



Community and Operations Services Committee Meeting Agenda

Oshawa®

Monday, September 18, 2023, 9:30 a.m.
Council Chamber

Members of the Committee:

Councillor Gray, Chair
Councillor Lee, Vice-Chair
Councillor Chapman
Councillor Neal
Councillor Nicholson
Mayor Carter, Ex Officio

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Pages

Public Meeting

Additional Agenda Items

(As may be presented at the meeting)

Declarations of Pecuniary Interest

(As may be presented by Council Members)

Presentations

None

Delegations

None

Referrals from Council

None

Reports from Advisory Committees

That the Oshawa Active Transportation Advisory Committee reports and recommends to the Community and Operations Services Committee:

CO-23-52 - Unsafe Catch Basin Covers (Previously OATAC-23-18) (All Wards)

Recommendation

That staff be directed to replace the catch basin covers that are unsafe for bicycles within the City of Oshawa.

Items Requiring Direction

CO-23-46 - Side Boulevard Grass Cutting Program Potential Expansion (All Wards)

5

Recommendation

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

That Community and Operations Services Committee select an option as detailed in Section 5.5 of Report CO-23-46 concerning “Side Boulevard Grass Cutting Program Potential Expansion”, dated September 13, 2023.

Public Consent Agenda

Correspondence with recommendations

None

Staff Reports/Motions with recommendations

CO-23-44 - Publishing of Radar Message Board (RMB) Traffic Data on Municipal Website (All Wards)

13

Recommendation

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

That based on Report CO-23-44 dated September 13, 2023 concerning the publishing of Radar Message Board traffic data on the City's website:

1. That staff continue to share Radar Message Board Traffic Data with Local and Regional Councillors to assist with deploying Radar Message Boards on streets with reported speeding concerns; and,
2. That staff do not publish Radar Message Board traffic data on the City's website based on the survey of other municipalities, but investigate the sharing of Average Annual Daily Traffic (AADT) data on the City's website; and,
3. That staff publish a Councillor Directed Radar Message Board Program webpage on the City of Oshawa website with information on the

program, Councillor contact information, and an interactive map showing all active Radar Message Board locations in Oshawa; and,

4. That the Posting Traffic Data on the City's Website as set out in Section 4.1 of said Report, be approved.

CO -23-45 - Request to the Province to Utilize the 407 as an Alternate Route for Aggregate Trucks (Ward 1)

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Recommendation

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

1. That pursuant to CO-23-45, dated September 18, 2023, concerning Response to the Request to the Province to Utilize the 407 as an Alternate Route for Aggregate Trucks, Ministry of Transportation be requested to implement a No Heavy Traffic prohibition on Harmony Road and enforced from the 407 highway south to Winchester Road; and,
2. That a copy of this resolution be forwarded to Premier Ford, Durham MPPs and Durham Municipalities.

CO-23-49 -License Agreement - Parking in the Ray Street parking lot for 215 King Street East (Ward 4)

27

Recommendation

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

That based on Report CO-23-49 concerning a license agreement for parking in the Ray Street parking lot for 215 King Street East:

1. That 2410173 Ontario Inc. enter into a license agreement with the City in a form and content satisfactory to the Chief Administrative Officer, the Commissioner Corporate and Finance Services Department and the City Solicitor and which will be executed by the Chief Administrative Officer; and,
2. That the term of a new licence agreement will be for a period of one (1) year, with an option to extend for up to three (3) additional one (1) year terms; and,
3. That 2410173 Ontario Inc. pay each month the current lot rate applicable for the spaces as noted in the City's General Fees and Charges By-Law 13-2003, as amended, which is currently \$73.00 plus HST per space per month; and,
4. That the licensed parking units be the most southerly 9 spaces along

Ray Street, subject to the City's discretion; and,

5. That Schedule VII (Control Device – On Street) of the City's Traffic and Parking By-law 79-99, as amended, be further amended to include a monthly permit parking area with a 48 hour maximum permissible parking period, on Ray Street from King Street East and a point 35 metres north of King Street East.

CO-23-51 - Community and Operations Services Committee Outstanding Items Status Report - Third Quarter, 2023 (All Wards)

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Recommendation

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

That Report CO-23-51, dated September 18, 2023 being the Community and Operations Services Committee Outstanding Items Status Report for the third quarter of 2023 be received for information.

Public Discussion Agenda

Matters Excluded from the Consent Agenda

Items Introduced by Council Members

Items Pulled from the Information Package

None

Closed Consent Agenda

Closed Correspondence with recommendations

None

Closed Staff Reports/Motions with recommendations

None

Closed Discussion Agenda

Matters Excluded from the Consent Agenda

Items Requiring Direction

None

Matters Tabled

None

Adjournment

To: Community and Operations Services Committee

From: Tracy Adams, Chief Administrative Officer,
Office of the C.A.O.

Report Number: CO-23-46

Date of Report: September 13, 2023

Date of Meeting: September 18, 2023

Subject: Side Boulevard Grass Cutting Program Potential Expansion

Ward: All Wards

File: 03-05

1.0 Purpose

The purpose of this report is to respond to City Council direction CO-23-40 regarding Boulevard Grass Cutting Program, dated June 26, 2023:

“That the following motion concerning the Boulevard Grass Cutting Program be referred to staff for a report:

Whereas the current boulevard grass cutting program for Oshawa seniors and those with disabilities is limited to side yards only; and,

Whereas there are many residents of Oshawa who meet the current eligibility criteria but whose properties are adjacent to city boulevards but not adjacent to side yards; and,

Whereas they would benefit from an expansion of the current program.

Be it resolved:

1. That the current limitation of the Side Boulevard Grass Cutting Program to only side yards be removed and that all properties who meet the current eligibility criteria be offered the service; and,
2. That staff investigate an extension of the program to allow for grass cutting to occur on the entire property of those eligible for the boulevard grass cutting program and report back to committee and Council as soon as possible following the summer break; and,

3. That staff advertise the change in policy in both the media and on the city webpages.”

2.0 Recommendation

It is recommended that the Community and Operations Services Committee select an option as detailed in Section 5.5 of Report CO-23-46 concerning “Side Boulevard Grass Cutting Program Potential Expansion”, dated September 13, 2023.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

- Finance Services
- Legal Services
- Oshawa Senior Community Centres Support Services
- Durham Municipal Insurance Pool
- Municipalities: Mississauga, St. Catharines, Waterloo

5.0 Analysis

5.1 Background

The City currently has a Council approved [Side Boulevard Grass Cutting Assistance Program](#) (“Program”) to assist eligible seniors and persons with disabilities with the mowing of side boulevards adjacent to city streets. Annual registration is required. The program does not apply to those residents who are adjacent to a Regional boulevard and does not include the front boulevard.

