Welcome
to the
Garden Street
Dryden Boulevard to Taunton Road
Class Environmental Assessment Study

Public Information Centre #1

Wednesday June 29, 2011
7 PM to 9 PM
Background

- In July 2010, Council adopted the Whitby Transportation Master Plan (TMP) to guide the Town’s transportation policies, programs and infrastructure improvements to meet transportation needs to the year 2031.
- One of the roadway initiatives identified in the TMP is the widening of Garden Street between Dryden Boulevard and Taunton Road.
- This study will confirm the need and justification for the improvements. It will also identify the problems and opportunities, alternative planning solutions and the preferred alternative solution and design concept.
Garden Street Corridor

- The study corridor is Garden Street from Dryden Boulevard to Taunton Road and is approximately 1.3 km in length. The study corridor is a 2-lane roadway with intersections spaced at more than 300 m apart, and with left turn lanes at each intersection.
- South of Dryden Boulevard, Garden Street has a 4-lane cross section to Rossland Road, with a centre two-way left-turn lane for the section between Kenneth Hobbs Avenue and Rossland Road.
- North of Taunton Road, the segment adjacent to commercial development has been widened to 4 lanes with a raised median and left-turn lanes for each driveway access.
Class EA Process

This study is being carried out as a ‘Schedule B’ Municipal Class Environmental Assessment as outlined in the *Municipal Class Environmental Assessment* document (2000, amended 2007).

However, for this project a higher level of consultation will be conducted, which is sufficient to meet the requirements of a ‘Schedule C’ project.
Purpose of
Public Information Centre #1

• Present the study process and background information
• Present justification of needs
• Present problem and opportunity statements
• Present potential alternative solutions
• Present proposed evaluation criteria
• Gather public input
Planning Policies – Whitby Official Plan (Review On-going)

The transportation-related goals in the Town’s OP are:

8.1.1.1 To provide a safe, convenient and efficient transportation system for the benefit of all resident groups and businesses in the Municipality.

8.1.1.2 To promote a system which is responsive to environmental and aesthetic principles.

8.1.1.3 To provide a high level of road network capacity and transit that operates efficiently without substantial delay.

Garden Street is currently defined as a Type C Arterial:

8.1.3.3 (iii) *Type C arterial roads* are designed to move lower volumes of traffic at slower speeds over relatively short distances. When considering local road intersection and private access, the needs of abutting land uses will be given paramount consideration subject to site specific conditions and accepted traffic engineering principles. Accesses and intersections should not impact efficient transit operation.

- The Transportation Master Plan (TMP) defines an integrated mobility plan and guiding principles for the accommodation of future anticipated growth in a cost-effective, efficient, balanced and environmentally sensitive manner.

- Whitby’s transportation vision:

  To move people and goods within and across the municipality: safely, conveniently, and reliably by providing an integrated, accessible, and financially sustainable transportation system. This system will have a balanced range of mobility options and choice for all users which crosses and links into Regional and Provincial transportation infrastructure, connects all borders of Whitby including integration with the waterfront, and safeguards the natural environment, protects residents and the social community fabric, and enables economic prosperity.

- The TMP recommended widening Garden Street from 2 lanes to 4 lanes between Taunton Road and Dryden Boulevard in the 2017 to 2021 timeframe. Furthermore, the TMP recommended changing the classification of the Garden Street corridor from Type C arterial to Type B arterial.

8.1.3.3 (ii) Type B arterial roads are designed to move moderate volumes of traffic at moderate speeds from one part of the Region to another. Such roads provide an average level of service relative to other types of arterial roads and occasionally extend beyond the Municipal boundaries. These roads generally intersect with other arterial and collector roads.
Planning Policies –
Whitby Cycling and Leisure Trails Plan (2010)

• The Cycling and Leisure Trails Plan recommended a number of policies to support the vision for cycling and trail use in Whitby, such as:
  
  *Commit to the on-going implementation of the recommended cycling network and leisure trail network*

*Consider the needs of cyclists in all transportation projects, including:*
  
  *Design of new major collector and arterial roadways, and bridge construction projects to include bike lanes and/or paved shoulders*

• The Plan’s recommended network includes a boulevard multi-use path on Garden Street through the study corridor.
Socio-economic Summary

• Mainly residential development on both sides of Garden Street
• One retail development on northwest corner of Garden Street / Meadowglen Drive
• One retail development on southeast corner of Garden Street / Taunton Road

Natural Environment Summary

• Boulevard trees on both sides of Garden Street
• No watercourse within the project limits
• No designated hazard / environmentally sensitive areas within the project limits
• Not under Central Lake Ontario Conservation Authority’s jurisdiction
Existing Transportation Conditions

- Traffic volumes on Garden Street are approximately 450-650 vehicles in the peak direction in the peak hour
- Daily two-way traffic volume is approximately 12,700 vehicles
- Travel speeds at or above 50 km/h posted speed
- High delays at Garden / Taunton intersection
- Other intersections with acceptable levels of service (LOS C or better)
- Two transit routes serve the Garden Street corridor
  - Route 303 (weekday)
  - Route 318 (evening and weekend)
- Most transit stops do not have a shelter nor paved surface
Existing Safety Conditions

- The two lane configuration results in passing of slower vehicles or stopped buses.

