to determine school area locations on Regional Roads.

In order for a school area to be introduced at a location, a minimum of two (2) of the following criteria must be met.

1. Front on the Regional Road.
2. Be adjacent to the Regional Road (i.e., school building within 150 metres of Regional Road).
3. Have a primary access or a student pick-up / drop-off zone be on or accessed from the Regional Road.
4. There is an existing or planned supervised school crossing on the Regional Road.

Reduced Speed Limits in School Areas Criteria

If a school area has been identified, staff will determine if a lowered speed limit is required. Regional staff will undertake a desktop review and conduct field studies as required to determine reduced speeds for school areas on Regional Roads.

In order for a reduced speed limit within a School Area to be introduced, a minimum of three (3) of the following criteria must be met.

1. Front on the Regional Road and have a primary access or a student pick-up / drop-off zone be on or accessed from the Regional Road.
2. Have a controlled or supervised pedestrian crossing servicing the school.
3. Have a two (2) or three (3) lane cross-section.
4. Have a minimum of 100 student pedestrians walking to the school within a 24-hour period.

Reduced speed limits in school areas are to be reduced based on the guidelines outlined in Table 1.

Procedure Category	Name of Procedure
Public Works	Regional Speed Limit Review Procedure

Table 1: School Area Speed Reduction Guideline

Existing or Posted Speed Limit	Reduced Posted Speed Limit
40 km/h or below	Speed to remain as is
50 km/h	40 km/h
60 km/h	50 km/h
70 km/h or above	60 km/h ¹

¹Transitional speed limits to be used in intervals of 20 km/h maximum.

2. Purpose

- Outline the implementation of speed limits as a component of Niagara Region’s Vision Zero initiative.
- Implement the setting of speed limits based on established industry guidelines and best practices.
- Follow criteria for implementation of reduced speed limits within school areas.

3. Scope

This procedure applies to Transportation Services staff, providing guidance for making recommendations to Council for setting speed limits on Regional roads.

3.1. Roles and Responsibilities

Director, Transportation Services – notify Regional Council and seek approval for updated by-laws for speed limit changes in accordance with delegated authority provided via report PW5-2020.

Transportation Road Safety Staff - Undertake speed limit reviews in accordance with the Speed Limit Review procedure.

Procedure Category	Name of Procedure
Public Works	Regional Speed Limit Review Procedure

4. Document Control

The electronic version of this document is recognized as the only valid version.

Approval History

Approver(s)	Approved Date	Effective Date

Revision History

Revision No.	Date	Summary of Change(s)	Changed by

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"> • Aligned with industry best practices. • Roadways with a fronting school are likely to see an increase in vehicular and vulnerable road user traffic during peak school times.
Be adjacent to the Regional Road (i.e., school building within 150 metres of Regional Road)	<ul style="list-style-type: none"> • If a school is more than 150 metres from the roadway, it is likely not visible to drivers. • 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.
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"> • 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. • Traffic volumes along the roadway will likely increase substantially during school pick-up and drop-off periods. • Aligned with the Highway Traffic Act definition of a School Zone (i.e., "adjoins the entrance to or exit from a school").
There is an existing or planned supervised school crossing on the Regional Road	<ul style="list-style-type: none"> • 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"). • School crossing signs will alert drivers to the presence of crossing students.