The Program begins the first or second week of May and ends by October 15. These locations are incorporated into the City’s grass cutting program for parks and is undertaken through the use of contracted services. Side boulevards are cut up to 13 times a year (normally, once every two weeks); however, grass cutting is weather dependent and tends to be more frequent during spring and fall than during a mid-summer dry spell. Due to the nature of the program, the City cannot guarantee a regular cutting schedule. Delays due to wet conditions and contractor staffing issues are often experienced.

Currently there are approximately 70 eligible property owners registered for the Program representing approximately 1.6 ha of additional grass maintenance activities. The Program currently costs approximately \$54,000 in contracted services plus an additional \$11,000 or more in staff administration costs associated with registration, contract administration and the management of complaint calls.

5.2 Potential Program Expansion

A potential expansion of the Program will significantly increase the number of eligible properties resulting in an increase to the annual Parks Operating Budget. In order to

estimate the potential impact, staff used the number of residents that are currently registered for the City's Snow Clearing Assistance Program (S.C.A.P.), which is almost 2,800 eligible participants, as they would be potential participants.

Based on the number of potential participants, staff have estimated that an additional 65 ha would be added to the City's grass cutting contract, which includes the front, side and back yards for eligible residents. There would be a minimum of 13 cuts from April to October, in accordance with the Council approved Quality Standard for the Program. Staff estimate that the cost to expand the Program to include private properties for eligible individuals could range between \$310,000 to \$530,000 per year. The estimate includes administration costs associated with contract management, registration and complaint response resulting from the expanded service.

Along with the financial implications, there are a number of challenges that need to be considered if the Program expands to include access and mowing on private property:

- The City's standards and frequency for cutting does not match the expectation of residents with respect to lawn care. Residents expect a higher level of service than what the City provides resulting in complaints and program dissatisfaction. The City cannot guarantee a regular mowing schedule or accommodate special requests for additional service. Additionally, the current labour market is difficult to find and maintain existing grass contractors. This unpredictability could have an impact on service and result in service delays or increases to contract costs.
- Customer satisfaction is subject to the performance of contractors and service levels, which are difficult to control given the nature of the business, operational constraints and workforce shortages currently being experienced.
- The City's contractor(s) would need access to backyards through fence gate or garage. Grass cutting contractors or City staff would need to ensure gates are properly closed and locked as there could be issues with animals such as cats and dogs. Ideally animals should be inside the residence, gates unlocked, lawn debris and personal items picked up prior to the cutting. Unfortunately, the City does not have the resources to provide advanced notification or schedule arrival dates and times.
- Accessing backyards increases risk of property damage or injury (such as dog bites, trip and falls, etc.). The City would be responsible for repairing any damage that may occur. The difficulty would be proving the condition before and/or after the cutting. Comprehensive documentation of the property and infrastructure, including an inspection would be required in the event that there is damage to property. Residents participating in the Program would need to sign a waiver to help mitigate risk to the City.
- Smaller equipment would be required to complete the work for trimming around pools, patios, sheds, gardens, lawn furniture and other personal items/debris, which require additional resources.

5.3 Municipal Comparators

A review of municipal comparators has found that very few municipalities offer grass cutting programs to property owners and none administer grass cutting programs on private property. Only one municipality offered a grass cutting assistance program which was limited to maintaining boulevards within the right of way.

Of the 21 municipalities surveyed, only Mississauga, St. Catharines and Waterloo offered some sort of grass cutting assistance. These programs vary with respect to program implementation and funding, some of which apply an equity lens as part of the eligibility criteria. The following provides an overview of their programs:

- **City of Mississauga** – The City of Mississauga provides financial assistance through their “[Outdoor Maintenance Subsidy Program](#)” low-income seniors (65+) or low-income persons with disabilities can apply to receive financial assistance to cover the cost of maintaining the outside of their property including yard maintenance activities such as grass cutting and snow removal. The maximum subsidy amount provided to qualified applicants is \$350. This program is funded by the City and requires administrative resources to review applications and supporting documentation to confirm eligibility and verification of proof of service. The process of confirming eligibility and reconciliation, prior to processing payment, is lengthy and poses additional challenges when residents use students or individuals to maintain their lawn and do not have the documentation (i.e. invoices) to confirm the service.
- **City of St. Catharines** - Offers boulevard grass cutting service through their operations division within the right-of-way. The grass cutting program applies to boulevards fronting and abutting the primary residence of qualified seniors and persons with a disability. Eligible residents register annually and is geared towards boulevards that might be difficult to cut (e.g. on a slope/hill). The service does not include any grass beyond the limit of the City right of way. Service frequency is at the discretion of the City and will generally begin in May and conclude in September. Challenges exist with determining property lines and managing expectations with a mowing frequency that is not aligned with the mowing of the rest of the lawn.
- **City of Waterloo** – The City of Waterloo’s Senior Services Division is responsible for providing a number of home support services to assist vulnerable older adults including home maintenance activities such as grass cutting, snow shoveling and homemaking tasks such as laundry and cleaning. These tend to be fee for service programs where clients pay an hourly rate to a brokered worker that matches the client’s needs.

All clients who use this service must meet certain eligibility criteria and require a home assessment by one of the City’s Care Facilitators prior to service initiation (to ensure the environment is safe for a worker to attend). The City supports these programs with some additional funding, however, the majority of funding is provided

by the [Ontario Health, through the Ministry of Health](#) through a long standing funding agreement with the City.

Senior Services staff act as “match makers” for their clients and are responsible for intake assessment and screening of workers who are then matched with eligible clients. Brokered workers, which are often students or individuals, operate independently from the City. The City establishes the hourly rate for services that brokered workers can charge the clients (from \$22/hour to \$27/hour) which is paid directly by the client to the worker. Arrangements are made between the client and brokered worker not with the City.

There are a number of other agencies across the province who operate similar programs funded through the Province. Community Care Durham, a charitable organization, operates in Durham Region overseeing many of the Home and Community Support Services programs. Programs are supported through donations and by the Ministry of Health. Community Care Durham, prior to COVID, administered such a program; however, during COVID the program was cancelled due to risk instead referring clients to municipal programs or local yard maintenance service providers.

