

INFO-24-138

June 3, 2024

Attention: W4 Councillor and possibly W3 Councillor's; DRPS-Road Watch Program

C/o: City Clerk: Mary Medeiros; please distribute to the above Councillor's

Oshawa City Council – 5thFloor Rundle Tower, 50 Centre St., E.
City Hall, Oshawa Ontario L1H 3Z7

Re: **King Street East southbound at: Cedarcroft Place** Residence Community.
The area Southbound from Wilson Rd., to Harmony Rd. only.

Councillor's and DRPS:

I would like to bring to your attention a dangerous situation surrounding the above in particular total disregard for traffic (legal) speed and Senior pedestrians.

I have a dear friend, a retired school teacher who is residing at Cedarcroft since 2021 and due to health issues has the onset of Dementia. Although competent enough to occasionally go outside for walks or visits to local shops he does occasionally use the traffic signal lights a few feet from 649 King St. E., Cedarcroft Place – Farewell St.

Occasionally when I arrive or depart I have noticed several Seniors either use the signal lights (Farewell St.) and/or cross King St., several feet outside of the marked crossing area. Sometimes just crossing regardless of the lights “not in their favour”. I understand that crossing outside of the provided crossing area is sometimes ignored but we are talking about aged Seniors within the age range of 75-90. My friend will be 89 this year.

In my last visit this past April, 2024 I decided to take a walk up and down King St. E, to Wilson Rd., and photographed (attachments) the street facing towards Harmony Rd.

THERE ARE **NO POSTED** SPEED LIMIT signs at all !!

I was shocked and really annoyed that as I stood and photographed en-route to Harmony Rd. I noticed cars, motorcycles, EV cycles and also the odd EV car SPEED well over 40Kms/hour ! In my estimation, I'd say they were doing 50-55+kms by the time they reached the traffic lights at Farewell St. All this I presume to get to Harmony Rd. ASAP !

Now, not all the time do the drivers from Wilson Rd., speed in an effort I believe to “beat the traffic lights” at Farewell St., but from my observation it appeared to be “modified” cars, larger motorcycles and would you believe those EV's ! You physically can not hear them until they are basically on-top-of you at the crossing. I highly doubt a Senior would hear and perhaps sometimes too late. Also note that King St. E (ONE WAY) has multiple road entrances onto King St. E.

Can you imagine a Senior who may look up King St. E, to (in their mind) gauge the speed of an approaching vehicle? I sincerely doubt it. Someone with dementia has difficulty to estimate (in their mind) speed and distance.

In summation, I realize a report to City Council in 2023 regarding a Pilot Project in five neighbourhoods across five Wards from Oct 2022-November 2023. I have attached a news report of that time – Tim Kelly, Durham Region (Article updated: 05/28/24 and 03/29/24).

What I ask of you Councillors AND Road Watch is to fast-track a posted Speed Limit (Begin) and (End) signage on King St., between Wilson Rd and Harmony Rd. ASAP as the increasing warmer weather is allowing the Seniors of Cedarcroft to venture outside. Also, to investigate through speed-radar over a 30 day time to gather data; post Farewell St.

Recognizing that the general “non posted” speed limit is 40km, I suggest a lower speed limit mainly due to the **frequent crossing of Seniors** (with numerous health issues) and in my opinion it should be **30km** similar to school and safety zones.

Remember, it could be someone's grandfather, grandmother, uncle or aunt in fact it could be any to the residents who have a serious but not mobility health issues who attempt to cross at the signal lights or in the odd chance: not using the signal lights.

No one wants to hear of a terrible accident regardless of age.

Please investigate and correct this stretch of road that some drivers disregard totally in an effort to “beat” the lights at 649 King St. E.- Farewell St.

Respectfully,

Robert Clarke

Robert R. Clarke
Barrie, ON
<**M.F.I.P.P.A. Sec. 14(1)**>
Cell: <**M.F.I.P.P.A. Sec. 14(1)**>
– text or call
<**M.F.I.P.P.A. Sec. 14(1)**>

Attachments: five pictures of King St East, Oshawa, ON; copies of Durham News per Tim Kelly

C.c.: Director of Care, Cedarcroft Place Retirement Community: Taylor Sweet, ED and Mngt.

