

Appendix C

Consultation Summary

The Town of Whitby's Active Transportation Plan (ATP) has been developed to serve as a long-range, comprehensive, forward thinking and action oriented guide which will support future planning, design, implementation, operation, maintenance and evaluation of active transportation and recreation.

A key component of the development of the ATP was the engagement, consultation and communication with various audiences and interest groups. The development of the ATP was informed by a number of consultation and engagement opportunities.

The plan was developed based on significant input from a variety of audiences at each stage / phase of the ATP study. By applying this approach, the team was able to develop strategies and recommendations which reflect the interests, ideas, preferences and values of the Whitby residents, decision makers, staff, stakeholders and agencies.

1.1.1 Engagement Principles

The consultation and engagement program developed for the Whitby ATP was established based on the process/principles identified by the International Association of Public Participation (IAP2). IAP2 identifies five (5) levels of engagement and commitments to key audiences. These five levels of commitment include **inform**, **consult**, **involve**, **collaborate**, and **empower**. The spectrum is illustrated below and details on the commitment that is made at each of these levels follows.

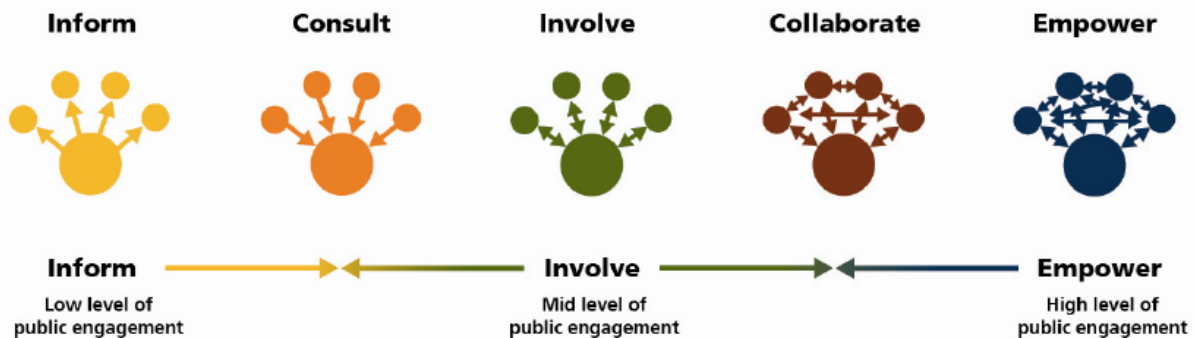


Figure 1 - IAP2 Levels of Engagement

1. **Inform** residents and stakeholders of the work undertaken, the outcomes of the work completed and the recommendations of the plan.
2. **Consult** with key audiences to generate feedback on key project outcomes and to help shape the proposed AT network – including routes as well as education and encouragement recommendations;
3. **Involve** technical agencies, stakeholders and decision makers in the identification of the preferred recommendations and determining phasing and priorities to inform implementation;
4. **Collaborate** with staff and Council to inform the selection of recommendations, policies and strategies which will shape the content of the ATP; and
5. **Empower** staff and decision makers to make the final decisions

The Whitby ATP aimed to establish a range of engagement opportunities for various audiences in an effort to identify community priorities and principles. The primary objective of the Whitby ATP consultation program was to “create various platforms of engagement that builds the trust of residents, stakeholders, staff, and Council and establish a foundation of commitment to the improvement of active transportation throughout the Town of Whitby”. In addition to this objective, a consultation program was developed, designed and implemented based on seven (7) key principles:

1. **Accessible:** provide those involved with information that is not only accessible from a technical understanding standpoint but also venues and events which can be easily accessed by people of all ages and skills.
2. **Creative** consultation and engagement tactics are founded on best practices while also using creative and innovative tactics tailored to the audiences being engaged.
3. **Best Practice** building on past consultation efforts and best practices within the Town of Whitby similar scope and scale.
4. **Adaptive** open to flexibilities including additional consultation events and / or methods of promotion and / or education.
5. **Meaningful** establish opportunities for meaningful exchange of information, dialogue and input gathering.
6. **Equitable** provide a range of opportunities that target all potential audiences resulting in an equitable process.

Appendix C

7. **Complementary** consultation approaches that complement ongoing planning initiatives being undertaken by the Town and its partners.

1.1.2 Who was Engaged?

Four (4) target audiences were identified early in the study process and specific consultation and engagement tools and tactics were selected for each. The target audiences were identified and defined in a stakeholder analysis and stakeholder management plan during the preliminary stages of the project. The stakeholder management plan and analysis identified the unique interests, communication preferences, issues and opportunities associated with each target audience. A description of the four (4) audiences that were engaged as part of the Whitby ATP planning process are described below.

Staff

Those employed by the Town of Whitby responsible for day to day implementation of policies, plans and strategies. They have a detailed knowledge of the process and protocol of the Town and the potential partnerships and community representatives.

Councillors

The mayor and members of Council are responsible for municipal buy-in and master plan adoption. They represent the various geographic areas of the Town and have an understanding of the wants and need of the people within their jurisdiction.

Stakeholders

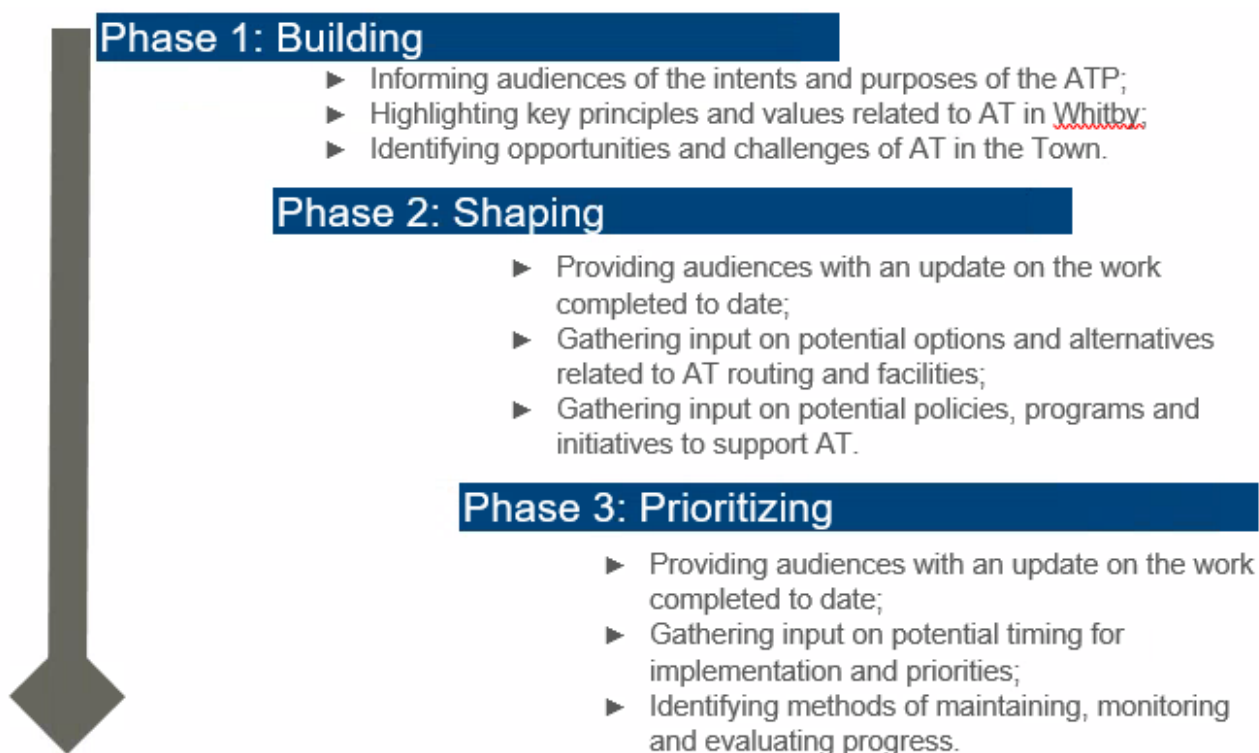
Representatives of technical agencies, local interest groups as well as committees. They have varying levels of technical understanding but typically are interested in aspects of civic growth and have specific issues that they are passionate about.

Public

The people who live, work and play within the Town of Whitby. They have strong vested interest in the outcomes of planning initiatives as they relate to their quality of life, property values and municipal investment and are unique based on their lifestyle and geography.

1.1.3 Consultation Overview

Understanding the various target audiences allowed the consultant team to identify tools and techniques to inform, consult, involve, and collaborate with the audiences. The consultation strategy was designed to ensure that input was gathered from the target audiences at every stage of the development of the ATP. The consultation strategy consisted of 3 phases that have distinct objectives. The phases and the engagement objectives are noted below.



Over the course of 3 three phases, the consultant team used three methods of communication, engagement and consultation to inform, consult, involve and collaborate with the various audiences. These included:

In-person Engagement: including stakeholder workshop sessions, working groups and public open houses where audiences attended sessions with presentations, display materials and opportunity for interactive input and discussion.

Online Engagement: including surveys and online interactive tools that mimicked the in-person engagement activities and questions.

Promotion & Outreach: communication tools such as social media, the project website, notifications and promotional materials (i.e. posters) which were used to increase awareness and interest in the project and generate participation both online and in-person.

Appendix C

What we heard

Documenting the input, comments and ideas throughout the consultation and engagement process provided valuable support for Whitby's ATP and also allowed the consultant team to collaborate with key partners and develop recommendations that reflect community values and interests. The input gathered at each stage / milestone of consultation and engagement was documented. The methodology used during each round of engagement and the input gathered through the various consultation and engagement tools and tactics are documented in the following sections.

1.1.4 Round 1 Consultation

The first round of engagement was designed to achieve the first three levels of commitment identified in the IAP2 process. The consultation and engagement tools and tactics selected for the first round of engagement meet the following consultation and engagement commitments to the various audiences:

- 1 To **inform** the different audiences of the intents and purposes of the project, the desired outcomes and foundational principles
- 2 To **consult** with audiences to gather input regarding active transportation habits, values and interests including opportunities and challenges related to AT improvements.
- 3 To **involve** key audiences to gather input on the vision and objectives of the plan

The following sections provide a more detailed overview of each consultation and engagement utilized throughout Round 1 and the outcomes and input received from those tactics. The findings from Round 1 have been incorporated into the preliminary documentation and findings for the Town of Whitby ATP.

Communication & Promotion

Communication is a core component to any master plan development process. Providing clear, consistent and interesting information was a priority for the project team when addressing any communication tool or tactic. The communication and promotion for the first round of engagement was developed and supported by both the consultation team and Town of Whitby staff.

Prior to the initiation of the project, a project logo and set of promotional tools – specific to the ATP - were created. The look and feel was developed based on corporate communication standards and used on all communication tactics and documentations for consistency. In addition to traditional notifications and outreach, the promotional material were distributed throughout the Town at key community destinations and through project partners such as committees, clubs, interest groups, etc.

The following is an overview of the tools and tactics used to increase awareness, generate interest as well as maintain momentum for the development of the ATP.

Appendix C

Publications



Consultation events were advertised using the Town's existing publications. The local publications were distributed throughout the Town two weeks prior to the consultation activities and contained key background information, a reference to the project website and survey and other opportunities to provide input.

Email



A project email account was set-up to track input received and to provide a forum to engage the ongoing dialogue between the team and target audience. The email is monitored and maintained by the consultation team with key issues or concerns which are reviewed and considered by the consultant team and Town staff.

Social Media



Social Media was used to promote key project messages and identify opportunities for engagement. The Town and its partners have a strong existing social media presence which were used to post notifications prior to events, highlight on-line engagement opportunities and generate interest.

Public Engagement

There were two methods of public engagement and consultation which were used over the course of Phase 1 to gather input on:

- ▶ Existing active transportation conditions and habits of the Town of Whitby residents;
- ▶ Challenges and barriers associated with walking, cycling, accessibility and other active forms of transportation and recreation; and
- ▶ Opportunities for improvements and enhancements to the existing system of active transportation routes and facilities.

The two methods of engagement and consultation included an **online survey** which was prepared and hosted by the Town and a **public open house**. The objectives, format and outcomes of these two activities are documented below.

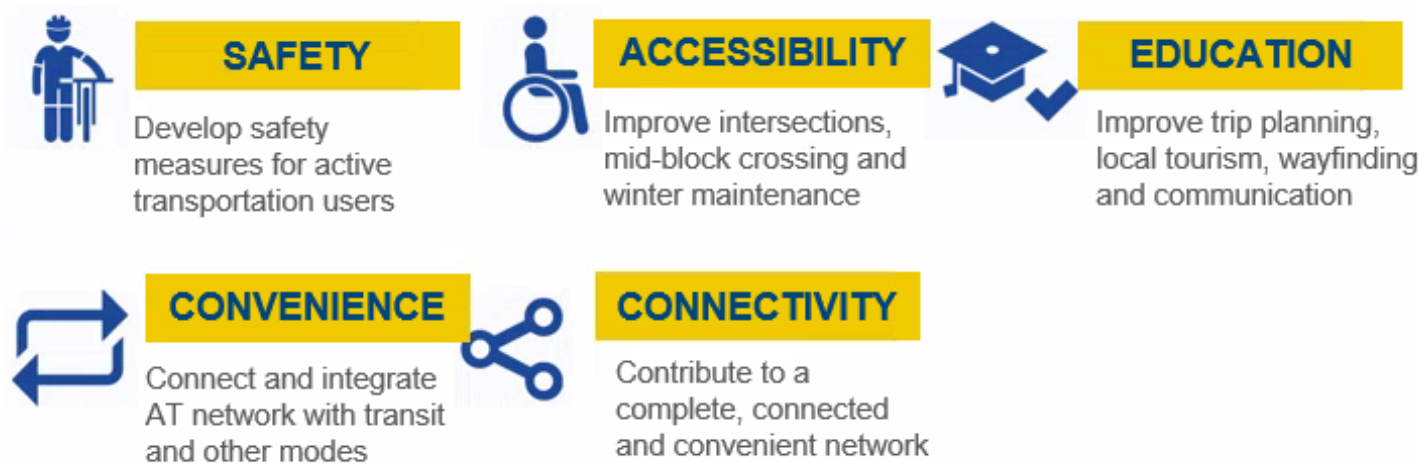
Online Survey Results

The Town of Whitby –with input from the consultant team – prepared an online survey at the beginning of the study to gather input on the current active transportation trends, habits and preference of Whitby residents. The survey was hosted using the Town’s internal online engagement tool and was managed over the course of 4 months.

