

Changes Since PIC #3 in Whitby and Oshawa

Town of Whitby

The preliminary design in downtown Whitby has changed since PIC #3. The refined preliminary design is 3-lane Westbound Mixed. This design provides the balance between wider sidewalks, maintaining traffic capacity, and providing transit priority without impacting downtown buildings.



City of Oshawa

Since PIC #3, the preliminary design has been refined to reduce the impacts to on-street parking.

- Bond Street: Add 3 on-street parking spaces.
- King Street: Remove 13 on-street parking spaces.

Metrolinx is committed to working with the City of Oshawa to mitigate parking impacts.

Opportunities during Detail Design

Based on community feedback we will assess further refinements during the detailed design stage to minimize impact to communities, specifically:

Town of Whitby

1. Relocate westbound bus stop further west to Byron

- + Manage westbound queuing
- Longer connection to north-south bus routes

2. Replace westbound platform with a bus bay

- Merging can create more traffic congestion and safety concerns
- Bus bay would cut into wider north sidewalk for most of the block


3. Balance north and south sidewalk widths (Byron to Brock)

- Buildings and intersections prevent equal sidewalk widths
- + Refinements can be reviewed in detail design

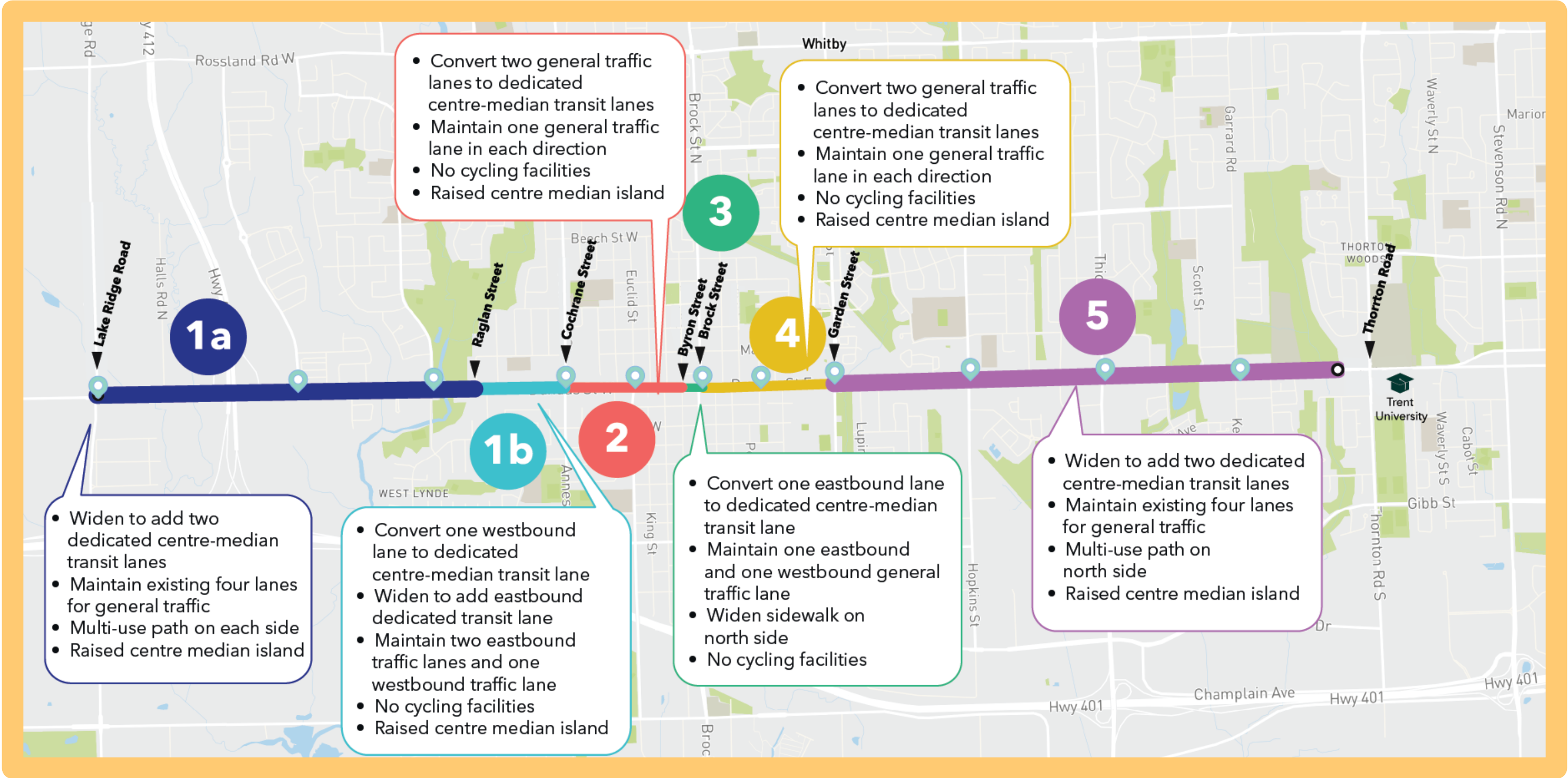
4. Relocate westbound bus stop east of Brock

- Right-turn lane would be removed creating increased traffic on Perry with safety concerns

Town of Whitby



Tell us your thoughts on the design in Whitby by filling out the [feedback form](#).



Segment	1	1b	2	3	4	5
Existing lanes	4	4	4	4	4	4
Future proposed traffic lanes	4	3	2	2	2	4
Total number of lanes including BRT lanes	6	5	4	3	4	6

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