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

PW 12-2025 - Appendix 4 - School Zones and Speed Limit Reductions Summary

Municipality	Community Safety Zone	Extents	School	Current Speed Limit (See Definitions)	Meets School Area Criteria	Meets Speed Limit Reduction Criteria	Future Speed Limit (See Definitions)
Fort Erie	Central Avenue (Regional Road 124)	Gilmore Road (Regional Road 19) and Bertie Street	Our Lady of Victory Catholic Elementary	Flat 40	Yes	Yes	Flat 40
Fort Erie	Garrison Road (Regional Road 3)	Rose Hill Road and Spears Road	Garrison Road Public School	Flashing 40 (from 60 km/hr limit)	Yes	No – existing reductions will be exempted	Signed 50
Fort Erie	Garrison Road (Regional Road 3)	Rose Hill Road and Spears Road	Greater Fort Erie Secondary School	Flashing 50 (from 60 km/hr limit)	Yes	No – existing reductions will be exempted	Signed 50
Grimsby	Livingston Avenue (Regional Road 512)	Roberts Road and Patton Street	Blessed Trinity Catholic Secondary School	Flat 50	Yes	Yes	Flat 40
Grimsby	Livingston Avenue (Regional Road 512)	Roberts Road and Patton Street	Central French Immersion Public School	Flashing 40	No	No	Remove School Area and Flashing 40 based on school relocation
Grimsby	Main Street East (Regional Road 81)	Nelles Road North / Nelles Road South and Bartlett Avenue (Regional Road 14)	Nelles Public School	Flat 50	Yes	Yes	Flat 40
Grimsby	Main Street East (Regional Road 81)	Nelles Road North / Nelles Road South and Bartlett Avenue (Regional Road 14)	Park Elementary School	Signed 40	Yes	Yes	Flat 40
Grimsby	Main Street East (Regional Road 81)	Lawrence Avenue and Durham Road	West Niagara Secondary School	Flat 50	Yes	Yes	Flat 40
Grimsby	Main Street East (Regional Road 81)	Lawrence Avenue and Durham Road	St. John Catholic Elementary	Flat 50	Yes	Yes	Flat 40
Lincoln	Victoria Avenue (Regional Road 24)	Frederick Avenue and King Street (Regional Road 81)	Twenty Valley Public School	Signed 40	Yes	Yes	Flat 40
Lincoln	Mountain Street (Regional Road 18)	Edelheim Road and Beam Street	St. Mark Catholic Elementary	Flashing 40	Yes	Yes	Flat 40

PW 12-2025 - Appendix 4 - School Zones and Speed Limit Reductions Summary

Municipality	Community Safety Zone	Extents	School	Current Speed Limit (See Definitions)	Meets School Area Criteria	Meets Speed Limit Reduction Criteria	Future Speed Limit (See Definitions)
Niagara Falls	Montrose Road (Regional Road 98)	Watson Street and Lundy's Lane (Regional Road 20)	Greendale Elementary School	Flat 50	Yes	No	Flat 50
Niagara Falls	Lundy's Lane (Regional Road 20)	Kalar Road and Montrose Road (Regional Road 98)	West Lane Secondary School	Flat 50	Yes	No	Flat 50
Niagara Falls	Lundy's Lane (Regional Road 20)	Brookfield Avenue and Main Street	Stamford Collegiate	Flat 50	No	No	Flat 50
Niagara Falls	McLeod Road (Regional Road 49) between	Oakwood Drive and Drummond Road	James Morden Public School	Flat 50	No	No	Flat 50
Niagara-on-the- Lake	Niagara Stone Road (Regional Road 55)	Concession 6 Road (roundabout) and Four Mile Creek Road (Regional Road 100)	Crossroads Public Elementary School	Signed 40	Yes	No – existing reductions will be exempted	Flat 40
Niagara-on-the- Lake	York Road (Regional Road 81)	Queenston Road and Concession 3 Road	St. David's Public School	Signed 40	Yes	Yes	Flat 40
Pelham	Highway 20 East (Regional Road 20) between	Rice Road and Pinecrest Court	St. Alexander Catholic Elementary School	Flashing 40	Yes	Yes	Flat 40
Port Colborne	Killaly Street West (Regional Road 5)	West Side Road and King Street	McKay Public School	Flat 40	Yes	Yes	Flat 40
St. Catharines	Louth Street (Regional Road 72)	Rykert Street and Pelham Road (Regional Road 69)	DSBN Academy	Flat 50	Yes	Yes	Flat 40
St. Catharines	Main Street (Regional Road 87)	Martindale Road (Regional Road 38) and Johnson Street	St. Ann Catholic Elementary School	Signed 40	Yes	Yes	Flat 40
St. Catharines	Glendale Avenue (Regional Road 89)	Pelham Road and Caroline Street	Oakridge Public School	Flat 50	No	No	Flat 50
St. Catharines	Glendale Avenue (Regional Road 89)	Pelham Road and Caroline Street	Briardale Public School	Flat 50	No	No	Flat 50

