



ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

APPENDIX A
ENGAGEMENT SUMMARY REPORT





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1 INTRODUCTION

This report summarizes the activities and findings of the **Engagement Program** conducted for the **Township of Scugog Active Transportation and Transportation Master Plans (AT and TMP)**. The Engagement Summary Report is organized as follows:

- Chapter 2 provides an overview of the Engagement Program, highlighting goals and objectives;
- Chapter 3 outlines the engagement methods used in the study;
- Chapters 4 and 5 summarize the elements and findings of the consultation and outreach activities completed for Engagement Rounds #1 and #2, respectively; and
- Chapter 6 provides the comments received through the stakeholder and public review of the draft and proposed AT and TMP.

A series of seven attachments supplement the report. The attachments contain the detailed material produced and assembled through the study.



2 PROGRAM OVERVIEW

Consultation is a core component of the Municipal Class Environmental Assessment (MCEA) process and vital element of a master planning study. The Engagement Program for the project offered the public, review agencies, other municipalities and First Nations and Aboriginal Peoples a variety of opportunities to learn about the AT and TMP and provide input into the development of the long-range transportation strategy for Scugog. The program featured a wide range of consultation, outreach and communication initiatives aimed at involving this broad spectrum of stakeholders in the study. Specific engagement objectives included:

- **Informing** residents about the AT and TMP, focusing on the following key messages:
 - The Township is planning for growth in population and employment within the community;
 - The Township wants to provide users with a range of safe, efficient, and accessible mobility choices; and
 - Involving residents, businesses, agencies, and other stakeholders throughout the study would ensure the final plan is pragmatic and meets community needs now and into the future.
- **Understanding** existing and anticipated transportation challenges and opportunities and any perceived barriers and motivators;
- **Promoting** the benefits of shifting transportation mode choice to active travel for the environment, health, equity and in achieving sustainable growth;
- **Educating** the community on:
 - The purpose of the AT and TMP (what the plan is and is not);
 - How transportation for all modes (pedestrian, cycling and roads) will be enhanced; and
 - Specific infrastructure, policies and programs that will facilitate the enhancements;
- **Building** support and consensus within the community for the AT and TMP and its vision, goals, and objectives; and
- **Satisfying** the requirements of the MCEA process pertaining to future infrastructure projects.



The program featured two rounds of outreach and communication with:

- **Engagement Round #1** being the first formal contact with stakeholders. This round took place during Phase 1 – Foundation Building and focused on building an understanding of transportation opportunities and challenges in the Township; and
- **Engagement Round #2** being the second formal contact with stakeholders. This round took place at the beginning of Phase 3 – Strategy Confirmation and gathered feedback on the AT and TMP directions and recommendations prior to finalizing the study report.

The program concluded with the release of the proposed AT and TMP to stakeholders and the public for comment prior to Township Council considering the plans for approval and issuance of the Notice of Completion thereafter.



3 ENGAGEMENT METHODS

3.1 ONLINE TECHNIQUES

Given the difficulty of attracting representative audiences to face-to-face engagement events and the very high rates of connection to the internet within most communities, the use of online engagement tools is becoming more common for planning studies like the AT and TMP. Conducted properly, with an eye to the quality of experience and inclusiveness of community representation, online techniques can massively enhance the reach and value of stakeholder engagement that cannot be rivaled by more traditional methods.

The following online engagement techniques were used to raise awareness and invite the public to participate in the AT and TMP study:

- The **project webpage** on the Township website¹ served as the primary communication portal for the study. The webpage contained all project-related information including engagement materials and pertinent study reports and background documents. Links to the online survey and interactive map were also provided.
- **Email addresses** were provided on the project webpage and in all communication materials for people to contact the team on topics of interest or inquiries about the study.
- **Social media posts** were issued at key junctions in the study to publicize upcoming engagement events, provide information about the study, and improve general awareness about transportation issues in Scugog. Existing Township communication channels (e.g., Twitter, Facebook) were leveraged to reach established followers.
- An **online survey** hosted on SurveyMonkey invited input on current transportation conditions, concerns, needs and expectations in the Township. Barriers and motivators to the use of active transportation facilities and services were also explored.
- An **interactive map** hosted on Social Pinpoint allowed respondents to offer location-specific feedback on the transportation system serving the Township. Comments were grouped into four themes (active transportation, roads, general, and ideas and suggestions).



