Welcome!

Public Information Centre
November, 2009
The **Whitby Transportation Master Plan (TMP) Study** is a mobility management plan which will identify strategic short and long term transportation system opportunities that will better manage the future travel desires and challenges within Whitby.

- **Purpose of this Update:**
  - Present study results to date and outline potential future transportation infrastructure and guiding principles for Whitby
  - Receive input to incorporate into the assessment and selection of the preferred solutions and long term implementation plan

- **The scope of this presentation includes:**
  - Study Purpose and Objectives
  - Study Process
  - Transportation Vision and Goals
  - Identification of Transportation Problems and Opportunities
  - Preliminary Evaluation of Alternative Solutions to the Problems
  - Preliminary Preferred Improvement Option
  - Guiding Principles and Next Steps
Need for Transportation Master Plan

- No area wide plan – need a definitive plan and “now” property protection
- Ensure transportation needs, plans and policies are adhered to through an EA approved and defensible mechanism – mitigate future problems
- Need for “big picture” understanding, protection and implementation when reviewing small scale proposals – now and long term
- Land owners, public, and agency understanding and improved certainty of future corridors - financing
- Municipal budgeting, funding, partnerships
Transportation Master Plans (TMP)

• Typically differs from project specific studies (or traditional traffic impact studies)
  – Undertaken as strategic plans
  – Recommend a series of transportation works which are distributed throughout a "large" Study Area and which are to be implemented over a period of time
  – Scope of these studies usually includes a broader analysis of the transportation system in order to identify a framework for future transportation requirements
  – Transportation requirements may be implemented as separate projects as part of a staging or implementation plan; collectively they form part of a larger transportation system management plan
• As each specific project is undertaken, more detailed traffic studies are required to provide specific details regarding operational and physical design requirements
• Approval of the TMP reflects endorsement of the Master Plan and the overall transportation system requirements but does not represent formal approval of any individual element of the transportation system
• Although Master Plan satisfies Phases 1 and 2 of the Class EA process, formal detailed approvals can only be granted following completion of the appropriate environmental assessments for each project
“To move people and goods within and across the municipality safely, conveniently and reliably by providing an integrated, accessible and cost effective transportation system. This system should comprise a range of mobility options which crosses and links into regional and provincial transportation infrastructure, and be integrated with Whitby’s natural spaces and waterfront. It should encourage walking and cycling, the use of transit, and make efficient use of existing and future transportation infrastructure.”

...to be achieved by:

Goals: Establishing, at a strategic level, an integrated and diversified transportation system and policy framework to support long term growth and provide for efficient movement of people and goods to areas within and to/from the Town.

Principles

- An effective, accessible, multi-modal, sensitive and complete transportation system
- An optimized transportation network
- An affordable transportation strategy
- A coordinated land use/transportation strategy

Objectives

- Promote transportation choice
- Reduce reliance on the automobile
- Use infrastructure efficiently
- Develop mobility linkages
- Pursue fiscal partnerships
- Consider long term impacts
- Integrate new opportunities in plans
- Implement complimentary amenities
Study Area and Planning Horizons

Primary Study Area:
- Town of Whitby boundaries – limits of recommended solutions

Secondary Study Area:
- Region of Durham and beyond – transportation demand forecasting analysis

Planning Horizons:
- Now, 2021, 2031 – demand forecasting – understanding protection needs and timing
- Ultimate Town built-out – consideration/verification of protection requirements for urban expansion
The 2021 and 2031 base case transportation system was assessed with the following network improvements in place:

**Regional:**
- Assumes all road segments identified in the Region’s Transportation Master Plan and Development Charges Study improvements

**Provincial:**
- Assumes proposed and approved improvements to:
  - Highway 407 and West Durham Link
  - Highway 401 widening, new interchanges and reconfigurations
  - Highway 7 widening
The 2021 and 2031 base case transportation system was assessed with the following network improvements in place.