PW 12-2025 - Appendix 4 - School Zones and Speed Limit Reductions Summary

Municipality	Community Safety Zone	Extents	School	Current Speed Limit (See Definitions)	Meets School Area Criteria	Meets Speed Limit Reduction Criteria	Future Speed Limit (See Definitions)
St. Catharines	Lakeshore Road (Regional Road 87)	Bradmon Drive and Read Road	Assumption Catholic Elementary School	Flat 50	No	No	Flat 50
St. Catharines	Lakeshore Road (Regional Road 87)	Bradmon Drive and Read Road	Port Weller Public School	Flat 50	No	No	Flat 50
St. Catharines	Niagara Street (Regional Road 48)	Carlton Street and Scott Street	Laura Secord Secondary School	Flashing 40	Yes	Yes	Flat 40
Thorold	Collier Road South (Regional Road 56)	Highway 58 Ramp and St. David's Road	Our Lady of the Holy Rosary	Flashing 40	Yes	Yes	Flat 40
Thorold	Collier Road South (Regional Road 56)	Highway 58 Ramp and St. David's Road	Richmond Street Public School	Flashing 40	Yes	Yes	Flat 40
Welland	Rice Road (Regional Road 54)	Quaker Road and Woodlawn Road (Regional Road 41)	Alexander Kuska KSG Catholic Elementary School	Flat 40	Yes	No – existing reductions will be exempted	Flat 40
Welland	Prince Charles Drive North (Regional Road 54)	Lacy Avenue and First Avenue	Fitch Street Public School	Flat 50	Yes	Yes	Flat 40
West Lincoln	Station Street (Regional Road 14)	Spring Creek Road and West Street (Regional Road 20)	John Calvin Public School	Flat 50	Yes	No	Flat 50
West Lincoln	Townline Road (Regional Road 14)	Harvest Gate and Canborough Street (Regional Road 14)	Smithville District Christian High School	Flat 50	Yes	Yes	Flat 40

Definitions

Flat Consistent speed limit at all times of day

Flashing Use of 'flashing beacons' to lower the speed limit from 50 km/hr to 40 km/hr (unless otherwise noted)

Signed Use of signs displaying times of day (i.e. 7 a.m. – 5 p.m.) to lower the speed limit from 50 km/hr to 40 km/hr or from 60 km/hr to 50 km/hr

