

To: Community and Operations Services Committee

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

Report Number: CO-25-53

Date of Report: November 5, 2025

Date of Meeting: November 10, 2025

Subject: Request for Larger Stop Signs and Traffic Calming Flexible
Bollards on Ormond Drive

Ward: Ward 1

File: 03-05

1.0 Purpose

The purpose of this report is to respond to City Council's direction from its June 23, 2025, meeting regarding Report CO-25-33:

"That a larger Stop Signs be installed at the corner of Askew Court and Ormond Drive; and,

That traffic calming bollards be installed on Ormond Drive both north and south of Coldstream Drive."

2.0 Recommendation

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

That, in accordance with Report CO-25-53 dated November 5, 2025, concerning the stop signs at the intersection of Askew Court and Ormond Drive, and traffic calming along Ormond Drive both north and south of Coldstream Drive, the Community and Operations Services Committee select one option from Section 4.3 and Section 4.4 of this Report.

3.0 Input From Other Sources

- Legislative Services
- Legal Services

4.0 Analysis

4.1 Request for Larger Stop Signs at Ormond Drive and Askew Court

Due to motorists not always coming to a complete stop at the intersection of Ormond Drive and Askew Court, staff investigated the need for oversize stop signs at this intersection.

4.1.1 Ontario Traffic Manual - Book 5 – Regulatory Signs (Oversize Stop Sign)

The purpose of the Ontario Traffic Manual ("O.T.M.") is to provide information and guidance to transportation practitioners and to promote uniformity of treatment in the design, application and operation of traffic control devices and systems across Ontario. The objective is safe driving behaviour, achieved by a predictable roadway environment through the consistent, appropriate application of traffic control devices. The O.T.M. Book 5 Regulatory Signs provides guidelines for when oversize stop signs may be considered.

The O.T.M. is a well-respected manual in the road engineering community and is accepted by the courts as a best practice. Failure to follow the criteria outlined in the OTM places municipalities at significant risk. All traffic control devices and their dimensions should be consistent and standard throughout the entire jurisdiction in order to maintain public credibility.

As per the guidelines and recommendations outlined in the O.T.M. Book 5, oversize stop signs may be considered:

- when the posted speed limit is 70 km/h or above, or
- at locations where the prevailing traffic conditions warrant greater visibility or emphasis, e.g. roadway geometry, complex visual environments where many signs and other devices compete for driver attention, or
- at high traffic volume locations where drivers must concentrate more on the driving task.

Book 5 of the O.T.M. provides the following guidelines for the selection and application of standard and oversize stop signs:

1. The **standard size (600 mm x 600 mm) stop sign** is the minimum size permitted and may generally be used where the posted speed is 60 km/h or less.
2. **Oversize stop signs:** A traffic sign with greater proportional dimensions than the minimum dimensions specified in the O.T.M. Book 5 and are generally required on higher speed highways or on highways in special cases.
 - a) The **oversize (750 mm x 750 mm) stop sign** should be used where the posted speed is 70 km/h or greater. This sign may also be installed at lower speed locations where the prevailing traffic conditions warrant greater visibility or emphasis, e.g., roadway geometry, complex visual environments where many signs and other devices compete for driver attention, or at high traffic volume locations where drivers must concentrate more on the driving task.

- b) The **oversize (900 mm x 900 mm) stop sign** should be used where the oversize 750 mm x 750 mm stop sign has been found not to provide sufficient emphasis. As with the smaller oversize sign, this may be due to roadway geometry, complex visual environments where many signs and other devices compete for driver attention, or at high traffic volume locations where drivers must concentrate more on the driving task. The sign should only be used after other methods of gaining compliance (e.g. left-hand side stop signs) have been tried without success. The 900 mm x 900 mm size is not used on provincial highways.
- c) The **special oversize (1200 mm x 1200 mm) stop sign** may be used in locations where two relatively major roads (e.g. Regional or County Roads) intersect, particularly in high-speed rural locations where such an intersection may be unexpected, or at other locations where special emphasis is required.