The Whitby ATP survey had a total of 28 questions with two (2) sub-surveys within it – one specific to walking / accessibility and the other specific to cycling. The following are some of the themes which have emerged based on the responses provided to date.

Objective: to provide online opportunities to gather input on active transportation habits, values, interests, opportunities and challenges.

Timeline: The survey was hosted between April and June 2017



Appendix C

Open House 1

The first public open house was held in the lobby of the Town of Whitby offices between 6:00 and 8:00 p.m. This style of open house allowed for attendees to review the display boards at their leisure, provide their input on the interactive displays about different active transportation topics, and talk to member of the project team (i.e. Town staff or the consultant team).

25 – 30 individuals attended the open house session with all attendees participating and providing input through the various interactive displays. An overview of the information

presented and interactive activities – both in the format of display boards) – is presented in the table below.

Objective: Inform attendees of the intents and purposes of the project; shape the AT vision and objectives and identify opportunities and challenges.

Participants: 25 – 30 attendees participated at the open house.

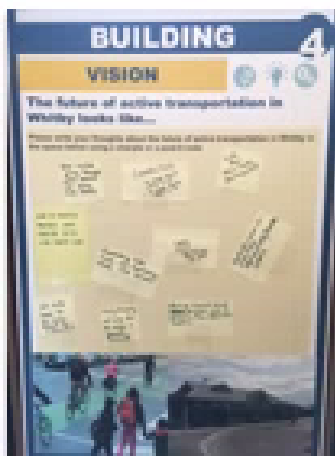
Timeline: May 9th, 2017

Table 1 - Overview of Public Open House Display Boards

ITEM	DESCRIPTION
1	An overview of the project brand and the primary contacts for the study
2	An overview of the various phases and steps that make-up the ATP and an overview of the policies relative to the ATP
3	An overview of the benefits of active transportation. An overview of the elements which make-up the best practices.
4	An open comment interactive board asking individuals to identify their vision for the future of AT in Whitby
5	A description of the seven (7) step development process
6	An interactive display requesting input on types of AT amenities
7	An interactive display requesting input on different types of bicycle parking
8	An interactive display requesting input on important destinations in the Town
9	An interactive board asking participants to check what their preferred signage is
10	An interactive board asking participants to check which amenities they wish to see in Whitby AT network
11	An overview of various methods of engagement available for the project
12	A Description and graphic of the different AT facility types
13	An interactive board for participants to place a stick next to the facility type they prefer

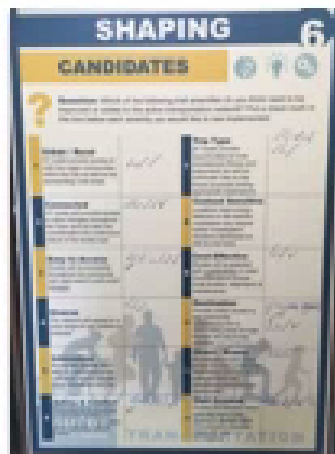
As noted above, a total of seven (7) interactive display boards were developed and used to gather input from attendees on specific active transportation topics. An image of

the display board – following the open house - and a summary of input received is documented below.



Active Transportation Vision

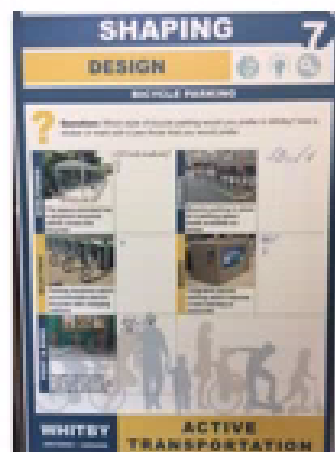
- ▶ Safe from vehicular traffic
- ▶ Safe for all types and age of users
- ▶ Connected to where people want to go
- ▶ Connected to where people need to go
- ▶ Bike routes through green space and to water-front trail



Route Selection Criteria

The following criteria are considered important to consider when identifying active transportation routes.

- ▶ Connected routes
- ▶ Easy to access
- ▶ Safe & comfortable
- ▶ Opportunity for different trip types
- ▶ Access to further key community destinations such as Lake Ontario



Bike Parking Design Options

Participants were most drawn to the traditional post/ring parking and bicycle parking in place of a vehicle parking. Participants expressed that the long-term boxes were ugly and that not too many people have a need for electric bicycle parking.

Appendix C



Destinations in Whitby

Many participants indicated that the destinations most important to reach included the downtown core, GO station and, arenas. Some participants also indicated that travelling to employment areas, parks, schools, and community centres were key destinations.



Signage Types and Styles

Majority of participants were happy with the directional signs, the trails head signs, and the route confirmation signage. Some participants were satisfied with the "share the road" signs but many questioned how effective they were. A suggestion to the "share the road" sign is to have it function like a school zone sign during peak travel times. Participants did not like the route and street sign design.



Trail Amenity Types

Participants identified the trail bridge, washrooms, crossings, and signage and waste as high priority. Lighting and parking were not as high of a priority but still considered valuable; while, entrance gates and boardwalks were not viewed as necessary to include in the ATP. Concern for the accessibility of boardwalks was brought forward. Other considerations included water fountains and benches.



Active Transportation Facility Types

Most participants identified the following as preferred facilities:

- ▶ buffered bike lanes,
- ▶ in-boulevard multi-use paths,
- ▶ asphalt trails,
- ▶ park trails,
- ▶ pathways, and
- ▶ bike lanes

Some participants showed interest in sharrows, buffered paved shoulders, granular trails, and sidewalks. No participant showed an interest in an urban shoulder or cycle

Two maps were presented with the question: What are your thoughts about AT in Whitby? The maps identified the existing and previously proposed AT routes for both North and South Whitby. Participants were encouraged to use the maps to mark their ideas, interests, visions, and issues associated with AT in Whitby. Highlights of some of the comments are provided on the following pages. The red circles indicate areas of focus that were identified based on input received.

Appendix C

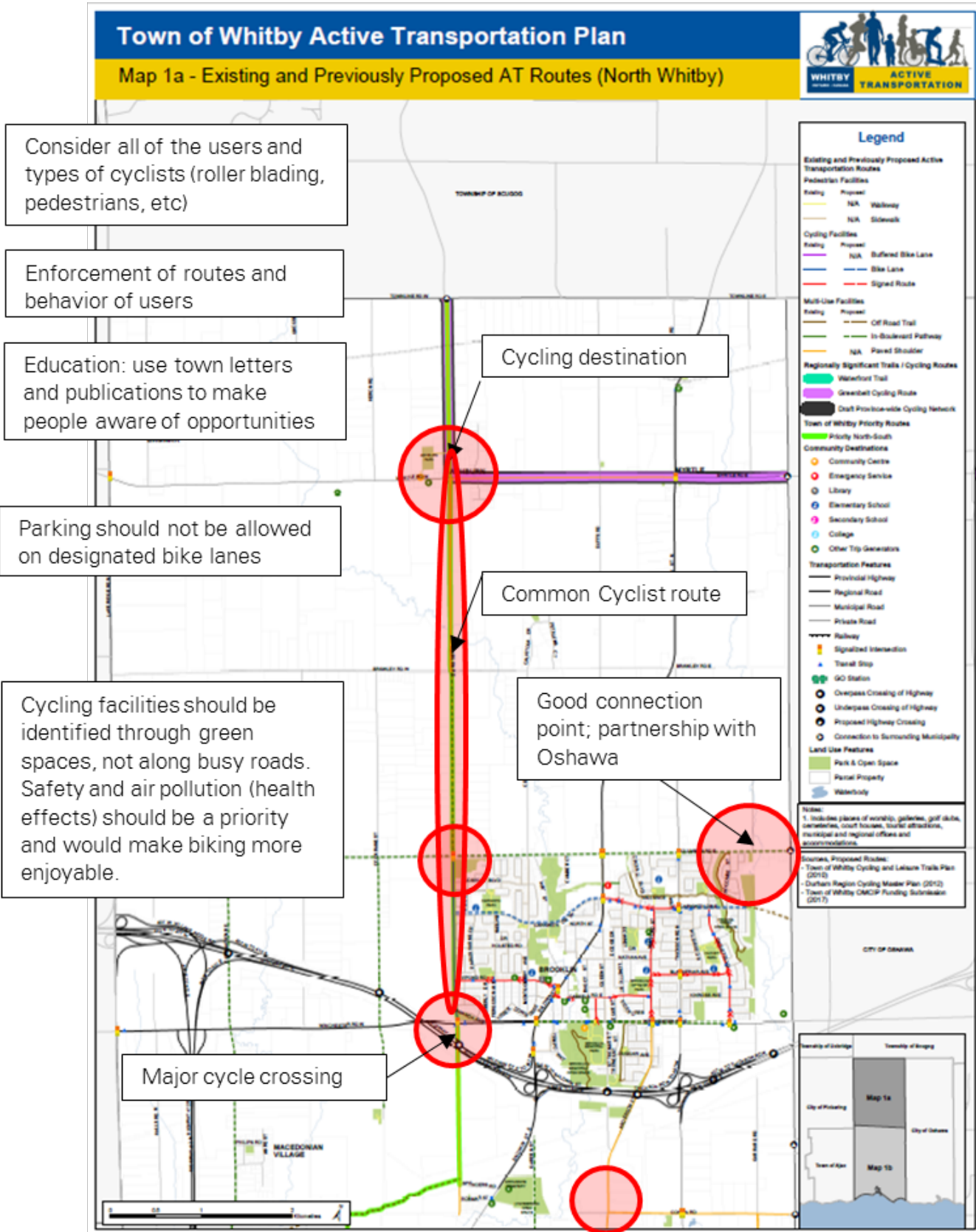


Figure 2 - Existing & Previously Proposed AT Routes in North Whitby

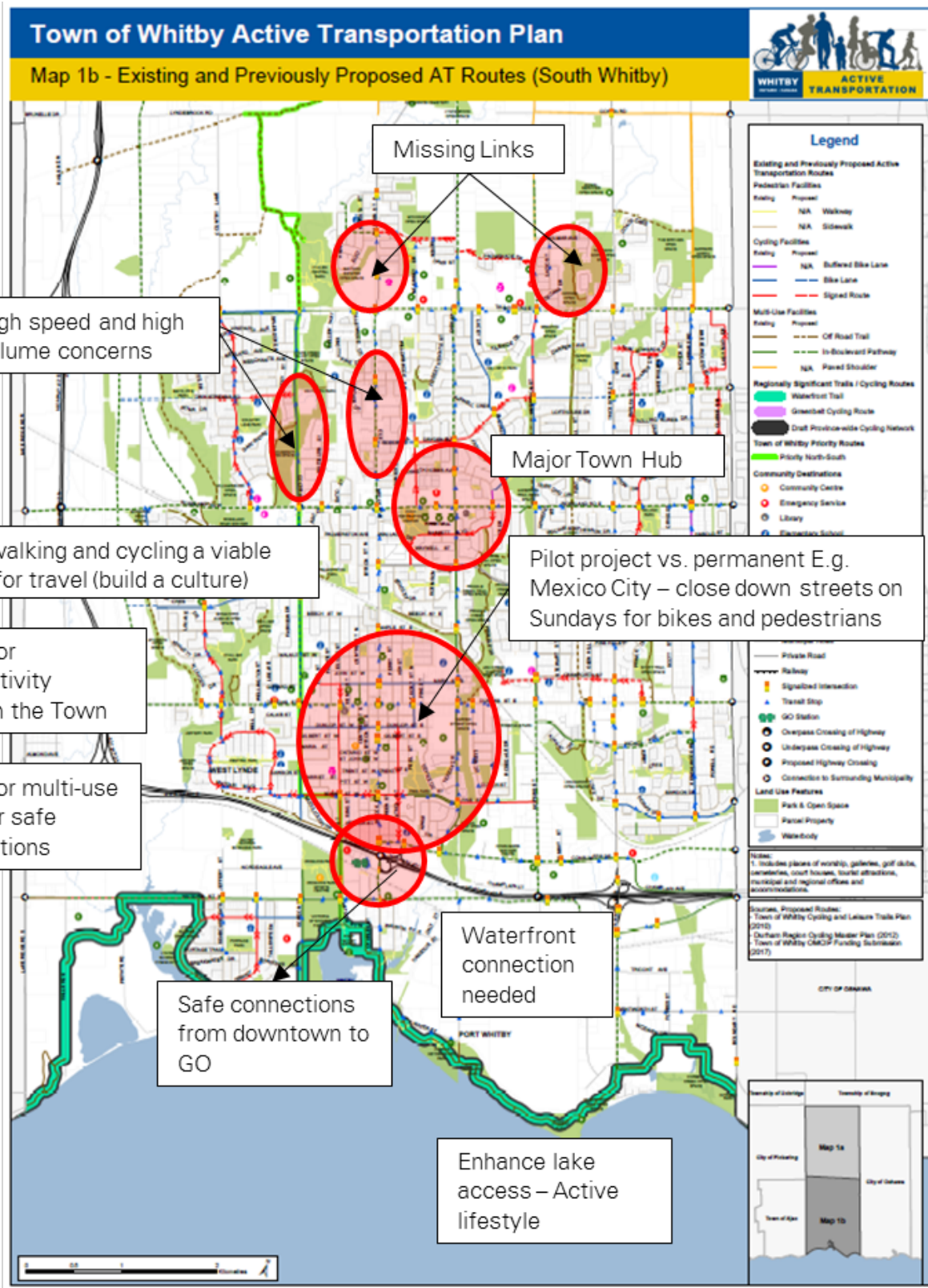


Figure 3 - Existing & Previously Proposed at Routes in South Whitby

Appendix C

Stakeholder Engagement

The first stakeholder workshop was held at the Town of Whitby Council Chambers between 3:30 and 5:00 p.m. Technical Agencies including but not limited to the Region of Durham, surrounding municipalities, school boards, conservation authorities, etc. were invited two weeks prior to the workshop via an invitation letter.

The session began with an introductory presentation followed by a series of interactive activities. The workshop session was facilitated by members of the consultant team which encouraged attendees to engage with each other as well as with members of the consultation team.

A condensed version of the workshop agenda is provided below. Input from participants was documented using documentation tools such as cue cards, sticky notes, and mark-ups. A more detailed summary of the activities and the outcomes / input received is presented below.

Objective: Inform attendees of the intents and purposes of the project; shape the AT vision and objectives and identify opportunities and challenges.