¹ For the project website, visit: <https://www.scugog.ca/en/township-office/active-transportation-plan-and-transportation-master-plan.aspx>



3.2 PROJECT CONTACT LIST

A comprehensive Project Contact List, listing key agencies as well as any affected property owners, users, and others, such as utility companies, was created and updated throughout the study. **Attachment A** contains the final list compiled for the study.

3.3 NOTICES

Formal notices were issued at the following junctures of the project by email and mail to regulatory agencies, known members of the public, and First Nations representatives on the Project Contact List pursuant to the requirements of the MCEA:

- Study Commencement (June and July 2019)
- Public Information Centre (November 2019)
- Completion (July 2021)

Attachment B provides copies of the notices issued for the study.

3.4 TECHNICAL ADVISORY COMMITTEE MEETINGS

The Township formed a Technical Advisory Committee (TAC) to provide direction and advice on the project. Members of the TAC, which met twice during the study, included Township Councillors, local cycling groups, and Accessibility Advisory Committee representatives.

Sections 4.5 and 5.1 of this report detail the input received through the TAC meetings.

3.5 POP-UP SESSIONS

Two pop-up sessions were held during Engagement Round #1 to provide individuals an in-person opportunity to share their experiences and concerns with moving around Scugog. Participants could provide their input directly to Project Team members in attendance or complete the online survey. Prompt questions such as, “how do you usually get around Scugog”, “where do you like to bike to in Scugog” and/or “are there any gaps in the transportation system along your regular routes” were also prepared to help participants better understand the project goals and simplify the survey questionnaire.

Each session featured a series of display boards providing an overview of the study, the project webpage address, a QR code to access the online survey and interactive map, and maps of the municipality. Participants were invited to share location-specific



feedback about the transportation system on the maps. If time permitted, the participant was asked to fill out an abridged version of the online survey. If not, the Project Team member provided a business card with the project webpage address and encouraged the individual to complete the online survey at their leisure.

Sections 4.2 and 4.3 of this report provide further information on the pop-up sessions.

3.6 DISPLAY BOARDS

Display boards with information about the AT and TMP study were placed at the Scugog Community Recreation Centre, the Scugog Memorial Public Library, the Port Perry Seniors Club, and the Municipal Office during fall 2019. The boards provided similar information as the panels prepared for the pop-up sessions, including the project webpage address and a QR code to access the online survey and interactive map.

3.7 PUBLIC INFORMATION CENTRE

A Public Information Centre was held during Engagement Round #2 to present the recommended directions for the AT and TMP. The policies, programs, and infrastructure investments for walking, cycling, and roads presented at the meeting formed the basis for the plans.

The event began with a brief presentation summarizing the study process and findings to date, followed by a “question and answer” period. Attendees were then invited to review the display boards set up in the Township Council Chambers and ask questions of the Project Team members in attendance. Comment sheets were provided to formally solicit and receive feedback on the material presented.

Section 5.2 of this report summarizes the material presented and input received at the Public Information Centre.

3.8 REVIEW PERIOD

The proposed AT and TMP was released for comment prior to Township Council considering the plans for approval. Regulatory agencies, known members of the public, and First Nations representatives on the Project Contact List were informed of the review period by email and mail. Notice was also posted on the Township’s website.

Section 6.2 of this report summarizes the input received and actions taken to address the comments.



3.9 FIRST NATIONS AND INDIGENOUS CONSULTATION

Over the course of the study, the Township and its consultant invited input from the Mississaugas of Scugog Island First Nation on the AT and TMP through the notices and direct email communication. No response or feedback was received.



4 ENGAGEMENT ROUND #1 SUMMARY

4.1 OVERVIEW

The first round of stakeholder engagement took place from June 2019 to September 2019. **Table 4.1** summarizes the engagement activities carried out with start and end dates and the approximate number of participants. The activities were advertised and promoted through:

- The Formal Notice of Study Commencement;
- The Township’s social media accounts (Twitter and Facebook);
- The Township website;
- Notices distributed to stakeholders on the project contact list; and
- Display boards posted in the Scugog Community Recreation Centre, the Scugog Memorial Public Library, the Port Perry Seniors Club, and the Municipal Office.

