

To: Community and Operations Services Committee

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

Report Number: CO-25-28

Date of Report: June 4, 2025

Date of Meeting: June 9, 2025

Subject: Reduction of Speed on Burk Street

Ward: Ward 4

File: 03-05

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## **1.0 Purpose**

The purpose of this report is to respond to the following Council direction on November 25, 2024 related to Report [CO-24-55](#);

1. “That staff be directed to investigate intersection conditions at King Street West and Burk Street as they relate to traffic conditions southbound on Burk Street, and staff report back on any traffic safety improvement options, cost and timing; and,
2. Notwithstanding staff recommendations, that staff be directed to engage with residents on Burk Street between John Street and King Street West for input on possible interventions on the basis of some of the identified potential options in Table 3 in Section 4.6 of the Report and findings from Part 1 of this motion, and that this input be used to report back to the Community and Operations Committee with a potential preferred intervention or interventions.”

## **2.0 Recommendation**

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

That, in accordance with Report CO-25-28 dated June 4, 2025, concerning the reduction of speed on Burk Street, the Community and Operations Services Committee select one of the Options outlined in Section 4.3 of this Report.

### **3.0 Input From Other Sources**

- Durham Regional Police Service
- Legal Services
- Legislative Services
- Municipal Law Enforcement and Licensing Services

### **4.0 Analysis**

#### **4.1 Intersection Conditions - Burk Street and King Street West**

In response to Council direction, staff reviewed traffic conditions at the intersection of Burk Street and King Street West as related to traffic conditions southbound along Burk Street.

Staff received concerns expressed by Burk Street residents whereby motorists travelling southbound on Gladstone Avenue were making an illegal right turn against the one-way traffic on King Street East to access and travel southbound on Burk Street. Staff reviewed this concern through field observations and confirmed that some motorists were making this illegal maneuver to access Burk Street. It can be noted that the intersection of King Street West and Gladstone Avenue is currently signed with three (3) "One-way" signs that advise Gladstone Avenue motorists that they must turn left at this intersection.

Staff discussed these traffic concerns with Durham Regional Police Service and were advised that the current "One-way" signage is appropriate, and that vehicles travelling southbound on Gladstone Avenue must turn left onto King Street West, and are not permitted to access Burk Street from Gladstone Avenue. Durham Regional Police Service suggested that a "Left Turn Arrow" pavement marking be installed on Gladstone Avenue to provide positive guidance to motorists. Staff are planning to install the 'Left Turn Arrow' pavement marking in Summer 2025.

#### **4.2 Resident Feedback on Burk Street Traffic Concerns**

In response to Council direction, City staff engaged with residents living on Burk Street between King Street West and John Street West for input on traffic and volume concerns along Burk Street, and their desired outcome for the perceived traffic issues.

Staff mailed a Feedback Form to 66 properties on Burk Street and received 18 returned forms (27% response rate). A copy of the Feedback Form is appended as Attachment 1.

The Feedback Form asked residents the following two (2) questions and also asked residents to provide comments.

1. What, if any, traffic safety concerns do you have with Burk Street? Please select all that apply.

Options	Responses
Speed	13
Volume	10
I do not have traffic safety concerns on Burk Street.	4

2. The following is a list of traffic calming measures that are identified in Oshawa's Neighbourhood Traffic Management Guide (N.T.M.G.) that could potentially be implemented on Burk Street. Oshawa's N.T.M.G. can be viewed at [oshawa.ca/NTMG](http://oshawa.ca/NTMG). Please select all that you feel would be suitable for Burk Street.

Options	Responses
Speed Humps	10
Speed Cushions	7
Flexible Bollards	5
Radar Message Boards	5
I do not want traffic calming measures installed on Burk Street	5
Pavement Markings	2

The comments provided by Burk Street residents reflected the Question 1 responses. Some of the common themes in the comments are summarized below.

- Concerns about vehicles speeding above posted speed limit.
- Concerns about traffic on Burk Street generated from Teddy's Plaza (245 King Street West). Food delivery vehicles and vehicles from Auto Shop originating from the Plaza using Burk Street instead of King Street West and Park Road North.
- Concerns about student driver training vehicles using Burk Street. It can be noted that Burk Street is located within Oshawa's 'Prohibited Area for Driving School Instruction.
- Concerns about vehicles using Burk Street as a shortcut to avoid Park Road North, and the traffic signals at the intersection of Park Road North and John Street West.

- Some residents have commented they have no traffic concerns and do not want traffic calming on Burk Street.

### **4.3 Preferred Traffic Calming Options for Burk Street**

#### **4.3.1 Option 1: Burk Street Traffic Calming Options – Flexible Bollards**

Install flexible bollards as a cost-effective and temporary measure which can be easily installed and removed or adjusted, if necessary. Flexible bollards are installed in sets of three along a street. They restrict the travel lane width and cause discomfort for drivers travelling at high speeds. Similar to speed humps, flexible bollards also require sufficient spacing between residential driveways to ensure they do not negatively impact access for vehicles entering and exiting the nearby driveways. There are currently two (2) suitable locations on Burk Street for flexible bollards, please refer to the map appended as Attachment 2.