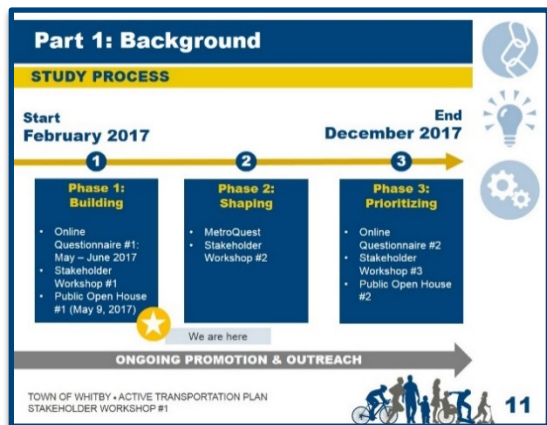
Participants: 15 attendees participated at the stakeholder workshop

Timeline: May 9th, 2017

Table 2 - Stakeholder Engagement Workshop 1

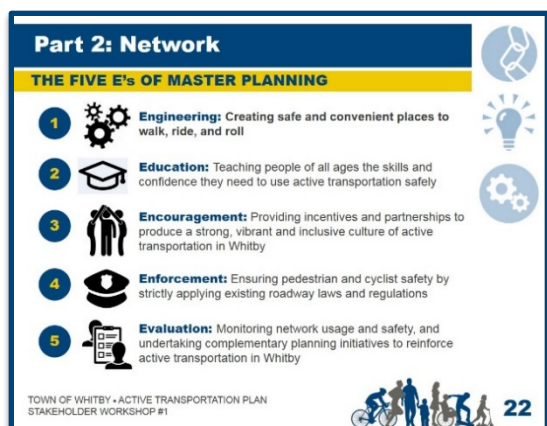
Time	Topic
3:30 – 3:35 p.m.	Welcome
3:35 – 3:45 p.m.	Presentation 1 – About the Study
3:45 – 3:55 p.m.	Activity 1 – Opportunities & Challenges Cardstorming
3:55 – 4:05 p.m.	Presentation 2 – Key Elements of the ATP (Approach & Five E’s)
4:05 – 4:55 p.m.	Activity 2 – Strategy Brainstorm
4:55 – 5:00 p.m.	Closing Remarks & Next Steps

A two-part presentation was given to the attendees which was designed to provide high-level project background as well as more detailed information about the process and principles which will inform the development of the ATP and the network. Below is a more detailed description of each presentation.



Presentation 1: About the Study

Part 1 provided the attendees with an overview of what an ATP is, the intents and purpose of an ATP, how the study process is occurring, the benefits of AT in support of the plan, and what has been heard thus far.



Presentation 2: Key Elements of the ATP (Approach & Five E's)

Part 2 provided attendees with an in-depth description of the five E's and how they can be used to categorize the existing conditions and better plan for Whitby's active transportation needs. During this presentation, existing conditions were shown using both images and maps. As well, network considerations were outlined the help with a better understanding of how to use the Five E's in developing a plan.

The first activity was used to gather input on the opportunities and challenges associated with active transportation in the Town of Whitby. Attendees were asked to work within groups and identify five (5) challenges and five (5) opportunities associated with active transportation specific to the Town and their experiences. Each table was provided cue cards to record their input. Each group was then asked to present their ideas to the larger group. As the opportunities and challenges were presented, the facilitator organized them into the five E themes. The following table outlines some of the detailed comments gathered through the activity.

Appendix C

Table 3 - Activity 1 Input Received

Opportunities	Challenges
<ul style="list-style-type: none"> ▶ Connect GO train to AT amenities and waterfront ▶ AT facilities in new building (i.e. showers, etc.) ▶ Signage for way finding and etiquette education ▶ Full-season network ▶ AT encourages spending on local economy ▶ Police presence and enforcement on trails for safety ▶ Temporary road closures downtown to allow for AT only 	<ul style="list-style-type: none"> ▶ Seasonal maintenance (especially needed early spring) ▶ Safety and comfort on high-volume traffic roadways ▶ Limited right of ways at busy intersections ▶ Budget constraints; who pays for what? ▶ E-bikes – regulation access on trails ▶ Mandatory requirements (by-laws)

The second activity was facilitated in a conversation café style and was used to identify solutions and strategies to address challenges that were noted as a result of activity #1. In this activity, each table was given one of the categories from the five (5) E's and was asked to identify potential strategies or initiatives which addressed the challenges noted in the first activity. The categories were discussed as a larger group and additional ideas were generated. The input received is documented below.

Table 4 - Activity 2 Input Received

Five E's	Key Themes
	<ul style="list-style-type: none"> ▶ Roundabout and intersection design to ensure safety for AT ▶ Waterfront trail connection ▶ Remove vehicle parking on streets where there could be cycling facilities ▶ Implementation of additional multi-use pathways in appropriate locations i.e. consider driveways
	<ul style="list-style-type: none"> ▶ Education for all AT modes in schools ▶ Way finding and signage for commuters ▶ Websites, apps, brochures
	<ul style="list-style-type: none"> ▶ Connecting GO train, AT amenities, and waterfront trail ▶ Incentives for businesses to support AT ▶ Temporary road closures to vehicles on weekends for AT to get downtown ▶ Improved bike parking
	<ul style="list-style-type: none"> ▶ Local police presence to improve safety ▶ Amenities that provide ease and comfort
	<ul style="list-style-type: none"> ▶ Seasonal maintenance

Key Themes

During the first round of engagement, four (4) key themes emerged. A detailed description of each theme is provided below:

Connections:

- ▶ The ATP should include direct, north-south and east-west connections.
- ▶ There should be clear access to major destinations throughout the Town.
- ▶ There should be an emphasis in connecting the outer municipalities to the downtown core.
- ▶ Active lifestyles should be promoted by connecting to the waterfront trail.
- ▶ The GO train should be connected to AT amenities.

Safety & Comfort:

- ▶ Safety needs to be the top priority when planning for AT.
- ▶ The presence of more law enforcement would help to enhance the sense of safety for all road users.
- ▶ The facilities need to be well designed and maintained to ensure that people feel comfortable and safe when using them.
- ▶ Fast high-volume roads are not considered ideal AT routes within the Town.

Education:

- ▶ There needs to be a promotion of active transportation.
- ▶ Education needs to be tailored to different groups and ages.
- ▶ Focus on partnering with for youth outreach.
Education should focus on behaviours and safe etiquette.

Facility Type:

- ▶ The wants and needs of various types of cyclists and active transportation users has an impact on the types of routes selected and facilities designed.
- ▶ There needs to be consideration not just of the facility types but an understanding of how they should be used.
- ▶ Consideration of active transportation amenities in addition to the facilities throughout the Town.

1.1.5 Round 2 Consultation

In October 2017, the second round of engagement was launched. Round 2 was designed to use the momentum from the first round of engagement and continue to provide opportunities from various stakeholders throughout the process. The consultation and engagement tools and tactics selected for the second round of engagement meet the following consultation and engagement commitments to the various audiences:

Appendix C

- 1 To **inform** the different audiences of the progress and work completed to date
- 2 To **consult** with audiences to gather input regarding active transportation routing and facility options and alternatives
- 3 To **involve** key audiences to gather input on the potential timing for implementation and the active transportation project priorities

The following sections provide a more detailed overview of each consultation and engagement utilized throughout Round 2 and the outcomes and input received from those tactics. The findings from the second round of engagement have been incorporated into the preliminary documentation and findings for the Town of Whitby ATP.

Promotion & Communication

Consistent promotion and communication throughout the project is very important to bring awareness and continue to generate buy-in for the project. A set of promotional materials were created by the Town of Whitby staff and consultant team for the second round of engagement using the same look and feel that was developed for the first round of engagement. Consistent with round 1, promotional material was distributed throughout the Town at key community destinations and through project partners such as committees, clubs, interest groups, etc.

The following is an overview of the tools and tactics used to increase awareness, generate interest as well as maintain momentum for the development of the ATP.



PUBLICATIONS

Similar to round 1, engagement opportunities were promoted two weeks prior to the events in local publications.



EMAIL

The project email account continued to be used to track input received and to provide a forum to engage the ongoing dialogue between the team and target audience.



SOCIAL MEDIA

Social Media was used to provide updates on the progress of the project and promote opportunities for continued engagement.

Appendix C

Public Engagement

Parallel to the first round of engagement, two methods of public engagement and consultation were used during round 2 to gather input on:

- ▶ The draft AT network and preliminary phasing;
- ▶ Priorities and implementation of the AT network and strategy; and
- ▶ Recommendations within the Five E's.

The two methods of engagement and consultation once again included an **online tool** which was prepared and hosted on the MetroQuest platform and a **public open house**. The objectives, format and outcomes of these two activities are documented below.

Metroquest Results

A second online opportunity for stakeholders and members of the public to provide their input was offered through the MetroQuest platform and promoted on the project webpage and on the Town's social media. The engagement activity provided participants with an opportunity to engage in up to three (3) different activities to provide input on various aspects and components of the AT plan. The platform used a series of maps and images with prompting questions to engage the participants and gather input.

The survey consisted of three (3) activities including:

Objective: To gather input regarding the priorities and implementation of the AT network and strategy.

Participants: The online tool had a total of 69 responses submitted.

Timeline: The MetroQuest tool was launched on November 28, 2017.

The Network: participants used the images provided to select the facilities and treatments they feel most comfortable using.

Facility Types & Phasing: a map was provided for participants to provide input on the draft AT network. Participants were able to mark on the map whether they agree or disagree with the facility as well as mark the level of priority.

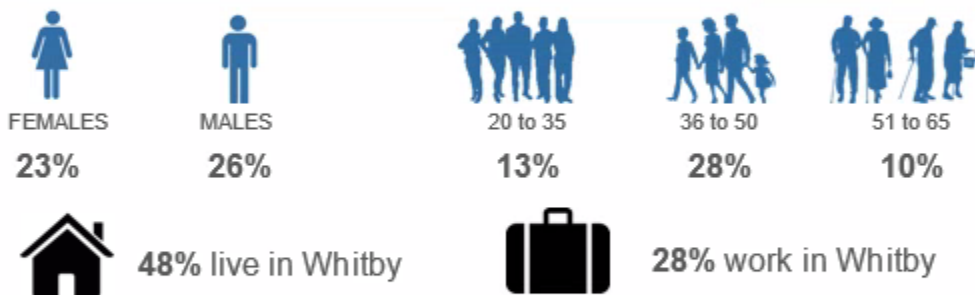
Recommendations: this screen identified AT supportive recommendations and asked respondents to rank those recommendations based on their level of support.

The online tool concludes with some high-level socio-demographic questions about the respondent to provide some additional context to the responses received.

The following is a summary of the MetroQuest results:



Metro Quest Tool attracted **115** total visits
Of these visitors, **69** provided responses to the questions.



How did you hear about the survey?



Appendix C

Preferences

The results indicate that 79% of respondents prefer cycling on facilities that are separated from the road such as buffered bike lanes, in-boulevard trails, cycle tracks, etc. as shown in FIGURE 4 below.

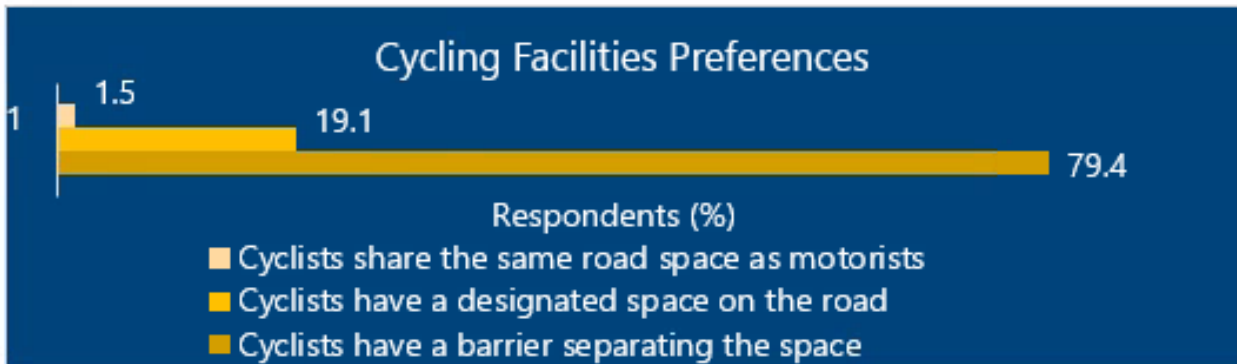


Figure 4 - Cycling Facilities Preferences

54% of respondents also prefer using a trail through a park or open space or along a pathway in the boulevard in place of a sidewalk as shown in the FIGURE 5.

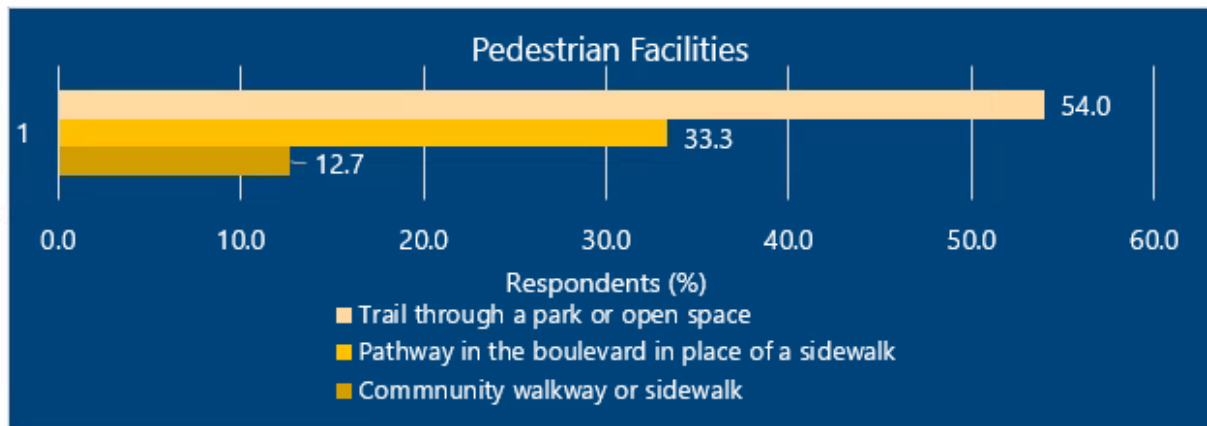


Figure 5 - Pedestrian Facilities Preferences

Respondents were also able to provide additional comments for each element of an AT network and their preferences. Most of the comments about cycling and pedestrian facilities emphasized safety concerns, east-west connectivity through the Town, as well as lighting and security of pedestrian pathways and trails.

`` Make pedestrian facilities well lit and safer ``

``East to west, at this point is not much of an option for cyclists... Wouldn't it be nice to have meaningful east- west work commute for cycling``

Intersection, Crossings and Transition Treatments:

45.3% of respondents indicated that they prefer to use crossriders at intersections. Crossriders allow cyclists to continuously ride through an intersection without having to dismount. 26.6% of respondents also indicated that they prefer using bike boxes at intersection. Together, crossriders and bike boxes can improve connectivity for cyclists and increase a user’s sense of comfort and safety when riding through an intersection.