5.4 Other Support Programs

The Province of Ontario has a grant program to help eligible low income seniors with their property taxes through the [Senior Homeowner's Property Tax Grant](#). Eligible residents could get up to \$500/year. The City of Oshawa offers an annual tax rebate program for low income seniors and low income persons with disabilities who own and occupy their own home. Eligible individuals receiving Guaranteed Income Supplement (GIS) Program or the Ontario Disability Support Program (ODSP) can apply to the “[Relief for Low-Income Seniors and Homeowners with a Disability Program](#)”. This program reduces the tax levy by \$535. Over the last three years, just over 300 property owners received a reduction in their tax levy. Most municipalities have discontinued their tax rebate program and directed residents to the Provincial grant program.

5.5 Options and Applicable Motions

Below are three options for the Community and Operations Services Committee's consideration.

5.5.1 Option 1: Continue with the existing Side Boulevard Grass Cutting Program (status quo)

In the event that the Community and Operations Services Committee prefers to continue with the existing Program (status quo), the Committee may wish to pass the following motion:

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

“That pursuant to Report CO-23-46 concerning Side Boulevard Grass Cutting Program Potential Expansion, dated September 13, 2023, the City continue with the existing Side Boulevard Grass Cutting Program.”

5.5.2 Option 2: Investigate the implementation of a subsidy program

This option involves the investigation of a potential subsidy program similar to the City of Mississauga. The program could be administered similar to Oshawa’s existing “Relief for Low-Income Seniors and Homeowners with a Disability” Program, which is open to homeowners who are low-income seniors or persons with a disability. Eligible individuals can apply to receive a reduction in their property taxes. Currently there are approximately 500 eligible homeowners receiving a reduction in their taxes as part of the City’s program. Assuming those same 500 homeowners would register for a grass cutting subsidy the program would cost approximately \$175,000. Like Mississauga, this program would focus on eligible individuals receiving Guaranteed Income Supplement (GIS) Program or the Ontario Disability Support Program (ODSP). Homeowners would be reimbursed the following year upon confirmation of eligibility and submission of documentation to prove service.

This option requires eligible residents to submit appropriate documentation in order to confirm eligibility and proof of service. Although the City would not be responsible for cutting the grass, there would be significant staff resources needed to administer the program including responding to inquiries, reviewing documentation to confirm eligibility and proof of service and processing payments. Additionally, some residents who may not qualify as low-income may want to continue with the current Program. Further review is required to thoroughly assess the feasibility of such a program.

In the event that the Community and Operations Services Committee would like to advance this option, the Committee may wish to pass the following motion:

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

“That pursuant to Report CO-23-46 concerning Side Boulevard Grass Cutting Program Potential Expansion, dated September 13, 2023, be referred to Corporate and Finance Services Committee to assess the feasibility of implementing a subsidy program and report back through the Corporate and Finance Services Committee on the findings.”

5.5.3 Option 3: Expand the grass cutting program to include the entire property and extend the program to all eligible property owners based on current eligibility requirements.

This option will require staff and/or contractors to access private property and assume the responsibilities and risks as detailed in section 5.2. The expansion would result in an increase to the annual Parks Operating budget of approximately \$310,000 to \$530,000.

In the event that the Community and Operations Services Committee would like to advance this option, the Committee may wish to pass the following motion:

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

“That pursuant to Report CO-23-46, concerning Side Boulevard Grass Cutting Program Potential Expansion, dated September 13, 2023, a potential increase of \$530,000 to fund the expansion of the City’s current Side Boulevard Grass Cutting Program to include the entire property and extend availability of the program to all eligible property owners based on current eligibility requirements be included for consideration in the 2024 Parks Operating Budget.”

6.0 Financial Implications

Changes to the existing Program will require additional funding. Ongoing annual funding will be needed and subject to increases based on tendering process, administration and interest in the Program. Depending on the preferred option, no additional promotion of the Program would be recommended. Communications would rely on existing promotional activities on the City’s website and upon request through Service Oshawa. If Option 3 is the selected option, clear communication is essential in establishing the level of service and the terms under which the Program would be delivered including the frequency of service.

There are no financial implications should Option 1 be selected. Should Option 2 be selected the approximate cost would be approximately \$175,000. Should Option 3 be selected the approximate cost would be \$310,000 to \$530,000 and would be considered as part of the 2024 Parks Operating Budget.

7.0 Relationship to the Oshawa Strategic Plan

The recommendations in this report responds to the Oshawa Strategic Plan Goals of Accountable Leadership and Economic Prosperity and Financial Stewardship.



Mike Saulnier, Director,
Operations Services



Tracy Adams, Chief Administrative Officer,
Office of the C.A.O.

Date: September 13, 2023

To: Community and Operations Services Committee

From: Beth Mullen, Director, Community Support Services
Tracy Adams, Chief Administrative Officer

Re: Additional information related to Report CO-23-35: Publishing of Radar Message Board (RMB) Traffic Data on Municipal Website

File No: 03-05

1. Purpose

On June 26, 2023, Oshawa City Council considered Report CO-23-35: Publishing of Radar Message Board (RMB) Traffic Data on Municipal Website and recommended that it “be referred back to staff for a report to be brought to the September Community and Operations Services Committee meeting.”

The purpose of this memo is to provide additional information with respect to Report CO-23-35. Report CO-23-35 is to be considered in conjunction with this memo.

Attachment 1 is Report CO-23-35: Publishing of Radar Message Board (RMB) Traffic Data on Municipal Website.

2. Input from Other Sources

The following municipalities were consulted: Clarington, Whitby, Ajax, Scugog, Brock, Uxbridge, Region of Durham, Peterborough, East Gwillimbury, Vaughan, Oakville, Hamilton, Region of Waterloo, London, and Oxford County. In addition, Corporate Communications and Information Technology Services have provided feedback.

3. Background

On May 12, 2022, pursuant to Report CNCL-22-37, City Council approved the [Neighbourhood Traffic Management Guide](#).