**Regional:**
- Durham Region Transit
- Metrolinx
- GO Transit

**Provincial:**
- Highway 407 and West Durham Link
Project Schedule and Consultation

- **STRATEGIC NETWORK ASSESSMENT**
  - Data Collection and Analysis,
  - Identify and Describe Problems and Opportunities,
  - Study Notice of Commencement

- **PUBLIC INFORMATION CENTRE #1**
  - Display of Need and Justification Findings, and Identification of Alternative Solutions

- **IDENTIFICATION AND EVALUATION OF STRATEGIC ROADWAY ALTERNATIVES**

- **ASSESSMENT OF ROADWAY IMPROVEMENT ALTERNATIVES**

- **PUBLIC INFORMATION CENTRE #2**
  - Display Findings of Alternatives Assessment and Corridor Review

- **TRANSPORTATION MASTER PLAN REPORT**
  - Notice of Completion

- **FUTURE EA REQUIREMENTS**
  - Detailed Design and Construction

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**Completed to Date**

- **We are Here**
  - *(November 2009)*

- **Next Steps**
  - Winter 2010

- **Phases 1 & 2**
  - of the EA Process

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**Additional Steps**
- *(Beyond This Study)*
- **Phases 3 & 4**
- of the EA Process for individual projects
Various provincial and regional policies and plans guide the development of the TMP and require conformity. These include:

- The Big Move – Metrolinx Regional Transportation Plan
- Places to Grow – Provincial Growth Plan
- 407 East EA
- Greenbelt Plan
- Provincial Policy Statements
- Durham Transportation Master Plan and Official Plan
- Growing Durham

At the same time the TMP must fit in with Town policies and inform Town planning activities such as:

- Official Plan Review
- Secondary Plan Studies (i.e. West Whitby)
- Cycling and Trails Master Plan (ongoing)
Scope and Objectives

The Class EA process considers:

- Transportation Services
- Socio-Cultural Environment
- Economic Environment
- Natural Environment

- Integration with other related plans and studies
- Conformity with Provincial and Regional Policy
- Engineering Feasibilities and Cost

Objectives of the Study are:

- Identify now, interim and longer term solutions to transportation issues facing Whitby
- Identify and protect future transportation corridors
- Identify Guiding Principles for future transportation initiatives
- Identify the cost of transportation services
- Satisfy Phases 1 & 2 of the Municipal Class Environmental Assessment
- Evaluate the Town’s transportation system and needs
- Obtain feedback and input from interested agencies and the public
- Establish a strategic transportation network to be protected
- Establish an implementation plan for improvements and guidelines
Transportation Problem Statement

• Existing conditions exceed system capacity along key corridors
• Critical screenlines nearing capacity in the long term even with other significant infrastructure improvements
• Future congestion concern – health and safety, economic prosperity and viability
• More difficult to provide safe and acceptable level of transportation, emergency, and maintenance service to existing and future developments
• Future development potential and community attractiveness compromised
• Deteriorating operating conditions – quality of life

Conclusion - the Need is Justified to:
• Further investigate transportation problems and solutions at a Sub Area level
• Identify and assess alternative improvements to solve the “problems”
• Develop and protect a transportation system and strategy to assist in accommodating long term mobility needs and service in a safe and efficient manner
A broad range of alternatives with the potential of addressing the identified problems while moving the vision forward is an essential component of the EA process were considered.

Assessment of strategic solutions is an essential component of the EA process.

A. **Do-nothing** - involves no changes to roads, transit or active transportation with the exception of already planned/committed improvements by the Province and Region.

B. **Transportation Demand Management** (TDM) - includes active transportation (e.g. walking, cycling) programs and polices that influence transportation demand so as to reduce the reliance on the automobile and maximize the use of existing infrastructure.

C. **Transportation Systems Management** (TSM) - includes minor physical and operational techniques, such as turn lanes and signal optimization, that increases the efficiency, safety, capacity, or level of service of a transportation facility. This alternative maximizes the mobility “capacity life” of existing infrastructure.

D. **Transit** – encourages increased transit use through “conscious” infrastructure layout and design, and land use planning.

