

To: Community and Operations Services Committee

From: Ron Diskey, Commissioner,
Community and Operations Services Department

Report Number: CO-22-02

Date of Report: November 30, 2022

Date of Meeting: December 5, 2022

Subject: Ormond Drive Speeding Concerns

Ward: Ward 1

File: 03-05

1.0 Purpose

The purpose of this report is to respond to the following direction DS-22-15 from City Council on January 24, 2022;

1. That Community Services staff be directed to investigate the need for potential traffic calming and safety measures, including the need for a Community Safety Zone, on Ormond Drive, generally between Conlin Meadows Park and Coldstream Drive, and report back to the Community Services Committee; and,
2. That the Region of Durham be requested to review the potential need for a community safety zone on Ritson Road North, south of Conlin Road East, given the existing and proposed land uses in the area.

2.0 Recommendation

That the Community and Operations Services Committee recommend to City Council:

1. That the section of Ormond Drive between Woodmount Drive and Woodmount Crescent be added to the Neighbourhood Traffic Management Guide priority ranking list for consideration for a future traffic calming solution based on its warrant score of 19 points out of 70 points; and,
2. That one of the Ward 1 Radar Message Boards be temporarily installed facing northbound traffic on Ormond Drive between Woodmount Drive and Woodmount Crescent; and,
3. That Pedestrian Warning signs with Seniors tabs be installed on Coldstream Drive in the vicinity of Ormond Drive.

3.0 Executive Summary

Not Applicable

4.0 Input From Other Sources

Region of Durham

5.0 Analysis

5.1 Request for Traffic Calming and Community Safety Zone

As per Council directive DS-22-15, staff were directed to investigate the need for potential traffic calming and safety measures, including the need for a Community Safety Zone, on Ormond Drive, generally between Conlin Meadows Park and Coldstream Drive. Staff were also directed to contact the Region of Durham and request the review of potential need for a Community Safety Zone on Ritson Road North, south of Conlin Road East.

5.2 Ormond Drive – Previous Traffic Studies

Staff previously reviewed traffic and speeding concerns along Ormond Drive in the vicinity of Conlin Meadows Park and reported to the Community Services Committee with Reports [CS-19-06](#), and [CS-19-84](#).

The previous studies found that traffic speeds and volumes were acceptable along Ormond Drive in the vicinity of Conlin Meadows Park.

5.2.1 Ormond Drive - Updated Traffic Study

In response to Council's direction to investigate the need for potential traffic calming and safety measures, including the need for a Community Safety Zone, on Ormond Drive, generally between Conlin Meadows Park and Coldstream Drive, staff have collected updated traffic count data and completed another traffic study.

5.2.1.1 Ormond Drive – Road Characteristics

Ormond Drive is a collector class street with a pavement width of 8.5 metres and a posted speed limit of 40 km/h between Coldstream Drive (west intersection) and Askew Court. Conlin Meadows Park is located along this section of Ormond Drive, just west of Clearwater Court.

There are sidewalks located on both sides of Ormond Drive, except for the section south of Woodmount Drive where sidewalks are on the west side only.

'No Parking Anytime' restrictions exist on the east, south, and west side of Ormond Drive from a point 39 metres north of Flagstone Court to a point 69 metres north of Greenhill Avenue. There are also 'No Parking Anytime' restrictions on the north side of Ormond Drive in the vicinity of Conlin Meadows Park.

A map of the area is appended as Attachment 1.

5.2.1.2 Collision Review

A review of the collision data revealed no collision concerns along Ormond Drive. There have been three (3) reported collisions along Ormond Drive between Coldstream Drive (west leg) and Greenhill Avenue in the past 3 years. Each collision was property damage only, without injuries. One was a rear end collision, the other two involved collisions with parked vehicles.

5.2.1.3 Traffic Data Review and Neighbourhood Traffic Management Guide (N.T.M.G.)

Staff collected updated traffic data on Ormond Drive in the vicinity of Conlin Meadows Park at the same three (3) locations previously studied in 2019, as well as at four (4) new locations on Ormond Drive between Coldstream Drive and Greenhill Avenue.