Figure 1: Two Lane Urban Cross Section with Speed Reduction

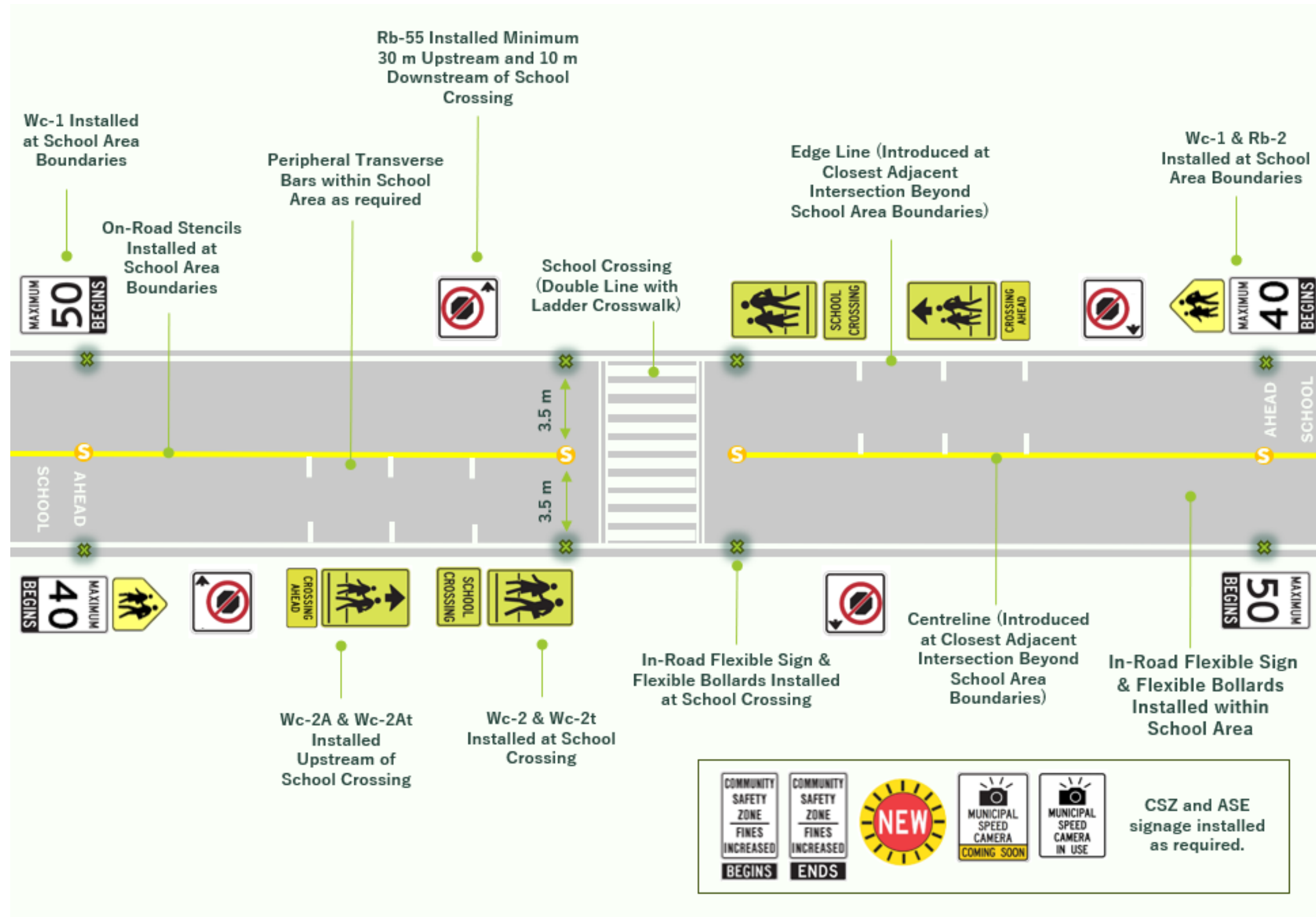
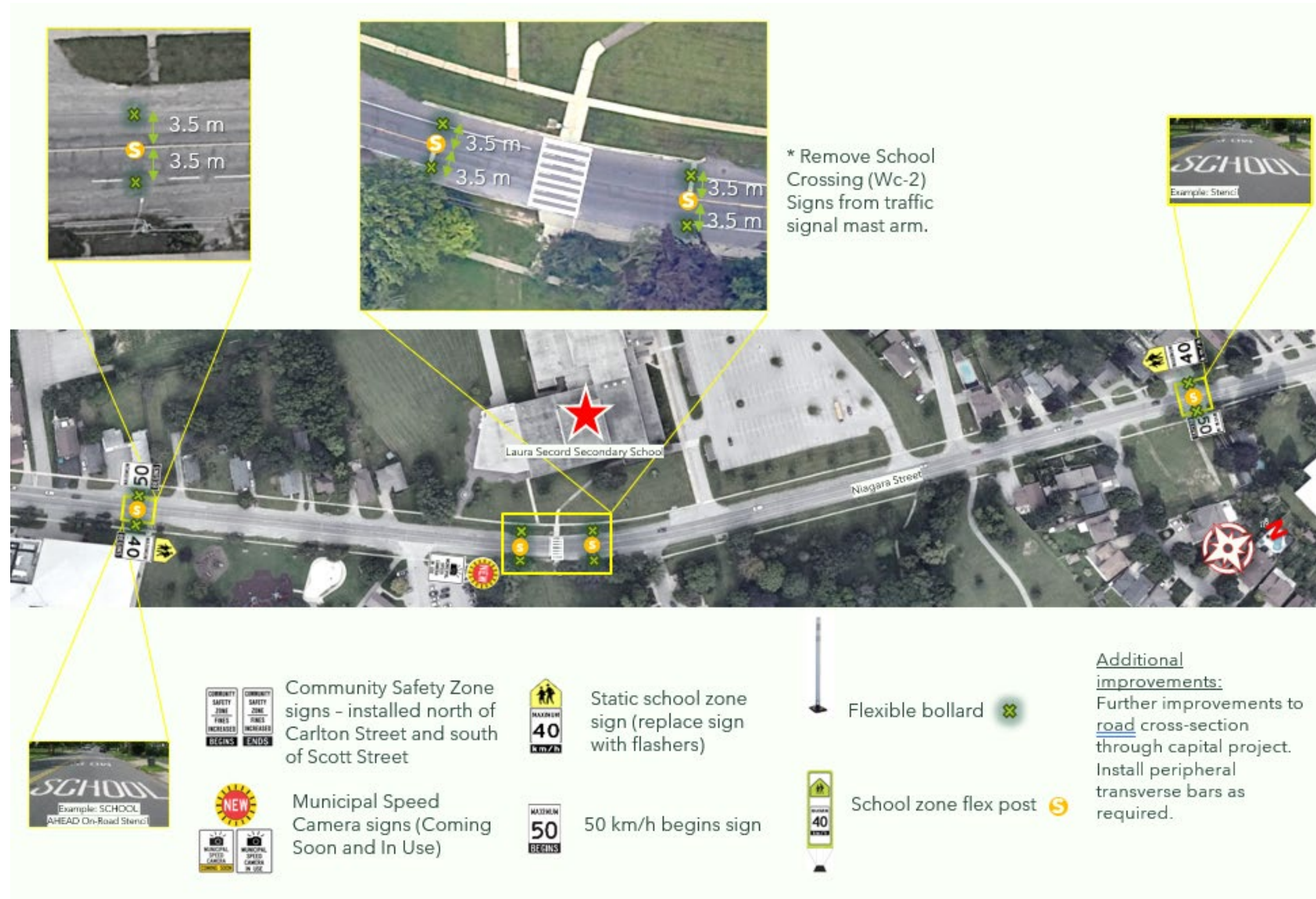


