

Appendix A

Table A6 Route Selection Criteria		
Criteria	Description	Considerations
Urban/Rural	Routes should be developed in both rural and urban contexts to accommodate different users and provide stronger connections between rural and urban areas?	<ul style="list-style-type: none"> ▶ Does the route connect provide connections between rural areas and urban nodes in Whitby? ▶ Does the route accommodate a range of users in a rural context or urban context?
Context Sensitive	Facility design will comply with approved City standards, policies and approvals. Implementing the Plan in locations that have unique features or site-specific constraints may require further investigation. Solutions for these projects are to be developed on a site-by-site basis.	<ul style="list-style-type: none"> ▶ Is the route or facility type appropriate for the surrounding land uses? ▶ Is there significant impact on the natural features within the surrounding area? ▶ Are there constraints within the area that would need to be addressed through design or construction?
Diverse	The network should appeal to a range of user abilities and interests. This will be achieved by providing a diverse and balanced set of on-road and off-road active transportation linkages.	<ul style="list-style-type: none"> ▶ Does the route provide opportunities for a range of active transportation uses? ▶ Is there a balance of on and off-road opportunities for walking, cycling and rolling? ▶ Do alternative routes already exist? ▶ Are there sufficient routes / proposed facility types for users of all ages and abilities?
Direct/Scenic	The network should provide connections to existing cycling infrastructure and ability for cyclists to access scenic routes that are the direct and continuous, with limited turns, stops and additional distance required, to ensure efficiency for the user.	<ul style="list-style-type: none"> ▶ Does the route provide a continuous, uninterrupted, well connected route? ▶ Is the route visually appealing/ attractive (i.e. nice scenery) ▶ Does the route have limited turns and stops?
Recreation/Commuter	The network should provide a balance of facilities for both recreation and commuter purposes to support different levels of experience, user groups, and trip types.	<ul style="list-style-type: none"> ▶ Are there a mix of both commuter and leisure trails? ▶ Does the route accommodate trip purposes e.g. commuter route, leisure route