On June 12, 2023, the Community and Operations Services Committee considered Report CO-23-35: Publishing of Radar Message Board (RMB) Traffic Data on Municipal Website. Feedback from the Community and Operations Services Committee indicated that a better explanation of how the City is managing traffic related issues, including communicating relevant traffic data and traffic calming tools, is required. For example:

- what is the 85th percentile and what does it mean
- what is the purpose of the radar message boards
- what is the average annual daily traffic (AADT) data throughout the City of Oshawa

- where are radar message boards located including the process to request a radar message board in each City Ward
- what is the process for a resident to request a traffic calming tool

4. Traffic Calming Tools and Data

The 2022 Council approved Neighbourhood Traffic Management Guide is a comprehensive document that assists City staff in addressing traffic issues. It contains processes that City staff and members of the public can reference when considering appropriate traffic calming measures.

To enhance communications regarding traffic safety measures, staff recommend updating the current [Traffic Safety webpage](#) to include information on the various traffic calming tools, such as, but not limited to:

- **Automated Traffic Recorder:** Automated Traffic Recorders (ATR) counts are primarily used to capture the volume, speed and classification of vehicles that travel on a roadway over a given period of time. It can capture data across multiple lanes and travel directions. ATR counts have traditionally been collected with road tubes, which use pneumatic technology to capture data that is later analyzed to estimate the count. The data produced by the ATR counters are used by staff for various traffic studies, and also for producing AADT data.
- **Radar Traffic Counter:** Radar Traffic Counters are traffic counting devices equipped with radar speed detectors used to capture volumes, speed and classification of vehicles. It can capture data across multiple lanes and travel directions. The data produced is similar to the ATR counters. They are useful at locations where an ATR counter may not be easily deployed.
- **Radar Message Board (RMB):** Radar Message Boards (RMB) are speed display boards that are equipped with radar speed detectors and a multi-colour LED driver feedback display. Radar Message Boards provide individual feedback to motorists on their driving behaviour. The boards are capable of detecting the approaching speed of a vehicle and displaying the speed or a custom message (TOO FAST, SLOW DOWN, etc.) back to the driver. When combined with a regulatory speed limit sign, a clear message is sent to the driver that they may be travelling too fast. It is an education tool designed to increase motorist awareness and safety.

Radar Message Boards are primarily a traffic calming device that can also collect limited traffic data. They can have a positive impact on roadway operating speeds, however, they are most effective when they are installed for short periods of time, as over time, drivers become accustomed to seeing their speed feedback displayed and they lose their effectiveness.

Radar Message Boards can collect traffic speed and volume data, and produce reports to evaluate vehicle speeds on the street on a short term basis. The data produced by the Radar Message Board units is limited compared to the ATR and Radar Traffic Counters as they only collect data in one direction of travel. These reports are used internally by staff to evaluate the effectiveness of the RMB unit and are not shared with the public. Since the Radar Message Board units only collect data in a single direction, and because the feedback display impacts driver behavior and the operating speeds of the roadway, the data produced by the Radar Message Board is not as useful for traffic

studies as the data produced by ATR and Radar Traffic Counters. Therefore, for these reasons, the data produced by Radar Message Boards cannot be used by external stakeholders for traffic studies.

- **Council Directed Radar Message Board Program:** The City of Oshawa has implemented the Council Directed Radar Message Board Program to help remind and encourage motorists to reduce their speeds and obey the posted speed limit. The program is based on the principle that many motorists are somewhat unaware that they are travelling at an excessive rate of speed. Most motorists generally drive at a speed deemed comfortable, depending on road geometry and surrounding land use. The operating speed electronically displayed on the board is a strong visual reminder to motorists to comply with the posted speed limit.

Each Ward has been assigned ten (10) Radar Message Boards that can be deployed at the discretion of the local Councillors. The objective of the program is to improve road safety by making drivers aware of their speed.

- **Average Annual Daily Traffic (AADT):** AADT is the total volume of vehicle traffic on a highway or road for a year divided by 365 days. AADT is a useful and simple measurement of how busy a road is. AADT data is summarized and broken down to represent the 24-hour average total volume passing a point on the roadway.

The AADT traffic data can be used for Traffic planning studies by Municipalities and private agencies, determining Minimum Maintenance Standards for highway maintenance and improvement and forecasting road maintenance needs and expenditure.

- **Turning Movement Counts:** Turning Movement Counts (TMC) is a measurement of the traffic movements at an intersection, typically collected over the 8 peak traffic hours of the day. The TMC summarizes traffic movements by classifications types (cars, trucks, and pedestrians). These counts are typically collected by a person or using video detection/artificial intelligence equipment. TMC's are necessary for programming traffic signal timings, measuring intersection capacity, and used for various traffic and planning studies.

The City of Oshawa does not currently collect turning movement count traffic data unless required. The Region of Durham collects turning movement count information at Regional Intersections and all signalized intersections in Oshawa, and can be viewed through their online GIS portal at: <https://maps.durham.ca/TrafficCounts>.

- **85th Percentile Traffic Speed Data:** The 85th percentile speed is a widely used traffic statistical metric. By definition, it is the speed at which 85% of traffic is travelling at or below. It provides an accurate estimation of traffic conditions and helps identify poor road design and unfitting speed limits. The 85th percentile speed is the pace adopted by reasonable people, according to each road environment.

City Staff use the 85th percentile traffic speed data as part of the Neighbourhood Traffic Management Guide to determine site selection warrants and rankings for the deployment of flexible post bollards and other traffic calming solutions.

- **Traffic Calming Requests:** Residents can submit traffic calming requests to be investigated by City Staff through Service Oshawa online or by phone. City Staff will

follow the criteria outlined in the Neighbourhood Traffic Management Guide when reviewing the requests. The Neighbourhood Traffic Management Guide can be viewed at: www.oshawa.ca/NTMG

4.1 Posting Traffic Data on City Website

Council Directed Radar Message Board Program

In addition to updating the current Neighbourhood Traffic Safety webpage as described above, staff also recommend creating a new webpage on the City website with information about the Council Directed Radar Message Board Program, a website link to the Councillor Contact Information Page, and an interactive Map of the active Radar Message Board locations on the webpage.

Based on the survey of other municipalities, a vast majority do not post Radar Message Board Traffic Data due to the staff time involved, misinterpretation of the data by residents, and/or they don't believe the data would be useful to the residents. Radar Message Boards are generally only installed in short time durations as they can lose effectiveness after being installed for long durations. Radar Message Board data is not useful for outside agencies or consultants due to it only collecting data in a single direction, and because the sign changes driver behaviours, which isn't an accurate depiction of how the roadway operates without the Radar Message Board sign.