C.c.: Durham Regional Police – **Road Watch** program: roadwatch@drps.ca

C.c.: Tim Kelly, Durham Regional News

https://www.durhamregion.com/news/council/no-differences-in-the-rate-of-speed-oshawa-pilot-program-to-drop-speed-limit-from/article_01e728ad-bbc3-50df-ad3e-bcc2d205517f.html

Home / News / Council

COUNCIL

'No ... differences in the rate of speed': Oshawa pilot program to drop speed limit from 50 km/h to 40 had no impact, report shows

Speed reduction zones didn't reduce driver speeds as intended report, shows

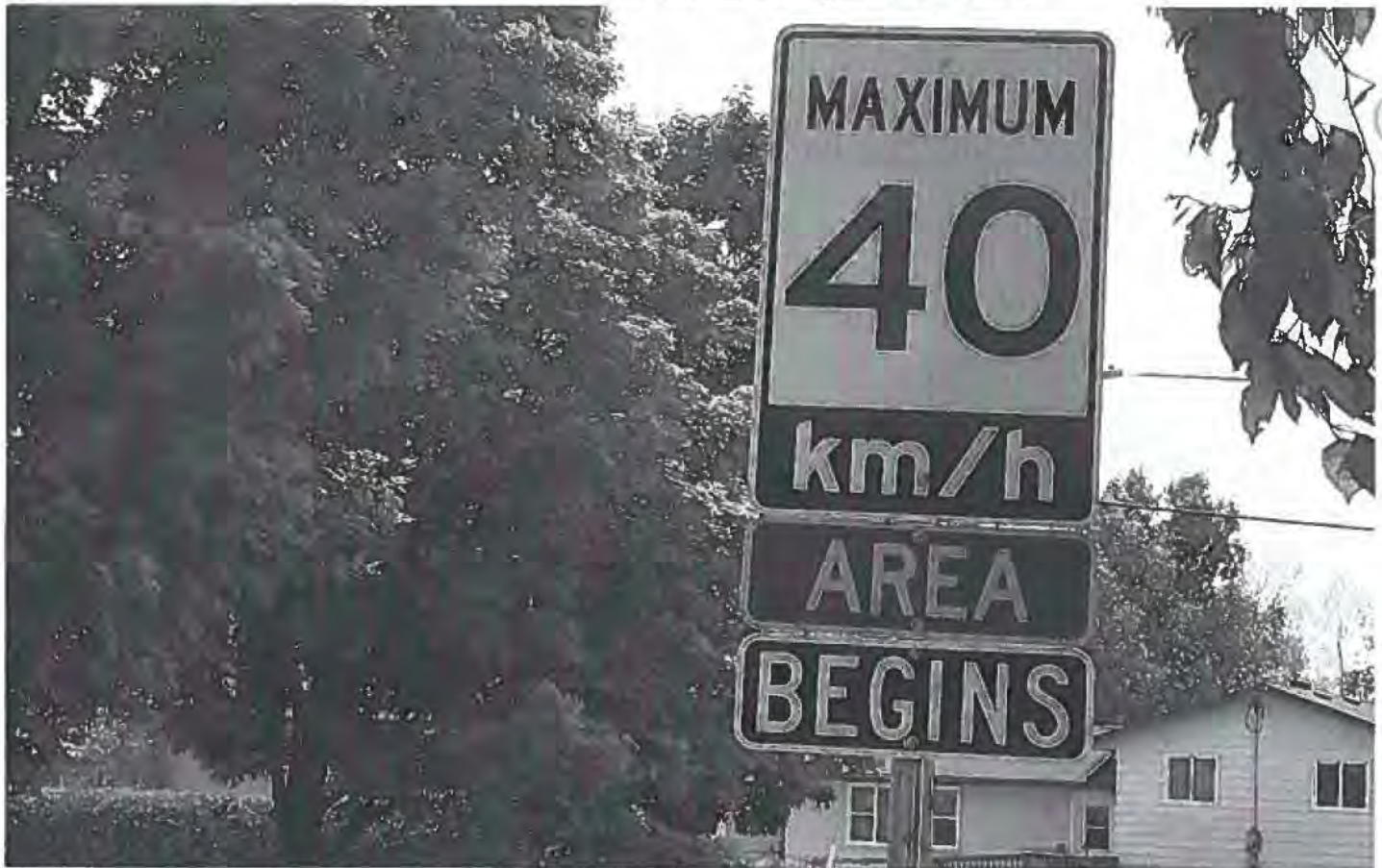
OSHAWA

This Week.

By **Tim Kelly** Oshawa This Week

Mar 24, 2024

Article was updated Mar 28, 2024



The City of Oshawa had 40 km/h zones in five neighbourhoods across its five wards from October 2022 until November 2023 as part of a pilot project. In measurements to check driver behaviour before and during the project, it was detected driver behaviour was not measurably different.

Metroland Staff Photo

A report to city council shows a drop from 50 km/h to 40 km/h in five zones across Oshawa last year had almost no effect on driving speeds.

The report, which comes before council for consideration Monday, March 25, is in reference to a pilot project to test 40 km/h speed limits on residential streets throughout Oshawa.

The pilot project began in one ward in October 2022 before expanding to four additional wards between April and June 2023. The pilot project would last through to November 2023.

According to their council report, city staff measured average speeds in each ward just before the pilot project began, and again at two points after the lowered speed limits were in place, and concluded "the results of the pilot program indicated no consistent and measurable differences in the rate of speed of vehicles during the data collection period. Some road segments indicated a decrease in the rate of speed while others indicated an increase."

However, in spite of that data, staff are offering council two clear choices going forward when it comes to a 40 km/h speed limit for residential streets throughout the entire city: go ahead with a \$225,000, four-year program to install 1,500 signs that would essentially convert the entire city to

