

BFC Reviewer Response Form

How would you describe the cycling network in your community? (choose all that apply)*

Note: the form would only permit allow a single selection for this question.

- **DRCC Response; There is a variety of cycling infrastructure and routes that cater to people of all ages and abilities**
- In general, cycling routes in the community are safe and comfortable
- There are good options for recreational cycling in our community
- Cycling for transportation is safe and accessible in our community
- Residential streets have been traffic calmed and are a good option for people on bikes
- Our cycling network consists of a good mix of on and off-street cycling facilities
- There are a few direct routes, but there are still some barriers and missing links that prevent the network from being complete
- There are few cycling facilities in the community

How would you describe the availability of bike parking in your community?*

- Bike parking is widely available - I rarely worry about secure bike parking at my destination
- Bike parking is available at most destinations, but there are some exceptions
- Bike parking is limited - Many destinations lack secure bike parking
- **DRCC Response: Bike parking is very limited - Most destinations lack secure bike parking**

How would you rate your community's maintenance of the cycling network in the winter?*

- Very good
- **DRCC Response; Good**
- Fair
- Poor
- No maintenance
- I don't know - I don't ride in the Winter

What are the top 3 strengths with respect to cycling in your community?

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The MUP Network has been expanded over the last 5 years, and most importantly, the primary network has been identified with a centre line, user markings and intersection cross rides which greatly enhances safety for all users. Secondly, the Waterfront Trail has seen significant improvements with expansion to 4 metres in width across the eastern portion with centre line markings combined with a new user-friendly bridge crossing Corbet Creek. Lastly, the town has continued to improve the network as new development unfolds as well as proposing downtown improvements in support of active transportation.

What are the top 3 barriers to cycling in your community?

The 2021 Active Transportation Plan identified critical gap closures within the cycling network, however progress has been slow within the core identified network to close the identified gaps and should be prioritized to improve the safe cycling connectivity.

Secondly, Active Transportation yearly funding support has seen a significant decrease over the last three years which now limits AT expansion.

Regarding education, a more robust Grade 5 active transportation student safe cycling education program could be an opportunity by funding school bus transportation which would enable local schools to attend the one-day Kids Safety Village Safe Cycling program located in Whitby.

Lastly, a more inclusive “Complete Streets” approach to new projects and legacy improvements is an opportunity to expand upon citing the Open House we attended last year regarding the downtown redevelopment proposals and the consulting firm hosting the event being oblivious to the concept.

What could your community do in the next 18 months to improve conditions for cyclists?

When cycle infrastructure is closed due to construction activity, a signed detour route for cyclists should be in place with no exceptions. Recent closures on the Waterfront Trail X 2 left cyclists with no signed detour and the town showing no appetite to support same when contacted by Durham Region Cycling Coalition. This also occurred when the “Green Belt Connector Route” on Ashburn Rd. was recently closed with no detour for cyclists. Signed detours for cyclist due to closures must be in place with no exceptions.

Do you have any final remarks?

As Whitby has now become a cycling infrastructure leader within Durham Region, Durham Region Cycling Coalition is pleased to have the opportunity to provide feedback to the town's BFC Silver Application

Over the last 5 years, our members have seen steady improvements across Whitby with the town implementing OTM Book 18 Guidelines which includes the application of Green Paint at numerous on road locations, signalized Bike Signal lights with cross rides at intersections supporting the MUP network and dedicated cycle lane improvements, referencing the Dryden Blvd. example by removing the underused vehicle traffic lane to add a dedicated cycle lane.

Further to this, town staff have been inclusive and collaborative in seeking feedback from the cycling community. Two examples include; the Columbus Rd. redevelopment working group session - specific to supporting active transportation - which we recently attended as well as the onsite meeting to review our active transportation concerns regarding the Thickson Rd. / Highway 401 bridge deck.

As such, we are appreciative of the significant cycling improvements across the town over the last number of years and fully endorse the town's application to receive a well deserved BFC Silver Rating.

Thank you to Town Staff and Elected Officials for continuing to support safe cycling, we look forward to seeing continued improvements in the years ahead.