



DEVELOPMENT SERVICES MEMORANDUM

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TO: MAYOR J. LEHMAN AND MEMBERS OF COUNCIL

FROM: S. ROSE, C.E.T., TSOS, MANAGER OF TRAFFIC AND ROWA SERVICES

**NOTED: A. MILLER, RPP, GENERAL MANAGER INFRASTRUCTURE AND GROWTH
MANAGEMENT**

M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RE: INVESTIGATING LOWERING SPEED LIMITS ACROSS THE CITY

DATE: APRIL 19, 2021

The purpose of this Memorandum is to provide members of Council with a response to the following motion to be discussed at the April 19, 2021 General Committee meeting:

"That staff in the Operations and Development Services Department investigate the feasibility of lowering speed limits across the City by 10 km/h including the costs of replacing signage and report back to General Committee in advance of the 2022 Business Plan process."

Can the City of Barrie reduce speed limits within the City?

The answer is YES:

Section 128 (2.1) of the *Highway Traffic Act* allows municipalities to designate areas by way of by-law to have speed limits lower than 50 km/hr.

You do not have to sign every street that is less than 50 km/hr. The legislation contemplates areas designated for speeds less than 50 km/hr. New signs would only be required at all entry and exit points of a designated area to specify the respective start and end points of the lower speed limit.

How many local residential streets are there in the City of Barrie?

There are 887 local residential roadways and some local residential streets near schools already have a reduced posted speed limit of 40 km/hr and located within Community Safety Zones.

What would it cost to install signage to implement the reduced speed limit?

Scenario 1:

Install reduced speed limit signage at all neighbourhood entrances from collector and arterial roadways assuming 70-100 signs per ward for an approximate cost of \$175,000-\$250,000.

Scenario 2:

Install reduced speed limit signage on all 887 local residential streets for an approximate cost of \$225,000-\$400,000.

All scenarios would require staff time to modify existing by-laws, layout all signage and prepare locates. As these numbers are assumptions, detailed information would be required prior to completion of an intake form.



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What happens to existing Variable Timed Flashing 40 km/hr zones?

All Flashing 40 km/hr zones and associated signage located on local residential roadways with a reduced speed limit of 40 km/hr would need to be removed at an approximate cost of \$2,500 per Zone.

