

Memorandum to Council

Planning and Development Department

Engineering Services



To: Mayor and Members of Council

CC: Roger Saunders, Commissioner, Planning and Development

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

From: Tara Painchaud, Senior Manager,
Transportation Services

Date: January 22, 2024

File #: N/A

Subject: Port Whitby Traffic Consideration

This memorandum is to update Members of Council on a recent discussion between Port Whitby residents and Engineering Services staff. On Friday, January 12, 2024, Peter Angelo and Tara Painchaud met with two residents to discuss their concerns with Port Whitby traffic. Councillor Mulcahy attended virtually.

The meeting was framed as an interactive discussion to better understand the concerns and to better understand what they feel could meaningfully help to mitigate their concerns, in advance of the focused consultant study which will form part of the overall traffic calming policy to be undertaken this year. The goal of the meeting was to understand if there are any modifications which could be implemented in the near-term, as opposed to longer term strategies that might arise from the focussed study.

The following area specific concerns and potential mitigation was discussed:

1. Concerns regarding the speed and volume vehicles using Watson Street and Charles Street (to/from the west) to access the Waterfront.
 - Community Safety Zone signage along Watson Street between Victoria Street and Charles Street was approved through Report PDE 14-23. Signage will be installed when weather permits.
 - Request for consideration of the extension of a Community Safety Zone further east along Watson Street, to Dufferin Street, and along Charles Street, south of Watson Street.
 - Upgrade the existing wait-for-safe gap crosswalk at Victoria Fields and Watson Street with a Level 2, Type C Pedestrians Crossover (PXO). In 2024, through a change-order request of the current contract to construct/upgrade

nine (9) other crossings in Whitby, the Port Whitby PXO could be prioritized to be the first one that the contractor builds.

- Installation of traffic calming speed humps and radar message speed feedback signage on Charles between Watson Street and Front Street. In consultation with the Ward Councillor, Charles Street could form one of the ward-streets for the 2024 traffic calming project.
2. Heavy vehicles using Brock Street and Watson Street to access the industrial lands on South Blair Street, instead of using the designated truck routes of Victoria Street and South Blair Street. It is speculated that the short southbound left turn lane; short north-south green time due to the east-west priority; and truck turning radii; that truck drivers are choosing the easier path of heading southbound through the signals at Victoria Street/Brock Street and then turning left onto Watson Street despite the No Truck signed restriction.
- Installation of traffic calming speed humps and radar message speed feedback signage on Watson Street east of Brock Street to discourage truck traffic. In consultation with the Ward Councillor, this could potentially form one of the ward-streets for the 2024 traffic calming project.
 - Region be requested to upgrade the existing all-way stop controlled intersection of Brock Street and Watson Street to a signalized intersection with pedestrian crosswalks and signals on all legs. These unwarranted traffic signals would be subject to the Regions cost sharing protocols. Traffic signals may also address conflicts between truck movements and bussed student drop offs.
 - The residents requested consideration of providing an adult school crossing guard at the all-way stop controlled intersection to support bussed students. Durham Student Transportation Services (DSTS) provides bussing to students and has in the order of 850 stop locations for elementary students in Whitby. School crossing guards are provided to walking students only as school buses have flashing red lights and an extended stop sign. Drivers are legally not permitted to pass a school bus when the red lights are flashing and the stop sign is extended.
3. Community wide speeding concerns coupled with strained police enforcement.
- Town installation of Area Specific Speed limit of 40 km/hr on all the streets bounded by Victoria Street to the north, Victoria Fields to the west, Front Street to the south, and Dufferin Street to the east. This could be done following a Council approved amendment to the Traffic By-law amendment and installation of signage. It is noted that area specific speed limits will be considered as part of the Port Whitby focus study to be undertaken in 2024.
 - Town staff to request that truck traffic associated with construction projects on Water Street (e.g. MTC re-development and Regional Water Supply Plan development) use Water Street and South Blair Street rather than travel on Brock Street South.
 - Request to fully close Port Whitby streets between Brock Street and Victoria Fields during events that have fireworks, such as Canada Day. This request

has been with the Special Events team for consideration and discussion with Durham Regional Police Service.

Staff will bring forward a report in Q1 for Council consideration of the above, as well as other recommendations that may assist with vehicle routing and safety.