TABLE 4.1: ENGAGEMENT ROUND #1 SUMMARY

Engagement Activity	Date (2019)	Participants
Notice of Study Commencement	July 11	N/A
Online Survey (Survey Monkey)	June 28 – September 30	158
Interactive Map (Social Pinpoint)	June 28 – September 30	368
Pop-up Session – Canada Day Celebration	July 1	50
Pop-up Session – Port Perry Farmer’s Market	July 13	80
Technical Advisory Committee Meeting	September 9	6
Total Participants		662*

Note: * It is likely that overlap occurred between engagement tools. As such, the total participants may be an over estimation of the total number of individuals that participated in the engagement



4.2 ONLINE SURVEY

4.2.1 DESCRIPTION

The online survey was available between June 28, 2019 and September 30, 2019 through the Township’s Survey Monkey account. **Attachment C** provides a copy of the questionnaire posted on SurveyMonkey along with the detailed participant responses.

4.2.2 FINDINGS

The Township received 158 responses to the survey online (104), through the two pop-up sessions (28) and via paper copies distributed at the Port Perry Seniors Club and Municipal Office front desk (26). While the results are not statistically representative of the whole Township, they provide valuable insight on local transportation opportunities and challenges. The following summarizes the findings by question:

Question 1 – Daily Activities within Scugog

Figure 4.1 shows that most respondents travelling to destinations within the Township make the trips to access shopping and leisure/recreational activities, with relatively few making trips to work or school. This suggests travel to locations within the municipality is more discretionary in purpose and less utilitarian.