The updated traffic and speed volume data collected in June 2022, is summarized in a table along with the previously collected data and is amended as Attachment 2.

The updated traffic data collected in June 2022 showed acceptable speeds and volumes at 6 out of 7 count locations. The 85th percentile speeds (the speed at which 85% of vehicles are travelling at or below, also referred to as the operating speed) were within 10 km/h of the posted 40 km/h speed limit, at each location except for the section of Ormond Drive between Woodmount Drive and Woodmount Crescent. On this section, the 85th percentile speed was 38 km/h in the southbound direction, and 54 km/h in the northbound direction.

The City's Council approved Neighbourhood Traffic Management Guide (N.T.M.G.) has a process for reviewing, ranking, and implementing traffic calming requests. The first step is to complete an initial screening checklist and technical warrant to determine if traffic calming is appropriate for the requested street. The screening/technical warrant determines if there is a speeding or traffic problem on the street that would justify implementing traffic calming. If the street meets both the initial screening and the technical warrant, staff would then proceed to assigning a ranking score using the N.T.M.G.'s ranking worksheet. The ranking worksheet reviews various safety concerns on the street and assigns a ranking score based on the severity of the safety issues. The street is then added to the N.T.M.G. traffic calming priority ranking list, which allows traffic calming requests to be considered based on highest priority.

Since the section of Ormond Drive between Woodmount Drive and Woodmount Crescent had an 85th percentile speed exceeding 10 km/h over the posted 40 km/h speed limit, this section of Ormond Drive fulfilled the N.T.M.G.'s technical warrant for traffic calming. Staff have completed a priority ranking assessment for this section of Ormond Drive and it scored a total of 19 out of 70 points. This will be added to the N.T.M.G. traffic calming priority ranking list for consideration of a future traffic calming solution.

5.2.2 Request for Senior Warning Signs

Staff received a request for Pedestrian Warning Signs with Senior Tabs along Coldstream Drive in the vicinity of Ormond Drive. The Region of Durham has installed similar warning signs along Ritson Road North near Coldstream Drive to provide advanced warning that there are seniors in the area at the nearby Chartwell Wynfield Long Term Care Residence. This long term care residence looks similar to other apartment or condo buildings, so adding advanced warning on Coldstream Drive would bring additional awareness to motorists travelling in the area.

5.2.3 Ormond Drive – Community Safety Zone Request

Oshawa's Neighbourhood Traffic Management Guide (N.T.M.G.) includes a warrant for accessing the need for a Community Safety Zone. The warrant accesses the roadway based on nearby land uses, and safety (speed and collision history). Staff reviewed this section of Ormond Drive and determined that a Community Safety Zone was not warranted based on the N.T.M.G.'s warrant criteria. Therefore, staff do not recommend a Community Safety Zone on Ormond Drive.

5.3 Ritson Road North – Community Safety Zone Request

Staff contacted the Region of Durham and requested that the section of Ritson Road North (Regional Road #16), south of Conlin Road East, be reviewed for a potential Community Safety Zone. The Region of Durham investigated and found that a Community Safety Zone is not warranted at this time.

5.4 Recommendations

The traffic study determined that the 85th percentile speeds on Ormond Drive between Woodmount Drive and Woodmount Crescent meet the N.T.M.G. technical warrant criteria for traffic calming. Staff recommend adding this section of Ormond Drive to the N.T.M.G. traffic calming ranking list for a potential future traffic calming solution based on its warrant score of 19 out of 70 points. As an interim traffic calming measure, staff recommend that one of the Ward 1 Radar Message Boards be temporarily installed facing northbound traffic on Ormond Drive between Woodmount Drive and Woodmount Crescent. This would be subject to both Ward 1 Councillor's directing staff on which of their Radar Message Board units they would like relocated to Ormond Drive.