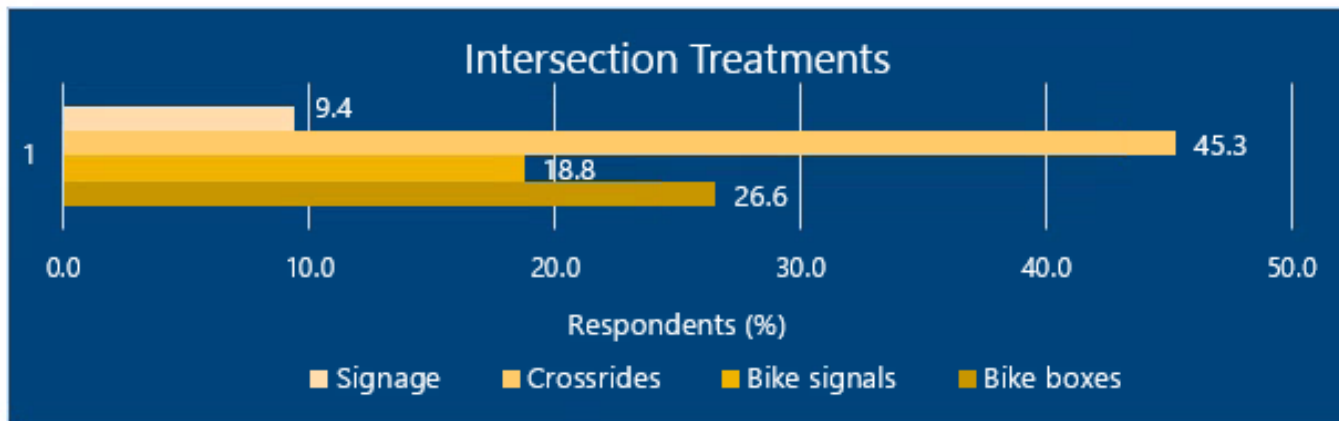
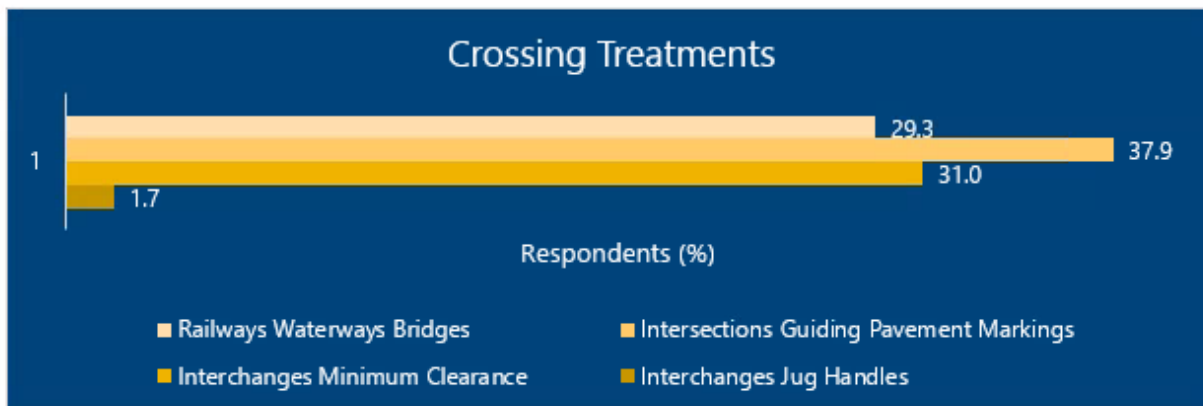


Figure 6 - Intersection Treatment Preferences

Most respondents indicated that they also prefer direct, clearly designated and separated crossing treatments to transition through intersections compared to shared, divergent-based treatments like jug-handles. The survey results also indicate that most respondents prefer using pavement markings and midblock crossings transition treatments to curb cuts and signage.

Figure 7 - Crossing Treatment Preferences



Appendix C

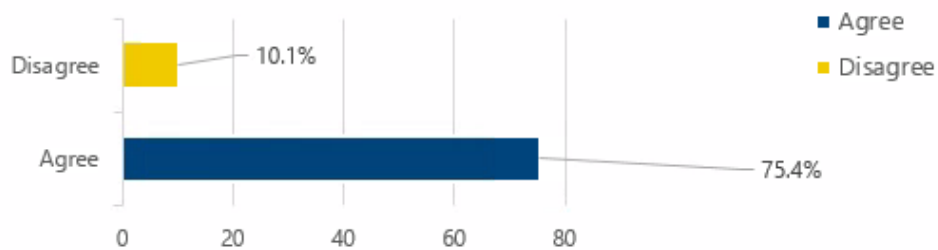
Map Marker

Participants were presented with a map illustrating the proposed facility types and asked to mark whether they would agree or disagree with the proposed facility types and to mark their top three priorities. Respondents were also able to label the priority's timeline as either short term (0-5 years), medium term (6-10 years) or long term (10+ years).

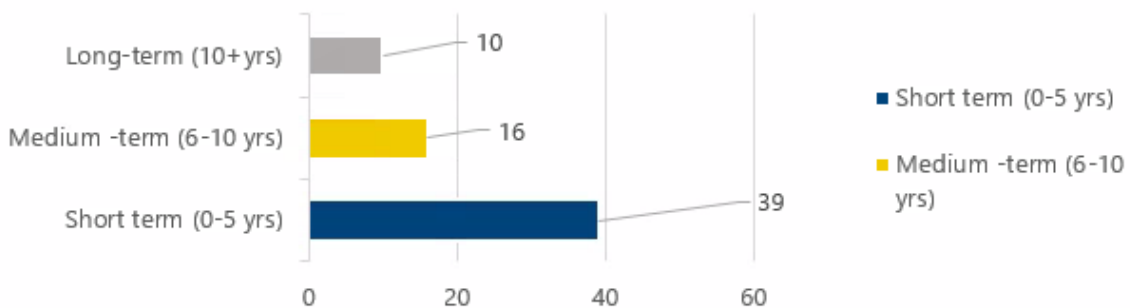
Respondents strongly agreed with the proposed draft AT network facilities, with 75.4% indicating support. Respondents also provided comments on the need to implement traffic calming measures, alternative facilities to those proposed, and recommended the extension of proposed facilities to connect to other routes.

Respondents' top three priority facilities were generally dispersed throughout the Town, with smaller clusters of priorities supporting facilities along arterial roads, parks / open spaces, downtown and along regional transit routes. There was a general preference for in-boulevard pathways and off-road multi-use trail facilities. 60% of the priorities identified were suggested as short-term to be prioritized within the next 5 years. Long-term phasing of priority facilities of 10+ years was the least reported phasing timeline for proposed facilities.

Support for Proposed Facility Types



Priority Timeline



Strategy Rating

Participants were asked to review and rate the AT recommendations on a scale from low to high using a scale of one to five to identify which strategies should be implemented by the Town. Five key recommendation categories were provided to respondents: *Engineering; Education; Encouragement; Enforcement; and Evaluation*. Within each category, respondents were able to rank specific recommendations.

Engineering

Engineering recommendations pertained to creating safe and convenient places to walk, ride and cycle. Respondents were able to rank the recommendations based on designing facilities with comfort, safety, and all users and abilities in mind; designing solutions for conflict areas, identifying network linkages for recreational travel and trips, establish consistent signage and wayfinding, and collaborate with adjacent municipalities to create consistent routes for AT. Respondents ranked engineering as the highest priority of all five suggested strategies to be implemented by the town. Based on the five subcategories within this strategy, designing facilities with comfort, safety and for all users and abilities in mind was ranked highest and respondents think this is most important/desired to be implemented by the Town. Engineering design solutions for high conflict areas in Whitby and collaborating with surrounding municipalities to create continues AT routes were also identified as high priorities for the Town to implement.

Education

Education recommendations pertained to teaching users how to safely use AT facilities. Respondents were able to rank how much they thought identifying individuals responsible for AT education; developing a dedicated website or mobile app for AT; prepare educational information for particular audiences / users such as youth; establish promotional videos that provide information about walking, cycling and rolling; establishing annual infographic brochures to identify changes undertaken during the year. Education strategies were lower priorities based on responses. Respondents seemed most interested in the Town implementing a website or mobile app for AT out of all the educational recommendations suggested.

Appendix C

Encouragement

Encouragement recommendations pertained to creating a strong, vibrant and inclusive culture of AT in Whitby. Respondents were able to rank the importance of identifying locations where AT amenities would be beneficial; provision of bi-annual open-streets events; encouragement of private property owners to accommodate AT infrastructure in future development; partnering with the local BIAs to identify specific strategies to encourage AT travel; and explore implementation of a bike share system.

Respondents' ranked encouragement strategies lower than other categories, and of the encouragement subcategories, respondents would like to see more encouragement of private property owners to accommodate AT infrastructure in future developments and identifying locations where AT amenities would be most beneficial and were least interested in the Town implementing a bike share system.

Enforcement

Encouragement recommendations pertained to increasing safety for all roadway users by applying existing roadway laws. It asked respondents to rank which of these enforcement priorities they felt the Town should implement, which included options like, working with Durham police to undertake annual safety blitzes; encourage Durham Region police to invest in a bicycle unit; encourage local-by-law to work with police to enhance enforcement; working with local clubs to establish trail safety programs; provide a means of documenting enforcement concerns and issues online. The survey findings show that respondents are most interested in having the town work with regional police to assist with safety programs and blitzes and provide means of documenting enforcement concerns and related issues online.

Evaluation

Evaluation recommendations pertained to undertaking initiatives to reinforce AT in Whitby. It asked respondents to rank which of these evaluation priorities they felt the Town should implement, which included options like identifying and implementing a monitoring and evaluation program; establishing an active transportation maintenance approach; investing and utilizing technologies to support data collection; establishing a database of information to facilitate a monitoring program; reviewing the AT plan every 5 years and updating if required. Respondents identified that evaluation measures and frameworks were most important strategies to be implemented by the Town, specifically, reviewing the AT plan every 5 years and updating it if required.

Public Open House 2

A second public open house was hosted in the lobby of the Town of Whitby offices in the evening of November 28, 2017.

Similar to the format of the first open house, the style allowed for attendees to review the display boards at their leisure as well as provide their input on the interactive displays, comment sheets and talk directly to members of the project team (i.e. Town staff or the consultant team). An overview of the information presented and interactive activities – both in the format of display boards – is presented in [TABLE 5](#).

20 – 25 individuals attended the open house session and actively participated in providing input through the various tools.

Objective: Provide an opportunity to review the draft AT network and preliminary phasing and help identify strategic priorities for infrastructure as well as recommendations identified in the Five E categories.

Participants: 20 – 25 attendees participated at the open house.

Timeline: November 28, 2017 between 6:00 and 8:00 p.m.

Table 5 - Description of the Display Boards for Engagement Round 2

No	Description
1	An overview of the project brand and the primary contacts for the study
2	The various phases & steps that make-up the ATP and an overview of relative policies & best practices
3	A review of the engagement process and input provided to-date
4	The vision and objectives of the ATP
5	A description of the seven (7) step development process
6	The principles that helped shape the draft network
7	An overview of the proposed network facility types and predicted users
8	A description of additional route considerations and enhancements
9	Guidance and prompting questions for providing feedback on the route maps
10	Map of network facility types in North Whitby
11	Map of network facility types in South Whitby
12	An overview of the recommendation themes (i.e. the Six E's)
13	An interactive display requesting input on engineering recommendations
14	An interactive display requesting input on encouragement recommendations
15	An interactive display requesting input on education recommendations
16	An interactive display requesting input on evaluation recommendations
17	An interactive display requesting input on enforcement recommendations
18	An interactive display requesting input on everyone recommendations
19	An interactive board for participants to express how they wish to stay involved

Appendix C

No	Description
20	A description and explanation of the various facility types
21	An interactive board to gather input on the preferred facility types
22	An explanation of the various ways to provide input to the project

As participants arrived they were asked to sign-in and finish the following three (3) statements:

Table 6 - Sign-in Sheet Questions and Responses

Sign-in Sheet Questions and Responses	
1. I am Here Tonight Because I...	
▶ Cycle commute	▶ Walk
▶ Cycle tour	▶ Cycle recreationally
▶ Cycle	▶ Off-road cycle
▶ Rollerblade	▶ Represent the Town of Whitby Active Transportation Advisory Committee
▶ Dog walk	
2. My Active Transportation Goals in 2018 Include...	
▶ Cycle in-town instead of using a car	▶ Walk to work 2 – 3 times a week
▶ More riding on and off-road	▶ Cycle 2 – 3 times a week
▶ More off-road cycling in Whitby	▶ Do more cycling & walking
▶ Cycle-commuting 3 times a week	▶ More active transportation
▶ Complete a Great-Lakes cycle-tour	▶ Cycle wherever & whenever possible
3. My Wishlist From the Town of Whitby Includes...	
▶ Missing link connections	▶ More bike lane to the water from North Whitby
▶ Community-building	▶ Crosswalks or lights at hydro corridor crossing
▶ More bike routes/lanes	▶ Keep building more useable bike lanes
▶ Cycling clubs & family events	▶ Connected routes to key destinations
▶ Easy access to waterfront trail	▶ Make Whitby safe for my grandkids to cycle
▶ East-West safe cycling route	▶ More integration with DRT network
▶ More policing of speed limits	
▶ More connected bike routes	
▶ Improve East-West links to Oshawa, especially Highway 2 corridor	

Additional input provided on the interactive boards and comment sheets was documented throughout the event. A summary of the comments and feedback received is provided below.