- 3-year collision summary indicates low rate of collisions in study corridor

<table>
<thead>
<tr>
<th>Location</th>
<th>Collisions by Year</th>
<th>Total</th>
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<tbody>
<tr>
<td></td>
<td>2008</td>
<td>2009</td>
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<tr>
<td>Intersections</td>
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<td></td>
</tr>
<tr>
<td>Garden Street / Cork Drive</td>
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<td>1</td>
</tr>
<tr>
<td>Garden Street / Meadowglen Drive</td>
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<td>1</td>
</tr>
<tr>
<td>Garden Street / Willowbrook Drive</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Garden Street / Dryden Boulevard</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Garden Street Segments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taunton Road to Cork Drive</td>
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<td>1</td>
</tr>
<tr>
<td>Cork Drive to Meadowglen Drive</td>
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<td>Meadowglen Drive to Willowbrook Drive</td>
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</tr>
<tr>
<td>Willowbrook Drive to Dryden Boulevard</td>
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</tbody>
</table>
Existing Pedestrian and Cycling Conditions

• Existing sidewalks on both sides of the road. Sidewalks are set back approximately 5 to 7.5 metres from the roadway.
• Controlled pedestrian crossings are limited to the Dryden Boulevard and Taunton Road signalized intersections.
• Pedestrian connections from the neighbourhoods to the Garden Street sidewalk are located at:
  – Bellfield Court
  – Opposite Willowbrook Drive
  – Millstone Crescent / Parnell Crescent
  – Greenbush Place / Patrick Drive
  – Meadowglen Drive
  – Yorkshire Crescent
  – Cork Drive
  – Clune Place
• No existing cycling facilities within the study area.
Future Traffic Conditions

- Town population growth
  - From 115,600 in 2006 to 192,860 in 2031 (2.1% per year)
- Town employment growth
  - From 35,820 in 2006 to 71,310 in 2031 (2.8% per year)

- Traffic growth
  - Forecasts from the Whitby Transportation Master Plan indicates peak hour traffic growth of 3.2% per year for Garden Street corridor
  - With anticipated growth, the average peak hour link volume on corridor will reach the practical capacity of an arterial road in the 2019 horizon.

- Other improvements to major transportation corridors
  - Future Highway 407 East extension to Hwy 115/35
  - Future West Durham Link connecting Highway 407 and Highway 401 in west Whitby
  - Future Highway 401 widening to 10 lanes through Whitby
  - Future Highway 7 widening to 4 lanes from Brock Road to Brock Street (on-going)
Needs Assessment

• Pedestrian Accommodation
  – Sidewalks are provided on both sides of the corridor, however controlled pedestrian crossing opportunities of Garden Street are limited to the signalized intersections of Taunton Road and Dryden Boulevard which are 1.3 km apart.
  – Pedestrian volumes should be monitored for future consideration of mid-block pedestrian crossing(s) to improve pedestrian accessibility, convenience and safety.

• Cycling Accommodation
  – Currently, there are no designated cycling facilities within the corridor. Garden Street is designated for a boulevard multi-use path which would ultimately connect to the existing multi-use path south of Dundas Street.

• Vehicular Accommodation
  – The signalized intersection of Garden Street / Taunton Road is approaching capacity.
  – The average peak hour link volume will reach the practical capacity of the 2-lane cross section of Garden Street in 2019.
  – A 4-lane Garden Street with appropriate turn-lanes at the intersections will be sufficient to accommodate forecasted volumes for the 2031 horizon.
Problem and Opportunity Statement

Problem:
• The current 2-lane road is inadequate to accommodate future traffic demand generated by the anticipated growth and planned transportation network.

Opportunity to improve Garden Street to:
• Support long-term development / growth
• Address future traffic demand
• Enhance safety (pedestrian crossing, transit)
• Promote cycling
• Improve transit services

Multi-use path on Garden Street at Burns Street
Potential Alternative Solutions

• Do Nothing
  – Continue existing conditions; no changes or improvements to the Garden Street corridor

• Travel demand management
  – Shift demand to transit, carpooling, alternative modes

• Improve pedestrian / cycling facilities
  – Add multi-use path to one side of Garden Street
  – Improve pedestrian crossing opportunities

• Widen Garden Street
  – Widen Garden Street to 4 lanes

• Combination of alternatives
  – Widen Garden Street to 4 lanes
  – Add multi-use path to one side of Garden Street
  – Improve pedestrian crossing opportunities
Proposed Evaluation Criteria

- Transportation Service
  - Corridor efficiency and level of service
  - Traffic safety
  - Transit operations
  - Accommodation of pedestrians and cyclists
  - Emergency services response times

- Socio-economic Impacts
  - Residents impacts
  - Business impacts
  - Visual / aesthetics, streetscape
  - Air quality, noise

- Natural Environment Impacts
  - Surface water, ground water impacts
  - Terrestrial impacts

- Engineering
  - Utility relocation
  - Capital costs
  - Operating costs
  - Property Acquisition
  - Accommodation of future municipal services
Next Steps

The next steps for the study are:

• Review all comments and suggestions received from the public and agencies following Public Information Centre #1

• Based on public and agency input, we will evaluate alternative solutions to identify the preferred solution

• Public Information Centre #2 (Fall 2011)
  – Present the preferred solution
  – Present alternative design concepts
  – Present technically preferred design concept
  – Collect input on the technically preferred concept

• Review all comments and suggestions received from the public and agencies

• Document the study in an Project File Report

• File the Project File Report, which will be available for public review and comments for the required minimum 30-day review period
Your Input is Important!

We invite you to fill out a comment sheet with your comments and suggestions.

If you wish to be put on our mailing list, require further information, or wish to provide any input to the study, please contact the project team:

Project Engineer (Capital Projects)    Consultant Project Manger
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Please visit the project website at www.whitby.ca
Town of Whitby > Town Hall > Environmental Assessment
(under Public Works / Engineering Services)

Thank you!