E. **Strategic Asset Expansion** – this involves new and expanded infrastructure.

F. **Blended** - Combination of the above.
<table>
<thead>
<tr>
<th>Criteria</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Transportation Service</td>
<td>Level of service on roadways, connectivity and access</td>
</tr>
<tr>
<td>Natural Environment</td>
<td>Impact on natural environmental features and sensitive lands through removal / disruption and impact on air quality</td>
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<tr>
<td>Socio-Cultural Environment</td>
<td>Impact on residents through potential displacement/disruption. Disruption to community / recreation features and impact on future land uses</td>
</tr>
<tr>
<td>Economic Environment</td>
<td>Impact on business / commercial property and potential impact on desirability of Whitby to employers</td>
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<tr>
<td>Cost</td>
<td>Relative capital cost</td>
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</tbody>
</table>
A Blended Solution that provides choice is recommended to solve the transportation problem

- A combination of planned improvements, active transportation solutions, optimization of existing infrastructure, enhanced connections and service to transit, along with asset expansion, is the only mobility strategy which can truly satisfy the expected range of travel demands and user groups within Whitby in a meaningful and fiscally responsible fashion.
Town of Whitby Sub Areas

- Primary Study Area was split up into six Sub Areas with unique land use and transportation characteristics

- Transportation characteristics, opportunities and constraints, and capacity and service deficiencies were further refined for each Sub Area
Lakeshore Whitby Sub Area Conditions

Transportation Problems and Opportunities
- Existing and future east-west capacity deficiency between Lake Ridge Road and Brock Street
- Victoria Street/Brock Street intersection constraints
- Future development and land use changes will add transportation demand
- Limited opportunity for transportation infrastructure expansion due to compactness of area and significant environmental features
- Incomplete cycling and pedestrian network to/from the waterfront and existing/future development lands, recreational facilities and GO Station
- Development of Lakeshore Whitby will add significant transportation demand
- New considerations for land use in terms of sustainability and travel requirements/modes will be fundamental to accommodate demand
- Expanded transit amenities will enhance accommodation of future growth travel demands
- Significant truck travel on Victoria Street, particularly near Thickson Road

Area Transportation Characteristics
- Significant employment and goods and services movements to/from the Lakeshore Industrial area
- Whitby GO Station is a major destination
- Iroquois Park Recreational Facility generates significant vehicular and pedestrian traffic on evenings & weekends
South Whitby Sub Area Conditions

Area Transportation Characteristics

- Access to/from Highway 401
- Main commercial areas are Whitby Entertainment Centrum and Power Centre on Thickson Road

Transportation Problems and Opportunities

- Existing and future east-west capacity deficiency between Lake Ridge Road and Brock Street
- Access to/from and across Highway 401 constrained – opportunities for improved/new ramps as part of future planned freeway widening (e.g. ramps to/from Garden Street)
- Limited roadway expansion opportunity in Downtown – enhance other measures (e.g. bicycle routes)
- Established and compact area with a pinch point through Downtown Whitby
- Dundas Street being planned as a Transit Spine across the Region (may be constrained in the Downtown)
- Potential east-west arterial capacity constraints exacerbated if lane reassignment of general purpose lanes completed for transit priorities – could trigger new routes or measures
- Need to provide integrated multi-modal facilities to Downtown, future development nodes and area recreational destinations such as Whitby Entertainment Centrum
- Need to safely accommodate cyclists and pedestrians from Whitby to the waterfront, existing/future development lands and recreational facilities south of Highway 401
- New transportation facilities required to service future development lands in West Whitby south of Dundas Street. Connections to existing infrastructure would be desirable.
East Whitby Sub Area Conditions

Area Transportation Characteristics
- Significant commercial uses along Dundas Street, Brock Street, Thickson Road, and north of Sub Area on Taunton Road
- Major employment trip attractors include Whitby Town Hall, Durham Region Headquarters, & the Provincial Court House
- Auto-dominated Sub Area
  - Very limited cycling facilities although most arterials have sidewalks and transit service
- Dundas Street is identified as a Transit Spine

Transportation Problems and Opportunities
- Future north-south capacity deficiency south of Taunton Road
- Significant traffic generated by the retail uses north of Taunton Road travelling to/from the Sub Area
- Capacity constraints during peak travel periods on the boundary roads create a propensity for “shortcutting”
- Missing east-west links (e.g. Crawforth/Mary, Dryden, Manning/Adelaide) need to be provided to allow for improved transit routing, allow for direct and continuous bicycling and pedestrian routes, and redistribute traffic to reduce shortcutting
Area Transportation Characteristics

- Currently, well served in the central and eastern part of the Sub Area by the existing arterial system, although is limited to primarily autos
- Limited access in the west, southwest parts of the Sub Area, for east-west travel
- Brock Street often used for goods movement to/from the north
- Dundas Street identified as a Transit Spine