Interactive Display Boards

Table 7 - Engineering Recommendation Interactive Display Board Results

Engineering Recommendation	Support		Short 0-5	Medium 5-10	Long 10+
	Yes	No			
Design AT facilities with comfort, safety, and all users and abilities in mind	7	-	7	-	-
Design network linkages to provide access to major employment areas	5	-	3	-	-
Identify network linkages to encourage recreational travel and trips	9	-	8	-	-
Provide effective and well-designed transitions between different AT facilities	9	-	7	-	-
Identify design solutions for high conflict areas in the Town	10	-	5	-	-
Establish consistent signage and a wayfinding strategy	6	-	4	-	-
Provide and promote efficient and effective end of trip facilities (e.g. rest areas)	6	-	4	-	-
Collaborate with adjacent municipalities to create continuous AT routes	7	-	5	-	-
Establish parking & stopping restrictions in bike lanes to prevent blockages of the AT Network	5	-	5	-	-

Appendix C

Table 8 - Encouragement Recommendation Interactive Display Board Results

Encouragement Recommendation	Support		Short 0-5	Medium 5-10	Long 10+
	Yes	No			
Identify locations where AT amenities should be provided (e.g. bike repair station)	7	-	5	1	-
Create bi-annual open-streets event i.e. one in May and one in October Comments: This is easy to implement, let's do it!	9	-	6	-	-
Work with Region's AT and Safe Routes to School coordinator to develop youth specific programs Comments: Work with Board of Education	7	-	5	-	-
Establish and manage a bike valet program for Town of Whitby events Comments: Including other non-town events i.e. Ribfest	8	-	4	-	-
Work with the local BIA to identify business specific approaches to encourage AT	7	-	3	-	-
Explore implementation of a bike share system Comments: Regional system	3	-	1	-	-
Encourage private property owners to accommodate AT infrastructure	8	-	2	2	-

Table 9 - Education Recommendation Interactive Display Board Results

Education Recommendation	Support		Short 0-5	Medium 5-10	Long 10+
	Yes	No			
Work with the Town's Corporate Communication Department and other partners to develop consistent educational materials	5	-	3	-	-
Develop a dedicated website and/or mobile app to promote AT, Car Pooling and Public Transit use	4	-	3	-	-
Prepare audience specific educational information	5	-	2	-	-
Establish promotional videos providing educational information	4	-	1	1	-
Establish annual infographic brochures to identify changes undertaken during the year	6	-	3	1	-

Table 10 - Evaluation Recommendation Interactive Display Board Results

Evaluation Recommendation	Support		Short 0-5	Medium 5-10	Long 10+
	Yes	No			
Identify and implement a monitoring and evaluation program	6	-	5	-	-
Document input gathered and trends that occur and the action taken	3	-	2	-	-
Establish an AT maintenance approach	4	-	2	-	-
Invest and utilize technologies to support data collection	3	-	3	-	-
Work with local clubs to undertake data collection	7	-	5	-	-
Establish a database of information to facilitate a monitoring program	6	-	2	-	-
Review the ATP every 5 years, and update if required	5	-	2	-	-

Appendix C

Table 11 – Enforcement Recommendations Interactive Display Board Results

Enforcement Recommendation	Support		Short 0-5	Medium 5-10	Long 10+
	Yes	No			
Work with Durham Regional Police Service to undertake annual safety blitzes Comments: Safety isn't a once-a-year event, it should be continuous	5	-	5	-	-
Encourage Durham Regional Police Service to continue to invest in and expand the bicycle unit Comments: get e-bikes	5	-		-	-
Work with local clubs to establish trail safety programs	5	-	5	-	-
Encourage municipal by-law to work with police to enhance enforcement	6	-	2	-	-
Provide safety materials at local events	6	-	5	-	-
Provide a means of documenting enforcement concerns and issues online	5	-	5	-	-

Table 12 - Everyone Recommendation Interactive Display Board Results

Everyone Recommendation	Support		Short 0-5	Medium 5-10	Long 10+
	Yes	No			
Develop a Resident’s reporting tool for AT initiatives	2	-	2	-	-
Develop Whitby-specific social media tools to report AT successes and landmarks	2	-	1	-	-
Develop a calendar of local AT events and tools for resident participation	6	-	3	-	-
Encourage participation in Whitby’s “Active Transportation and Safe Roads Advisory Committee”	4	-	1	-	-
Build rapport through community outreach, involvement and partnerships	5	-	2	-	-

Active Transportation Facility Types

Most participants identified the following as preferred facilities:

- ▶ bike lanes,
- ▶ in-boulevard multi-use paths,
- ▶ signed bike routes, and
- ▶ granular trails

Appendix C

Interactive Maps

A map of North Whitby proposed facilities and a map of South Whitby proposed facilities were printed large scale to allow attendees to provide feedback right on the maps. A board providing guidance and instructions for marking-up the maps was placed next to the maps. Below, the comments and input received on the maps has been recorded.

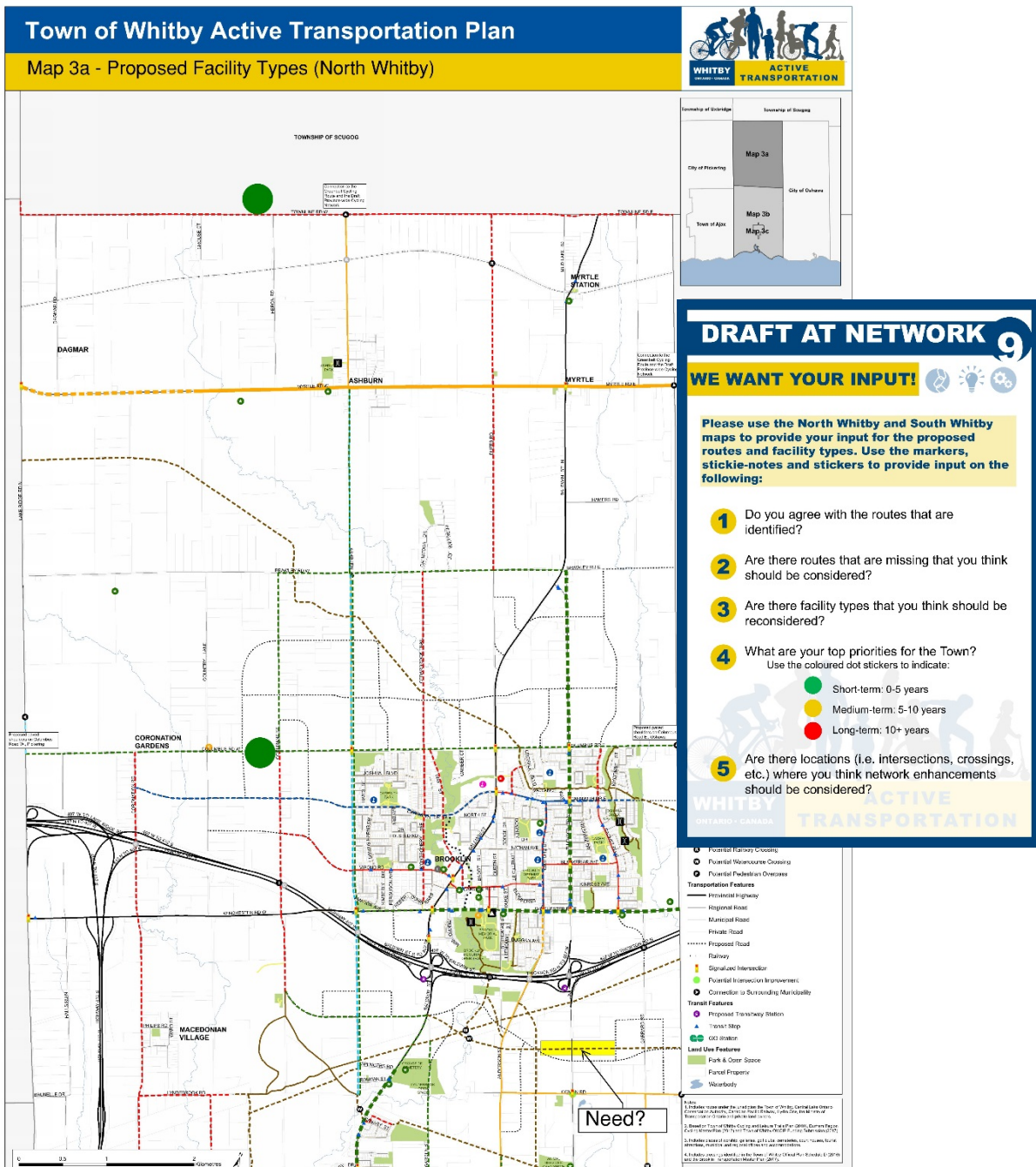


Figure 8 - Map of Proposed Facility Types in North Whitby

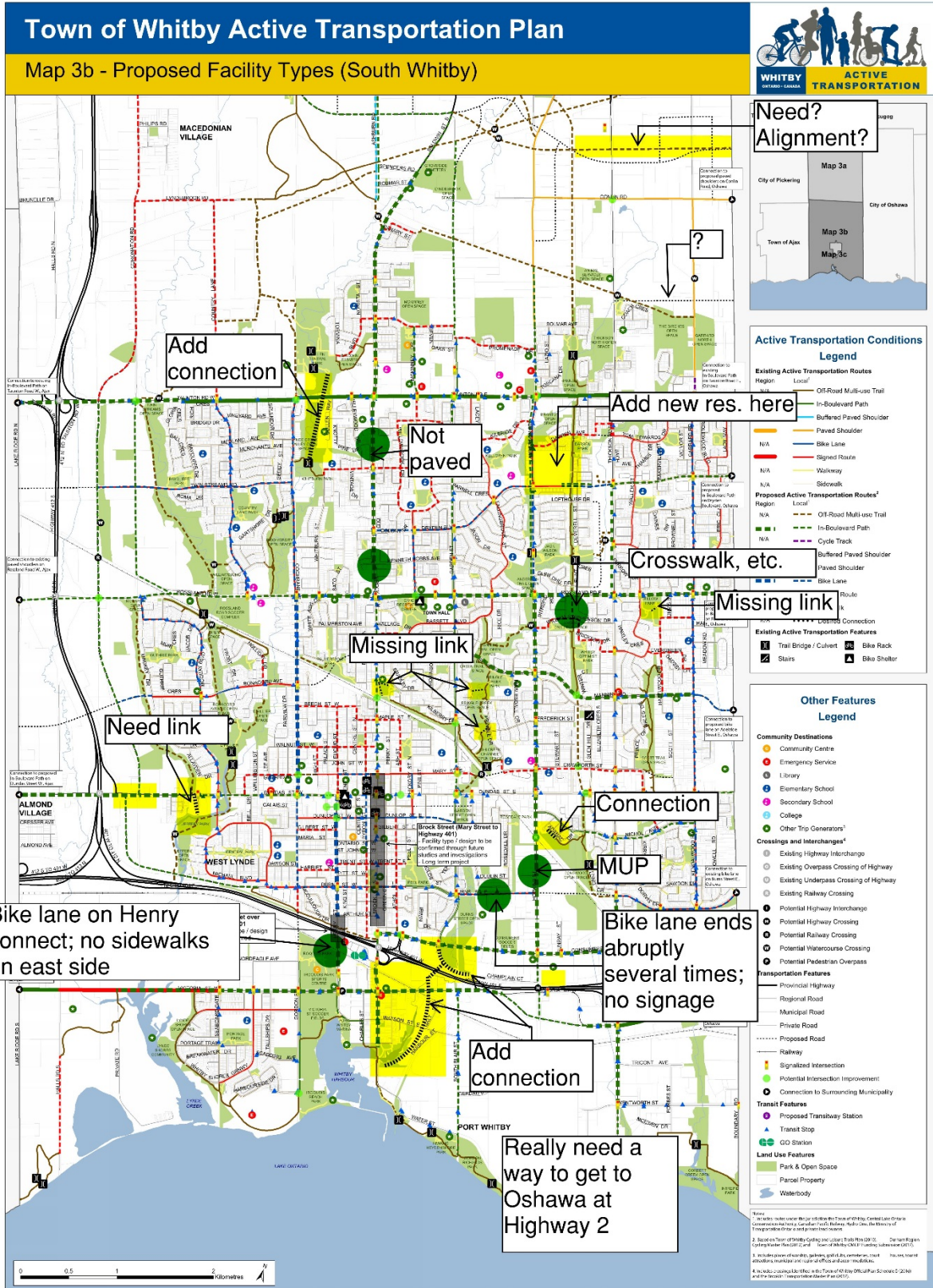


Figure 9 - Map of Proposed Facility Types in South Whitby

Appendix C

Other Comments Received

Throughout the event, attendees were encouraged to leave comments and ideas through a variety of ways including the use of sticky-notes, comment sheets and conversation with members of the consultant team. Participants were offered a bike light as a thank-you for their input. The comments and input provided throughout the event are provided below.

- ▶ More Sharrows!
- ▶ Improved connection between cycling routes
- ▶ Henry St. bridge needs bike lanes
- ▶ Need a cycle commuter route to Oshawa
- ▶ More cycling routes and more walking trails
- ▶ Easier, safer connections to the lake
- ▶ Narrow roads with no consideration for cyclists is one of the leading challenges of AT in Whitby
- ▶ Urban shoulder routes end up being used by parked cars which challenges the bike network
- ▶ Mont Tremblant is a good example of improving cycling infrastructure
- ▶ Physical work & plan is developing a little slow, we need much more promotion of cycling, tours, etc.
- ▶ Make all MUP trails with sign and painted indicators:
- ▶ Yellow line, cycle symbol, pedestrian symbol, conflict zones
- ▶ Trail link at D'Hillier Park by Beaver Pond is missing
- ▶ More bike lane to the water front
- ▶ Use hydro cut as bike baths
- ▶ Cyclists code of behaviour signs
- ▶ Encourage the BIA to organize a Brewery Cycling tour
- ▶ Need bike lanes on Brock St. to the Lake
- ▶ Build a sidewalk or paved trail on Hopkins for pedestrians walking from Landmark Theatres up to Highway 2
- ▶ Build pedestrian lights or crosswalks at hydro corridor trail where it crosses Rossland, Taunton etc.
- ▶ Bike repair station at key locations
- ▶ Urban shoulders are not good because cars take over; these should not be considered a bike lane
- ▶ Address maintenance on bike paths
- ▶ Linkages and connectivity should be prioritized
- ▶ Put a yellow line on all MUP
- ▶ Paved shoulder need to be cleared of debris
- ▶ More integration with DRT
- ▶ More Bus stop shelters, especially downtown

Stakeholder Engagement

The second stakeholder workshop was held at the Town of Whitby Council Chambers on October 24th, 2017. Technical Agencies were invited two weeks prior to the workshop by way of letter.

The session began with an overview presentation describing the various components of the ATP followed by two (2) activities – a priority selection activity and recommendation / strategy action planning exercise.

The short version of the agenda for the workshop is provided below. The comments and recommendations from attendees was recorded using large print outs of the recommendations and markers, sticky-notes and dot stickers. The activities that occurred at the workshop are further explained below, followed by a summary of the input received during the workshop activities and discussions.

Objective: To review the draft AT network, priorities, recommendations & preliminary phasing, and gather input on future coordination & collaboration.

