



**The Regional  
Municipality  
of Durham**

Works Department  
Traffic Operations Centre

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**Steven Kemp, P. Eng.**  
Manger – Traffic  
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Operations

September 20th, 2022

Racheal Rossetti  
Council-Committee Coordinator  
City of Oshawa  
50 Centre Street South  
Oshawa, ON L1H 3Z7

Dear Ms. Rossetti

**RE: New Community Safety Zone on Raglan Road on the West  
Side of Simcoe Street**

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This letter is in response to a resolution adopted at a City of Oshawa Council meeting held on May 24, 2022, requesting that the Region of Durham consider the following:

1. Install a Community Safety Zone on Raglan Road East between Simcoe Street North and a point 300 meters east of Ritson Road North.
2. Investigate a speed reduction to 40 km/h on Raglan Road East from Stevenson Road to Simcoe Street.
3. Investigate an all-way stop at Stevenson Road and Raglan Road.
4. Request DRPS conduct enforcement programs in Community Safety Zone.
5. Investigate traffic calming measures as found in the City of Oshawa Neighborhood Traffic Management Guide.
6. Investigate an all-way stop at Thornton Road and Raglan Road West.

The following response will address each of the items listed above in sequential order.

A Community Safety Zone was by-lawed, and signs were installed on the regional portion of Raglan Road from Simcoe Street to 550 meters west of Simcoe Street on August 26th. Works Staff are monitoring speeds to assess the effectiveness of this designation. This community safety zone designation is an extension of the City of Oshawa's designation east of Simcoe Street.

Works Committee Report 2021-W-33 dated October 6, 2021, amended the Uniform Regional Traffic Policy to permit posted speed limits of 40 km/h on Regional Roads where appropriate. The community of Raglan was not considered one of the seven specific areas for the area wide 40 km/h speed zone which were selected mainly based on downtown areas or built-up areas where there was moderate to high pedestrian activity present. Arbitrarily lowering the speed limit on Regional Roads to a 40 km/h speed limit outside of these areas would require a significant amount of police enforcement and compliance with the reduced speed limit is unlikely.

To assess whether an all-way stop at Stevenson Road and Raglan Road is recommended, traffic data was collected and analyzed to determine if warrants were met as prescribed in Book 5 of the Ontario Traffic Manual. Based on the criteria prescribed in this manual, an all-way stop is not considered an appropriate safety measure at this intersection. Typically, all-way stops are installed to control the right-of-way where volumes in all approaches are competing and where there is a specific collision trend suggesting an all-way stop would be of benefit. It also cautions against their use to reduce speeds and where vehicles would be required to stop on a grade. Traffic volumes on Stevenson Road are less than 50 vehicles in eight hours and our collision data does not show any collisions having occurred at the intersection in the last three years. At this time, our review and analysis indicates that an all-way stop at this location would result in a reduced level of safety and therefore we are not proceeding with its installation. We will continue to monitor this intersection at look at other remedial measures if deemed beneficial.

We have forwarded a request for enforcement programs in the new Community Safety Zone on Raglan Road to our colleagues at Durham Region Police Services. At a recent Durham Vision Zero Task Force meeting, DRPS noted that the new CSZ and radar feedback board have been effective in reducing speeds and that an enforcement program is planned at a later time.

The Region of Durham considers several speed management measures such as narrowing lane widths, installing barrier curb and gutter, installing radar feedback boards, applying dragon's teeth markings or transverse bars as well as several other countermeasures all within the arterial road context. The Region of Durham references a Traffic Management Guideline for Hamlets developed for arterial road within Durham.

Similar to Stevenson Road, the all-way stop at Thornton Road and Raglan Road is not warranted at this time. There are less than 70 vehicles per hour crossing the major road (Raglan Road W) during the peak eight hours whereas a minimum of 200 is required per hour to meet our warrant. In the last three years, there have been three total collisions, the Ontario Traffic Manual notes that a minimum of 4 correctable collisions per year should be observed for three consecutive years to warrant an all-way stop. In this case, that requirement is not met. At this time, our review and analysis indicate that an all-way stop at this location would result in a reduced level of safety and therefore we are not proceeding with its installation.

The Works Department will continue to monitor traffic operations on Raglan Road. Should studies indicate that additional improvements are required, Staff will move forward with their installation accordingly.

Sincerely,

A handwritten signature in blue ink, appearing to read 'S.K.' or similar, located below the 'Sincerely,' text.

Steven Kemp, P.Eng.  
Manager, Traffic Engineering & Operations

**cc:** Mayor Mitchell, Chair, Works Committee, Region of Durham  
Ramesh Jagannathan, Director – Transportation and Field Services