4.1.2 Municipal Benchmarking

Staff previously reported to City Council at the October 30, 2023 Council meeting with information on the process and guidelines for use of oversize stop signs. In Report CO-23-55, staff surveyed a total of fourteen (14) Ontario municipalities (including the Region of Durham, and all Durham Region municipalities), and concluded that all municipalities surveyed follow the guidelines described in the O.T.M. Book 5 Regulatory Signs. However, some municipalities surveyed may consider oversized stop signs based on collision assessment, traffic activities, traffic volumes and traffic practitioner's judgement based on field conditions.

The following summarizes the feedback received:

- The following Ontario municipalities follow the O.T.M. Book 5 guidelines for Oversize Stop Sign installation:
 - o Town of Ajax, Township of Brock, Township of Scugog, Township of Uxbridge, City of Hamilton, Oxford County, City of Peterborough, City of Vaughan.
- The following Ontario municipalities that consider Oversize Stop Sign installation based on collision history, traffic volume and site conditions in addition to O.T.M. Book 5:
 - o Municipality of Clarington, Region of Durham, Town of Milton, Town of Oakville, City of Vaughan, City of Waterloo, Town of Whitby.

Staff follow the O.T.M. Book 5 Regulatory Sign guidelines in determining if an oversize stop sign is necessary. This may involve considering collision history, intersection stop compliance, existing intersection traffic operation and field conditions where increased emphasis of the stop sign may improve intersection safety.

4.1.3 Road Characteristics – Ormond Drive and Askew Court

Ormond Drive is a local residential collector road with a pavement width of 10.0 metres and a speed limit of 40 km/h. There are sidewalks on both sides of Ormond Drive.

Askew Court is a local residential road with a pavement width of 8.0 metres and speed limit of 40 km/h. There is a sidewalk on one side of Askew Court.

The current all-way stop signs were originally requested by both Ward Councillors in 2022.

A sightline study completed by City Staff determined there are no sightline issues at this intersection.

A review of the collision history found no reported collisions in last 5 years at the intersection of Ormond Drive and Askew Court.

Despite no technical warrants being identified, a commitment was made at that time to install the stop signs when the sub-division is assumed by the City.

4.1.4 Stop Compliance Study – Ormond Drive and Askew Court

The purpose of a stop compliance study is to review and observe traffic operation at an intersection and determine if stop signs are being obeyed by motorists. The study determines motorist compliance by recording the number of vehicles making a complete stop, rolling stop, and complete failure to stop during the study period.

The stop compliance studies were conducted on October 6, 2025 and October 8, 2025, the studies data is summarized below in Tables 1 and 2.

Table 1: Stop Sign Compliance Study – Ormond Drive and Askew Court - October 6, 2025 (3:30p.m. to 4:30p.m.)

Approach	Complete Stop	Rolling Stop	No Attempt to Stop	Total
Ormond Drive - Northbound	5	34	11	50
Ormond Drive - Southbound	4	29	4	37
Askew Court - Eastbound	2	11	0	13
Total	11	74	15	100
Compliance (%)	11%	74%	15%	

**Table 2: Stop Sign Compliance Study – Ormond Drive and Askew Court -
October 8, 2025 (8:00a.m. to 9:00a.m.)**

Approach	Complete Stop	Rolling Stop	No Attempt to Stop	Total
Ormond Drive - Northbound	11	29	2	42
Ormond Drive - Southbound	9	38	3	50
Askew Court - Eastbound	3	5	4	12
Total	23	72	9	104
Compliance (%)	22%	69%	9%	

4.1.5 Proposed Oversize Stop Signs at Intersection of Ormond Drive and Askew Court

It is important to follow a consistent and standardized process to evaluate the requirement for the installation of oversize stop signs on roadways within the City's jurisdiction based on the O.T.M. Book 5 Regulatory Signs. Staff support adhering to the guidelines of the O.T.M. Book 5 Regulatory Signs for the selection and application of stop signs outlined in Section 4.1.1 of this Report. In addition to following the guidelines in O.T.M. Book 5 Regulatory Signs, staff will continue to exercise engineering judgment and experience on technical matters when determining if an oversize sign is appropriate and may improve the operation and safety of an intersection.