Participants: 12 attendees participated at the stakeholder workshop

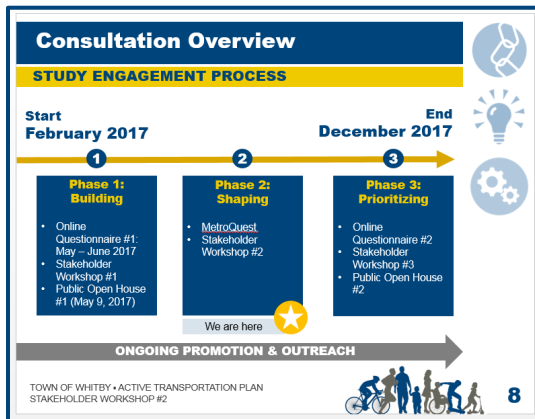
Timeline: October 24th, 2017 between 2:30 and 4:30 p.m.

Table 13 - Stakeholder Workshop 2 Agenda

Time	Topic
	Welcome
	Presentation 1 – About the Study
	Activity 1 – Priority Identification
	Presentation 2 – AT Recommendations
	Activity 2 – Recommendation Review & Consideration
	Closing Remarks & Next Steps

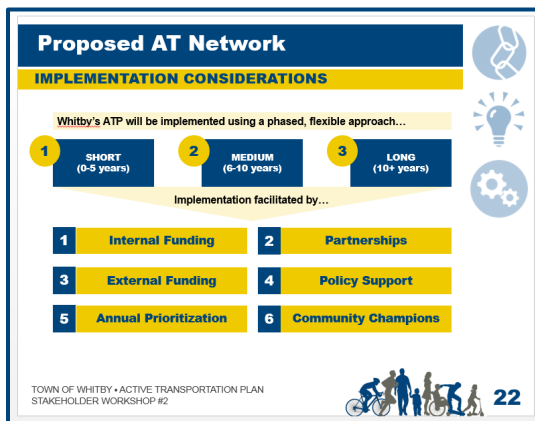
Similar to Round 1 engagement, a two-part presentation designed to provide high-level overview of the process and principles of the project as well as more detailed information about the preliminary phasing and recommendations for the draft AT network. Below is a more detailed description of each presentation.

Appendix C



Presentation 1: About the Study

Part 1 provided the attendees with a review of the study process, objectives and preliminary outcomes of the study scope i.e. refined AT routes, proposed facility types and preliminary content for the draft AT Plan; and an overview of consultation and engagement input gathered to date.



Presentation 2: Implementation & AT Recommendations

Part 2 provided attendees with an outline of the draft recommendations which have been identified for consideration by the Town of Whitby in the areas of engineering, encouragement, education, evaluation and enforcement. The presentation also outlined some of the key implementation considerations for the Town of Whitby to support next steps.

To further engage and involve the attendees in the process, two (2) activities were developed. The first activity was used to review the draft AT network (including routes and facility types) to identify specific AT phasing and priority projects. Attendees were encouraged make use of the printed maps to identify projects which have been identified based on their own jurisdictional priorities as well as priority preferences. Attendees were also asked to identify revisions or concerns with the draft network including additional routes or considerations as well as revisions to the draft facility types.

The following table outlines some of the detailed comments gathered through this activity.

Table 14 – Summary of Network Comments and Revisions from Activity 1

Map	Comments
Map 3A – North Whitby	<ul style="list-style-type: none"> ▶ Rural cross-sections in urban areas i.e. from a transit perspective & accessibility – urbanized ▶ Priority for roads in built up areas ▶ Baldwin = spine ▶ OPP for bike supportive amenities e.g. bike parking ▶ In-boulevard path on Thickson Rd. N. in 0-5 years ▶ Bike lane on Carnwith Dr. W. in 0-5 years ▶ Possible nature trail for pedestrians running from Brooklin Memorial Park, north through Brooklin to Columbus Rd. W. ▶ Multi-use trail east of Ashburn Rd. North of Groveside Cemetery 0-5 years ▶ Identify link / destination for Townline Rd. W. route into Durham e.g. Durham forest, Dagmar ▶ Regional connection required on Myrtle Rd. W. west of Heron rd. ▶ A number of routes have been identified to have construction in progress ▶ Curb cut issues conflict with paved shoulder on Anderson St. ▶ Need to show seasonal or winter maintained routes ▶ Multi-use path on one side of Arterial roads ▶ Nursing homes / seniors as destinations / hot spots with facilities that address use ▶ Remove TMP focus on Brooklin secondary plan ▶ Multi-use path – urbanized along Thickson Rd. N ▶ Poor facilities on Oshawa side to get to OIT / Durham College ▶ Roadway maintenance ▶ Trail show piece emphasis ▶ Watford improvement for 4 lane connection ▶ Community impacts of different facilities
Map 3B – South Whitby	<ul style="list-style-type: none"> ▶ Prioritize sidewalks in the Port Whitby area ▶ Emphasis for intersection improvements along the multi-use paths ▶ Priority for multi-use route from Hannam Open Space north to Colin Rd. and beyond ▶ Route along Baldwin St. S., south of Canary St. 0-5 years ▶ Promotion with partners i.e. Ontario by Bikes ▶ Winter maintenance of off-road trails – school connections ▶ Downtown – opportunity ▶ Programs / initiatives to promote school aged children to walk / cycle to school ▶ Thorton / Burns = future station (RER project) ▶ Regional roads = priority ▶ New development areas: off-road trail / connections ▶ Integration of bike lanes & AT facilities at bus stops

Appendix C

Map	Comments
	<ul style="list-style-type: none"> ▶ Consider grade separated crossings ▶ Connections b/w cul-de-sacs and transit should be maintained ▶ Improve connections between multi-use off-road facilities and on-road bike lanes ▶ Multi-use Path on west side of 401 ▶ Better trail signage to identify which trail you are on ▶ Downtown Pedestrian safety action plan ▶ New painting and improved urban shoulders ▶ Multi-use path up to Audley Rd. (Ajax & region) ▶ Constrained focus on the south side of Taunton Rd. W and 412 intersection ▶ Signal improvement emphasis ▶ Need signage on Taunton Rd. ▶ Pavement transition markings, curb cut issues, refugee islands needed, cross signals needed for multi-use paths, and painting consistency at driveways ▶ Taunton Rd. improve existing & continue to connect beyond country lane ▶ N / S connection improvements ▶ Low car volume on Garrard Rd. except on weekends ▶ Replace sidewalk with wider asphalt 1.5m piece to create Multi-use path on Garrard Rd. ▶ Space for multi-use path to create a connection of Consumers Dr. and Long Dr. along Thickson Rd S ▶ Transition = sharrows? ▶ Town responsibility – crossings @ intersections RR. The bike lane ends should have transitions ▶ Region & Town partner on signage plan (part of vision zero)
<p>Map 3C – Downtown Whitby</p>	<ul style="list-style-type: none"> ▶ Confirm existing bike racks ▶ Brock St. N. intersection at rail is a desired connection but requires improvement – grade issues ▶ Separated bike route with urban shoulder exists along Dunlop St. W., east of Annes St. ▶ Continue route on Dunlop St. E. to Garden

The second activity asked attendees to review the draft AT recommendations identified in the areas of engineering, education, encouragement, evaluation and enforcement and identify preferred actions as well as an action plan to help facilitate their implementation. Attendees were organized into groups – one group for each topic. Facilitation materials including a large print out of the recommendations and markers were provided to each team. The following tables summarize the action plans and recommendations made for each of the topics.

Table 15 - Engineering Recommendation Comments and Revisions

Engineering Recommendations	Support	Implementation (Years)	Comments / Revisions
Design AT facilities with comfort & safety in mind	Yes	0-5	<ul style="list-style-type: none"> ▶ Lighting ▶ Ability of all users ▶ Add “accessibility”
Design network linkages to provide access to major employment areas destinations (youth, employment, seniors, etc.)	Yes	5-10	<ul style="list-style-type: none"> ▶ Design network linkages to provide access to major employment areas destinations (youth, employment, seniors, etc.)
Identify network linkages to encourage recreational travel and trips	Yes	0-5	<ul style="list-style-type: none"> ▶ connections to other municipalities
Provide effective and well-designed transitions between different AT facilities	Yes	0-5	<ul style="list-style-type: none"> ▶ provide end of trip facilities/amenities
Strategically design high conflict intersections	Yes	0-5	<ul style="list-style-type: none"> ▶ including mid-block crossings
Establish consistent signage and wayfinding strategy	Yes	0-5	<ul style="list-style-type: none"> ▶ Direction and destination signage ▶ integrated / consistent with the Region / municipalities
Ensure year-round maintenance (winter maintenance) of the conditions of sidewalks and pathways	Yes	0-5	

Additional Recommendations

Work with business and destinations to design AT amenities and route connections (reach out / communicate)

Coordinated body of municipal / regional representatives to address AT improvements / linkages i.e. beyond boundaries

Appendix C

Table 16 - Encouragement Recommendation Comments and Revisions

Encouragement Recommendations	Support	Implementation (Years)	Comments / Revisions
Identify locations where AT amenities would be beneficial can be implemented & design them as prominent amenities	Yes	0-5	▶ Identify locations where AT amenities would be beneficial can be implemented & design them as prominent amenities
Create bi-annual open streets event	Yes	0-5	▶ themed cycle event (cycle safety)
Work with Region's AT, Safe Routes to School coordinator and schools to develop youth specific programs	Yes	0-5	▶ coordinate with schools
Establish and manage a bike valet program	Yes	0-5 (continue)	▶ Establish Continue and manage a bike valet program
Work with the local BIA to identify business specific tactics to encourage AT travel	Yes	0-5	▶
Explore implementation of a bike share system	Yes		▶ Explore implementation of programs to increase affordability and access to public transit for residents living below low income measure, such as a bike share system

Additional Recommendations

Encourage recreation and tourism through available online information – access to local business QR codes – Ontario by Bikes

Charge parking for Town employees

Civic awards - AT

Table 17 -Education Recommendation Comments and Revisions

Education Recommendations	Support	Implementation (Years)	Comments / Revisions
Work with the Region and other partners to develop consistent educational materials	Yes	0-5	<ul style="list-style-type: none"> ▶ schools / cross-promotions
Develop a dedicated website or app for AT in Whitby	Yes		<ul style="list-style-type: none"> ▶ Establish a social media presence and develop a dedicated website or app for AT in Whitby ▶ enhance cycledurham.ca
Prepare audience specific educational information			<ul style="list-style-type: none"> ▶ Prepare audience specific communication and educational information to make AT users more welcome ▶ can be done through different channels i.e. school
Establish promotional videos providing educational information			<ul style="list-style-type: none"> ▶ Establish promotional videos providing educational/safety information ▶ Region taking lead

Additional Recommendations

Ultimate goal: shift in culture

Identify an individual responsible for AT education

Establish annual infographic brochures to identify charges undertaken during the year

Work with local groups / clubs to educate riders beyond membership (liability issue)

Host “Be Brite” rides / walks

Quarterly newsletter / publications with educational information

CBSM Campaign in key destinations & at events

Focus on youth & school travel emphasis on partnerships and programs – e.g. student ambassadors for AT promotion

Appendix C

Town of Whitby Downtown Studies Meeting

On July 24, 2018 the study team attended a meeting with Town staff and representatives from other consulting firms undertaking projects / studies that could impact downtown area in Whitby. The purpose of the meeting was to ensure consistent messaging and communications regarding the proposed recommendations and improvements for the downtown and surrounding areas in Whitby. In addition to the ATP, attendees at the meeting discussed the Downtown Gateways Study, Downtown Whitby Parking Study and Downtown Whitby Pedestrian Safety Plan. Key recommendations that were discussed at the meeting include:

- ▶ Brock Street to include an enhanced pedestrian realm in the future
- ▶ On-street parking to remain on Brock Street
- ▶ Cycling connections parallel to Brock Street should provide connections into / through downtown
- ▶ Promotion of available route options for cyclists and pedestrians should be enhanced to increase number of users engaging in active travel to access downtown.

The Downtown Whitby Pedestrian Safety Plan has since been incorporated into this study, and public comment and outreach relative to it can be found in Appendix E.

Key Themes

Over the course of Round 2 consultation and engagement, a number of themes emerged from the comments and recommendations received from the various audiences. The following are the themes that were brought to the forefront of the second round of engagement.

Connections

- ▶ Connect new routes with the existing network to close missing links
- ▶ Facilitate regional connectivity
- ▶ Provide a safe and convenient connection to Whitby waterfront and Oshawa / Aja
- ▶ Connect to the downtown area

Safety

- ▶ Use pavement markings and signage to warn AT users and motor vehicles of conflict points
- ▶ Propose facility types that are safe for all ages and all abilities
- ▶ Improve maintenance and conditions of cycling facilities

Intersections/Crossings:

- ▶ Improve intersection design to be safe for all AT users
- ▶ Add more crosswalks and crossing points to better connect the network and to improve the safety of AT users.

Cycling Culture:

- ▶ Better promote active forms of travel through events such a cycling tours
- ▶ Provide more cycling and walking routes to shift from a car-centric culture to a more active culture
- ▶ Educate various audiences on AT safety, rules, etc. to promote AT

Additional Public Outreach

Members of Whitby’s Active Transportation and Safe Roads Advisory Committee participated in a number of Town events to provide support cyclists through a secure bike parking booth. At the Brooklin Harvest Festival on September 14, 2019 and Open Streets event on September 28, 2019 committee members gathered community feedback in order to better inform the Active Transportation Plan from a public perspective. Feedback included the following:

Table 18 - Comments received at Brooklin Harvest Festival

Brooklin Harvest Festival	Comments Received
Connectivity	<ul style="list-style-type: none"> ▶ I live in Brooklin and work in Whitby at South Blair. I ride my bike to work however conditions are very unsafe with no total connection. Example: I use Thickson Road to cross over 401 on my bike. ▶ I live in Brooklin and I work at Regional Head Quarters. I would ride my bike to work if there was a safe way to get there! ▶ I work at Consumers / Brock and can drive by car and arrive in 7minutes. I would bike to work for the health benefits as well as the environment however there is no safe way for me get there. I live at the Whitby / Oshawa boarder approximate. ▶ Why can't we ride our bikes from our home to the waterfront trail? We put our bikes on our car and drive down to the Waterfront Trail. We reside at Garrard / John Dryden. ▶ I live at McQuay / Rossland and like to ride my road bike north of Whitby. I can no longer do this as Country Lane has been turned into a gravel road north of Taunton. ▶ Moving to Whitby; looking for cycle-access from Rossland/Brock area to GO
General	<ul style="list-style-type: none"> ▶ Why is there no parking at the bottom of Ashburn to accommodate residents from Brooklin who want to walk on the new Hydro Corridor? ▶ Asked about adding parking in Ashburn and "trail head parking". At end of new Cullen Heber trail as it hits Ashburn road. People from Brooklin don't want to drive to Cullen to be able to park ▶ What are the plans for West Brooklin in support of bikes? We reside at Carnwith / Ashburn.