Transportation Problems and Opportunities

- Existing and future east-west capacity deficiency between Lake Ridge Road and Brock Street
- Shortcutting and traffic infiltration within west, southwest Sub Area needs to be addressed
- Development of West Whitby community will require new infrastructure
- Travel options to/from the Whitby GO Station needs to be improved
- The West Durham Link and Lake Ridge Road/407 interchange will relieve Brock Street from truck movements
- Missing east-west links, (e.g. Bonacord/Manning) need to be assessed to improve transit routing, increase capacity and improve overall connectivity
Central Whitby Sub Area Conditions

Area Transportation Characteristics
- Heavy commercial use, as well as open space, located north of Taunton Road
- Major commercial component means significant demand on evenings/weekends
- Shopping trips often require automobile use
- Taunton Road is identified as a Rapid Transit Corridor by Metrolinx

Transportation Problems and Opportunities
- Future east-west capacity deficiency between Winchester Road and Taunton Road (east of Brock Street)
- North-south capacity deficiency throughout the existing developed Sub Area
- Taunton Road primarily utilized as regional commuter route during travel peaks and during off peaks, greater localized travel to/from area commercial lands. Both conditions have increased shortcutting on local/collector residential routes
- Limited opportunity for transportation infrastructure expansion due to significant environmental features and presence of conservation areas (e.g. Iroquois Beach, PSW’s, woodlots)
- Need to safely and efficiently accommodate a wide range of auto and non-auto trips
Area Transportation Characteristics

- Growing residential population
- Primary travel uses comprise of east-west commuter trips
- Baldwin Street (MTO Hwy 12) through Downtown Brooklin serves provincial traffic, goods movements, regional and local auto trips, in addition to local all mode trips to/from adjacent shops
- Rural roads within and beyond urban boundary are functioning as commuter routes

Transportation Problems and Opportunities

- Need to resolve conflicts in travel modes and user groups through Downtown (e.g. new routes)
- Further development will require new infrastructure (all modes)
- Existing infrastructure does not safely accommodate all modes – will require upgrading to reflect urban conditions and service needs
Transportation Demand Management (TDM)

- TDM are strategies that attempt to reduce travel, congestion and pollution by diverting travelers or changing their mode by influencing travel behaviour.

- Suggested TDM measures include:
  - Increased utilization of public transit
  - Bicycle/pedestrian programs
  - Smart commuting/car pooling
  - Alternative and/or flex work hours and schedules
  - Parking management – pricing and regulation
  - Congestion/road pricing on Highway 407 and West Durham Link
  - Telecommuting
Preliminary Recommendations
Transportation Demand Management Strategies

• Public Transit
  – Encourage enhanced public transit through supportive land use
  – Develop Transit Oriented Development Guiding Principles (e.g. efficient access to transit stops from new subdivisions)
  – Consult with the Region of Durham to ensure transit needs are accommodated (i.e. review of development applications, planning for new roads and network connections, transit review)

• Active Transportation
  – Consider bicycles and pedestrians on new arterial roads
  – Provide grade separated pedestrian/cyclist structures across major barriers (highways, rail, watercourses, arterials) to reach prime destinations (e.g. across Victoria Street to the GO Station)
  – For rebuilt arterials, implement when feasible, facilities for bikes and pedestrians
  – Commit to a dedicated funding program for new and improved facilities
  – Implement educational and promotional programs to encourage active transportation within the community and for developments
  – Expand and dedicate facilities and routes for active travel modes whenever and where possible
Preliminary Recommendations
Transportation Demand Management Strategies

• Ride Sharing/Increased Automobile Occupancy
  – HOV lanes
  – Smart Commute – preferred parking incentives
  – Ride home programs – shuttle service, employer sponsored
  – Carpool subsidies, parking pricing

• Parking Management
  – Parking requirements, ratios, pricing
  – Shared parking for mixed developments
  – Incentives at parking lots for car pooling – to driver, to operator
  – “Smart” parking lots and communications

• Land Use Management
  – Encourage pedestrian, bicycle and transit-friendly land use planning and site design (e.g. access, signage, routings, multi-modal connections)
  – Design street layouts and connection points so as to reduce the potential need for traffic calming (accommodate traffic where it should be and wants to go)
  – Identify opportunities to develop Mobility Hubs in strategic locations
Transportation System Management (TSM)

TSM are minor physical and operational measures implemented that attempt to reduce travel, congestion and pollution by maximizing the person carrying capacity of existing mobility corridors.

