

**APPENDIX F**  
**Durham TMP Recommendations**

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## **1 INTRODUCTION**

Recommendations made to manage transportation demand (**Section 7 and 8** of the Master Plan) were based on strategies that would lead to an overall 15% reduction in automobile mode share. To be effective and aligned in the larger context of the region, it was noted that:

1. There is a need to coordinate certain strategies with the Region;
2. Certain strategies are already being completed or have been planned by the Region; and
3. Certain strategies call for advocating the region to undertake an action which is outside of the Town's jurisdiction, yet has an impact on transportation in the Town (i.e. transit service delivery).

As such, the development of recommendations to manage transportation demand in the Town of Whitby began with a review of recommended strategies in the Region's Transportation Master Plan. Those that are relevant to the Town of Whitby are documented below for information purposes.

## **2 DURHAM TRANSPORTATION MASTER PLAN RECOMMENDATIONS**

### **2.1 Transportation Demand Management**

1. Develop a Transportation Demand Management Program that promotes:
  - a. Transit, pedestrian and cycling-oriented development through land use management
  - b. Walking, cycling and ridesharing
  - c. Use of transit and other public transportation services.
2. Engage the services of a TDM Coordinator to plan and design the program, conduct marketing and education initiatives and approach business, and monitor effectiveness.
3. Pursue funding opportunities with the Provincial and Federal governments for the TDM program.
4. Conduct a commuter lot feasibility study.
5. Petition the federal government to amend taxation laws to enable employers to provide income tax exempt transit passes to employees.

### **2.2 Active Transportation**

1. "Develop a Regional Bicycle Plan in consultation with the Local Municipalities, the Ministry of Transportation and other stakeholders, which:
  - Focuses activity on the Local Municipal road and path systems;
  - Connects the Local Municipal bicycle systems together;
  - Integrates with other modes of transportation, especially walking and transit;
  - Considers the need for bicycle facilities within Regional Road corridors;
  - Identifies facilities that may be required on the Provincial Highway network to achieve network continuity, which may be subject to municipal funding; and
  - Defines an implementation strategy, identifying public education and marketing initiatives, cost, financing sources and responsibilities.

2. Develop guidelines for ensuring the needs of pedestrian and cyclists are considered in the planning, design, construction, operation and maintenance of the Regional Road network.”

### **2.3 Public Transit**

1. Designate a Transit Priority Network identified in the Regional TMP as part of the Regional Official Plan and, subject to budget approval, implement this network by:
  - Identifying right-of-way requirements within each transit corridor to permit service evolution, including needs for stations and incorporating such provisions into the Regional Official Plan;
  - Developing a phased service strategy for evolving towards a Bus Rapid Transit (BRT) system;
  - Considering transit priority measures, such as reserved lanes, queue jump lanes and transit-activated signals, where feasible and warranted;
  - Incorporating policies and designations into the Regional and Local Official Plans to promote transit-supportive land uses abutting corridors and other supportive measures; and
  - Incorporating transit corridor design parameters into the Arterial Road Corridor Design Guidelines and TDM-Supportive Land Use Guidelines.
2. Recognize Highway 2 as Durham’s most significant transit corridor and, subject to budget approval, develop the corridor to its fullest potential by:
  - Continuing to prepare corridor studies to outline the actions necessary to transform the existing road into a “mainstreet”;
  - Requiring transit-supportive land uses as development and redevelopment occurs;
  - Enhancing streetscape and urban design;
  - Balancing the need to preserve mobility with the desire to create a more pedestrian oriented environment in the review of operating conditions and development applications; and
  - Incorporating appropriate supporting policies and designations into the Regional and Local Official Plans.
3. Request GO Transit to:
  - Expand bus services along Highways 401 and 407 (and 407 East Transportation Corridor) and to northern urban areas in Durham Region, and begin by providing more service on existing routes.
4. Request the Ministry of Transportation to consider the designation of reserved lanes on Highway 401 for Bus Rapid Transit and the designation of a transitway on the proposed 407 East Transportation Corridor to Highway 35/115, including the two high-speed links with Highway 401.
5. Request GO Transit, the Toronto Transit Commission and York Region Transit to:
  - Introduce measures that make public transportation more attractive to longer distance commuters; and
  - Examine opportunities to improve inter-regional connections and their compatibility with the Transit Priority Network.
6. Encourage potential public and private sector service providers to participate more in the delivery of public transportation services in the Region, with a focus on:

- Working with taxis and other commercial carriers to provide off-peak, low volume and non-traditional services, and to improve their connectivity with other public transportation services;
  - Providing better service to the rural area and passengers with special needs; and
  - Expanding inter-city transportation options, including air, rail and marine modes.
7. Conduct feasibility studies to examine the use of the following corridors for passenger transportation purposes:
- The CPR Belleville subdivision between the City of Toronto and the Municipality of Clarington (Bowmanville);
  - Regional Highway 47 between Township of Uxbridge and York Region; and
  - Hydro corridors within Durham Region.