Appendix C

Brooklin Harvest Festival	Comments Received
	<ul style="list-style-type: none"> ▶ It is not safe for my children to ride their bikes to school. We live at Cochrane / Taunton. ▶ I see Winchester Road has a new pathway on the southside. Is this intended for bikes? Are they planning to build this over to the retail shopping plaza located downtown? I live at Cachet / Kinross. ▶ We like to ride our bikes in Brooklin with our children however we have very limited choices where we feel safe. Why do we not have protected bike lanes? ▶ Surely they can come up with a better name for the Pipeline Trail in Brooklin! How green is this for a name. ▶ Wants to ride to Townhall area; only on-road routes available from Brooklin; family is 'fearful' of paved shoulders. ▶ Not aware of Cullen/Pipeline Trail; looking for convenient route(s) to WFT safe for kids. ▶ Visiting Brooklin; ride WFT frequently Pickering to Oshawa - Whitby legs confusing, need better signage & wayfinding re-GO (they ride the train) ▶ Asked about safer crossing at Cochrane & Taunton to get to Cullen Park. ▶ Mentioned improvements needed as trails and paths cross over town roads. She pushes her children in stroller and has a kid on striding bike. When she crosses, no provision at road (signs or road paint or flashing lights triggered). I believe she was discussing mid-block or pedestrian cross over. ▶ Was asking about improvements at intersection in cycling routes (Anderson and Winchester were the examples provided). ▶ Was asking about implementation date of AT maps. When we mentioned 20-25 years, he seemed really disappointedly.

Table 19 – Comments received at open streets

Open Streets	Comments Received
Connectivity	<ul style="list-style-type: none"> ▶ Why can't I ride my bike down to the Whitby waterfront on a dedicated bike route? ▶ What is being done at Henry Street to make it safe to cross the bridges? ▶ Why is the Whitby waterfront trail not up to the same standards as Ajax? They have lines and signs and Whitby has none. ▶ Why do our trails have brush hanging over the trails and not cleared back along the waterfront trail? The area east of Thickson across to Oshawa is terrible. I have called in twice this year and nothing happens? I live at Rossland / Brock.

Open Streets	Comments Received
	<ul style="list-style-type: none"> ▶ We have no way to ride our bikes down to the Whitby waterfront! We live at Thickson / Rossland ▶ The only way I can ride my bike on the waterfront trail is to take my bike by car. I live at Lake Ridge / Dundas
General	<ul style="list-style-type: none"> ▶ Why has the trail along the 401 going to the GO Station been closed for years? When will it reopen? I live in the West Lynde section of town. ▶ When will they finish the trail along the 401? I live on King Street. ▶ We have no off-road trails to ride our bikes! I live at Thickson / John Dryden. ▶ Why is the new paint faded off Watford marking the bike lanes? ▶ Why did they not finish the bike lanes on Watford where it meets Carnwith, last 20 metres on the east side? ▶ What is happening on Anderson between Highway 407 and Winchester? On your cycle map it shows a cycle gap! How is this being addressed? ▶ I work at the Ajax Whitby border on Baily and would ride my bike to work if there was a safe way to get there. We live in Brooklin. ▶ Why are cars allowed to park in bike lanes? ▶ Why does the Town of Whitby run three-ton trucks down the waterfront trail destroying the trail with deep ruts? When I am in Ajax, I see gator type vehicles being used, the same type as we see town staff using today at Open Streets.
Additional Comments	<ul style="list-style-type: none"> ▶ People think that the paint (painted lines) scattered throughout the Town are actually bike lanes. ▶ A need with building protected infrastructure from the down town area to the Go Station/Community Center/Art Gallery/Waterfront Trail/Shopping Centre/etc. so that the Region/Town politicians/planners/citizens could really see cycling infrastructure that works. ▶ They just need to build it and they will see people getting on bikes. The data from other communities around the world exists to prove this. ▶ Why is there a long high security fence along the waterfront trail? It looks awful in a park! ▶ Does the town understand the health benefits of cycling? ▶ Younger couple living in the downtown and had no idea how to cycle in Whitby. Appreciated sharing the local print map. ▶ A female had concerns with the trees along the boulevard on Garden St. from Rossland up to Taunton as the trees obstruct the street lighting making it very dark for walking and/or cycling at night.

Appendix C

Open Streets	Comments Received
	<ul style="list-style-type: none">▶ On a positive note, an elderly gentleman on a scooter said it was easy for him to get around on the streets in Whitby.▶ A pedestrian noted how dangerous it is at the intersection of Brock and Hwy. 2. He was an 80-year-old man (self disclosed) who encounters motorists ignoring the traffic lights. On many occasions, he has stepped out into the intersection and has had to step back because a vehicle operator has not seen him or is in a rush to make the corner without having to wait for pedestrians.

Appendix C

Whitby Active Transportation Plan – Comments received during Final Consultation October 2020 Final Draft

Comments Received during Consultation, Final Draft Active Transportation Plans				
Department/ Stakeholder	Category	Page	Comment Received	Response
Durham Region Cycling Coalition (DRCC)	Network Planning	N/A	Today, we see significant gaps within the proposed core network which remain a barrier to increasing ridership rates due to unsafe cycling connections. As a priority goal, DRCC would strongly recommend the Town focus on closing the major core spine network gaps over the next three years based on available funding. By prioritizing this objective, remaining goals become more achievable with the end result being a wider user acceptance across all demographics as they view bikes as a safe, connected alternative means of transportation.	Project timing is a reflection of property constraints, engineering, budget and coordination with Regional and Provincial initiatives.
Durham Region	Engineering Standards	N/A	Commentary includes references such as engineering standards and safe	Standards quoted are high level and broad-based to allow

Department/ Stakeholder	Category	Page	Comment Received	Response
Cycling Coalition (DRCC)			<p>infrastructure for all ages and abilities...[we] recommend the following.</p> <ul style="list-style-type: none"> • OTM Book 18 and Ontario Traffic Council. • Complete Streets ... all ages and abilities... and the new “Whitby Green Standard” • Vision Zero 	<p>the plan to be adaptable and flexible. OTM Book 18 is referenced on Pg. 53 and 55 and Complete Streets are referenced on Pg. 32, 45 and 54.</p>
Durham Region Cycling Coalition (DRCC)	Existing infrastructure review	N/A	<p>Request for a 2021 review of active transportation infrastructure for:</p> <ol style="list-style-type: none"> 1. Centrelines, symbols, and mid-block crossings on spine network trails with specific mention of HEPC 2. In-boulevard MUPs to include centrelines and crossrides with specific mention of Taunton Road MUP. 3. On-road cycling to be upgraded to fully marked cycle lanes supported with no parking. 	<ol style="list-style-type: none"> 1. Centrelines will be added to MUPs and trails as user volume and platform width meet thresholds and at conflict areas. 2. Trail crossings at Regional roads are part of a cooperative effort with Durham Region. Crossrides are now a standard feature of new MUP’s. Existing MUPs

Appendix C

Department/ Stakeholder	Category	Page	Comment Received	Response
			Specific mention of Kendalwood Road, Garrard Road north of Taunton Road, and Conlin Road.	will include crossrides through ongoing capital programs. 3. Existing paved shoulders will be reviewed for conversion to bike lanes.
Durham Region Cycling Coalition (DRCC)	Positive Feedback	N/A	In closing, although we only touched on goals, we are of the opinion that the overall plan is well conceived, comprehensive and addresses all modes of active transportation throughout the Town.	Comment appreciated.
Land Owner	Property (# Brawley Road)	Appendix A, Map 3	This private property is agricultural land and therefore any newly proposed active transportation route(s) on the property is not agreed to or supported. There are presently bike lanes/paved shoulders on Ashburn Road and hiking and biking is presently occurring on both Brawley Road and Ashburn Road. These roads could accommodate individuals wishing to	The proposed trail is in a natural corridor. It is proposed to be constructed at such a time as redevelopment of the land for residential or other uses comes forward.

Department/ Stakeholder	Category	Page	Comment Received	Response
			use the Town of Whitby Active Transportation Plan in the north Whitby area rather than crossing private property.	
Land Owner	Property (# Columbus Road)	Appendix A, Map 3	We are not in support of the current maps of the ATP as they propose an off-road trail through the middle of our property. To clarify, we are not opposed to the ATP, we are just opposed to the features being put on our property without our concurrence. Alternate text provided for ATP document and maps 2 and 3.	Notes have been added or revised in text and mapping in the plan.
Brooklin South Landowners Group	Development Charges	N/A	Critical infrastructure within the ATP is missing from the ongoing DC Background Study and 2021 Capital Budget and 9-Year Forecast.	Town of Whitby staff are working to align the ATP and DC study.
Brooklin South Landowners Group	Infrastructure timing	N/A	While the ATP includes a proposed multi-use path on Anderson Street between Taunton Road and the future Mid-Block Arterial, there is no project within the ongoing DC Background Study and 2021 Capital Budget and 9-Year Forecast. It is important that this	Anderson Street has an existing paved shoulder and a future MUP is proposed. The ATP does not identify sidewalks although it is anticipated that sidewalks will

Appendix C

Department/ Stakeholder	Category	Page	Comment Received	Response
			project be included, as soon as possible.	be part of Anderson Street projects.
Brooklin South Landowners Group	Network	Appendix A, Map 3	Removal of a short stretch of the north-south off-road trail between the Hydro One corridor and the future Mid-Block Arterial. This eliminates a pedestrian crossing of a major arterial road (Mid-Block Arterial), while maintaining the ATP linkage at Anderson Street and future Mid-Block Arterial intersection to continue north under Highway 407 connecting to Memorial Park.	Trail connectivity between the Hydro One corridor, the future Meadoway, and the mid-block arterial will be considered through environmental assessments and draft plans.
Brooklin South Landowners Group	Network	Appendix A, Map 3	Utilizing the Mid-Block Arterial multi-use path along the revised alignment, small sections of the off-road trail within the Hydro One corridor can be eliminated while promoting the use of a safe crossing at Anderson Street and future Mid-Block Arterial intersection.	Trail connectivity between the Hydro One corridor, the future Meadoway, and the mid-block arterial will be considered through environmental assessments and draft plans.
Brooklin South Landowners Group	Network	Appendix A, Map 3	Although a crossing of the Natural Heritage System (NHS) is included north of the District Park, it is noted that further correspondence and approvals would be required from the Central Lake Ontario Conservation	The trail connections will be considered through discussions with CLOCA as part of the development process.

Department/ Stakeholder	Category	Page	Comment Received	Response
			Authority and Ministry of the Environment, Conservation and Parks due to the constraints within the NHS. As an alternative, connection can be provided to Anderson Street along the local road fronting the District Park.	
Brooklin South Landowners Group	Network	N/A	It is our understanding that the surface treatment (paved or granular) is something that would have to be reviewed during detailed design of these off-road facilities depending on their location within the NHS.	The Towns standard preferred surface for off-road trails is asphalt. The suitability of the trail surface within NHS lands will be considered through Trail Impact studies and discussions with CLOCA
Brooklin South Landowners Group	Positive Feedback	N/A	The Group supports the Town's focus to provide active transportation opportunities.	Comment appreciated.
Town of Whitby Sustainability Advisory Committee	Positive Feedback	N/A	Motion passed at meeting as follows: "That the Whitby Sustainability Advisory Committee endorse and supports the Draft Active Transportation plan and requests that Staff consideration be given to the Committee's suggestions as outlined	Comment appreciated.

Appendix C

Department/ Stakeholder	Category	Page	Comment Received	Response
			in the Committee’s formal response when implementing the Active Transportation Plan.”	
Town of Whitby Sustainability Advisory Committee	Policy	Table 5.1	Only 3 items in sustainability while other pillars are better developed.	Sustainability will be an important element in project delivery.
Town of Whitby Sustainability Advisory Committee	New Initiative	N/A	Plan should consider a bike share and scooter share program.	Staff have initiated discussions and will pursue opportunities as the Town’s densities increase.
Town of Whitby Sustainability Advisory Committee	Measures of Effectiveness	N/A	Some discussion of the need to address Whitby’s “car culture.” Some benefits that could accrue from the adoption of more AT will not be attainable without the concurrent reduction in gas-powered vehicles e.g. emission reductions (30) - will any kind of measurement of greenhouse gas emissions be undertaken?	Current metrics focus on uptake of active transportation.

Department/ Stakeholder	Category	Page	Comment Received	Response
Town of Whitby Sustainability Advisory Committee	Policy	Pg. 39- 40	Clarification of the meaning of “new developments” (39-40) - Does this include multi-unit buildings or only subdivisions of single-family dwellings?	New developments includes all built forms.
Town of Whitby Sustainability Advisory Committee	Measures of Effectiveness	Pg. 67	Missing in “Making it Happen” (67 on) - measures to investigate qualitative changes in Whitby’s citizens that are claimed as goals under 4. Environmentally Sustainable, 6. Culture of Active Transportation, and 7. Support for Public Health - will Whitby’s citizens be happier and healthier because of the development of Active Transportation? How will this be demonstrated with research and solid data? As is monitoring and evaluating seems based only on numbers of AT users and pathways, etc. rather than any kind of real change in the community	Induced demand and Whitby’s built form translate to the ATP delivering new capacity to the existing transportation network and delaying or preventing need for additional new construction. User counts and active transportation network improvements are the best available metrics with which to assess culture, travel demand changes, and greenhouse impacts.
Town of Whitby	Outreach	Section 7.3.4	Could the plan include private schools in the area as well as “the school	Report revised to include all schools.

Appendix C

Department/ Stakeholder	Category	Page	Comment Received	Response
Sustainability Advisory Committee			board” to ensure we are reaching all possible community members? Private schools often have greater means to take on unique programs within their communities (and two exist near the Town centre in Zone 2 (see point 9.4 and p. 62)). Only school boards are mentioned.	
Town of Whitby Sustainability Advisory Committee	Policy/Standards	N/A	How will this plan address the "Climate Emergency" component? For example, the materials that will be used - how "climate-friendly" are they and/or whether they are from sustainable sources or how they will contribute to the overall sustainability effort. Do we have opportunities to plant more trees, shrubs, and other pollinator-friendly islands, etc. that will reduce the amount of concrete? Where they do use concrete, is it possible to use semi-permeable concrete, which stops water from ponding and can actually assist in the maintenance/watering of nearby	Sustainability will be a consideration as facilities are designed and constructed, including consideration of materials, trees etc.

