

To: Community and Operations Services Committee

From: Kevin Alexander, Commissioner,
Community and Operations Services Department

Report Number: CO-24-09

Date of Report: February 7, 2024

Date of Meeting: February 12, 2024

Subject: Review of Municipality of Clarington and Town of Whitby Use of
Speed Cushions on Rural Roads

Ward: Ward 1

File: 03-05

1.0 Purpose

At its meeting of November 20, 2023, Council considered Report [CO-23-60](#) 'Petition for Temporary Speed Cushions on Columbus Road West'. The report was in response to a petition from residents requesting temporary speed cushions on Columbus Road West. Council referred the report back to staff to review the Municipality of Clarington and the Town of Whitby and their use of speed cushions on rural roads and to report back in the first quarter of 2024.

The purpose of this report is to respond to Council's direction.

2.0 Recommendation

That the Community and Operations Services Committee recommend to City Council:

That Report CO-24-09 dated February 7, 2024 concerning a review of the use of speed cushions on rural roads in the Municipality of Clarington and the Town of Whitby, be received for information.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

Legal Services
Legislative Services
Municipalities: Clarington, Whitby

5.0 Analysis

5.1 Use of Speed Cushions on Rural Roads

5.1.1 Municipality of Clarington

The Municipality of Clarington currently has speed cushions installed at four (4) locations along a rural road. For the last three (3) years they have been installed seasonally during the warm weather months and removed during the winter. They currently use temporary rubber speed cushions, which typically have a life expectancy of approximately three years and are nearing replacement due to normal wear and tear.

The seasonal speed cushions are installed at:

- Concession Road 6 near Solina Road (2 sets)
- Old Scugog Road south of Werrydale Drive
- West Beach Road north of Cove Road

The response from the public has been mostly negative from road users and residents living in the vicinity of the speed cushions, and they have received requests to have them removed. Complaints received include:

- Noise from screeching tires slowing for the speed cushions, and acceleration noise from vehicles after passing the speed cushions.
- Noise from larger vehicles travelling over the speed cushions.
- Motorcycles speeding through the gaps in the speed cushions.

The Municipality of Clarington has not experienced any complaints from Emergency Services nor are they aware of any reported collisions at any speed cushion locations. Clarington staff did not indicate any intention to remove the speed cushions permanently based on the complaints received.

5.1.2 Town of Whitby

In 2020, the Town of Whitby piloted temporary rubber speed cushions year round at urban locations only; however, they were damaged by snow plows in the winter and had to be removed. Public feedback during the pilot was mostly positive although they did receive some comments that the profile of the temporary speed cushions was not high enough to slow down vehicles.

No collisions were reported during the pilot project. They did have one damage claim as a result of the speed cushions.

Although the Town of Whitby does not currently have any speed cushions installed, they are planning on installing some permanent asphalt speed cushions at urban locations only in 2024. They do not have any plans to install speed cushions at any rural road locations.

5.2 Staff Recommendations

In accordance with the Neighborhood Traffic Management Guide (N.T.M.G.), and the ITE Canadian Guide to Traffic Calming, traffic calming options for rural roads should be limited to pavement marking and/or signage.

Based on the feedback received from both the Municipality of Clarington and the Town of Whitby, and with reference to the N.T.M.G. analysis summarized in CO-23-60 under sections 5.6 and 5.7, staff do not recommend installing speed cushions along Columbus Road or any other rural road locations in Oshawa.

It is further recommended that staff continue to work with Durham Regional Police Service with respects to speed enforcement along Columbus Road West, and continue to support installation of Radar Messaging Boards (RMB's), with due consideration of the N.T.M.G.

6.0 Financial Implications

There are no financial implications directly related to this report.

7.0 Relationship to the Oshawa Strategic Plan

This Report addresses the Oshawa Strategic Plan Goal of Social Equity.



Beth Mullen, Director,
Community Support Services



Kevin Alexander, Commissioner,
Community and Operations Services Department