Average Annual Daily Traffic (AADT)

Most municipalities reported that AADT data was the most commonly requested type of traffic data requested by residents, developers, and land owners since it is the most accurate depiction of traffic data for how a roadway operates. Staff will investigate the sharing of Average Annual Daily Traffic (AADT) data on the City's website.

It is expected that the City's website update will be completed this fall. Once the webpage is updated, Corporate Communications will promote the information on traffic calming tools including:

1. Educational campaign highlighting the information on the webpages, including the Radar Message Board Program. Communication tactics will include:
 - Social media messaging on the City's corporate social media channels
 - Public Notice posted to the City website and communicated to the public, local media and website news subscribers
 - Seasonal feature (early fall) on the City of Oshawa homepage as well as included in back to school safety reminders
2. One-page document on the process the public should follow to request a traffic calming measure that will be:
 - made available to members of the community at Service Oshawa
 - made available as a Share Kit to members of Council and community partners including the local school boards and DRPS

5. Recommendation

At the June 26, 2023 City Council meeting, Report CO-23-35 was referred back to staff for a report to be brought to the September Community and Operations Services Committee meeting.

Should the Community and Operations Services Committee wish to proceed with the recommendations set out in that Report, the following motion should be moved:

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

That based on Report CO-23-44 dated September 13, 2023 concerning the publishing of Radar Message Board traffic data on the City's website:

1. That staff continue to share Radar Message Board Traffic Data with Local and Regional Councillors to assist with deploying Radar Message Boards on streets with reported speeding concerns; and,
2. That staff do not publish Radar Message Board traffic data on the City's website based on the survey of other municipalities, but investigate the sharing of Average Annual Daily Traffic (AADT) data on the City's website; and,
3. That staff publish a Councillor Directed Radar Message Board Program webpage on the City of Oshawa website with information on the program, Councillor contact information, and an interactive map showing all active Radar Message Board locations in Oshawa;
4. That the Posting Traffic Data on the City's Website as set out in Section 4.1 of said Report, be approved.

Public Report

To: Community and Operations Services Committee

From: Ron Diskey, Commissioner,
Community and Operations Services Department

Report Number: CO-23-35

Date of Report: June 7, 2023

Date of Meeting: June 12, 2023

Subject: Publishing of Radar Message Board (RMB) Traffic Data on
Municipal Website

Ward: All Wards

File: 03-05

1.0 Purpose

The purpose of this report is to respond to the direction from City Council on December 12, 2022 regarding the following Notice of Motion which was referred to staff to investigate publishing data by Ward on the City's website;

"Whereas some Ontario municipalities Traffic and Transportation Departments publish their radar message board data on their websites; and,

Whereas this information is helpful for better public understanding of perceived speed hot spots in various neighborhoods;

Now therefore the City of Oshawa publish Radar Message Board data on the City's website."

2.0 Recommendation

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

1. That City Staff continue to share Radar Message Board Traffic Data with the Local and Regional Councillors to assist with deploying Radar Message Boards on streets with reported speeding concerns; and,
2. That City Staff do not publish Radar Message Board traffic data on the City's website based on the survey of other municipalities, but investigate the sharing of Average Annual Daily Traffic (AADT) data on the City website; and,

3. That City Staff publish a Councillor Directed Radar Message Board Program webpage on the City of Oshawa website with information on the program, Councillor contact information, and an interactive map showing all active Radar Message Board locations in Oshawa.

3.0 Executive Summary

Not applicable

4.0 Input From Other Sources

- Community and Operations Services
- Corporate and Finance Services
- Region of Durham
- Municipality of Clarington
- Town of Whitby
- Town of Ajax
- Township of Scugog
- Township of Brock
- Township of Uxbridge
- City of Peterborough
- Town of East Gwillimbury
- Town of Oakville
- City of Vaughan
- City of London
- Region of Waterloo
- City of Hamilton
- Oxford County

5.0 Analysis

5.1 Survey of Municipalities in Ontario

To obtain information on posting Radar Message Board traffic data on the City of Oshawa website, City staff collected information from Region of Durham municipalities and posted a survey to Ontario municipalities through the Ontario Traffic Council (OTC) website.

Staff received survey responses from 15 regions and municipalities.

Results of the survey are shown in Table 1.

Table 1: Survey Responses

<p>Summary of Survey</p>	<ul style="list-style-type: none"> • Municipalities were asked if they provide Radar Message Board Traffic Data on their municipal website and/or if they provide any other traffic data on their municipal website and how often the data is updated • Of the municipalities that responded to the survey, most do not post Radar Message Board traffic data on their municipal websites, but do post AADT (Average Annual Daily Traffic) data through online website portals. This type of traffic data is most commonly requested from residents, developers and land owners. • Most municipalities update their traffic data every 1-5 years to stay relevant with the current traffic conditions on local roadways.
<p>Ontario Municipalities that reported posting AADT Traffic Data on Municipal Websites</p>	<p>Region of Durham, Clarington, Peterborough, Oakville, London, Region of Waterloo, Hamilton, Oxford County</p>
<p>Ontario Municipalities that reported posting Radar Message Board (RMB) Data on Municipal Website</p>	<p>Clarington</p>
<p>Ontario Municipalities that reported not posting Radar Message Board (RMB) Data on Municipal Website</p>	<p>Region of Durham, Whitby, Ajax, Uxbridge, Scugog, Brock, Peterborough, Vaughan, London, East Gwillimbury, Oakville, Region of Waterloo, Hamilton, Oxford County</p>

5.2 Types of Traffic Counters

5.2.1 Automated Traffic Recorders (ATR)

Automated Traffic Recorders (ATR) counts are primarily used to capture the volume, speed and classification of vehicles that travel on a roadway over a given period of time. It can capture data across multiple lanes and travel directions. ATR counts have traditionally been collected with road tubes, which use pneumatic technology to capture data that is

later analyzed to estimate the count. The data produced by the ATR counters are used by staff for various traffic studies, and also for producing AADT data.

5.2.2 Radar Traffic Counters

Radar Traffic Counters are traffic counting devices equipped with radar speed detectors used to capture volumes, speed and classification of vehicles. It can capture data across multiple lanes and travel directions. The data produced is similar to the ATR counters. They are useful at locations where an ATR counter may not be easily deployed.

