

Town of Whitby

Staff Report

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Report Title: Update Traffic By-law 1862-85, Watson Street

Report to: Committee of the Whole

Date of meeting: November 13, 2023

Report Number: PDE 13-23

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:

Tara Painchaud, Sr. Manager,
Transportation Services

1. Recommendation:

1. That Council approve the proposed amendment to Traffic By-law 1862-85, to incorporate the changes to Schedule “B” and Schedule “W” of the By-law, as identified in Attachment No. 2.
2. That a By-law to amend the Traffic By-law 1862-85 be brought forward for the consideration of Council; and,
3. That Council direct the Clerk to provide a copy of Report PDE 13-23 to the Durham Regional Police Service (DRPS).

2. Highlights:

- Watson Street West is designated as a collector road and is adjacent to Victoria Fields and the Port Whitby Marina.
- There are often events, or sports games/practices at Victoria Fields that generate unsafe on-street parking along the corridor south of Victoria Street.
- There are existing No Parking restrictions on sections of Watson Street, however, Transportation Services staff propose extending the No Parking to include both sides of the roadway, between Victoria Street and Charles Street.
- Community Safety Zones are areas where increased awareness of safety and awareness of road users is desired and allows for Police Services to increase

finer. Transportation Services staff propose a Community Safety Zone on Watson Street West, between Victoria Street and Charles Street.

3. Background:

3.1 On-Street Parking

Currently the north and east side of Watson Street, between Victoria Street and Charles Street is by-lawed and signed No Parking (refer to Attachment 1). During sports practices/games, as well as large community events, drivers will park on Watson Street, creating safety issues at the Victoria Street intersection and at driveways. The road geometry also restricts visibility along the corridor, including at the mid-block pedestrian crossing.

Victoria Fields offers parking off-of Victoria Street, as well as off-of Watson Street. Additional parking is generally available at Iroquois Parks Sports Complex and the Whitby GO Station. During events temporary No Parking signage is installed.

3.2 Community Safety Zones

The Highway Traffic Act (HTA) delegates authority to Municipal Councils to designate a part of a highway under its jurisdiction as a Community Safety Zone. The HTA requires that the Community Safety Zones must be recognizable to the driver (by regulatory signs) as a special situation that warrants an increased awareness of community activity adjacent to the road right-of-way; thus, the need for an increased awareness for traffic safety. It should be noted that overuse of the Community Safety Zones designation could become counter-productive to the goal of increased traffic and pedestrian safety.

As with other roadway regulations, the effect of Community Safety Zone designation on driver behaviour and traffic safety will be a function of the level of enforcement provided. The ability of the DRPS to effectively enforce moving offences should be taken into consideration to make a Community Safety Zone a successful traffic safety tool.

In a Community Safety Zone, the fines for offences within the Highway Traffic Act (i.e., speeding, careless driving, etc.) may be doubled at the discretion of the police officer. Parking fines can not be increased within a Community Safety Zone.

There are currently twenty Community Safety Zones within the Town of Whitby, located adjacent to schools and parks. These zones also include Community Safety Zones on regional and provincial roads.

4. Discussion:

Residents that live in the area of Watson Street West have noted that on-street parking on Watson Street can be disruptive and create unsafe conditions, particularly during sporting activities and large events. Although some of Watson Street is signed No Parking, Transportation Services staff are proposing that both sides of the roadway between Victoria Street and Charles Street be No Parking. In addition, staff are also proposing that this section of roadway be identified as a Community Safety Zone to allow Police Services to increase fines (refer to Attachments 1 and 2).

Residents in the area have requested traffic calming measures in the Port Whitby area and there are measures being considered through other opportunities. Report PDE 13-23 does not address traffic calming for the Port Whitby, however, the Traffic Calming Policy will include Port Whitby as a specific zone to consider future traffic calming. The mid-block pedestrian crossing on Watson Street will be considered for a future pedestrian crossover which assigns the right-of-way to pedestrians. As well, the Water Street Environmental Assessment, which is underway, will include pedestrian and cycling improvements. Brock Street is under the jurisdiction of the Region of Durham, but Town staff have requested that the Region of Durham consider a Community Safety Zone on Brock Street South.

5. Financial Considerations:

The cost of manufacturing and installing the No Parking signage and the Community Safety Zone signage is expected to be in the order of \$5,000 and will be funded from Capital Project No. 40236403 for Future Traffic Signage and Pavement Markings.

6. Communication and Public Engagement:

N/A

7. Input from Departments/Sources:

An expanded No Parking restriction will support Parking Services in their enforcement of the restriction. Parking Services staff have been advised of the proposed restriction and have no concerns from an enforcement perspective.

8. Strategic Priorities:

The recommendations contained in this report align with the Whitby's Neighbourhood and Government Pillars of the Community Strategic Plan. Whitby's Neighbourhood Pillar includes opportunities to improve road safety, while the Government Pillar recognizes responding to community needs. In addition, sustainable transportation such as supporting walkability is a key sustainability principle.

9. Attachments:

Attachment 1: Proposed No Parking Restriction and Community Safety Zone

Attachment 2: Draft By-law to Update Traffic By-law 1862-85