

Town of Whitby

Staff Report

whitby.ca/CouncilCalendar



Report Title: Report PDE 02-24 Port Whitby Traffic Consideration

Report to: Committee of the Whole

Date of meeting: April 15, 2024

Report Number: PDE 02-24

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:

Peter Angelo, Director, Engineering
Services, x4918

Tara Painchaud, Sr. Manager,
Transportation Services, x4937

1. Recommendation:

1. That Report PDE 02-24 be received for information.
2. That Council provide direction to staff regarding potential Port Whitby traffic calming elements identified in Report PDE 02-24.
3. That Item P&D-0017 be removed from the New and Unfinished Business list.

2. Highlights:

- Engineering Services staff met with two Port Whitby residents to discuss their concerns, as well as potential traffic calming and/or traffic control modifications to the Port Whitby area that might address their concerns.
- Potential modifications to traffic control and prospective traffic calming elements, including preliminary costs estimates, are provided in Table 1.
- Depending on Council direction, amendments to Traffic By-law 1862-85 may need to be brought forward for Council approval, as well as budget considerations.

3. Background:

Port Whitby area is the area generally bounded by Highway 401 to the north, Gordon Street/Jim Flaherty Street to the west, Harbour Street to the east and Lake Ontario to the south. The Port Whitby Secondary Plan is considered in Section 11 and Schedule F of the [Town’s Official Plan](#).

The Port Whitby area includes a Major Transit Station Area and is one of several Intensification Areas located within the Town of Whitby where increased residential densities infilling and/or intensification is anticipated to create a compact neighbourhood. The population of Port Whitby/Whitby GO Station Area is expected to increase by an additional 10,500 people and 3,290 more jobs by 2031.

A petition requesting traffic enforcement and traffic control measures to address speeding, aggressive driving, and excessive noise from modified mufflers and motorcycles was received in February 2023. Excluding signatures from the same household, but including signatures from outside the Port Whitby area, 176 households signed the petition.

4. Discussion:

There are numerous traffic calming elements available to slow down vehicles, including speed humps, raised intersections or crosswalks, chicanes, etc. Given the various options, the Town is developing a Traffic Calming Policy that will guide traffic calming within the Town. The policy will include a process for prioritizing streets as well as identifying the traffic calming elements to be consistently applied within the Town. Until the policy is developed and implemented, Ward Councillors identify the streets that will receive traffic calming and Fire Services is consulted for feedback and agreement. At the time of writing Report PDE 02-24, the 2024 traffic calming program had not been finalized.

Potential traffic calming elements discussed with the Port Whitby residents are provided in Table 1. Refer to Attachment No. 1 for approximate geographic location. The cost to implement the traffic calming elements are preliminary estimates and may be refined.

Table 1 Traffic Calming or Traffic Control Elements

Element(s) for Consideration	Location(s)	Details
Pedestrian Crossover (PXO)	Mid-block crossing at Watson Street and the Waterfront Trail/Victoria Fields	Upgrading the existing uncontrolled pedestrian crossing to a Level 2, Type C PXO was planned for 2024. A Level 2, Type C PXO includes flashing beacons. The 2023 locations were previously committed through staff reports or development applications and cost sharing.

Element(s) for Consideration	Location(s)	Details
		<p>Nonetheless, the PXO at Watson Street has been added to the 2023 contract (delayed to 2024 construction due to the labour disruption) through discussions with the successful contractor/ change order and will be prioritized over other 2023 locations.</p> <p>Cost: \$30,000 to \$55,000</p>
Speed Humps	<p>Charles Street between Watson Street and Front Street</p> <p>Watson Street between Brock Street and Harbour Street</p>	<p>Traffic calming is planned for 10 streets annually. The current process is through discussions with the Ward Councillor and Fire Services.</p> <p>Following the completion of the Traffic Calming Policy, streets are expected to be prioritized based on identified criteria.</p> <p>Cost: \$25,000 - \$40,000</p>
Radar Speed Feedback Signage	<p>Charles Street between Watson Street and Front Street</p> <p>Watson Street between Brock Street and Harbour Street</p>	<p>Installation of permanent radar speed feedback signage. This could be a layered traffic calming approach, to be installed with speed humps, or could be installed independent of speed humps.</p> <p>Cost per unit: \$3,500 capital cost, \$500 annual operating cost</p>
On-Road Planters	<p>Charles Street between Watson Street and Front Street</p>	<p>On-road planters to narrow the road width and provide separation between the multi-use path users and vehicles. The planters would be seasonal. Maintenance has not been planned and may need to be a contracted service.</p> <p>Cost: \$35,000 capital cost, \$10,000 operating cost</p>
Community Safety Zone	<p>Watson Street between Charles</p>	<p>Community Safety Zones within the Town are installed adjacent to district</p>

