



CITY OF WOODSTOCK POLICY MANUAL

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| Subject: | School Zone Policy |
| Policy Number: | E012 |
| Revision: | 00 |
| Approved by Council: | November 16, 2017 |
| Amended: | |

Purpose

The purpose of the policy is as follows:

- Define where school and reduced speed limit zones are in relation to a school's property.
- Define which traffic restrictions are to be considered for a school zone.
- Recommend when these restrictions are to be used.

Definition of a School Zone

For the purposes of this policy, a school zone is defined as the area 150 metres before to 150 metres beyond the school property which is adjacent to a road or where there is primary public access leading to the school. School zones are not intended to identify routes leading to the school. Furthermore, the school should be clearly visible from the road. School zones relate to both elementary and secondary schools operated by public or separate school boards.

Methods of Traffic Control

School Area Signs

As prescribed by the Province through the Ontario Traffic Manual, the florescent yellow-green school area signs are currently used to identify school areas on roadways. These signs will continue to be used as part of the new school zone policy in accordance with the Provincial standards. The school area signs will be coupled with any reduced speed limit signs (see section on speed limits) indicating to drivers that they are entering a school zone and that the speed limit change is related to the school. Some schools already have this signage in place.

Policy/Guideline

- All schools shall be identified with the florescent yellow-green school area signs in accordance with Provincial standards. See Attachment 1 for typical school zone maximum speed sign (RB-6).

Speed Limits

One of the primary concerns expressed by parents and school officials is the speed at which vehicles travel around schools. In the majority of cases, the speed limit is 50 km/hour, regardless of the road's classification (arterial, collector, or local). There are some schools which do have full-time reduced speed zones (40 km/hour). Staff has communicated with

Woodstock Police Services, Oxford County Public Health and the school boards for the implementation of 40 km/hour speed zones on roads adjacent to school property. This recommendation has been well received. Based on this practice, staff recommends that the speed limit be reduced to 40 km/hour in all school zones on adjacent roads within the school zone. See Attachment 2 for typical school zone.

Policy/Guideline

- All school zones on all roads shall have a full time speed limit of 40 km/hour.
- Where full time reduced speed zones are implemented, they shall be installed in accordance with the applicable Provincial standards and regulations.

Parking/Stopping Prohibitions

The primary source of congestion around school sites is the pick-up/drop-off that occurs during arrival and dismissal times. Stopping and parking near schools can lead to significant safety concerns and is recognized as a current and challenging issue. Inappropriate stopping and parking by buses, passenger cars, or commercial vehicles may contribute to reduced visibility along the roads surrounding the school property. This has the potential to increase the risk for crashes involving pedestrians and cyclists, as well as between vehicles generally. A variety of parking configurations have been utilized in the past in an attempt to organize this traffic. While every attempt is made to maximize the amount of available on-street parking, there are times when providing on-street parking and stopping is not feasible. On-street parking and stopping should be eliminated in school zones or at a minimum along the roads adjacent to the school property during the school day.

Periodically, requests are made to install a school bus loading zone on the street. Staff makes every attempt to accommodate these requests. School bus loading zones may be located within the school zone. However if the bus loading zone cannot be accommodated within the school zone, the school zone will be extended. When the extension is required, and on-street parking and the school bus loading zone will conflict, on-street parking will always be removed in favour of the school bus loading zone and on-street parking may not be replicated elsewhere. The area opposite a school bus loading zone should always be signed no stopping in order to avoid short term congestion of the road.

Policy/Guideline

- Parking and stopping restrictions may be full-time or part-time depending on the classification of the road.
- Where part-time parking and part time stopping restrictions are used, they shall be in effect from 8:00 a.m. to 4:00 p.m. on school days only.
- Where required, school bus loading zones shall be permitted in the school zone.

Pedestrian Crossing Considerations/Traffic Control

Numerous concerns are expressed regarding the safety of pedestrians around schools. Vehicular congestion and speeds result in a desire by school officials and parents to increase pedestrian safety through the implementation of crossing aids. There are two primary methods to aid pedestrians in crossing the street; crossing guards and pedestrian traffic signals. Both methods have municipal and provincial approved warrants to determine their suitability. It is proposed that the methods in place to approve crossing guards and traffic signals remain unchanged. With respect to additional traffic control measures, consideration

should be given to their use on local roads if, through the results of a technical review meeting provincial warrants, it is determined that additional pedestrian protection and guidance is required.