5.2.3 Radar Message Board (RMB) Data Collection

Radar Message Boards (RMB) are speed display boards that are equipped with radar speed detectors and a multi-colour LED driver feedback display. Radar Message Boards provide individual feedback to motorists on their driving behaviour. The boards are capable of detecting the approaching speed of a vehicle and displaying the speed or a custom message (TOO FAST, SLOW DOWN, etc.) back to the driver. When combined with a regulatory speed limit sign, a clear message is sent to the driver that they may be travelling too fast. It is an education tool designed to increase motorist awareness and safety.

Radar Message Boards are primarily a traffic calming device that can also collect limited traffic data. They can have a positive impact on roadway operating speeds, however, they are most effective when they are installed for short periods of time, as over time, drivers become accustomed to seeing their speed feedback displayed and they lose their effectiveness.

Radar Message Boards can collect traffic speed and volume data, and produce reports to evaluate vehicle speeds on the street on a short term basis. The data produced by the Radar Message Board units is limited compared to the ATR and Radar Counters as they only collect data in one direction of travel. These reports are used internally by staff and not shared with the public. Since the Radar Message Board units only collect data in a single direction, and because the feedback display impacts the operating speeds of the roadway, the data produced by the Radar Message Board is not as useful for traffic studies as the data produced by ATR and Radar Traffic Counters. The data produced by Radar Message Boards cannot be used by external stakeholders for traffic studies.

5.3 Types of Traffic Counter Data

5.3.1 Average Annual Daily Traffic (AADT)

AADT is the total volume of vehicle traffic on a highway or road for a year divided by 365 days. AADT is a useful and simple measurement of how busy a road is. AADT data is summarized and broken down to represent the 24-hour average total volume passing a point on the roadway.

The AADT traffic data can be used for:

- Traffic planning studies by Municipalities and private agencies;

- Determining Minimum Maintenance Standards for highway maintenance and improvement; and
- Forecasting road maintenance needs and expenditure.

5.3.2 Turning Movement Counts (TMC)

Turning Movement Counts (TMC) is a measurement of the traffic movements at an intersection, typically collected over the 8 peak traffic hours of the day. The TMC summarizes traffic movements by classification types (cars, trucks, and pedestrians). These counts are typically collected by a person or using video detection/artificial intelligence equipment. TMC's are necessary for programming traffic signal timings, measuring intersection capacity, and used for various traffic and planning studies.

The City of Oshawa does not currently collect turning movement count traffic data unless required. The Region of Durham collects turning movement count information at Regional Intersections in Oshawa, and can be viewed through their online GIS portal.

5.3.3 85th Percentile Traffic Speed Data

The 85th percentile speed is a widely used traffic statistical metric. By definition, it is the speed at which 85% of traffic is travelling at or below. It provides an accurate estimation of traffic conditions and helps identify poor road design and unfitting speed limits. The 85th percentile speed is the pace adopted by reasonable people, according to each road environment.

City Staff use the 85th percentile traffic speed data as part of the Neighbourhood Traffic Management Guide to determine site selection warrants and rankings for the deployment of flexible post bollards and other traffic calming solutions.

5.4 Council Directed Radar Message Board Program

The City of Oshawa has implemented the Council Directed Radar Message Board Program to help remind and encourage motorists to reduce their speeds and obey the posted speed limit. Each Ward has been assigned ten (10) Radar Message Boards that can be deployed at the discretion of the local Councillors. The objective of the program is to improve road safety by making drivers aware of their speed.

The program is based on the principle that many motorists are somewhat unaware that they are travelling at an excessive rate of speed. Most motorists generally drive at a speed deemed comfortable, depending on road geometry and surrounding land use. The operating speed electronically displayed on the board is a strong visual reminder to motorists to comply with the posted speed limit.

5.5 Request for Posting Radar Message Board Data by Ward on City Website

Based on the survey of other municipalities, a vast majority do not post Radar Message Board Traffic Data due to the staff time involved, misinterpretation of the data by residents, and/or they don't believe the data would be useful to the residents. Radar Message Boards

are generally only installed in short time durations as they can lose effectiveness after being installed for long durations. Radar Message Board data is not useful for outside agencies or consultants as the sign changes driver behaviours, which isn't an accurate depiction of how the roadway operates without the Radar Message Board sign.

Most municipalities reported that AADT data was the most commonly requested type of traffic data requested by residents, developers, and land owners since it is the most accurate depiction of traffic data for how a roadway operates.

5.6 Recommendations

City Staff recommend continuing to share Radar Message Board traffic data summaries with local and regional Councillors on request as per the current process, and not to share Radar Message Board traffic data on the City website.

However, City Staff do believe there is benefit to creating a new Council Directed Radar Message Board webpage with an interactive map displaying the active radar message board locations and to provide residents with information on how to request future locations from Councillors.

Therefore, it is City Staff's recommendation to create a new webpage on the City website with information about the Council Directed Radar Message Board Program, a website link to the Councilor Contact Information Page, and an interactive Map of the active Radar Message Board locations on the webpage.

6.0 Financial Implications

There are no financial implication based on recommendations of the report.

7.0 Relationship to the Oshawa Strategic Plan

This report addresses the Oshawa Strategic Plan by responding to the goal of "Social Equity" with the theme of "An Active, Healthy and Safe Community" by continuing to support safe, shared use of roadways, trails, and other transportation systems and effectively focusing on accessibility, safety and speed reduction.



Beth Mullen, Director,
Community Support Services



Ron Diskey, Commissioner,
Community and Operations Services Department

Community and Operations Services Committee – September 18, 2023

Response to the Request to the Province to Utilize the 407 as an Alternate Route for Aggregate Trucks (Ward 1)

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

Whereas at the March 20, 2023 meeting of the Community and Operations Services Committee, Item CO-23-14 was considered concerning Request to the Province to Utilize the 407 as an Alternate Route for Aggregate Trucks in response to the Municipality of Clarington's Resolution #JC-022-23 to divert heavy trucks to the 407; and,

Whereas Item CO-23-14 was referred to staff:

- “That to limit the heavy truck traffic and potential traffic related issues on Harmony Road, that a No Heavy Traffic prohibition on Harmony Road be implemented and enforced from the 407 Highway south to Winchester Road;
- That this resolution be forwarded to the Ministry of Transportation and Local MPPs” and,

Whereas City staff have reviewed the request and confirmed that this section of Harmony Road is under Provincial jurisdiction; and,

Whereas Council does not have the authority to implement No Heavy Traffic prohibition on this section of Harmony Road; and,

Whereas the diversion of heavy trucks to the 407 does not respect the neighbourhoods and safety of Oshawa residents;

Therefore be it resolved that the Community and Operations Services Committee recommend to City Council:

1. That pursuant to CO-23-45, dated September 18, 2023, concerning Response to the Request to the Province to Utilize the 407 as an Alternate Route for Aggregate Trucks, Ministry of Transportation be requested to implement a No Heavy Traffic prohibition on Harmony Road and enforced from the 407 highway south to Winchester Road; and,
2. That a copy of this resolution be forwarded to Premier Ford, Durham MPPs and Durham Municipalities.