- Suggested TSM measures include:
  - Intersection turn lanes – new and improved
  - Signal timing/phasing improvements
  - Audible signals and count down timers
  - Pedestrian signals
  - Mid block centre turn lanes
  - New roundabouts
Roadway Analysis and Evaluation Criteria

Methodology
- Simulation model for capacity deficiencies identified up to 2031
- Servicing and network needs also considered up to and beyond 2031
- Corridor alternatives developed and evaluated
- Sustainable modes of travel considered prior to increasing roadway capacity
- 15% reduction in auto demand assumed for each alternative as identified in the Region of Durham’s TMP and used in the Region’s transportation model
- Options that are capable of solving capacity deficiency were moved forward and evaluated
- Group rankings of key trade-offs were highlighted and a recommended alternative identified for each problem area
- Options that address missing links and servicing issues were identified for future corridor protection
- Transportation capacity, servicing and access were all considered in the review and identification of recommended solutions

Criteria Evaluated (but not limited to)

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<thead>
<tr>
<th>Transportation Service</th>
<th>Methodology</th>
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<tr>
<td>Change in level of transportation service</td>
<td>Simulation model for capacity deficiencies identified up to 2031</td>
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<tr>
<td>Supportiveness of alternative transportation modes</td>
<td>Servicing and network needs also considered up to and beyond 2031</td>
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<tr>
<td>Efficiency of use of existing infrastructure</td>
<td>Corridor alternatives developed and evaluated</td>
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<td>Network connectivity</td>
<td>Sustainable modes of travel considered prior to increasing roadway capacity</td>
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<td>The accommodation of access</td>
<td>15% reduction in auto demand assumed for each alternative as identified in the Region of Durham’s TMP and used in the Region’s transportation model</td>
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<tr>
<th>Natural Environment</th>
<th>Options that are capable of solving capacity deficiency were moved forward and evaluated</th>
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<tbody>
<tr>
<td>Potential for impact on terrestrial environment</td>
<td>Group rankings of key trade-offs were highlighted and a recommended alternative identified for each problem area</td>
</tr>
<tr>
<td>Potential for impact on aquatic environment</td>
<td>Options that address missing links and servicing issues were identified for future corridor protection</td>
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<tr>
<td>Potential for improvement to cross area of known rare species</td>
<td>Transportation capacity, servicing and access were all considered in the review and identification of recommended solutions</td>
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<tr>
<td>Potential impact to PSWs, woodlots</td>
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<th>Social Environment</th>
<th>Economic Environment</th>
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<td>Potential for impact on residences</td>
<td>Potential for impact on businesses</td>
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<tr>
<td>Potential for impact on community features</td>
<td>Potential for impact on planned land uses</td>
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<tr>
<td>Potential for impact on community character</td>
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| Estimated Cost | |
|----------------|
Arterial Roadway Improvement Options

Lakeshore Whitby / South Whitby / West Whitby

**Problem:** Long term east-west capacity deficiency and transportation servicing

**Options Assessed:**

**Widening of:**
- Rossland Road (RR28) (4 to 6 lanes)
- Dundas Street (RR2) (4 to 6 lanes)
- Brock Street centre turn lane (portions)
- Henry Street (RR45) (2 to 3/4 lanes)

**Extension of:**
- Bonacord Avenue (4 lanes), Twin Streams Road (2 lanes)
- Burns Street West and East (4 lanes)
- Water Street, Harbour Street, Galt Street (2 lanes)

**Construction:** New Hwy 401/Annes Street crossing and connection to Gordon Street

* Potential road alignments subject to further study
Arterial Roadway Improvement Options

East Whitby / Central Whitby (north-south)

**Problem:** Long term north-south capacity deficiency and transportation servicing

**Options Assessed:**
- **Widening of:**
  - Brock Street (Hwy12), Thickson Road (RR26) (4 to 6 lanes)
  - Anderson Street (2 to 3/4 lanes)
  - Garden Street (2 to 4 lanes)
- **Extension of:**
  - Garden Street, Dryden Boulevard
  - Mary Street/Crawforth Street/CP grade crossing

* Potential road alignments subject to further study
Arterial Roadway Improvement Options