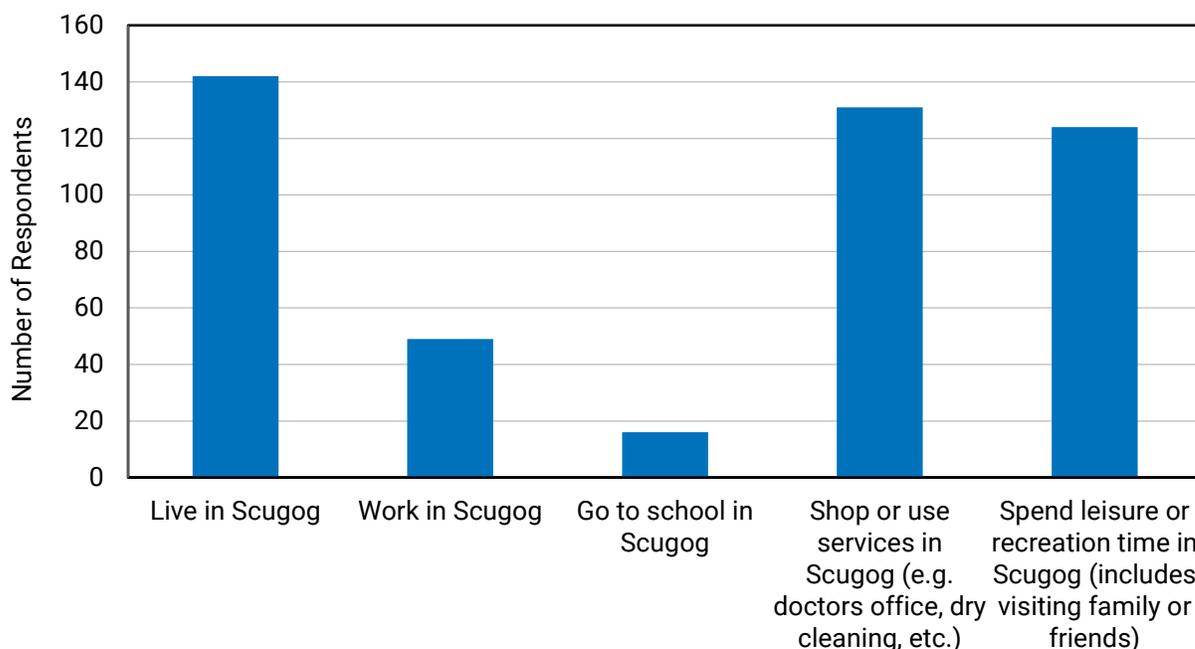


FIGURE 4.1: DAILY ACTIVITIES WITHIN SCUGOG



Question 2 – Distance Travelled from Home to Typical Destination

Figure 4.2 shows that over 35% of respondents indicated that they typically travel a distance greater than 10 kilometres from where they live to work or school. The longer distances these individuals travel make it more difficult to transition from single occupancy vehicles (SOVs) to active transportation modes for trip making. By contrast, approximately 16% of respondents indicated they travel less than 5 kilometres to their typical destination, which is more attractive for cycling.

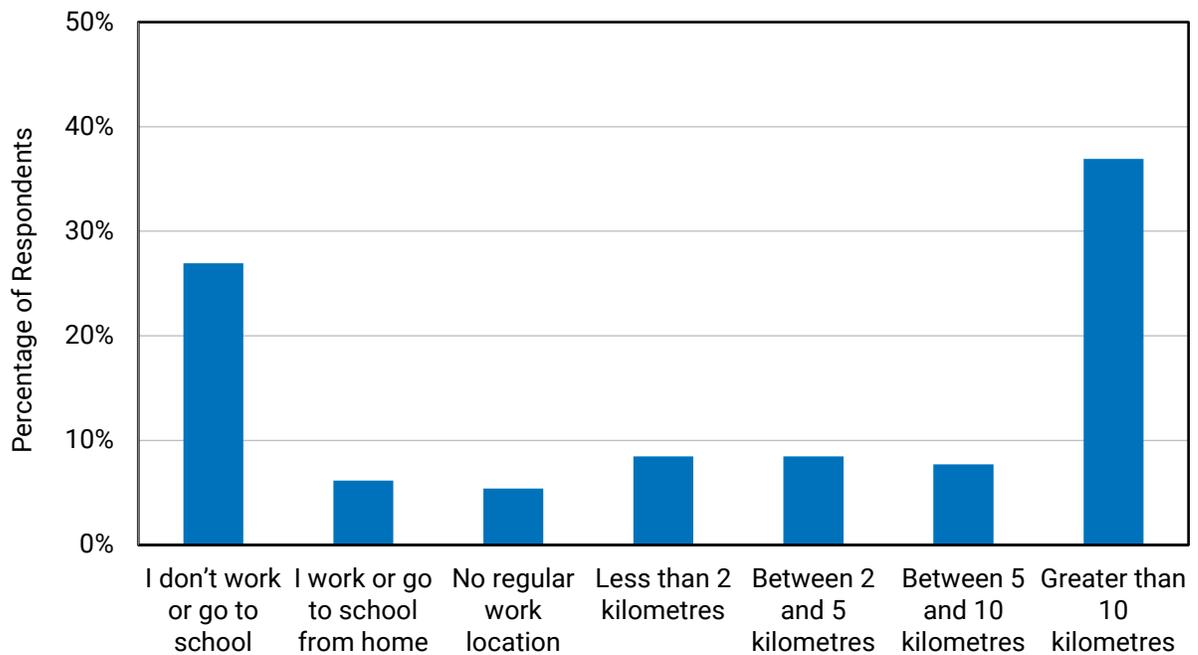


FIGURE 4.2: DISTANCE TRAVELLED FROM HOME TO TYPICAL DESTINATION



Question 3 – Travel Mode for Trips within Scugog

Figure 4.3 shows that most respondents drive a car for trips within Scugog. A significant portion also walk/roll or are passengers in a car. Participants were able to select more than one travel mode.

