Welcome to Public Information Centre (PIC) #1 for the Town of Whitby Transportation Master Plan (TMP) Study.

The purpose of tonight’s meeting is to introduce the Study and present the following:
- Study background, need, scope and objectives;
- Master Plan process and schedule;
- Study issues and constraints;
- Existing and future traffic conditions;
- Preliminary transportation needs;
- Potential alternatives and opportunities; and
- Next steps to be undertaken in completing this Study.

Your comments are important to us and will be considered in shaping the Study findings and recommendations.

Following your review of the information, please complete one of the comment forms provided.

Please sign in – Thank You

We welcome you to attend our presentation at 6:30 p.m., at which time we will be providing highlights on the key issues of the Study.
The primary Study Area encompasses those areas bounded by the Town of Whitby. Transportation network plans relative to the Town will be developed and considered within the context of the primary Study Area.

A secondary Study Area, which includes travel demands and characteristics beyond the Town’s borders will also be considered to ensure external transportation patterns are examined.
The Town of Whitby is growing:
  - Since the mid 1980’s, the population has grown from approximately 45,000 to its current 115,000 residents.
  - The population in Whitby has the potential to increase to as much as 200,000 within the next 20 years.

Whitby’s Transportation Plans:
  - The transportation network included in the Town’s Official Plan was last updated in 1995 and does not reflect the present road system nor identify the long term network needs for the community.

History of road improvements in the Town:
  - Historically, expansion to Whitby’s transportation system has been limited to local and collector streets. While some Town arterials have been extended / widened, the majority of the expansion to the arterial system has been on Regional facilities.
  - Many transportation corridors in Whitby have been developed to provide auto and sidewalk access to adjacent residential land uses and not for other modal opportunities for moving persons, such as bicycle facilities and transitways.

Whitby’s need for a Transportation Master Plan (TMP):
  - It is important to update and refine the Town’s transportation network plans to enable Whitby to function in the long term in a safe and prosperous manner.
  - The completion of a TMP will result in a transportation action plan that guides the Town in its infrastructure building for the long term.
STUDY SCOPE

• The scope of the TMP Study will be focused primarily on the arterial and major collector road system within the Town’s boundary, with modifications comprising changes to road classifications, as well as the addition of new roads, missing linkages, and road / rail / water grade separations.

• The intent of the Master Plan is to identify at a strategic level, an integrated and diversified transportation framework to support long term growth and which provides for the efficient movement of people and goods to areas within and to / from the Town.

• Following completion of the TMP, additional environmental assessment and design activities will be required to refine and further define the operational and physical specifics of the proposed infrastructure.

• The plan for the recommended infrastructure provided in the TMP is that implementation would occur in stages as conditions warrant.
Town of Whitby
Transportation Master Plan

THE MASTER PLAN PROCESS / PROJECT SCHEDULE

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

ALTERNATIVE ASSESSMENT
Evaluate Alternative Solutions

CORRIDOR REVIEW
Identify and Evaluate Feasible Future Transportation Corridors

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

TRANSPORTATION MASTER PLAN REPORT
Prepare and File TMP, Notice of Completion, 30 Day Review Period

FUTURE EA REQUIREMENTS
Detailed Design and Construction

Completed Tasks
July 2007

We are here
October/November 2007

Next Steps
Spring 2008

Additional Steps
(Beyond This Study)
Town of Whitby
Transportation Master Plan

Screenline Key Map

Traffic Flow Arrows

Screenlines
Screenlines are imaginary lines drawn across major transportation facilities in a corridor. Screenlines are used to analyze travel demand and system performance at strategic locations around the Town of Whitby.

Volume/Capacity Ratio
A measure of capacity sufficiency, that is, whether or not a link can provide sufficient capacity for the movement of vehicles.

Level of Service
A quantitative measure of the service provided by available transportation infrastructure.

Peak Period
The time periods during the day with the greatest travel volumes, generally the two- or three-hour periods during a weekday.

Peak Hour
The consecutive sixty minutes within a 24-hour period with the highest traffic volume. Peak values are often expressed as a percentage of daily traffic volume.