Staff also recommend that Pedestrian Warning signs with Seniors tabs be installed on Coldstream Drive in the vicinity of Ormond Drive.

6.0 Financial Implications

The estimated cost to install the recommended Pedestrian Warning signs is \$250. This cost can be managed within the Department's 2022 Operating Budget.

7.0 Relationship to the Oshawa Strategic Plan

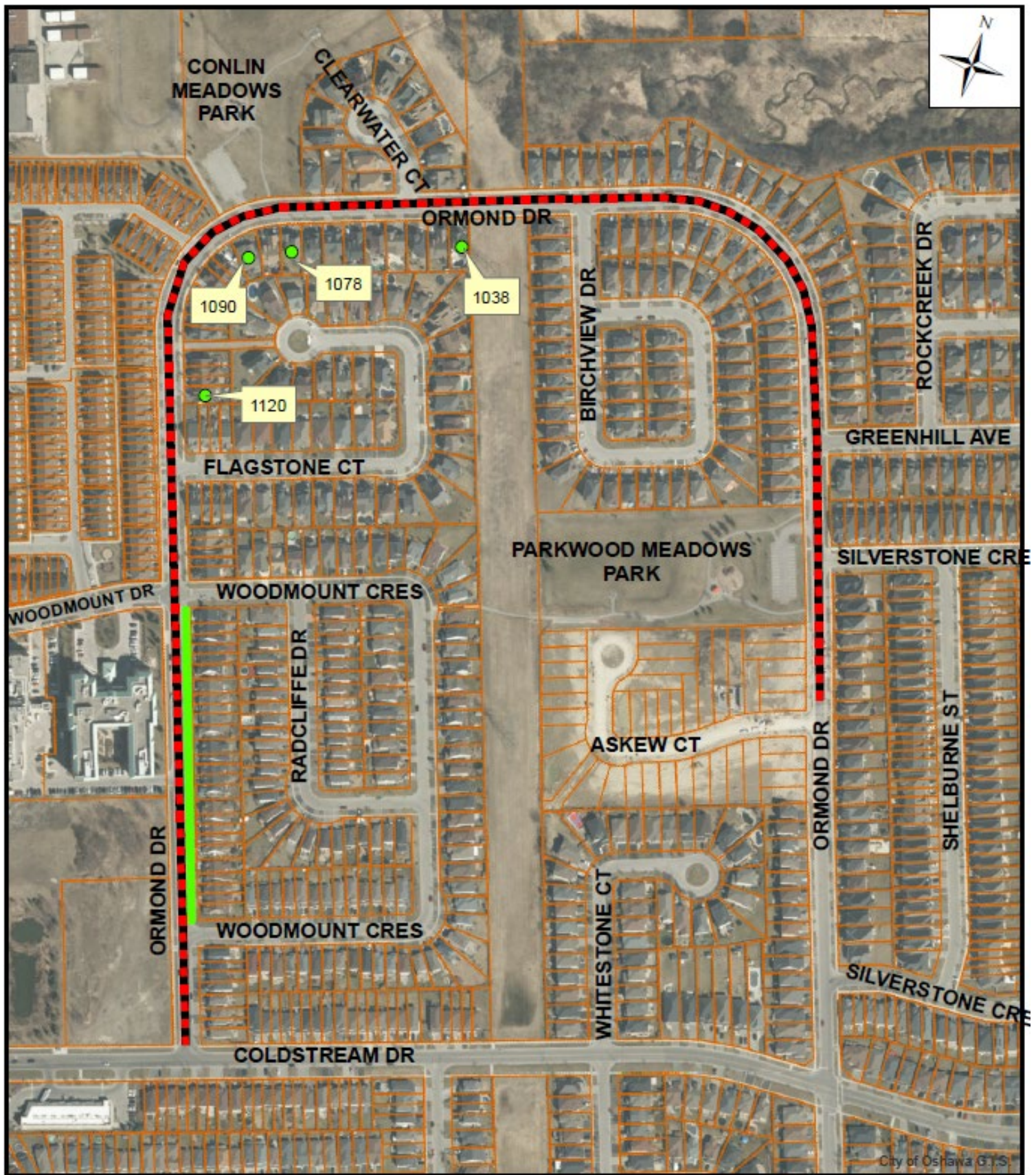
This report addresses the Oshawa Strategic Plan by responding to the goal of “Social Equity” with the theme of “An Active, Healthy and Safe Community” by continuing to support safe, shared use of roadways, trails, and other transportation systems and effectively focusing on accessibility, safety and speed reduction.