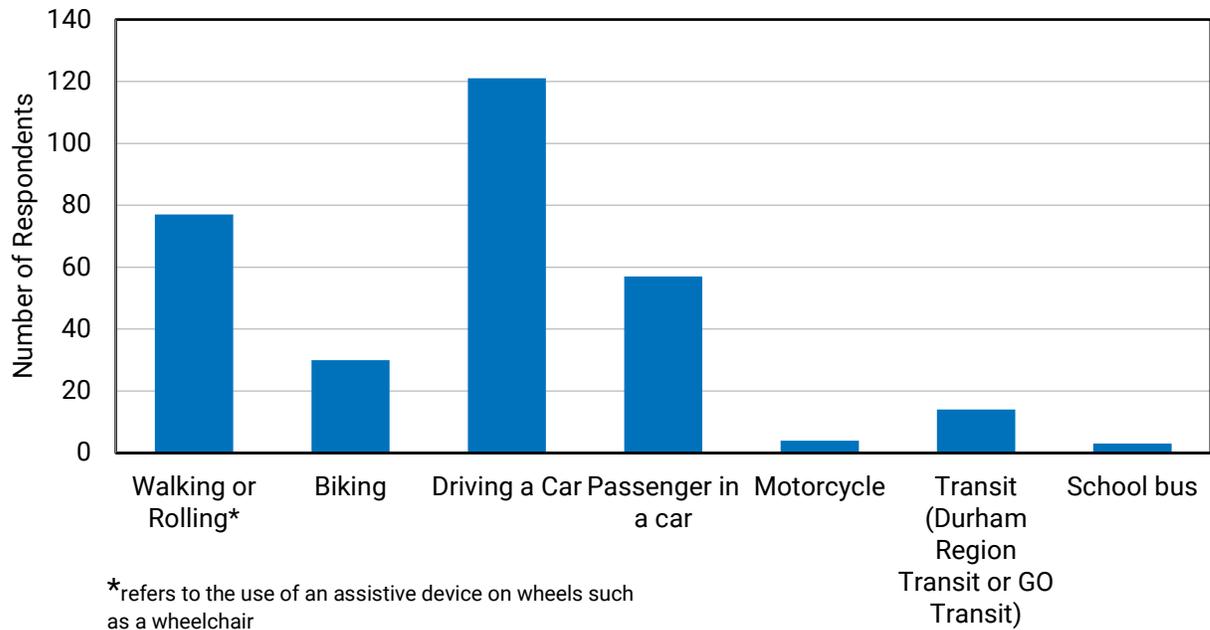


FIGURE 4.3: TRAVEL MODE FOR TRIPS WITHIN SCUGOG



Question 4 – Most Common Mode of Travel

Figure 4.4 shows that over 80% of respondents indicated that driving is their most common mode of travel. Walking/rolling was the second most common (11%), with passenger in a car, cycling and school bus travel completing the list. No respondents travelled by transit.