Community and Operations Services Committee – September 18, 2023

Parking in the Ray Street parking lot for 215 King Street East

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

Whereas at its meeting of June 21, 2021 City Council adopted the following motion:

“That pursuant to Report CS-21-69 the request from Julian Luke to lease 9 parking spaces along the east side of Ray Street for the benefit of uses located at 215 King Street East be approved subject to the following conditions:

1. That the lease period be for one year with an option to extend for an additional year subject to the satisfaction of the Commissioner, Community Services Department; and,
2. That the leasee pay each month the current lot rate applicable for the spaces as noted in the Fees and Charges By-Law which is currently \$73.00 plus HST per space per month; and,
3. That the parking spaces to be leased be the most southerly 9 spaces along Ray Street; and,
4. That the leasee pay for any modifications to implement this proposal including the cost for the signage and installation of the signage reserving these spaces for customers and employees at 215 King Street East; and,
5. That the leasee enter into any agreement that may be required with the City and that the Commissioner, Community Services Department be authorized to sign such an agreement that is to be in a form and content acceptable to the Commissioner, Community Services Department, the Commissioner, Finance Services and the City Solicitor”; and

Whereas 2410173 Ontario Inc., the property owner of 215 King Street East (“Licensee”), entered into a licence agreement with The Corporation of the City of Oshawa (“City”) for nine (9) parking spaces (“Licence”) on Ray Street, Oshawa, Ontario (“Property”); and,

Whereas the original term of the Licence was for a period of one (1) year commencing on November 1, 2021 and ending on November 1, 2022; and,

Whereas the Licensee exercised its option to renew pursuant to the Licence for an additional one (1) year, with the Licence set to expire on November 1, 2023; and,

Whereas the Licensee has notified the City of their intention to enter into a new licence agreement in order to continue the above-arrangement with the City on Ray Street; and,

Whereas Council approval is required for a new parking licence agreement with the Licensee;

THEREFORE be it resolved that a new parking licence agreement between the City and 2410173 Ontario Inc. be approved subject to the following terms and conditions:

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

That based on Report CO-23-49 concerning a license agreement for parking in the Ray Street parking lot for 215 King Street East:

1. That 2410173 Ontario Inc. enter into a license agreement with the City in a form and content satisfactory to the Chief Administrative Officer, the Commissioner of Corporate and Finance Services Department and the City Solicitor and which will be executed by the Chief Administrative Officer; and,
2. That the term of a new licence agreement will be for a period of one (1) year, with an option to extend for up to three (3) additional one (1) year terms; and,
3. That 2410173 Ontario Inc. pay each month the current lot rate applicable for the spaces as noted in the City's General Fees and Charges By-Law 13-2003, as amended, which is currently \$73.00 plus HST per space per month; and,
4. That the licensed parking units be the most southerly 9 spaces along Ray Street, subject to the City's discretion; and,
5. That Schedule VII (Control Device – On Street) of the City's Traffic and Parking By-law 79-99, as amended, be further amended to include a monthly permit parking area with a 48 hour maximum permissible parking period, on Ray Street from King Street East and a point 35 metres north of King Street East.

Community and Operations Services Committee's Outstanding Items Status Report CO-23-51

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
1.	Satellite Oshawa Animal Services Facility	CSC – Apr 23/19 CS-19-62	CNCL - Apr 29/19 CS-19-62	That staff investigate a north Oshawa Animal Services satellite facility or one centralized facility; and, this item be referred to the Oshawa Animal Care Advisory Committee once established	Community Support Services	T.B.D.
2.	Tree By-law	CSC – Jun 20/13 CS-13-46	CNCL – Jun 24/13 CS-13-46	<ol style="list-style-type: none"> 1. That based on Report CS-13-46 dated June 13, 2013, staff be authorized to prepare a draft by-law and administrative process to protect privately owned trees in environmentally sensitive areas and woodlands for Council's consideration and approval; and, 2. That staff coordinate a public meeting on the draft by-law to obtain public input; and, 3. That the draft by-law be circulated to the Oshawa Environmental Advisory Committee, the Building Industry Liaison Team, the Durham Homebuilders Association and the Central Lake Ontario Conservation Authority for comment. 	Operations Services	T.B.D.

Community and Operations Services Committee's Outstanding Items Status Report CO-23-51

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
	Tree Protection By-law to preserve mature and healthy trees	CSC – Oct. 28/19 CS-19-134 (Correspondence)	CNCL – Nov. 4/19 CS-19-134	Referred to staff for a report		
3.	Reduction of Speed in School Zones to 30 km/hr	CNCL Notice of Motion – Mar 29/21 CS-21-40	CNCL May 12/22 CNCL-22-37	Following the 40km/h area pilot program set out in the Neighbourhood Traffic Management Guide, staff to report in 2023 to investigate and make recommendations regarding a 30 km/h policy	Community Support Services	Second Quarter 2024
4.	Cycling Network Maintenance Issues	CSC – June 14/21 CS-21-75	CNCL-June 21/21 CS-21-75	That Item 2 of Report (2021 Work Plan – Cycling Network Maintenance Issues) OATAC-21-22 concerning cycling network maintenance issues be referred to staff to review the issues.	Operations Services	T.B.D.

Community and Operations Services Committee's Outstanding Items Status Report CO-23-51

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
5.	Expansion of Large Item Collection Policy	CSC- Oct 18/21 CS-21-111	CNCL- Oct 25/21 CS-21-111	Staff to prepare a report on the expansion of the Large Item Collection policy to include residents in rental accommodations on a basis that is fair and similar to the service level available to other residents, with appropriate consideration for feasibility, technical limitations, alignment with existing exclusions for some multi-residential and apartment buildings required to provide their own waste services, and other reasonable limits, such that renters generally will no longer be subject to the requirement that arrangements be made through the property owner, property manager or building superintendent.	Operations Services	T.B.D.
6.	Durham Region's Proposed study on Streetlighting	CSC-Nov 15/21 CS-21-120	CNCL-Dec 13/21 CS-21-132	Staff to report back on the results of the Region of Durham's Study of the Current Policy/Practice for Streetlighting on Regional Roads	Community Support Services	T.B.D.

