

To: Community and Operations Services Committee

From: Kevin Alexander, Commissioner,
Community and Operations Services Department

Report Number: CO-25-02

Date of Report: January 15, 2025

Date of Meeting: January 20, 2025

Subject: Speed Limit Options for Courts and Short Local Streets Not
Included in 40 km/h Area Program

Ward: All Wards

File: 03-05

1.0 Purpose

The purpose of this report is to obtain Council's direction concerning speed limits for courts and short local streets that were not included in the citywide 40 km/h Area Program. Staff are providing Council with three (3) speed limit options to select for these types of streets.

Attachment 1 provides a list of courts and short local streets that are not currently included in the 40 km/h Area Program.

2.0 Recommendation

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

That, in accordance with Report CO-25-02 dated January 15, 2025 concerning the speed limits for courts and short local streets not included in the 40 km/h Area Program, Council choose one of the Options outlined in Section 4.3 of this Report.

3.0 Input From Other Sources

- Legislative Services
- Legal Services

4.0 Analysis

4.1 Background

On May 12, 2022, City Council approved the recommendations in Report [CNCL-22-37](#) - Neighbourhood Traffic Management Guide, which included the new 40 km/h Area Pilot Program.

On September 26, 2022, City Council approved the recommendations in Report [CS-22-83](#) which included amendments to the City's Traffic and Parking By-law 79-99, as amended, and specifically related to those provisions required to implement 40 km/h Areas. This authority was intended to implement the five areas included in the 40 km/h Area Pilot Program, and delegated to the then-Commissioner of Community Services (now Commissioner of Community and Operations Services) to consider 40 km/h Areas and 'Maximum Rate of Speed Areas'.

On January 30, 2023, City Council approved the recommendations in Report [CO-23-02](#) in response to an earlier Council direction related to Whereas Motion [CS-21-79](#) which proposed implementing a 40 km/h Area in Downtown Oshawa as part of the 40 km/h Area Pilot Program.

On March 25, 2024, City Council selected the option in Report [CNCL-24-26](#) that staff proceed with implementing a citywide 40 km/h Area Program beginning in 2024.

4.2 40 km/h Area Program – Current Locations and Implementation

As identified in Report CNCL-24-26, a municipality may change a speed limit on a specific portion of a road, or may change the rate of speed in an entire area. Based on Council's direction of March 25, 2024 a list and map of current 40 km/h Areas are available in [Schedule XXVI – Maximum Rate of Speed Area](#) of the Traffic and Parking By-law 79-99, as amended ("Traffic and Parking By-law 79-99"). The area names in Schedule XXVI are not associated with the ward number, and are only utilized to correlate the list of 40 km/h Areas to the corresponding map.

Staff are currently implementing a number of 40 km/h Areas City-wide and plan to be completed by the end of 2027. The 40 km/h Areas are being installed based on priority areas which include specific sites (such as school or parks), and where vulnerable road users are more common. As such, these 40 km/h Areas are being prioritized and implemented first.

4.3 Speed Limit Sign Options for Courts and Short Local Streets

There is a total of forty-one (41) courts and short local streets throughout the City located in existing or proposed 40 km/h Areas that have direct access from a regional or arterial road but do not connect to any other local road network. A list of these courts and short local streets is appended as Attachment 1.

Due to the limited internal road network connectivity of these streets, the streets were not included in the 40 km/h Area Program and currently have the City's default speed limit of

50 km/h. Staff are providing Council with three (3) speed limit options for these courts and short local streets.

4.3.1 Option 1 – Implement Maximum 40 km/h Speed Limit

Option 1 is to implement a Maximum 40 km/h speed limit on each court and short local street. Each of these streets would need to be individually identified with a 40 km/h speed limit in the Traffic and Parking By-law 79-99, Schedule XVII, “Maximum Rate of Speed.” This would require installing one (1) “MAXIMUM 40 km/h” speed limit sign at the entrance of each of these streets. This will typically require a new wood post for each sign, unless an existing wood post or pole is already in place in the correct location.

Should Council choose to select Option 1, the following motion should be passed:

“That based on Report CO-25-02 dated January 15, 2025 concerning speed limits on courts and local streets not included in the 40km/h Area Program, the speed limit on all streets and courts identified in Attachment 1 to said report be reduced to 40 km/h and that Traffic By-law 79-99, as amended be further amended to implement this direction.”

4.3.2 Option 2 – Implement 40 km/h Area Speed Limit

Option 2 is to include courts and short local streets in the 40 km/h Area Program. Staff would bring forward by-laws for these streets as part of the existing and future 40 km/h Areas under Traffic and Parking By-law 79-99, Schedule XXVI, “Maximum Speed Limit Areas”.