Parking restrictions may need to be implemented in the vicinity of the flexible bollards to maintain safe traffic access. The estimated cost to install is approximately \$1,000 per location. Flexible bollards are typically installed during warm weather months and removed during the winter to avoid damage from snow ploughs.

Should Option 1 be selected, the following motion should be passed:

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

That based on Report CO-25-28 dated June 4, 2025, concerning the reduction of speed on Burk Street, flexible bollards be installed on Burk Street in two locations as identified in Attachment 2 to said report.”

#### **4.3.2 Option 2: Burk Street Traffic Calming Options – Speed Humps**

The Burk Street Feedback Form was returned to the City by 18 (27%) of the 66 properties surveyed on Burk Street. Of the 18 respondents, the majority (56%) favoured speed humps as the preferred traffic calming option.

A speed hump is a raised area of road designed to cause discomfort for drivers travelling at higher speeds. Rubber speed humps are preferred by staff as they can be easily installed, removed or relocated. Speed humps require sufficient spacing between residential driveways to ensure they do not negatively impact access for vehicles entering and exiting the nearby driveways. Speed humps can only be installed on Burk Street at the same two (2) locations proposed for the flexible bollards.

Speed humps may create additional noise from vehicles travelling over them or from vehicles braking as they approach them. There may be some resistance from residents on where they are placed on the street, as some residents may object to them being placed directly in front of their home. Parking restrictions may need to be implemented in the vicinity of the speed humps to maintain safe traffic access. The estimated cost for the speed humps is up to \$5,000 per location. Rubber speed humps may need to be removed during the winter months to avoid damage from snow ploughs.

Should Option 2 be selected, the following motion should be passed:

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

That based on Report CO-25-28 dated June 4, 2025, concerning the reduction of speed on Burk Street, rubber speed humps be installed on Burk Street in two locations as identified in Attachment 2 to said report.”

#### **4.3.3 Option 3: Burk Street Traffic Calming Options – Do nothing**

Option 3 is to remain status quo and not implement any traffic calming options on Burk Street.

Should Option 3 be selected, the following motion should be passed:

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

That based on Report CO-25-28 dated June 4, 2025, concerning the reduction of speed on Burk Street, no traffic calming measures be installed on Burk Street between King Street West and John Street.”

## **5.0 Financial Implications**

### **5.1 Intersection Improvements – Gladstone Avenue and King Street West**

The cost to install the new “Left Turn Arrow” pavement marking is approximately \$250.00. This cost can be accommodated from the Parks and Roads Operations 2025 Operating Budget.

### **5.2 Option 1 – Financial Implications**

Option 1, as outlined in section 4.3.1 of this report would cost approximately \$2,000 to implement. This cost can be funded from Capital Project #25-74-0089 Neighbourhood Traffic Management.

### **5.3 Option 2 – Financial Implications**

Option 2, as outlined in section 4.3.2 of this report would cost approximately \$10,000 to implement. This cost can be funded from Capital Project #25-74-0089 Neighbourhood Traffic Management.

#### **5.4 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.



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



Kevin Alexander, Commissioner,  
Community and Operations Services Department



## Traffic Calming Measures on Burk Street Feedback Form

# Traffic Calming Measures on Burk Street

March 25, 2025

Concerns have been raised regarding the speed and volume of traffic on Burk Street. As per Council direction 'CO-24-55 Reduction of Speed on Burk Street', City Operations Services staff have been directed to engage with residents on Burk Street between John Street West and King Street West for their input on the traffic issues and potential traffic calming measures.

In response, City Staff are circulating the following feedback form to Burk Street residents. Feedback will be used to assist City staff in identifying which traffic calming measures would be supported by residents.

Feedback can be shared by mail, email or telephone before Friday, April 25, 2025 to:

Mail:	E-mail:
Jennifer Thorne Traffic Engineering Technologist, Parks & Roads Operations Services City of Oshawa 199 Wentworth Street East Oshawa, Ontario L1H 3V6	<a href="mailto:JThorne@oshawa.ca">JThorne@oshawa.ca</a>
	Phone:
	905-436-3311, ext. 2371




## Questions

- What, if any, traffic safety concerns do you have with Burk Street? Please select all that apply.
  - ☐ Speed
  - ☐ Volume
  - ☐ I do not have traffic safety concerns on Burk Street
- The following is a list of traffic calming measures that are identified in Oshawa's Neighbourhood Traffic Management Guide (N.T.M.G.) that could potentially be implemented on Burk Street. Oshawa's N.T.M.G. can be viewed at [oshawa.ca/NTMG](https://oshawa.ca/NTMG). Please select all that you feel would be suitable for Burk Street:
  - ☐ Flexible Bollards
  - ☐ Speed Cushions
  - ☐ Speed Humps
  - ☐ Pavement Markings
  - ☐ Radar Message Boards
  - ☐ I do not want traffic calming measures installed on Burk Street

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Address:



-  - Existing 'No Parking Anytime' restriction.
-  - Potential Location of Speed Hump or Flexible Bollards.
-  - Proposed 'Left Turn Arrow' pavement marking.

City of Oshawa