Community and Operations Services Committee's Outstanding Items Status Report CO-23-51

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
7.	Petition for a 3way stop at Verdun Rd. and Vimy Ave.	CSC-Nov 15/21 CS-21-121	CNCL April 25/22 CS-22-38	That results be reported back to Community Services Committee at a date after the six month check-in that compares the data sets from the initial report and the two periods measured after the implementation of a 40km/h limit, and that the same be communicated to residents at that time	Community Support Services	October 23,2023
8.	Future Traffic Data on Britannia Ave. E, Bridle Rd. and Steeplechase St.	CSC-Nov 15/21 CS-21-125	CNCL Dec12/2022 CO-22-01 December 5/ 2022	That staff continue to monitor the traffic in the residential neighbourhoods surrounding the new Costco site, and collect updated traffic data and report back when construction is completed along Steeplechase Street.	Community Support Services	T.B.D.
9.	Weeds By-law	OEAC Feb 1/22 OEAC-22-12	CSC March 21/22 CS-22-30	Referred to staff to investigate recommendations contained within Report OEAC-22-12	Operations Services	T.B.D.
10	Durham Catholic District School Board requesting a Partnership with the City of Oshawa	CSC April 19/22 CS-22-45	CSC April 19/22 CS-22-45	Referred to staff for a report	Recreation Services	T.B.D.

Community and Operations Services Committee's Outstanding Items Status Report CO-23-51

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
11	Oshawa Power and Utilities Corporation requesting an updated collaboration request to facilitate Transportation Innovation Opportunities	CSC-April 19/22 CS-22-41	CNCL April 25/22 CS-22-41	That Community Services staff provide a report to the Community Services Committee in the 4th Quarter 2023 on the results of this initiative addressing such matters as the amount of use of the electric vehicle charging spaces, a cost/benefit analysis and any enforcement concerns/complaints and that the report include input from the OPUC and affected downtown property owners, residents and businesses near the spaces.	Community Support Services	December 4, 2023
12	Kyle Paterson Requesting a Disc Golf Course	CS June 13, 2022 CS-22-73	CNCL June 20/22 CS-22-73	The request for a Disc Golf Course be referred to the Parks, Recreation, Library and Culture Review	Recreation Services	T.B.D.
13	Julie Reid, President of the Oshawa Aquatic Club - New Recreation Centre in the Parks, Recreation, Library, and Culture Facility Needs Assessment Study (P.R.L.C.)	CS – Sept 20/2022 Delegation	CS – Sept 20/22	That the content of the delegation from Julie Reid, President, Oshawa Aquatic Club concerning the new recreation centre in the Parks, Recreation, Library and Culture Facility Needs Assessment be referred to the Facilities Needs Assessment Study.	Recreation Services	T.B.D.
14	Publishing of Radar Message Board data on the City's website	CNCL Dec 12/22 Notice of Motion	CO June 12/23 CO-23-35	Referred back to staff for a report	Community Support Services	September 18, 2023

Community and Operations Services Committee's Outstanding Items Status Report CO-23-51

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
15	On-Street Parking and/or Temporary Delivery Pickup Parking	CS June 14/21 CS-21-78	CNCL June 21/21 CS-21-78	<p>Staff investigate the addition of on-street parking and/or temporary delivery pickup parking at the following locations:</p> <ul style="list-style-type: none"> • the east side of Simcoe Street immediately north of King Street due to the decommissioning of the bus stop at this location; and, • on the west side of Simcoe Street north of King Street; and, • on the south side of Bond Street east of Centre Street; and, • on the east side of Centre Street between Bond Street and Richmond Street; and, • on the south side of Bond Street between Centre Street and McMillan Drive; and, • on the east side of Centre Street South between King Street East and John Street 	Community Support Services	November 13, 2023
16	Request to the Province to Utilize the 407 as an Alternate Route for Aggregate Trucks	COS Mar 20/23 CO-23-14	COS Mar 20/23 CO-23-14	Referred to staff	Community Support Services	September 18, 2023

Community and Operations Services Committee's Outstanding Items Status Report CO-23-51

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
17	Petition from Various Residents requesting temporary Speed Cushions on Columbus Road West	COS Apr 24/23 CO-23-25	COS Apr 24/23 CO-23-25	Referred to staff for a report	Community Support Services	November 13, 2023
18	Improvement for location of Accessible Parking	COS Apr 24/23 CO-23-27	COS Apr 24/23 CO-23-27	Staff investigate and report back to the Oshawa Accessibility Advisory Committee and the Community and Operations Committee	Recreation Services	November 13, 2023
19	Installation of oversized stop signs	COS April 24/23 CO-23-17	CNCL May 1/23 CO-23-17	Staff investigate the process for the installation of oversized stop signs	Community Support Services	October 23, 2023
20	Boulevard Grass Cutting Program	COS June 12/23 CO-23-40	CNCL – June 26/23 CO-23-40	Referred to staff for a report as soon as possible following the summer break	Operations Services	September 18, 2023
21	Enhanced Green Bin Program (All Wards)	COS – June 12/23 CO-23-34	CNCL – June 26/23 CO-23-34	Staff to report back on the outcome of the discussions with the Region	Operations Services	T.B.D.

Community and Operations Services Committee's Outstanding Items Status Report CO-23-51

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
22	Snow Clearing Services in Preparation for the 2023-2024 Winter Season (All Wards)	CNCL-23-38 April 3, 2023	CNCL-23-38 April 3, 2023	<p>Recommendation: Now therefore in preparation for the 2023-2024 winter season Council directs staff to:</p> <ol style="list-style-type: none"> 1. Formulate a plan to initiate regular resident feedback surveys that will gather customer feedback and satisfaction data over the period of winter maintenance operations; and, 2. Review what adjustments to the City's snow clearing response plans can be made during heavy snow events when the expected snowfall exceeds 6 inches (15 cm) or more in 12 hours or 8 inches (20 cm) or more in 24 hours; and, 3. Report back to Committee on their finding before the 2024 budget deliberations. 	Operations Services	October 23, 2023