

Staff Report



To	General Committee
Subject	Speed Limit Review – Essa Road
Date	November 26, 2025
Ward	7
From	M. Banfield, RPP, Executive Director of Development Services
Executive Member Approval	M. Banfield, RPP, Executive Director of Development Services
CAO Approval	M. Prowse, Chief Administrative Officer
Staff Report #	DEV044-25

Recommendation(s):

1. That Rates of Speed By-law 2002-191, Schedule “C” “Authorized Rates of Maximum Speed – 60 Kilometres Per Hour” be amended by removing the following:

<u>Street</u>	<u>From</u>	<u>To</u>
“Essa Road	Coughlin Road	A point 254 metres south of Mapleview Dr. West”
“Essa Road	A point 43 metres south of Athabaska Rd.	South City Limit”

2. That Rates of Speed By-law 2002-191, Schedule “A” “Authorized Rates of Maximum Speed – 40 Kilometres Per Hour” be amended by removing the following:

<u>Street</u>	<u>From</u>	<u>To</u>
“Essa Road on both sides	A point 254 metres South to Mapleview Drive West	A point 43 metres South of Athabaska Road”

3. That Rates of Speed By-law 2002-191, Schedule “C” “Authorized Rates of Maximum Speed – 60 Kilometres Per Hour” be amended by adding the following:

<u>Street</u>	<u>From</u>	<u>To</u>
“Essa Road	Coughlin Road	South City Limit”

Executive Summary:

The purpose of this report is to address a housekeeping matter in the Rates of Speed By-law on Essa Road. Prior to construction of Timothy Christian School, Essa Road had a maximum posted speed limit of 60km/h from Coughlin Road to the South City Limit.

Upon the opening of the school, City staff reduced the posted speed adjacent to the school to static 40 km/h, which created a break in the 60 km/h zone. The static 40 km/h speed limit was then converted into a variable time flashing 40 km/h zone. At the implementation of the variable time flashing 40 km/h zone, Essa Road was to be converted back to 60km/h and the static 40 km/h zone removed. Staff recommend amending the Rates of Speed By-law to accurately reflect the 60km/h maximum posted speed limit on Essa Road from Coughlin Road to the South City Limit. The existing variable time flashing 40km/h zone will remain.

Key Findings:

Essa Road is a north/south arterial road located in the southwest end of the City of Barrie. Between Coughlin Road and the South City Limit, Essa Road is one-lane per direction with a rural cross-section. There is a sidewalk located on the east side of the road between Mapleview Drive West and Dunn Street and a multi-use path on the west side of the road that begins south of Athabaska Street and runs south to Koda Street. Essa Road has a Community Safety Zone for Timothy Christian School which is between a point 60m south of Mapleview Drive West to Athabaska Road.

There is roughly a 500m segment on Essa Road where staff have identified the housekeeping error in the Rates of Speed By-law. The posted speed limits in the field are correct; however, there are housekeeping errors within the Rate of Speed By-law for Essa Road between Mapleview Drive West and Athabaska Road. To clean up the Rates of Speed By-law, the maximum static 40km/h posted speed limit must be removed and the maximum 60km/h needs to be amended to include Essa Road from Coughlin Road to the South City Limit. Please refer to Appendix A for details.

Financial Implications:

There are no financial implications for The Corporation resulting from the proposed recommendation.

Alternatives:

The following alternative is available for consideration by General Committee:

Alternative #1 General Committee could maintain the existing Rates of Speed By-law as it relates to Essa Road. (i.e. Status Quo)

This alternative is not recommended as Essa Road from Coughlin Road to the South City Limit is not identified accurately within the Rates of Speed By-law.

Strategic Plan Alignment:

Affordable Place to Live		
Community Safety	X	The recommendation of amending the Rates of Speed By-law to have a consistent maximum posted speed limit of 60km/h on Essa Road from Coughlin Road to the South City Limit will help encourage compliance and decrease a large variation in speed which prioritizes Council's goal of creating safer streets.
Thriving Community		
Infrastructure Investments		
Responsible Governance		

Consultation and Engagement:

There was no public consultation required in relation to this staff report.

Environmental and Climate Change Impact Matters:

There are no environmental and/or climate change impact matters related to the recommendation.

Appendix:

Appendix A – Speed Limit Review – Essa Road

Report Author:

M. Kaveckas, C.Tech., Senior Transportation Operations Technologist, Development Services

File #:

Not Applicable

Pending #:

Not Applicable

Appendix A – Speed Limit Review – Essa Road