This would require installing two (2) new signs on each street, a “MAXIMUM 40 km/h” sign with an “AREA BEGINS” sign tab at each entrance, and a “MAXIMUM 40 km/h” sign with an “AREA ENDS” sign tab at each exit of the courts and short local streets. Due to the length of many of these streets, these signs may often be within sight of each other. This will require a new wood post for each sign, unless an existing wood post or pole is in place in the correct location.

Should Council choose to select Option 2, the following motion should be passed:

“That based on Report CO-25-02 dated January 15, 2025 concerning speed limits on courts and local streets not included in the 40km/h Area Program, all streets and courts identified in Attachment 1 to said report be added to the 40km/h Area Program and that Traffic By-law 79-99, as amended, be further amended to implement this direction.”

4.3.3 Option 3 – Do nothing and maintain the current default 50 km/h speed limit

Option 3 is to remain status quo and maintain the current default 50 km/h speed limit on these courts and short local streets. No signage or by-law amendments are required.

Should Council choose to select Option 3, the following motion should be passed:

“That based on Report CO-25-02 dated January 15, 2025 the speed limits not be reduced on the courts and local streets set out in Attachment 1 to said Report that were not included in the 40 km/h Area Program.

5.0 Financial Implications

5.1 Option 1 – Financial Implications

Option 1, as outlined in section 4.3.1 of this report would cost approximately \$12,125.00 to implement. This includes the signs, posts and labour cost and would be initiated in 2025 or when the rest of that area is scheduled to be completed.

5.2 Option 2 – Financial Implications

Option 2, as outlined in section 4.3.2 of this report would cost approximately \$26,322.00 to implement. This includes the signs, posts and labour cost and would be initiated in 2025 or when the rest of that area is scheduled to be completed.

5.3 Option 3 – Financial Implications

There are no financial implications associated with Option 3 as outlined in section 4.3.3 of this report.

6.0 Relationship to the Oshawa Strategic Plan

This report responds to the Oshawa Strategic Plan Priority Area “Care: Safe and Sustainable Environment” with the goal to collaborate and advocate for effective services, programs, and community safety and well-being support.

A handwritten signature in black ink, appearing to read "M. Harrington".

Mike Harrington, P. Eng., PMP, Director - Interim,
Parks and Roads Operations Services

A handwritten signature in blue ink, appearing to read "K. Alexander".

Kevin Alexander, Commissioner,
Community and Operations Services Department

List of Courts and Short Local Streets not included in 40 km/h Area Program

Ward	40 km/h Area Name	Court/Street Name	Access from	# of Courts/Streets
2	40 Area 2	Wildflower Ct, Tulip Ct	Ritson Rd N	2
3	40 Area 12	Cumberland Ct, Old Harmony Ct, Capri Ct	Harmony Rd S, Olive Ave	3
4	40 Area 15	Pearson St, Rolson St	Ritson Rd N	2
2	40 Area 16	Ansley Ct	Rossland Rd W	1
4	40 Area 17	Arbor Ct, Garden Ct	Park Rd N	2
4	40 Area 19	Cabot St	King St W	1
3	40 Area 20	Cavendish Ct, Dover St, Brighton Ct, Aspen Ct	Wilson Rd N, Adelaide Ave E	4
3	40 Area 23	Old Brampton Ct, Tiffany Circle	Wilson Rd N	2
5	40 Area 25	Howard St, Merritt St	Bloor St E	2
5	40 Area 26	Viola St, Monash Ave, Dunkirk Ave	Ritson Rd S, Bloor St E	3
4	40 Area 29	Midtown Dr, Queen St	King St W	2
5	40 Area 31	Farewell St	Olive Ave	1
5	40 Area 32	Tennyson Ct, Glenridge Ct, Ellesmere Ct	Olive Ave, Harmony Rd S	3
4	40 Area 34	Parkwood Ct, Hospital Ct, Brookside Dr, Villa Ct, Turf Ct	Simcoe St N, Rossland Rd W, Park Rd N	5
5	40 Area 46	St. Lawrence St, Burton Rd, Park Rd S, Montrave Ave, Cromell Ave	Bloor St W, Simcoe St S	5
5	40 Area 47	Dnipro Blvd	Bloor St E	1
3	40 Area 54	Coventry Ct	Adelaide Ave E	1
5	40 Area 55	Albert St	Bloor St E	1
			TOTAL	41