Department/ Stakeholder	Category	Page	Comment Received	Response
			greenery? It discusses the benefits of connectivity to "green spaces", through biking trails, etc., but there doesn't seem to be a lot of insight as to how "green" the project itself will be in terms of the overall carbon footprint or commitment to sustainable practices.	
Town of Whitby Sustainability Advisory Committee	Measures of Effectiveness	N/A	Consider an environmental-related measure of success as a result of implementing this plan over time (e.g. cars off the road, air quality)	Reduced vehicular trips would be reflected in the Town's traffic count program and will be taken into account.
Durham Region Planning	Text change	Pg. 23	It is recommended to modify the wording of this section on the Durham Meadoway to read: The Durham Meadoway – will connect with Rouge National Urban Park and The Meadoway project in Scarborough. The Meadoway, led by Toronto and Region Conservation Authority (see their logo at right), is a proposed linear park system made up of trails and flowery meadows. The Durham Meadoway section, planned to extend from Pickering to Oshawa, is being	Noted. The text has been updated.

Appendix C

Department/ Stakeholder	Category	Page	Comment Received	Response
			planned by the Region in concert with the local municipalities and conservation authorities.	
Durham Region Planning	Text Change	Pg. 37	The height of the logo should be adjusted to fix the distorted image.	This has been corrected.
Durham Region Planning	Text Change	Section 6.2 b	Update the name from “Active and Safe School Travel Program” to “Active and Sustainable School Travel Program”.	This has been updated.
Durham Region Planning		N/A	The interaction between goods movement vehicles, pedestrians and cyclists should be referenced. A good reference can be found within MTOs Freight Supportive Guidelines – particularly section 3.9 on Site Design for AT.	Noted. The interaction has been included in policy references.
Durham Region Planning	Funding	Section 5.2.5	Financially Responsible – mention should be made for the Town to work with other partners to seek out grant money from other levels of government to support AT. A reference	Noted and updated.

Department/ Stakeholder	Category	Page	Comment Received	Response
			to some funding is made later in the report in Table 10.10.	
Durham Region Planning	Partners	Table 6.1	Under Durham – make reference to “Durham Tourism” which helps promote and supports cycling tourists and businesses that cater towards tourists.	Durham Tourism has been added in Table 6.1
Durham Region Planning	Policy	Section 6.3.5	The Region is drafting a Regional E-mobility By-law to address the safe operation of e-scooters and e-bikes on regional roads, which will serve as a template for area municipalities. Implication of e-mobility should be referenced. What impacts do electric bikes and other devices have on the Town’s AT plans?	E-mobility needs to be considered from both an equity and a safety perspective. Whitby will consider the Regional template that meet the needs of our community.
Durham Region Planning		Section 7.3.4	The Region has developed a Youth Cycling Guideline, and this should be referenced here.	Report has been updated to reference the Youth Cycling Guideline.
Durham Region Planning		Section 9.5:	This section should reference the upcoming work by Metrolinx on the Durham Scarborough Bus Rapid	The Metrolinx Durham Scarborough BRT project is ongoing with no approvals at

Appendix C

Department/ Stakeholder	Category	Page	Comment Received	Response
			<p>Transit line – which will have significant impacts along Dundas Street in downtown Whitby. Preliminary designs are available for review from Metrolinx.</p>	<p>the time of the finalizing the Active Transportation Plan.</p>
Durham Region Planning		Section 12.1	<p>Monitoring and Reporting - Stronger ties with Regional databases, bicycle counts and other opportunities to share data would benefit all stakeholders involved with AT implementation.</p>	<p>Additional text has been added to strengthen data sharing.</p>

Comment/Input Provided on Connect Whitby Public Engagement Page		
Citizen's Comment	Category	Staff Response
Question 1: What do you like about Whitby's Draft Active Transportation Plan?		
It's good to see that some effort is being put into non-motorized transit. We all need to physically move more.	Health	Acknowledged.
Plans to improve trails.	Facilities	Acknowledged.
Thoughtful		Acknowledged.
Including new safer AT/Cycling routing options (closing gaps for cycling) is very important, but you also included social economic factors and other advanced considerations into the plan.	Safety, Economic factors	Acknowledged.
The comprehensive approach to ensuring an active and engaged community committed to improving health and wellness through active transportation facilities for commuting, recreation, shopping and transit.	Health, utilitarian use.	Acknowledged.
Increased paths and trails and also the connectivity of the trails.	Facilities, Network	Acknowledged.
That it has more recreation available.	Recreational users	Acknowledged.
Looks like a quite thorough, and well documented plan.	Report structure	Acknowledged

Appendix C

Citizen's Comment	Category	Staff Response
Much of it is good.		Acknowledged
Cyclist are recognized as a distinct and important group of active transportation users.	User types	Acknowledged
I am excited to see this plan start to become operationalized. Currently Whitby has few bus routes and is using an On-Demand system for most of its downtown area. This service does not connect with cycling. I am hoping that Whitby regains some of the routes that other parts of Durham are benefiting from and that the return of bike/DRT returns. If DRT does not see any virtue in serving Whitby in the future, then I wonder if we should be considering our own system.	Transit integration	Acknowledged
I like the significant segment of the plan with a sustainability focus and direct consultation with various stakeholders in support of this. I appreciate that it was built by a working group made up of many Town departments.	Sustainability, engagement	Acknowledged
That it is a 'living plan' and can be updated as needed	Report structure	Acknowledged
I like the idea of making a community more accessible without the need for a car.	Accessibility	Acknowledged
Needs to be simplified. Bullet points allow for quick scabs with deeper reading.	Report Structure	Acknowledged

Citizen's Comment	Category	Staff Response
That you have one.	Praise	Acknowledged
Positive initiative that will be beneficial to all citizens once fully implemented	Praise	Acknowledged
Reducing the speed limit in some roads	Traffic calming	Acknowledged
Roundabouts	Traffic calming	Acknowledged
Connection of gaps in the trails. This will make things much safer and encourage people to continue along the path, instead of stopping & turning back because they think they've reached a dead end.	Network	Acknowledged
So much to like. Over 100 pages. All good stuff. Like the pedestrian lights on Brock Street and Dundas Street a lot.	Pedestrian realm	Acknowledged
I love that there are a bunch of trails planned because currently there are very few.	Network	Acknowledged
I like that it seems that Whitby is committed to actioning a plan that involves healthy and sustainable methods to get around Town.	Health, Sustainability	Acknowledged
Great effort for this important initiative with high potential for growth in Whitby.	Praise	Acknowledged
There is a variety of length walkways to enjoy a walk with no fast driving cars racing by you.	Network	Acknowledged

Appendix C

Citizen's Comment	Category	Staff Response
Lots of progress being made.	Implementation	Acknowledged
An increase in bike lanes and the plan to add buffered bike lanes.	Facility types	Acknowledged
Question 2. What, if anything, do you feel is missing from Whitby's Draft Active Transportation Plan?		
Input from children and youth	User types	Designs are presented to the community through open houses and workshops to encourage feedback reflective of our efforts to create a network welcoming to all ages and abilities.
Safety barriers for on road cycling and separate bike lanes on all trails	Facility types, Safety	Facility design will consider buffers and barriers as recommended in OTM Book 18. Trails will be considered for widening and dedicated cycling facilities as demand on the network grows.
Better routes along creek/river within town, included option to use culverts under the road, rather than crossing at dangerous intersections (Vision Zero findings). These are being used in Oshawa and Ajax... Plus Vancouver and Ottawa.	Facility Types, Safety	While active transportation underpasses are not expressly identified in the plan,

Citizen's Comment	Category	Staff Response
		opportunities will be considered as opportunities are presented.
Increased connectivity of the trails	Network	Trail connectivity is a major theme of the report and was used to identify priority projects.
A long network of activity path that can be used for long-distance exercise	Network	The HEPC Trail, Waterfront Trail, and the Iroquois Trail provide extended off-road corridors.
I am quite happy with the plan as is.	Support	Acknowledged.
More hiking trails	Facility types	The plan does not currently identify facilities that are not AODA compliant, so it does not consider natural surface hiking trails.
Network of year around public washrooms that will allow for greater use of the towns trails etc. without having to drive an automobile to access them. The washroom facilities need to be actively shown on the map.	Amenities	Public washrooms are included in the amenities section of the report.
Maps. Having maps laying out plans and future considerations is far more effective communication tool.	Report structure	Mapping is found in the appendix.

Appendix C

Citizen's Comment	Category	Staff Response
<p>One of the active transportation challenges not mentioned in this report are Whitby's geographic challenges of elevation. A north trip from Dundas Street to Taunton Road could be a relatively straightforward ride, but the elevation makes it an extremely difficult walk/bike/etc. I believe should DRT become active in Whitby again as they are in other Durham towns, we need to consider the elevation factors of assisting those wishing to move from Dundas Street to Rossland Road, Rossland Road to Taunton Road and north to Brooklin. Each stage is a difficult climb and perhaps either engineered gentle switchbacks in parks and on paths, or more frequent bus service which allows bikes would assist.</p>	<p>Network, Transit</p>	<p>Acknowledged. Shared with DRT for consideration.</p>
<p>Poor access to the GO Station (and waterfront) has been recognized as a problem for years, there is still no plan to address this issue, plan still acknowledges that the car is the dominant mode choice</p>	<p>Network</p>	<p>Henry Street and Brock Street are identified as spine network connections with projects to improve connectivity to the GO Station and the waterfront.</p>
<p>I don't see public membership on stakeholders and municipal department committee.</p>	<p>Stakeholders</p>	<p>In addition to public commenting, the plan was guided by Whitby's ATSRAC committee – which is a citizen led advisory committee. It was also presented to other citizen-led advisory committees including Sustainability,</p>

Citizen's Comment	Category	Staff Response
		Accessibility, and the Brooklin and Whitby Downtown Development Steering committees.
More dedicated bike lanes, they have figured it out, mostly!	Facility types	In order to build an all-ages and abilities network, Whitby has considered a balanced approach including MUPs and bike lanes.
Do not reduce any lanes. Maintain minimum 2 lanes for vehicles in each side. reducing from 2 will be disaster. Also provide transportation to Ajax GO from West Whitby region like express service.	Traffic, transit	The Active Transportation Plan does not recommend lane reductions.
<ol style="list-style-type: none"> 1. The cycling paths should be larger and away from the road....the bike lanes are far too close to cars. Also, there should be a median between each - road, bike lanes and sidewalks to encourage additional public use. To make it safer for the public. 2. Keep the off-road walking paths and bike lanes off private property. 3. Additional dog walking parks throughout the community. 4. More off-street public parking. 	Facility Design, Network, Amenities, Parking	<p>Facility types and potential buffers take into consideration OTM Book 18 (cycling design guidelines).</p> <p>Where facilities are shown on private land, they are to be built when the land is redeveloped.</p> <p>Comments related to park planning and off-street parking have been referred to the</p>

Appendix C

Citizen's Comment	Category	Staff Response
		Community Services and Transportation Services for consideration as appropriate.
I always like the idea of a given route saying the distance and give it a name so you know what route your on	Wayfinding	A wayfinding signage plan is in development.
There is no weekend or off peak weekday buses that run from the Whitby GO station to the lakefront. For the many of us elderly & disabled residents, who wish to enjoy the Waterfront Trail, playground, Haydenshore Park or the lake, the walk from the Whitby GO station is much too far. Many of us cannot drive, and must rely on public transportation. A bus that would make regular trips during the weekend, at the very least, would make HUGE difference to many who also want to enjoy all the lakefront has to offer.	Transit	This comment has been shared with Durham Region Transit.
Where is the appendix? How can I see the 0-3, 3-5, 5-10 etc. planned routes?	Report Structure	During the commenting period, appendices were made available through a separate file download on the FTP site.
A guarantee that this will all be completed.	Implementation	The proposed phasing is identified in Appendix B.
On page vii and onward, I saw a list of a variety of cycling facilities. I would have liked to have seen raised bike lanes as an option for cyclists in some areas - particularly on main roadways with high	Facility types, Facility design	Cycletracks have been included in major corridors. Bike boxes and other

Citizen's Comment	Category	Staff Response
<p>speed limits of 60km/h +. The grade separation from the road to the bike lane provides a better sense of safety for cyclists, as a motorist would hit a curb if they were to veer from their lane slights. See example pictured in this blog from York Region rapidway corridors: https://www.vivanext.com/blog/2020/01/21/warrantydeficiency-work-ensures-quality-for-years-to-come/ I would also like to see the use of bike boxes for left-hand turns at major intersections. More details in this blog as well: https://www.vivanext.com/blog/2020/05/13/everythingyou-wanted-to-know-about-bike-boxes/</p>		<p>intersection design features will be considered through design and construction.</p>
<p>Need more connections between Garden Street and Thickson Road overall. Need connection south from Dundas Street East to waterfront trail.</p>	<p>Network</p>	<p>Improved connections both north-south and east-west are shown in the implementation plan along major corridors. Further to the implementation plan, connections will be explored as opportunities are presented through development.</p>
<p>I am pleased that my community is seeking ways for its residents to have more frequent and safe access to paths for pedestrians and bikes.</p> <p>A number of questions were raised in a lengthy message:</p>	<p>Network, Safety</p>	<p>Transit comments have been forwarded to DRT and Metrolinx for consideration. This report predates the Metrolinx BRT report.</p>

Appendix C

Citizen's Comment	Category	Staff Response
<ul style="list-style-type: none"> • How does the ATP correlate to the Metrolinx Downtown Whitby Plan? • Could bike lanes provide better connections along Dundas Street? • Can we provide better connections to the Waterfront, Whitby Shores, and Whitby GO? • Can continuous Bike Lanes be provided along Burns Street? • How will truck traffic be diverted away from Downtown Whitby? • Is the ATP a distraction from the Metrolinx BRT project? 		<p>Multi-use paths (MUP) are included in the ATP along the Dundas Street corridor in order to encourage commuter cycling and an all-ages and abilities environment.</p> <p>Existing MUPs on Henry Street and Victoria Street (to be extended east to Oshawa) and the Waterfront Trail connect Whitby GO to the Waterfront trail and Whitby Shores neighbourhood.</p> <p>Existing on-road cycling infrastructure connects Whitby GO to Henry Street. The plan includes MUPs in the future.</p> <p>Hopkins Street is proposed to have bike lanes and a flyover at Highway 401. South of Consumers Drive, Hopkins will have a dual facility with bike lanes as well as an MUP.</p>

Citizen's Comment	Category	Staff Response
		<p>The Burns Street bike lane is proposed to be continuous Between Dundas Street in the west and Oshawa to the east at ultimate construction.</p> <p>This plan is independent of, and not related to the Metrolinx plan for downtown Whitby.</p>