Policy/Guideline

- Crossing guards usage in accordance with the Adult School Crossing Guard Criteria, November 2002.
- Implementation of pedestrian traffic signals in accordance with the warrants with the Transportation Master Plan, January 2011.
- Consideration should be given to the use of additional traffic control measures on local roads if, through the results of a technical review meeting provincial warrants, it is determined that additional pedestrian protection and guidance is required within, or just outside the limits of, a school zone.

Related Attachments

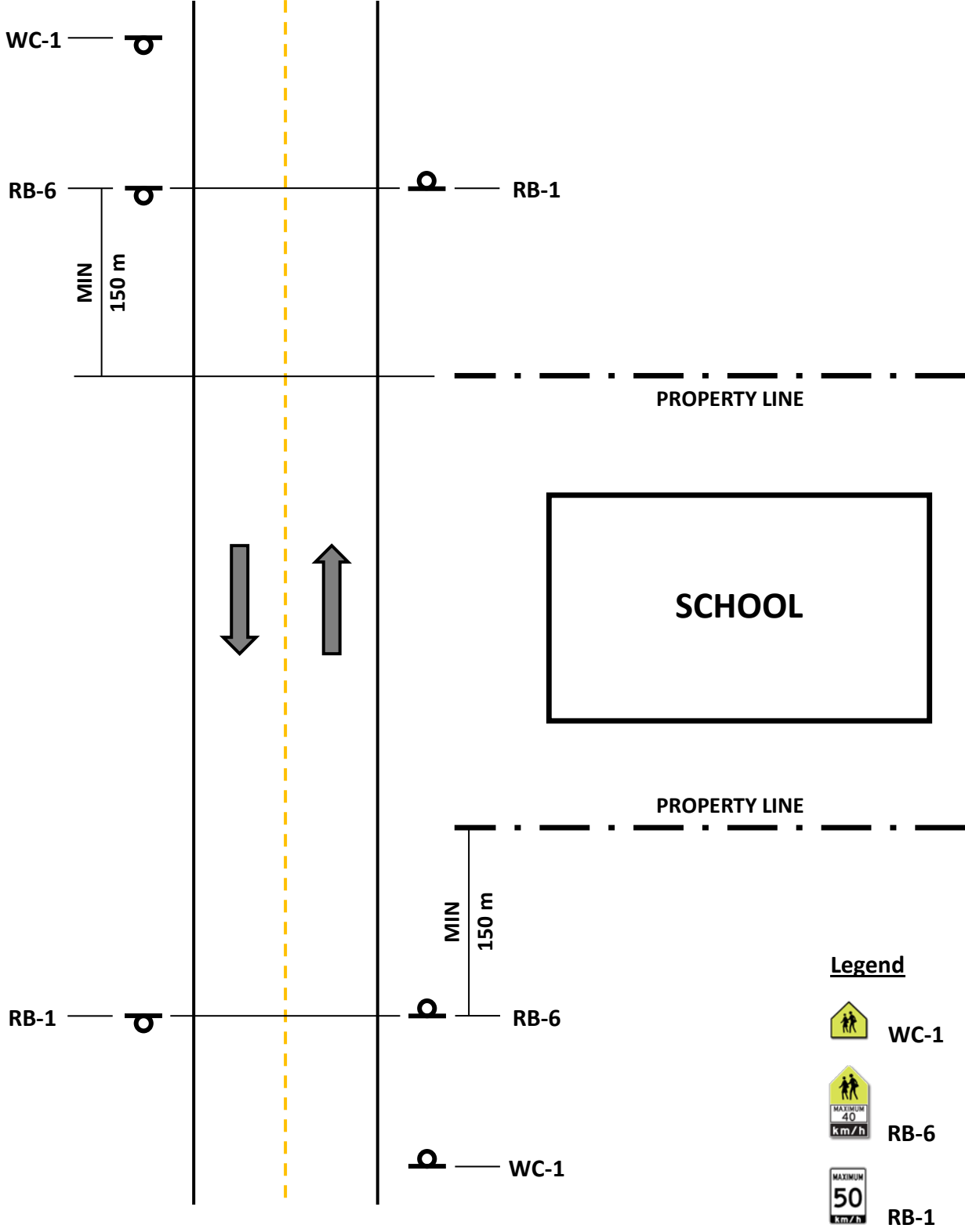
Attachment 1 – Typical School Zone Maximum Speed Sign (RB-6)

Attachment 2 – Typical School Zone

| Revision Date | Rev # | Particulars |
|----------------------|--------------|---------------------|
| November 16, 2017 | | approved by council |
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Attachment 1: Typical School Zone Maximum Speed Sign (RB-6)



Attachment 2: Typical School Zone