Figure 2 - Example – RR48 Niagara Street – Laura Secord Secondary School



PW 12-2025 Appendix 6

Other Pertinent Reports

[PW 11-2024 - Vision Zero-Automated Speed Enforcement Preliminary Results and Next Steps](#)

(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=f1a449da-56b7-47e5-a046-29635f575803&Agenda=Merged&lang=English&Item=20&Tab=attachments>)

[PW 34-2023 - Community Safety Zones](#)

(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=3ef66bf7-5d0c-4241-91d1-7b600bbd87fa&Agenda=Agenda&lang=English&Item=14&Tab=attachments>)

[PW 34-2022 - Implementation of Automated Speed Enforcement](#)

(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=a9972d29-13ff-4e8f-9318-aeae86a746cc&Agenda=Agenda&lang=English&Item=25&Tab=attachments>)

[PW 49-2021 -Designation of a Community Safety Zone on Regional Road 20 Lundy's Lane in the City of Niagara Falls](#)

(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=d58a4bbf-5b58-4a61-9439-46a1d0e3c407&Agenda=Merged&lang=English&Item=14&Tab=attachments>)

[PW 4-2020 - Vision Zero Road Safety Program: Designation of Community Safety Zones around Schools](#)

(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=04564006-29bd-4fd8-a3fa-4da4f79638dd&Agenda=Merged&lang=English&Item=13&Tab=attachments>)

[PW 2-2020 - Implementation of Automated Speed Enforcement](#)

(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=04564006-29bd-4fd8-a3fa-4da4f79638dd&Agenda=Merged&lang=English&Item=12&Tab=attachments>)

[PW 64-2019 - Vision Zero Road Safety Program](#)

(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=277bcf05-71ce-4d77-867e-5e839b3f87be&Agenda=Agenda&lang=English&Item=13&Tab=attachments>)

[PW 38-2019 - Community Safety Zones](#)

(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=5a991a11-6ca0-4f35-b766-37bd8f2814fd&Agenda=Agenda&lang=English&Item=15&Tab=attachments>)