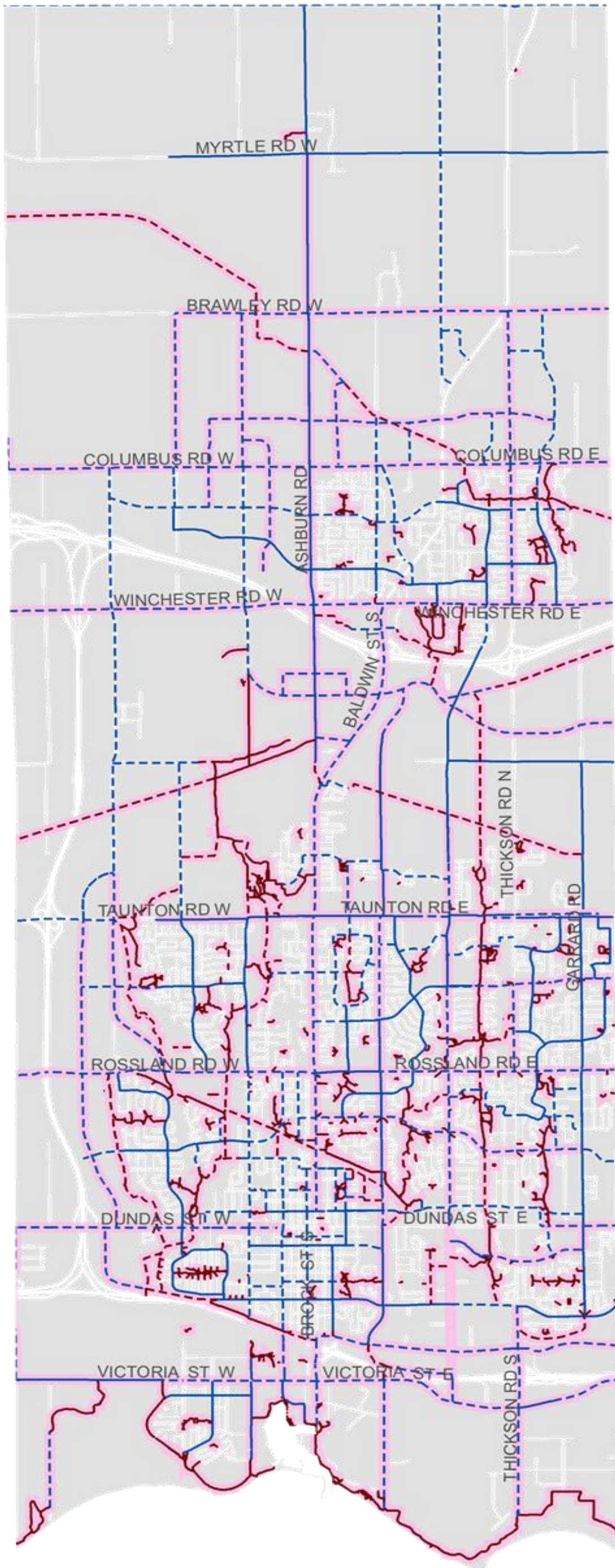
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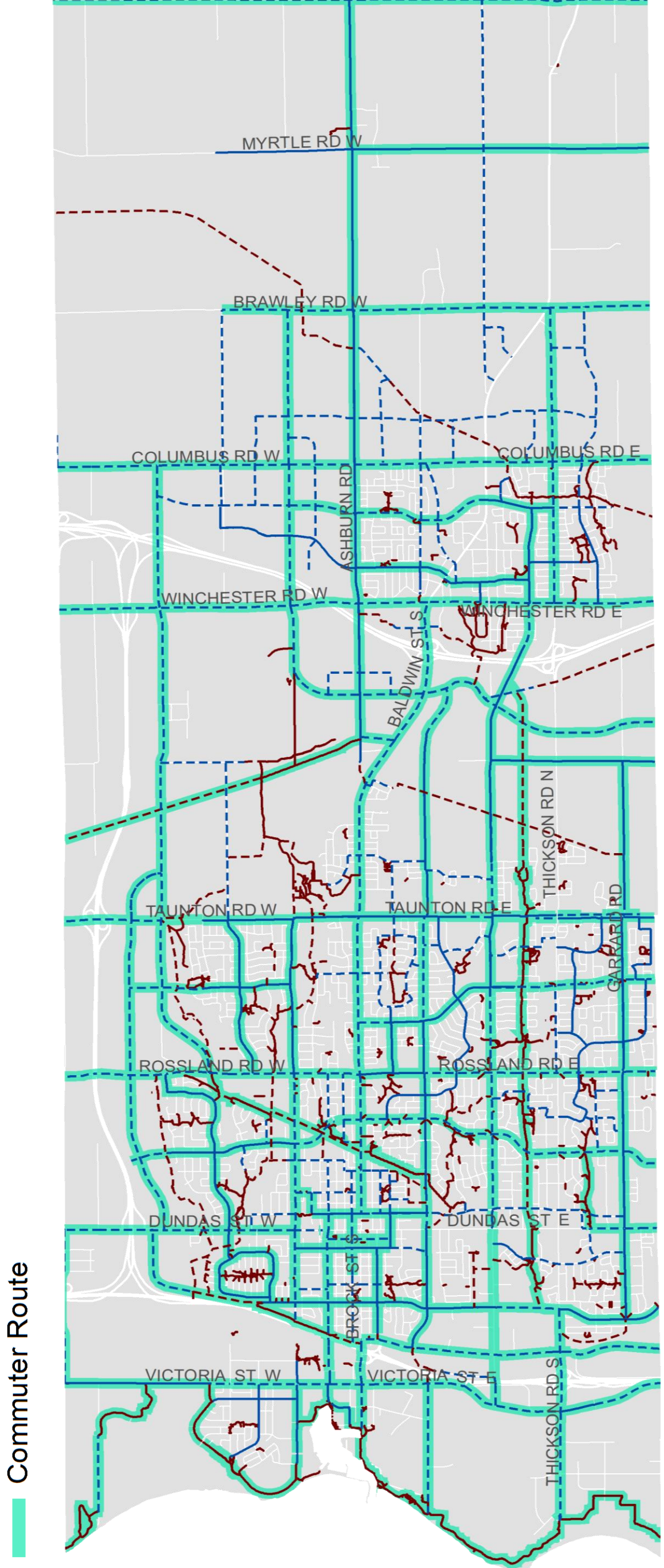
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Easy to Access	Routes should be accessible throughout the community. Routes should also connect urban areas, with east-west and north-south linkages	<ul style="list-style-type: none"> ▶ Does the route connect significant origins, destinations or nodes such as residential neighbourhoods, employment areas, commercial, recreational or institutional destinations? ▶ Is the route intersected by other modes of transportation?
Destination Specific	Routes should facilitate connections throughout Whitby providing access to key destinations within the Town.	<ul style="list-style-type: none"> ▶ Does the route support local tourism initiatives? ▶ Does the route link to other key destinations and services?
Comfortable and Safe	Reducing risk to users and providing comfortable facilities will be a key consideration when selecting routes to form the network. The route responds to active transportation suggestions and recommendations provided by user groups and members of the public.	<ul style="list-style-type: none"> ▶ What is the potential for conflict between cyclists, pedestrians and other road users? ▶ Can a route feasibly be implemented that would appeal to a broad user range of potential pedestrians and cyclists? ▶ Is it clear who the intended users of the proposed facility type are?
Continuous and Connected	The active transportation network should provide residents and visitors with connections to the urban and rural areas of the Town, commercial and employment areas, open spaces, significant natural, historic and recreational features, community facilities and tourist destinations.	<ul style="list-style-type: none"> ▶ How directly does the route connect origins, destinations and nodes? ▶ Does the route provide pedestrians and cyclists with direct access to primary destinations within and surrounding the community? ▶ Is the route intersected by other routes?
Cost-Effective	Routes will be selected with sustainability in mind. Considerations include route location, alignment, materials and design, operation and maintenance.	<ul style="list-style-type: none"> ▶ Would the construction of an appropriate route require a disproportionate amount of the budget available for infrastructure relative to the potential use of the facility?
Attractive and Interesting	Routes should take advantage of attractive and scenic areas, views and vistas. Routes should provide users with the	<ul style="list-style-type: none"> ▶ Is there scenic value that enriches the experience along the route? ▶ Is there potential for the route to

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	opportunity to experience the cultural and natural heritage found throughout the City.	access natural, historic or cultural areas of interest within and outside of the City?
User Demand	Routes should be developed along areas of high volume, where active transportation users bike, walk and roll etc. to accommodate existing and future demand.	<ul style="list-style-type: none"> ▶ How heavily is the route currently used by cyclists, pedestrians etc.? ▶ How is this route being used and by whom?

Recreational Route





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