Element(s) for Consideration	Location(s)	Details
	Street and Dufferin Street	<p>parcs/schools and allow Durham Regional Police Services to double fines.</p> <p>Through PDE 13-23, Council approved the Community Safety Zone adjacent to Victoria Fields. Residents have requested the extension of the Community Safety Zone to the east (from Charles Street to Dufferin Street).</p> <p>Cost: \$2,000</p>
Signalization	Brock Street and Watson Street	<p>The intersection is under the jurisdiction of the Region of Durham and currently under All-Way Stop control.</p> <p>Region staff have confirmed that the existing volume of vehicles, pedestrians and the historical rate of preventable collisions is below the minimum Warrant threshold to justify installing traffic control signals. The intersection has been added to their spring 2024 count program to confirm the warrant.</p> <p>If signalization is not warranted, the Town would be responsible for 50% of the construction costs and 100% of the operating costs. With area development future costs may be shared with others.</p> <p>Installation of a signal is not possible in 2024 and would require discussions with Regional staff.</p> <p>Cost: \$250,000 capital cost, \$8,000 annual operating costs</p>
Crosswalk Pavement Markings	At Stop control locations	<p>The addition of crosswalk pavement markings at stop signs to delineate pedestrian crossings.</p> <p>Cost: \$7,500</p>

Element(s) for Consideration	Location(s)	Details
Construction Traffic Rerouting	From Brock Street South to Water Street and South Blair Street	<p>There is currently positive truck route signage on Victoria Street (installed in 2023) and South Blair Street (installed in 2019). With on-going construction at several properties on Water Street, the request from residents is to have heavy vehicles use Water Street and South Blair Street.</p> <p>The rerouting of truck traffic could be implemented through communication with the developers/property owners and additional positive guidance truck signage.</p> <p>Cost: \$2,000</p>
Wayfinding Signage	Victoria Street	<p>Wayfinding signage on Victoria Street can be installed to direct waterfront visitors via Brock Street. With the completion of the Town's Accessible Signage and Wayfinding Study signage could be designed and installed.</p> <p>Cost: \$20,000 - \$40,000</p>
Area Specific Speed Limit (40 km/h)	South of Victoria Street, east of Victoria Fields, West of Harbour Street	<p>The Traffic Calming Policy will consider traffic calming elements including neighbourhood specific speed limits (40 km/h). Port Whitby was identified as a pilot area.</p> <p>Installation of signage at entry points into the community and supplementary signage throughout Port Whitby would advise drivers of the speed limit.</p> <p>Cost: \$5,000 - \$10,000</p>
Enforcement	Port Whitby	<p>Request By-law Services and Durham Regional Police Service to enforce parking and Highway Traffic Act infractions, respectively. This would include enforcement of parking restrictions, posted</p>

Element(s) for Consideration	Location(s)	Details
		speed limit, compliance with stop control and heavy vehicle restrictions. Cost: N/A
School Crossing Guard(s)	Brock Street and Watson Street	School crossing guards are Town of Whitby employees that assist walking elementary school students to/from school. As of December 2023, there were 854 bus stops for elementary school students. Providing a school crossing guard for bused students is not feasible. Buses are equipped with flashing lights and stop sign to alert drivers to not pass the school bus. Cost: \$20,000 annually for Crossing Guard

5. Financial Considerations:

One-time capital costs of potential traffic calming and traffic control measures for the Port Whitby area totals \$380,000 to \$445,000 with annual operating costs of \$38,500/year (as outlined in Table 1, above).

The signalization at Brock Street and Watson Street (\$250,000) and Wayfinding Signage (\$20,000 to \$40,000) initiatives outlined in Table 1, above, do not fit within any of the Town of Whitby’s existing/approved capital projects and would be recommended to be considered in the 2025 capital budget should Council wish to proceed with these two projects. Further, signalization projects are handled by the Region of Durham so timing of installation of signals are dependent upon the Region’s program and consideration. Excluding Signalization and Wayfinding, the projects in Table 1 total \$110,000 to \$155,000 of one-time/capital costs and \$30,500 of on-going operating costs.

The Town’s 2024 approved capital projects related to Town-wide traffic calming and traffic control totals \$1,011,525 as outlined in Table 2, below:

Table 2 Capital Budget

Project Number	Project Name	Approved Budget
35226411	Pedestrian Crossovers	\$386,525
40236066	Traffic Calming Initiatives	\$450,000

Project Number	Project Name	Approved Budget
40236068	Misc Signage & Pavement Markings	\$175,000
Total		\$1,011,525

Should Council direct staff to move forward with the traffic calming elements included in Table 1 (excluding signalization and wayfinding):

- the annual operating costs of \$30,500 would be added as a pressure to the 2025 operating budget;
- one-time costs for implementation of traffic calming/control measures in the Port Whitby area would be committed against the \$1,011,525 of the 2024 capital budget; and
- Following this commitment, there would be \$856,525 to \$901,525 (= \$1,011,525 - \$155,000; and = \$1,011,525 - \$110,000, respective) remaining in the 2024 capital projects for traffic calming and traffic control measures for the rest of the Town.

6. Communication and Public Engagement:

There is no statutory requirement for consultation or public engagement. Residents that Engineering Services staff met with have been advised of Report PDE 02-24.

7. Input from Departments/Sources:

The traffic calming elements identified in Table 1 have been developed in collaboration with local residents. Community Services staff and Financial Services staff have provided input into Report PDE 02-24.

8. Strategic Priorities:

Report PDE 02-24 supports Pillar 1 and Pillar 4 priorities of the Community Strategic Plan. Specifically, the Pillar 1 area of focus is to support road safety through the implementation of traffic calming. Pillar 4 is premised on the best use of technology, transparent and open decision-making, meaningful engagement, and a commitment to continuous improvement. In addition, sustainable transportation such as supporting walkability is a key sustainability principle.

9. Attachments:

Attachment 1 – Potential Traffic Calming or Traffic Control Elements Location