

REPORT

COMMUNITY SERVICES COMMITTEE

MEETING DATE: SEPTEMBER 16, 2019

FROM: Engineering and Construction Department

DATE: August 23, 2019

SUBJECT: Criteria for Flashing 40km/h Sign Placement

LOCATION: Town Wide

WARD: Multiple Wards:

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RECOMMENDATION:

That the *Criteria for Flashing 40km/h Sign Placement*, as detailed in the staff report from the Engineering and Construction Department dated August 23, 2019, be received.

KEY FACTS:

The following are key points for consideration with respect to this report:

- A *Speed Limit Review* report presented to CSC on April 25, 2016 included a recommendation to install Flashing 40km/h zones (time-of-day) at schools along town arterial and major collector roads
- A report detailing a *Flashing 40km/h Zone Sign Program* was presented to CSC on June 19, 2017 and funding recommendations were presented to the 2018 Budget Committee on November 23 and December 12, 2017
- Flashing 40km/h zones were implemented in the spring of 2019
- Several aspects determine the location of the Flashing 40 km/h zones, such as designated area limits and operational considerations
- Operational considerations include visibility and exposure, impact to adjacent road/sidewalk, property disturbance and coordination with existing infrastructure
- Affected properties were notified approximately two weeks prior to sign/beacon installation.

BACKGROUND:

On April 2, 2019, Council approved the following direction to staff:

That staff be directed to report to the Community Services Committee on the criteria for the establishment of flashing 40 km/h hour zones, the placement of the flashing 40 signs and beacons, and the public consultation and/or

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notification that is required when establishing such new zones and sign locations.

A *Speed Limit Review* report was presented at the April 25, 2016 Community Services Committee (CSC) meeting to address previous staff direction to consider opportunities to lower speed limits in residential areas. A subsequent report, further detailing a *Flashing 40km/h Zone Sign Program*, was presented at the June 19, 2017 CSC meeting. The 2018 Budget Committee approved funding for the program through reports presented on November 23 and December 12, 2017.

The report included a recommendation to expand the use of Flashing 40km/h zones (time-of-day) at schools along town arterial and major collector roads. Flashing 40km/h zones would lower the speed limits in front of these schools from 50 km/h to 40 km/h during school arrival and dismissal times (including lunch times for high school locations). Additional permanent, all-day, 40km/h zones were not recommended on major collector or arterial roadways.

These recommendations applied to elementary and high schools, both public and privately-funded. New Flashing 40km/h zones were added at the following schools:

- Abbey Park High School – Glen Abbey Gate
- Iroquois Ridge High School – Glenashton Drive
- New Central Public School – Lakeshore Road East
- Dearthcroft Montessori School – Lakeshore Road East
- Clanmore Montessori School – Lakeshore Road East
- St. Ignatius of Loyola Catholic Secondary School – Nottinghill Gate
- St. Thomas Aquinas Catholic Secondary School – Rebecca Street
- Rotherglen School – Sixth Line
- Holy Trinity Catholic Secondary School – Sixth Line

The report recommendations were approved by Council and all of the Flashing 40km/h zones were implemented in the spring of 2019. Follow-up speed surveys are scheduled for fall 2019 to evaluate the effectiveness of the signs.

COMMENT/OPTIONS:

Based on the staff review presented in the April 2016 report, all-day 40 km/h zones were not recommended in front of schools on major collectors or arterials, but Flashing 40 zones (time-of-day) were recommended. Flashing 40km/h zones have been implemented in accordance with the provincial guidelines and following the town's practices with regard to zone area limits, operational and public issues.

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Flashing 40 km/h Zone Area Limit

The location criteria for the implementation of the Flashing 40km/h zones generally resembles the location criteria for the existing all-day 40km/h in school areas. As per the Highway Traffic Act (HTA), a school zone is a portion of highway that is within 150 metres, in either direction, beyond the limits of the school property.

While all the Flashing 40km/h zones were assessed under this general area limit premise, there were some exceptions:

- Iroquois Ridge High School zone was extended to the west to include the Iroquois Ridge Community Centre,
- New Central Public School zone was extended to the west to encompass the crossing guard location at Lakeshore Road and Balsam Road, and to the east to include Dearcroft Montessori School, and
- The existing Flashing 40km/h Zone on Rebecca Street for W.H. Morden Public School was extended to the east to include St. Thomas Aquinas Catholic Secondary School.

Operational Considerations

The appropriate placement of the Flashing 40 km/h zone signs play a crucial role in promoting the anticipated adherence to the lowered speed limit. Several operational considerations were considered during the implementation stage, which in some cases significantly limited the available options for sign/beacon placement:

- Visibility and exposure
 - signs/beacons are visible to the oncoming traffic (curves, trees, roadside pole, traffic signs)
 - signs/beacon is positioned after intersection with major road (to capture turning vehicles off the major road)
- Impact to adjacent road/sidewalk
 - Signs/beacons to not impede sidewalk operation (pedestrians)
 - Signs/beacons do not impede roadway operation (buses, heavy vehicles and cyclists)
- Disturbance to adjacent property
 - Signs/beacons are mounted on existing poles (whenever possible) to avoid boulevard excavations
 - Signs/beacons are positioned to ensure minimal beacon light emission to the adjacent property
- Coordination within existing infrastructure
 - Signs/beacons must avoid trees, utility cabinets, chambers, etc.

Whenever possible, new signage is affixed to existing utility poles (e.g. streetlight), although recent changes with Oakville Hydro procedures has limited new signage

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attachment on hydro poles, especially signs like Flashing 40km/h due to the additional weight and electrical components of these signs.

In addition to the operational considerations, staff also reviewed the planned locations for opportunities to place signs such that they would be shielded from view when looking from within a property to the street, in order to mitigate the aesthetic impacts of additional signage.

Public Consultation/Notification

There is not a formal consultation process with respect to the placement of regulatory signs within the public road corridor; these signs, and their locational requirements, are installed based on regulatory and technical criteria. The Flashing 40km/h signs, and proposed general locations, were presented to Council in staff reports in 2016 and 2017.

Although consultation was not required, staff did notify residents of the pending installation of these signs and provided opportunities for residents to contact staff with questions or concerns. Letters were sent to properties in the area of the planned Flashing 40km/h zones prior to the installation of the signs and beacons, to advise residents of the new signs approximately 2 weeks before the installation.

Following receipt of the letters notifying them of the upcoming installation of the Flashing 40km/h Zone signs, a few residents contacted town staff with questions about the planned locations. Concerns raised by these residents included anticipated nuisance of the flashing beacon and/or the aesthetics of the sign. Staff worked with residents to look for opportunities to mitigate their concerns. Where possible, sign locations were adjusted. Where it was not possible to change the sign location, due to the operational requirements, staff explained the location options that had been reviewed and the reasons why the sign location had been chosen.

Staff have completed the installation of the Flashing 40km/h Zones that were identified in the 2016 and 2017 staff reports. No additional Flashing 40km/h Zones are proposed at this time.

CONSIDERATIONS:

(A) PUBLIC

Directly impacted residents were notified of the planned implementation of a Flashing 40km/h sign. Any concerns were accommodated, where possible.

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(B) FINANCIAL

The implementation of the Flashing 40km/h signs was approved through the 2018 capital budget. The signs were implemented at eight new locations.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The Roads and Work Operations department implemented Flashing 40km/h signs in spring 2019.

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- continuously improve our programs and services
- be accountable in everything we do

(E) COMMUNITY SUSTAINABILITY

The safe operation of our intersections and roadways is an important facet to the social pillar of community sustainability

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