Staff do not recommend installing oversize stop signs at the intersection of Ormond Drive and Askew Court as site investigations determined signs are visible on all approaches, with no sightline issues and no reported collisions in last 5 years.

While staff note stop compliance issues along Ormond Drive at this intersection, it is unlikely that oversize stop signs will change this driving behaviour, as the existing standard sized stop signs are clearly visible to motorists. The stop compliance issues on Ormond Drive are most likely due to the low traffic volumes approaching the intersection on Askew Court. At all-way stop-controlled intersections, when the approaching traffic on a side street is significantly lower than the main street, motorists on the main street can become frustrated with having to stop and may roll or run the stop signs. It is recommended that Council consider removing the all-way stop control, and re-install a stop control on the Askew Court approach only, in an attempt to improve operating conditions.

4.2 Request for Traffic Calming Flexible Bollards on Ormond Drive

Staff were directed to investigate if traffic flexible bollards could be installed on Ormond Drive due to speeding concerns raised by local area residents.

4.2.5 Road Characteristics – Ormond Drive between Greenhill Avenue and Stonegate Drive

Ormond Drive is a local residential collector road with a pavement width of 10.0 metres and a speed limit of 40 km/h. There are sidewalks on both sides of Ormond Drive between Greenhill Avenue and Stonegate Avenue.

Sherwood Public School (633 Ormond Drive) and Sherwood Park are located on the section of Ormond Drive south of Coldstream Drive. Conlin Meadows Park is located on the section of Ormond Drive north of Coldstream Drive.

4.2.6 Collision History

In the past five years, there have been three (3) reported collisions on Ormond Drive from Greenhill Avenue to Stonegate Avenue. One (1) collision occurred at the intersection of Ormond Drive and Whitestone Drive in 2021, one (1) collision occurred at the intersection of Ormond Drive and Blythwood Square in 2023, and one (1) midblock collision occurred on Ormond Drive between Askew Court and Silverstone Crescent (south leg) in 2021. These collisions were property damage only with no reported injuries.

4.2.7 Traffic Data Collection

Staff collected traffic speed and volume data along Ormond Drive between Greenhill Avenue and Stonegate Avenue using pneumatic road tube counters. The traffic data collected is summarized below in Table 3.

Table 3: Ormond Drive Traffic Data Collection (October 2025)

Road	Location	Direction	Speed Limit	85 th Percentile Speed	Traffic Volume – 24 Hrs
Ormond Drive	Between Greenhill Avenue and Silverstone Crescent (North leg)	Northbound	40 km/h	40 km/h	611
		Southbound		41 km/h	549
Ormond Drive	Between Silverstone Crescent (North leg) and Askew Court	Northbound	40 km/h	49 km/h	489
		Southbound		42 km/h	476
Ormond Drive	Between Silverstone Crescent (South leg) and Askew Court	Northbound	40 km/h	49 km/h	582
		Southbound		41 km/h	549
Ormond Drive	Between Silverstone Crescent (South leg) and Coldstream Drive	Northbound	40 km/h	39 km/h	998
		Southbound		39 km/h	962
		Northbound	40 km/h	48 km/h	1178

Road	Location	Direction	Speed Limit	85th Percentile Speed	Traffic Volume – 24 Hrs
Ormond Drive	Between Fieldgate Drive and Stonegate Avenue	Southbound		48 km/h	923

4.2.8 Traffic Data Review

The analysis of traffic data collected in October 2025 did not identify speed issues on Ormond Drive between Greenhill Avenue and Stonegate Avenue.

As per the warrant criteria outlined in the City of Oshawa Neighbourhood Traffic Management Guide (“N.T.M.G.”) for traffic calming measures to be considered, the 85th percentile speed (the speed at which 85% of vehicles are travelling at or below) must be greater than 10 km/h above the posted speed limit. The traffic data collected along Ormond Drive in October 2025 showed the 85th percentile speed was less than 10 km/h above the posted speed limit of 40 km/h.

The traffic volumes collected on Ormond Drive do not exceed the warrant criteria for traffic infiltration as outlined in the City of Oshawa N.T.M.G. Therefore, it is staff’s recommendation that traffic calming measures, including traffic calming flexible bollards, not be implemented on Ormond Drive.