40 km/h speed limits (except in school and safety zones, which would drop to 30 km/h), but which would not include major regional roads (like Simcoe Street) which are under the control of Durham Region.

The other option would be to remain with the status quo, with 40 km/h speed limits only applying to school and safety zones.

Reg. Coun. Brian Nicholson, who chairs the safety and facilities committee, points to a city survey which indicated 43 per cent of residents surveyed want 40 km/h speed limits on all residential streets, even if evidence suggests they didn't slow down from when the streets were marked at 50 km/h.

"The majority of residents who were contacted want the speeds to come down. If you do the pilot program in one neighbourhood, it's hard for people to slow down when they're used to driving at 50 km/h," Nicholson pointed out.

"If it's 40 everywhere, there may be an impact," he said.

The survey, which received 107 responses, found:

- 43 per cent want to see 40 km/h speed limits on all residential streets
- 32 per cent want to have 40 km/h limits only adjacent to schools and parks

RELATED STORIES

NEWS

A 40 km/h speed limit is coming to downtown Oshawa

Article was updated Mar 28, 2024

COUNCIL

'We haven't changed the mindset of the driver': Oshawa votes for 40 km/h limit in all residential neighbourhoods despite report showing 'no... differences' when changes made

Article was updated Mar 29, 2024

- 18 per cent want to see 40 km/h limits only on residential roadways that have a proven speeding problem
- 7 per cent said there are no valid reasons for 40 km/h speed limits within the city

By way of comparison, in Durham Region, the Township of Uxbridge has lowered speed limits to 40 km/h on all local roads, the Township of Scugog has lowered speed limits to 40 km/h on most local roads and in school zones; the Town of Whitby and Municipality of Clarington do not have 40 km/h speed limits, but are reviewing areas for possible implementation. The Town of Ajax does not have 40 km/h speed limits.

The issue will be up for consideration on Monday, March 25, in council chambers, with the council meeting set to begin at 9:30 a.m.



Tim Kelly is a reporter with durhamregion.com. He can be reached at tkelly@durhamregion.com.

[REPORT AN ERROR](#)

[JOURNALISTIC STANDARDS](#)

[ABOUT US](#)