<table>
<thead>
<tr>
<th>V/C Ratio</th>
<th>Volume/Capacity Ratio</th>
<th>Level of Service</th>
<th>Required Action</th>
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</thead>
<tbody>
<tr>
<td>V/C &lt; 0.70:</td>
<td>Good</td>
<td>Consider minor physical and/or operational improvements to roadway intersections.</td>
<td></td>
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<tr>
<td>V/C = 0.70 - 0.90</td>
<td>Unstable</td>
<td>Implement minor physical and/or operational improvements as warranted. Begin planning for road improvements and/or new facilities.</td>
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<tr>
<td>V/C &gt; 0.90</td>
<td>Poor</td>
<td>Implement improvements and/or new facilities.</td>
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0.60 V/C Ratio
Town of Whitby
Transportation Master Plan

EXISTING (EB) CONDITIONS FROM VICTORIA ST. TO MYRTLE RD.

EXISTING (NB) CONDITIONS FROM LAKE RIDGE RD. TO GARRARD RD.
SOCIAL ENVIRONMENTAL ISSUES
FUTURE CONSIDERATIONS

- An analysis of travel demand and system performance at strategic locations was completed for the years 2006, 2021 and 2031.

- The analysis was completed using the Region of Durham’s 2003 Development Charge (DC) Demand Forecasting Model.

- The Demand Forecasting Model includes special considerations such as the Taunton Road commercial corridor, the West Whitby Planning Area, and the growth forecasts of the Places to Grow Act.

- The analysis considered Ministry of Transportation and Region of Durham network improvements including Highways 401, 407 and 7; Taunton Road, Victoria Street and Brock Street; and Thickson Road, Lake Ridge Road and Adelaide Avenue.
Town of Whitby
Transportation Master Plan

2021 FUTURE (EB) CONDITIONS FROM VICTORIA ST. TO MYRTLE RD. WITH HWY 407

2021 FUTURE (NB) CONDITIONS FROM LAKE RIDGE RD. TO GARRARD RD. WITH HWY 407
NEED AND JUSTIFICATION

- Population and employment in Whitby will continue to grow resulting in increased travel demands throughout the community.
- North-south and east-west roadways through Whitby are reaching and/or exceeding capacity today.
- Even with significant improvements, critical screenlines are approaching capacity in the long term.
- Future congestion will result in social and economic impacts, such as traffic infiltration and delays to the movement of goods and services.
- Failure to address the projected congestion and delays within the Town will make it more difficult to provide a safe and acceptable level of transportation, emergency and maintenance service to existing/future developments.

Therefore, the need is justified to:

- Further investigate and detail the operating conditions and problems within the Town by zone and area;
- Identify and assess alternative solutions; and
- Develop and protect a transportation system to enable long term mobility, access and safety.
A reasonable range of alternative solutions has been developed to address the problems and opportunities identified through the strategic review of long-term transportation network needs for Whitby.

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<tr>
<th>TRANSPORTATION SYSTEM PLANNING ALTERNATIVE</th>
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<tbody>
<tr>
<td><strong>Do Nothing (Base for Comparison)</strong></td>
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<tr>
<td>Involves no major changes to the road, transit or active transportation networks.</td>
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<tr>
<td><strong>Implement Transportation System Management (TSM) Measures</strong></td>
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<tr>
<td>Involves such things as localized intersection improvements, access control along major corridors (i.e., improved signal coordination, turn restrictions).</td>
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<tr>
<td><strong>Promote Transportation Demand Management (TDM) Improvements</strong></td>
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<tr>
<td>Involves promoting programs to encourage walking, cycling, ride-sharing, telecommuting, etc.</td>
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<tr>
<td><strong>Improve Transit Services (Interregional, Regional, Intermunicipal, GO and Rail Transit)</strong></td>
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<tr>
<td>Involves increases in existing bus services, expansion of bus routes to new areas, increased GO Transit service.</td>
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<tr>
<td><strong>Expansion of existing transportation corridors and development of new transportation corridors</strong></td>
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<tr>
<td>Involves selected road widening where justified based on demand, construction of new arterial or collector roads to serve new development, and construction of missing road links.</td>
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<tr>
<td><strong>Encourage Community Growth Management</strong></td>
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<td>Involves encouraging developers to promote sustainable transportation when envisioning site layouts.</td>
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NEXT STEPS

Following this PIC, the Project Team will:

• Respond to comments received;

• Evaluate and Assess Transportation System Planning Alternatives
  • Identify range of alternative solutions
  • Apply assessment criteria to “long list” of route alternatives
  • Identify short list of route alternatives

• Identify and evaluate feasible Future Transportation Corridors.
  • Review horizontal and vertical alignment of potential corridors
  • Identify impacts to social and environmental features
  • Identify costs associated with alternatives
  • Identify preferred alternatives

• Prepare for PIC #2 in spring 2008 to present:
  • Corridor Review
  • Alternative Assessment findings.