

Town of Whitby

Staff Report

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Report Title: PDE 06-25 Whitburn Street, Consideration of Traffic Calming Adjustments

Report to: Committee of the Whole

Date of meeting: June 9, 2025

Report Number: PDE 06-25

Department(s) Responsible:

Planning and Development Department
(Engineering Services)

Submitted by:

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Planning and Development

Acknowledged by M. Gaskell, Chief Administrative Officer

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1. Recommendation:

1. The Council provide direction to staff regarding any removals of or relocations to the speed humps on Whitburn Street.

2. Highlights:

- Eight speed humps were installed on Whitburn Street in 2022.
- The cost of removing or relocating speed humps would be in the order of \$7,500 (removal) to \$16,000 (removal plus relocation) per location, respectively.
- The spacing of the speed humps is generally consistent with other streets within Whitby where speed humps have been installed.
- The Traffic Calming Policy and Guideline will include a process to address requests for removal of traffic calming elements.

3. Background:

In 2022, in response to residents' requests, a series of eight speed humps were installed along Whitburn Street, between Rossland Road and Whitburn Park.

The design of the humps considered industry standards for spacing, driveway locations, etc. The spacing of the speed humps is intentional to reduce travel speeds and limit drivers' ability to speed up between the speed humps. Since the installation of these speed humps, Members of Council have received request(s) to remove some, or all, of the speed humps. Upon receipt of this feedback, a survey of the residents was conducted to understand the preference of the neighbourhood.

In a September 2024 Memorandum to Council, staff reported the outcomes of the community survey. Table 1 shows the survey results.

Table 1 Whitburn Street Survey Results

Location and Feedback Received	Permanently Remove	Reduce in Number	Maintain	Total
Whitburn Street Resident	98 (42.4%)	52 (22.5%)	81 (35.1%)	231 (100%)
Non- Whitburn Street resident	134 (42.3%)	93 (29.3%)	90 (28.4)	317 (100%)
Combined	232 (42.3%)	145 (26.5%)	171 (31.2%)	548 (100%)

- A total of 548 responses were received. 231 responses were received from residents that live on Whitburn Street and 317 responses were received from others.
- The greatest number of responses received (42%) was to permanently remove the eight speed humps.
- There was no firm majority received from either Whitburn Street residents or non-Whitburn Street residents. Staff had proposed no modifications to the speed humps along Whitburn Street.

Staff were directed to report back to Council with information regarding the cost and other implications associated with removing the speed humps, reducing the number of speed humps, or maintaining the speed humps in their current configuration.

4. Discussion:

There are currently eight (8) speed humps on Whitburn Street between Rossland Road and Whitburn Park. Speed humps are generally installed considering intersection spacing, proximity to driveways, and a want to evenly space the speed humps along a corridor (approximately 100-200m apart) to encourage a consistent vehicle speed. Spacing speed humps too far apart will impact their effectiveness as drivers will speed up in between to make up for lost time.

The speed humps along Whitburn Street vary in spacing. The most closely spaced speed humps are between the first two speed humps north of Rossland Road (93m) and the greatest spacing between the speed humps occurs north and south of Montrose Crescent (195m). The speed humps on Whitburn Street located north and south of Lockridge Street/Kerrigan Drive are less than 100-200 metres from the all-way stop controlled intersection. However, this is not exceptional as several other streets within the Town have speed humps approaching stop control, including Willowbrook Drive, Darren Avenue and Reynolds Street.

4.1 Cost of Modifications to Speed Humps

The cost to install the speed humps including signage, asphalt work, and pavement markings was approximately \$6,000 per location in 2022. As directed, staff have received estimates from contractors to remove, relocate, or install new speed humps as outlined in the Table 2. Should modifications be undertaken, Transportation Services would follow the Town's tender process.

Table 2 Cost of Speed Hump Modifications

Item	Cost	Description
Speed Hump Removal	\$7,500 each	Cost to remove signage, grind asphalt to base, re-pave road.
Speed Hump installation	\$8,500 each	Cost to grind asphalt to base, install new speed hump, install signage and pavement markings.
Speed hump relocation	\$16,000 each	Cost of removal above, plus reconstruction at a new location.

4.2 Whitburn Street Traffic Data

Staff have conducted traffic studies to determine driver behaviour since the speed humps have been installed. Table 3 includes the data collected prior to the speed hump installation, as well as, following the installation. It is important to note that speed limit during the data collection was 50km/h. The Whitburn Street posted speed limit has been reduced to 40km/h.

Table 3 Whitburn Street Traffic Data

Whitburn Street Location of Data Collection	Date	Daily Volume (Vehicles)	Average Speed	85th Percentile Speed
Between Woodhaven Crescent and Woodhaven Crescent	November 2020	2,049	49 km/h	58 km/h
Between Montrose Crescent and Montrose Crescent	June 2023	1,286	38 km/h	48 km/h
Between Woodhaven Crescent and Maple Edge Lane	June 2023	1,768	27 km/h	42 km/h
Between Maple Edge Lane and Whitburn Park	October 2023	1,635	36 km/h	42 km/h
Between Lyndhurst Crescent and Lyndhurst Crescent	November 2024	1,070	38 km/h	45 km/h
Between Alexis Way and Valleywood Drive/Alexis Way	November 2024	2,983	36 km/h	42 km/h

As noted above, the installation of speed humps considers intersection spacing, driveway proximity, etc. Speed humps are generally spaced about 100-200 metres apart, taking into consideration these factors. Removal of some of the speed humps along Whitburn Street would result in inconsistent spacing and could result in increased speeds between the remaining speed humps.

4.3 Traffic Calming policy and Guidelines

The Town is developing a Traffic Calming Policy and Guidelines that will outline the process for considering traffic calming, including establishing criteria for evaluating resident requests, public consultation, the re-evaluation timeframe for subsequent requests and requests for removal. If speed humps on Whitburn Street were removed or reduced, it is being proposed that there be a minimum period of time before the street could be re-evaluated for any new traffic calming requests.

At this time, staff have received the request to remove speed humps on Whitburn Street, as well as comments on the removal of speed humps on Carnwith Drive, Cassels Road and Reynolds Street.

5. Financial Considerations:

Through the 2025 capital budget process, Council approved \$450,000 for Capital Project No. 40236066, Traffic Calming Initiatives. The account also holds \$108,373 of previous year carry over funds uncommitted for a total available budget of \$558,373 (= \$450,000 + \$108,373).

If directed by Council to remove or to remove and relocate any speed humps, the costs would range from \$60,000 (to remove 8 @ \$7,500 each) to \$128,000 (to remove and relocate 8 @ \$16,000 each). This would leave approximately \$430,373 to \$498,373 of budget remaining in the capital project to install new traffic calming elements for the balance of 2025.

6. Communication and Public Engagement:

A resident survey was previously conducted through the Town's Connect Whitby platform to determine what residents of Whitburn Street would prefer the Town do regarding the speed humps. The Connect Whitby page will be updated notifying subscribers of Staff Report PDE 06-25.

7. Input from Departments/Sources:

N/A

8. Strategic Priorities:

The recommendations contained in Staff Report PDE 06-25 support the Whitby Community Strategic Plan. Specifically, Pillar 1 which considers community safety and well-being, and Pillar 4, which takes into consideration responding to the community while also considering the impact on the taxpayer.

9. Attachments:

N/A