



Website: durhamsafecycling.ca

Email: durhamrcc@gmail.com

Promoting Safe Cycling Throughout Durham Region

Antony Manoharan, P.Eng.
Water Resources Engineer, Project Manager
Town of Whitby,
575 Rossland Road East,
Whitby, ON, L1M 2M8

Jan. 3, 2019

Via E-Mail

RE: Michael Boulevard Flood Mitigation Strategy Municipal Class Environmental Assessment

Dear Michael,

Recently, Durham Region Cycling Coalition (DRCC) became aware of the above-mentioned study and the request for community feedback prior to the planned 2019 Community Open House. Being a community-based cycling advocacy group, we would like to take this opportunity to provide our feedback for consideration.

As a background, a number of our Whitby members recently completed a walking field audit early fall 2018 within the study area in connection to the Lynde Creek Master Drainage Plan Community Open House. The following results were observed:

- The Town of Whitby is in the process of redeveloping Jeffrey Street Park including a new Active Transportation (AT) bridge across Lynde Creek providing a new non – road AT corridor from White Oaks into Jeffrey Park.
- The public portion of land flanking the eastern shore of Lynde Creek from Jeffrey Park south to Highway 401 is underutilized and could become an AT corridor.
 - This trail is also shown on Town of Whitby’s June 2010 Cycling and leisure Trail Plan – as a “proposed trail”.
- Four courts from Michael Boulevard backing onto the eastern side of Lynde Creek provide a public access entry point via a lane way between private properties at the end of each court.
- Visible human activity was evident along this corridor both positive and negative.
- The Gabion Wall structure has been repaired in some sections and additional sections are in need of repair on the eastern side of Lynde Creek.
- Eastward from Lynde Creek along the Highway 401 sound barrier wall a vast stretch of underutilized public property / future road allowance is in place extending to Henry Street. This corridor runs parallel to Highway 401 and is presently in use as an unmarked pathway and MUP.

As a result of our field observations, and in conjunction with this study, DRCC would ask that consideration be given to expanding an AT multi-use path network thru the public space portion of the study area for the following reasons:



Website: durhamsafecycling.ca

Email: durhamrcc@gmail.com

Promoting Safe Cycling Throughout Durham Region

- Jeffrey Park is being redeveloped and will include a new AT bridge and MUP leading directly into a nature / park setting from an underserved neighbourhood.
- A new AT corridor running south from Jeffrey Park on the eastern side of Lynde Creek and then eastward to Burns Street along the open space corridor parallel to Highway 401 could connect to an existing MUP @ Burns.
- There are four existing public lane-way corridors leading from a mature sub-division directly into the eastern side of the Lynde Creek area. These corridors could connect to a new AT MUP and complete what appears to have been the originally intended plan along Lynde Creek.
- With a possible connection at the existing Burns MUP, AT users would have access to a safe non-road AT corridor leading from West Whitby thru to Whitby GO as well as southward to Iroquois Park and the Waterfront Trail, via Henry Street 401 Bridge (which now has a new MUP).
- Controlled access into this area via an AT MUP benefits the area as a whole by providing a co-ordinated avenue into a natural setting.
- An AT MUP would have minimal impact on nature and a maximum benefit to the overall project as well as providing a healthy life style alternative for Whitby residents (similar to Oshawa Creek Trail system's Joseph Kolidzie Bike Path)
- With flood mitigation work being contemplated via the in-progress Lynde Creek Master Drainage Plan, consideration should be given to the following additional points:
 - Visible MUP passage way is now in place under Highway 401 at Lynde Creek.
 - Six new flood mitigation tunnels are being proposed at the rail corridor and could include an AT MUP Tunnel at time of construction based on verbal feedback received from the project consultants (see Chris Potvin).
 - This additional connection could further expand the MUP in a south direction following the Lynde Creek corridor and supports the overall MUP concept.

In closing, thank you for taking time to consider our feedback comments. We look forward to attending the first Open House in the near future and learning more as this project evolves.

Respectfully,

Bruce MacDonald, Executive Director
Durham Region Cycling Coalition

C.C. Lucy Benham, P.Eng. Central Lake Ontario Conservation Authority
Steve Hollingworth, P.Eng. The Municipal Infrastructure Group