A handwritten signature in black ink, appearing to read "B. Mullen", on a light gray background.

Beth Mullen, Director,
Community Support Services

A handwritten signature in blue ink, appearing to read "Ron Diskey", on a white background.

Ron Diskey, Commissioner,
Community and Operations Services Department



LEGEND

- - Existing 40 km/h Speed Limit
- - Section of Ormond Drive meeting N.T.M.G. technical warrant criteria for traffic calming.

CO-22-02 Attachment 1

CITY OF OSHAWA
DEPARTMENT OF COMMUNITY SERVICES

OVERVIEW MAP - ORMOND DRIVE

DATE: 09 12 2022

SCALE: NTS

Ormond Drive Speed and Volume Summary

Location	Date	Posted Speed Limit	EB - Speed (85th Percentile km/h)	EB - Volume (24 hr)	WB - Speed (85th Percentile km/h)	WB - Volume (24 hr)	SB - Speed (85th Percentile km/h)	SB - Volume (24 hr)	NB - Speed (85th Percentile km/h)	NB - Volume (24 hr)
Ormond Dr btw Greenhill Ave & Birchview Dr	06/02/2022	40 km/h	42	348	44	400				
1038 Ormond Drive	11/08/2018	50 km/h	55	371	50	362				
1039 Ormond Drive	05/21/2019	40 km/h	53	442	52	440				
1038 Ormond Drive	10/20/2020	40 km/h	49	344	49	388				
1038 Ormond Drive	06/21/2021	40 km/h	48	360	46	374				
1038 Ormond Drive	06/02/2022	40 km/h	48	390	48	401				
Ormond Dr btw Clearwater Ct and a point 100m west of Clearwater Ct	09/18/2014	40 km/h	44	354	41	360				
1078 Ormond Dr	09/25/2018	40 km/h	45	426	43	395				
1090 Ormond Dr	09/25/2018	40 km/h	43	496	46	474				
1090 Ormond Dr	11/08/2018	40 km/h	47	456	40	472				
1078 Ormond Dr	11/08/2018	40 km/h	49	396	47	397				
1090 Ormond Dr	05/21/2019	40 km/h	46	508	42	546				
1078 Ormond Dr	05/21/2019	40 km/h	47	459	46	486				
1078 Ormond Dr	10/21/2020	40 km/h	47	382	39	434				
1078 Ormond Dr	06/21/2021	40 km/h	46	370	37	364				
1078 Ormond Dr	06/02/2022	40 km/h	47	394	44	375				
Ormond Dr btw Flagstone Ct & a point 100m north of Flagstone Ct	09/18/2014	50 km/h					41	502	46	528
1120 Ormond Dr	09/25/2018	50 km/h					47	547	49	522
1120 Ormond Dr	11/08/2018	50 km/h					44	845	46	733
1120 Ormond Dr	05/21/2019	40 km/h					49	592	48	595
1120 Ormond Dr	10/20/2020	40 km/h					46	519	39	670
1123 Ormond Dr	06/02/2022	40 km/h					45	499	46	472
Ormond Dr btw Woodmount Ave & Flagstone Ct	06/02/2022	40 km/h					36	621	38	604
Ormond Dr btw Woodmount Dr & Woodmount Cres	06/02/2022	40 km/h					38	497	54	450
Ormond Dr btw Coldstream Dr & Woodmount Cres	06/02/2022	40 km/h					35	727	36	660