

Town of Whitby

Staff Report

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Report Title: Update Traffic By-law # 1862-85, Speed Limit on Dryden Boulevard

Report to: Committee of the Whole

Date of meeting: May 8, 2023

Report Number: PDE 07-23

Department(s) Responsible:

Planning and Development Department
(Engineering Services)

Submitted by:

Roger Saunders, Commissioner,
Planning and Development

**Acknowledged by M. Gaskell, Chief
Administrative Officer**

For additional information, contact:

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Services, x4918

Tara Painchaud, Senior Manager,
Transportation Services, x4937

1. Recommendation:

1. That Council approve the proposed amendments to Traffic By-law # 1862-85, to incorporate the changes to Schedule "P" of the By-law, as identified in Attachment # 2.
2. That a by-law to amend By-law # 1862-85 be brought forward for the consideration of Council.
3. That Council direct the Clerk to provide a copy of Report PDE 07-23 to Durham Regional Police Service.

2. Highlights:

- Dryden Boulevard is a Type C Arterial Road with a speed limit that varies between 40 km/h, 50 km/h and 60 km/h, depending on the number of lanes and adjacent land use.

- Residents have requested a reduced speed limit adjacent to St Mark the Evangelist Catholic Elementary School located at the intersection of Waller Street and Dryden Boulevard.
- Dryden Boulevard, east of Thicksen Road, has recently been modified by reducing vehicular travel lanes and providing dedicated on-road cycling.
- The reduced lanes and on-road cycling, as well as the elementary school, supports a reduced speed limit in certain areas.
- To support pedestrians and cyclists, future Pedestrian Crossovers are planned on Dryden Boulevard at the Hydro Electric Power Corridor (HEPC) and at the intersection of Bakerville Street/Steele Valley Court.
- The costs to change the current speed limit signage and to install additional signage to supplement the speed limit change, is in the order of \$6,000.

3. Background:

Within the Town of Whitby, and consistent with the Highway Traffic Act, the speed limit of roads is 50 km/h unless otherwise posted. Currently, 40km/h speed limits are generally limited to local and collector roads along the frontage of elementary schools and district parks. There are four elementary schools on arterial roads that have “40 km/h When Flashing” signage (during school arrival and dismissal times).

4. Discussion:

In 2022 the Town implemented a lane diet on Dryden Boulevard where the number of vehicle lanes, east of Thicksen Road, were reduced from four lanes to two lanes. The curb lanes were repurposed for active transportation and on-road bike lanes were installed. On-road cycling is provided between Anderson Street and Oshawa.

Based on the on-road cycling, as well as the elementary school, staff are proposing a speed of 40 km/h adjacent to St Mark the Evangelist Catholic School, and 50 km/h where on-road cycling is delineated between Anderson Street and Oshawa (see Attachment # 1). The Draft By-law is provided as Attachment # 2.

5. Financial Considerations:

The cost of installing speed limit, including labour and hardware, is approximately \$6,000 and will be funded from capital project 40236403 Future Traffic Signage and Pavement Markings.

6. Communication and Public Engagement:

N/A

7. Input from Departments/Sources:

The enforcement of the posted speed limit is through Durham Regional Police Service.

8. Strategic Priorities:

The recommendations contained in this report align with the objectives of the Organization and Customer Priorities of the Corporate Strategic Plan. In addition, sustainable transport is a key sustainability principle. Ensuring residents are highly engaged and participate in the Town's planning and decision-making aligns with the Town's sustainability objectives.

9. Attachments:

Attachment 1: Dryden Boulevard Proposed Speed Limit

Attachment 2: Draft By-law Amendment