Central Whitby (east-west)

**Problem:** Long term east-west capacity deficiency and transportation servicing

**Options Assessed:**

**Widening of:**
- Taunton Road (RR4) (4 to 6 lanes)
- Winchester Road (RR3) (3 to 4 lanes)

**Extension:** Conlin Road, Cochrane Street

**Construction:** Mid-Block Arterial, Highway 407/Cochrane Street interchange

*Potential road alignments subject to further study*
North Whitby

**Problem:** Long term east-west capacity deficiency and transportation servicing

**Options Assessed:**

**Widening of:**
- Lake Ridge Road (RR23)
- Columbus Road (2 to 4 lanes)
- Carnwith Avenue (2 to 3/4 lanes)
- Cochrane Street (2 to 4 lanes)

**Extension:** West Durham Link, Carnwith Drive, Vipond Road

**Construction:** Hwy 407/Cochrane Street Interchange

* Potential road alignments subject to further study
Protecting Future Town Mobility Corridors

- Protect future corridors and right-of-ways to improve overall connectivity in the network, increase ease of transit and cycling use, and address future capacity deficiencies and servicing
- Regional improvements beyond Durham Region TMP (dashed line)
- Preferred Town corridor protection (solid line)
- Identify local centre turn lanes as warranted
- Project timings will be influenced by Highway 407 and West Durham Link implementation
- As traffic volumes warrant, and/or new development “triggers”, implement widenings/ extensions/ new roads and/or other forms of person carrying capacity. Staging of implementation is anticipated

- Further focused transportation studies for:
  - Brooklin  
  - Lakeshore Whitby
  - West Whitby  
  - Downtown Whitby
Committed Provincial and Regional Road Improvements
Road Improvements and Corridor Protection
Preliminary Guiding Principles

- Given the strategic nature of the work undertaken as part of this TMP, there will be a need for future detailed analysis of the transportation system to be completed in conjunction with the review of individual projects and development proposals.

- General principles should be considered in the context of finalizing projects, some of these include, but are not limited to:
  - Maximize existing transportation infrastructure before new transportation infrastructure is constructed
  - Maximize use of non-auto modes in the provision of mobility services
  - For all new developments, TDM opportunities should be maximized
  - In the context of good transit and traffic network planning, spillover traffic from new communities should minimize its impact on adjacent subdivisions
  - New facilities shall be adequate to achieve an acceptable standard of safety and service for the various modes
Preliminary Guiding Principles

– Internal road systems shall provide for a safe and convenient internal circulation system and be complimentary to abutting arterials
– New road networks should endeavour to be in a grid fashion to optimize efficiency in travel flows, access and maintenance
– Modify and implement truck routes as new highways/arterials are built to reduce heavy vehicles through Downtowns and heavy residential and pedestrian districts
– Context sensitive designs should be utilized to minimize property/proximity impacts of infrastructure to residential properties and sensitive environmental features – e.g. Iroquois Beach, PSWs
– Develop parking management strategy and long term plan for the Downtowns
– A high degree of non-auto usage should be encouraged by optimizing access between development and transit
– A pedestrian and bicycle system should be established to achieve pleasant, convenient and safe access to and between all major land uses, transit stations, parking areas, public streets and recreational destinations
Preliminary Guiding Principles

- Pedestrian and cycle network should be integrated and compliment other agency mobility systems to provide seamless transportation across municipal boundaries.
- Use of open spaces, utility corridors and unopended road allowances for pedestrian and cycle linkages should be maximized.
- Pedestrian and bicycle system should be orientated and developed to encourage maximum use of the transit system.
- Intersections and roads should be designed to be attractive, safe and inviting for pedestrians, cyclists and vehicles which must share the space.
- Development should incorporate amenities which will encourage bicycle use by employees and patrons.
- Protect new linkages to provide strategic connections that maximize mobility opportunities for people and goods.
Next Steps

- Update assessment of alternatives based on feedback
- Establish recommended solutions and cost estimates
- Identify property protection requirements and implementation strategy
- Prepare implementation timing strategy and action plans for the property, EAs, design, approvals and construction
- Prepare the Study Report
Your comments on the information presented are useful and appreciated

Please fill out a comment form and leave it in the comment box

-OR-

Contact us to discuss your ideas

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Study E-mail: whitbytmp@whitby.ca