4.3 Options for Stop Signs at Intersection of Ormond Drive and Askew Court

Option 1: Remove All-way Stop Control and Keep Stop Control on Askew Court

If Option 1 is selected, the following Part 1 of the motion should be passed:

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

1. That based on Report CO-25-53 dated November 5, 2025, concerning a request for larger stop signs and traffic calming flexible bollards on Ormond Drive, that the existing all-way stop control at the intersection of Ormond Drive and Askew Court be removed and keep stop control on Askew Court;”

Option 2: Ormond Drive and Askew Court - Stop Signs - Do nothing

If Option 2 is selected, the following Part 1 of the motion should be passed:

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

1. That based on Report CO-25-53 dated November 5, 2025, concerning a request for larger stop signs and traffic calming flexible bollards on Ormond Drive, oversize stop signs not be installed at the intersection of Ormond Drive and Askew Court;”

Option 3: Ormond Drive and Askew Court - Stop Signs – Install Oversize Stop Signs

If Option 3 is selected, the following Part 1 of the motion should be passed:

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

1. That based on Report CO-25-53 dated November 5, 2025, concerning a request for larger stop signs and traffic calming flexible bollards on Ormond Drive, oversize stop signs be installed at the intersection of Ormond Drive and Askew Court;”

4.4 Options for Traffic Calming on Ormond Drive

Option 1: Ormond Drive Traffic Calming Options – Do nothing

Option 1 is to remain status quo and not implement any traffic calming options on Ormond Drive. Based on traffic volume, speed results and collision history.

If Option 1 is selected, the following Part 2 of the motion should be passed:

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

2. That based on Report CO-25-53 dated November 5, 2025, concerning a request for larger stop signs and traffic calming flexible bollards on Ormond Drive, no traffic calming measures be installed on Ormond Drive between Greenhill Avenue and Stonegate Avenue.”

Option 2: Ormond Drive Traffic Calming Options - Install Flexible Bollards

Flexible bollards are 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. 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. Parking restrictions need to be implemented in the vicinity of the flexible bollards to maintain safe traffic and driveway access.

The estimated cost to install flexible bollards 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.

Based on the traffic data review, City Staff do not recommend traffic calming along Ormond Drive, however, if Council decides to proceed with traffic calming, there are currently three (3) possible locations on Ormond Drive between Greenhill Avenue and Stonegate Avenue for flexible bollards. Please refer to the map appended as Attachment 1.

If Option 2 is selected, the following Part 2 of the motion should be passed:

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

2. That based on Report CO-25-53 dated November 5, 2025, concerning a request for larger stop signs and traffic calming flexible bollards on Ormond Drive, staff proceed with the installation of flexible bollards on Ormond Drive at the three (3) locations as identified in Attachment 1 to said Report.”

5.0 Financial Implications

5.1 Ormond Drive and Askew Court - Stop Signs

Section 4.3 Option 1 – Remove All-way Stop Control and Keep Stop Control on Askew Court

The cost to complete Option 1 – Remove All-way Stop Control is approximately \$600.00. This cost can be accommodated from the Parks and Roads Operations 2025 Operating Budget.

Section 4.3 Option 2 – Do nothing

There are no financial implications associated with Option 2 regarding oversize stop signs.

Section 4.3 Option 3 – Install Oversize Stop Signs

The cost to install Option 3 - Oversize Stop Signs is approximately \$500.00. This cost can be accommodated from the Parks and Roads Operations 2025 Operating Budget.

5.2 Traffic Calming

Section 4.4 Option 1 – Do nothing

There are no financial implications associated with Option 1 regarding traffic calming measures.

Section 4.4 Option 2 – Install Flexible Bollards

The cost to install Option 2 - Flexible Bollards is approximately \$4,000.00. This cost can be funded from Capital Project #25-74-0089 Neighbourhood Traffic Management.

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

Subject: Request for Larger Stop Signs and Traffic Calming Flexible Bollards
on Ormond Drive

Item: CO-25-53

Attachment 1

Ward: 1

— - Potential Location of Flexible Bollards.

● - All-Way Stop Control at Ormond Drive and Askew Court

City of Oshawa