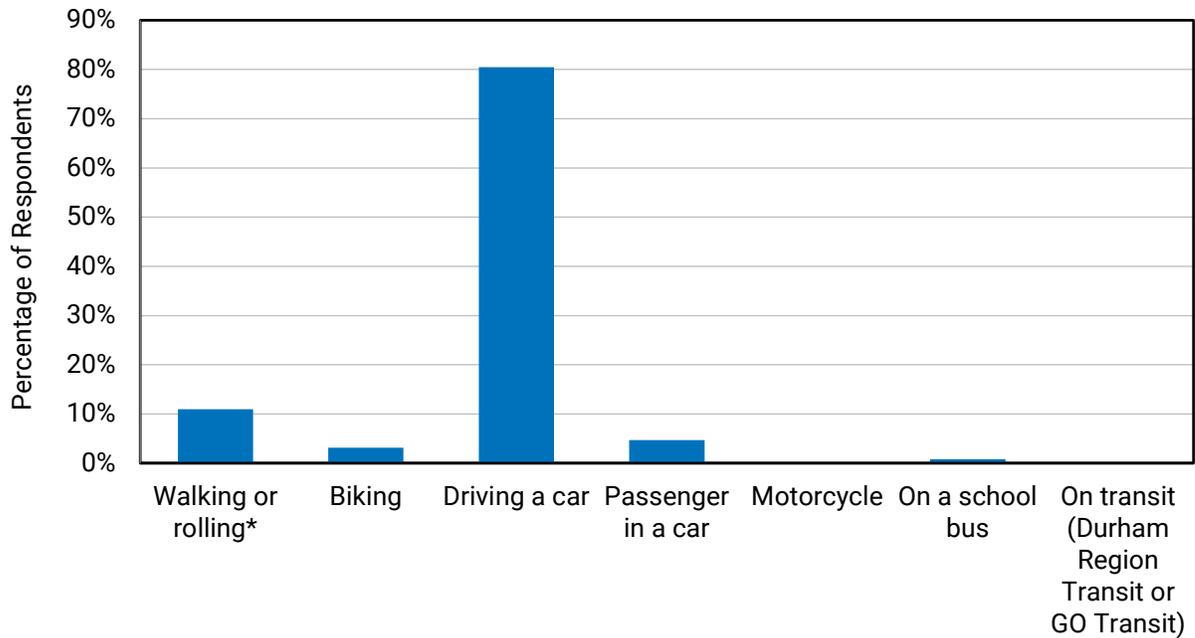


FIGURE 4.4: MOST COMMON MODE OF TRAVEL



Question 5 – Barriers to Walking and Rolling

Participants were asked what prevented them from walking or rolling around Scugog more frequently. As **Figure 4.5** shows, the most common reasons stated for not walking and rolling around Scugog more were “Destinations are too far”, “Dangerous conditions”, “Seasonal variations”, and “Too much to carry to/from destinations”. Respondents were permitted to select more than one response.

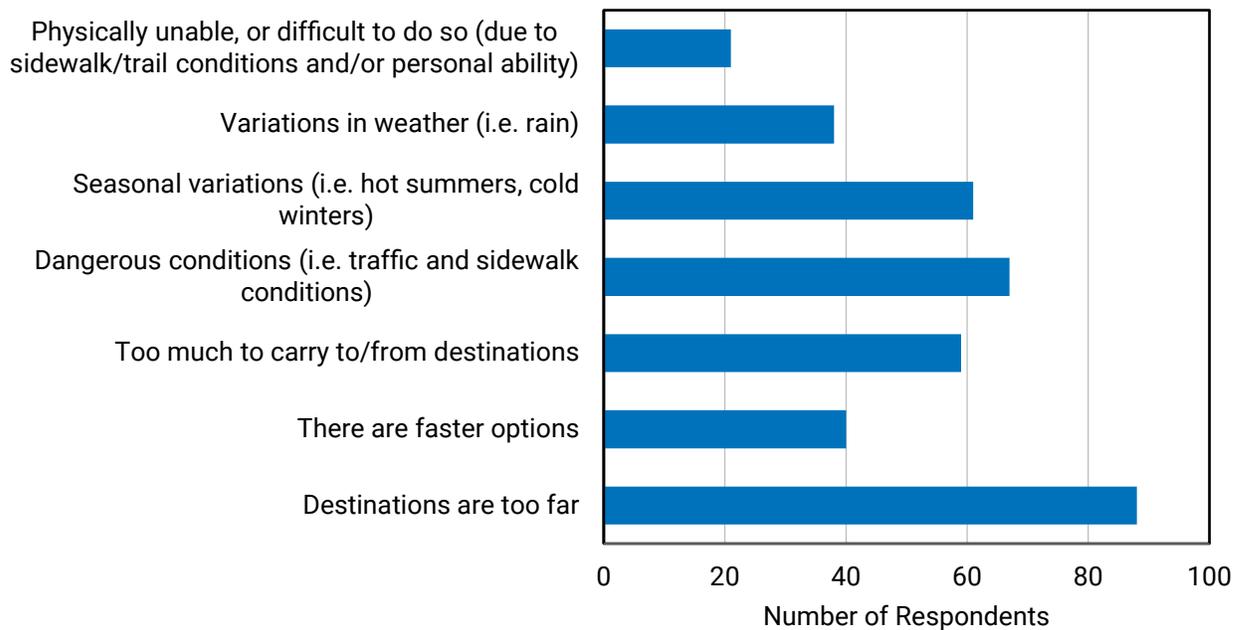


FIGURE 4.5: BARRIERS TO WALKING AND ROLLING



Question 6 – Incentives to Walk and Roll

Participants were asked to identify measures that would make it easier for them to walk or roll more frequently. As **Figure 4.6** shows, respondents found all listed measures to be incentives. The most common responses were “More/improved sidewalks and paths” and “Friendlier/safer pedestrian environments (traffic calming, slower traffic)”. Respondents were permitted to select more than one response.

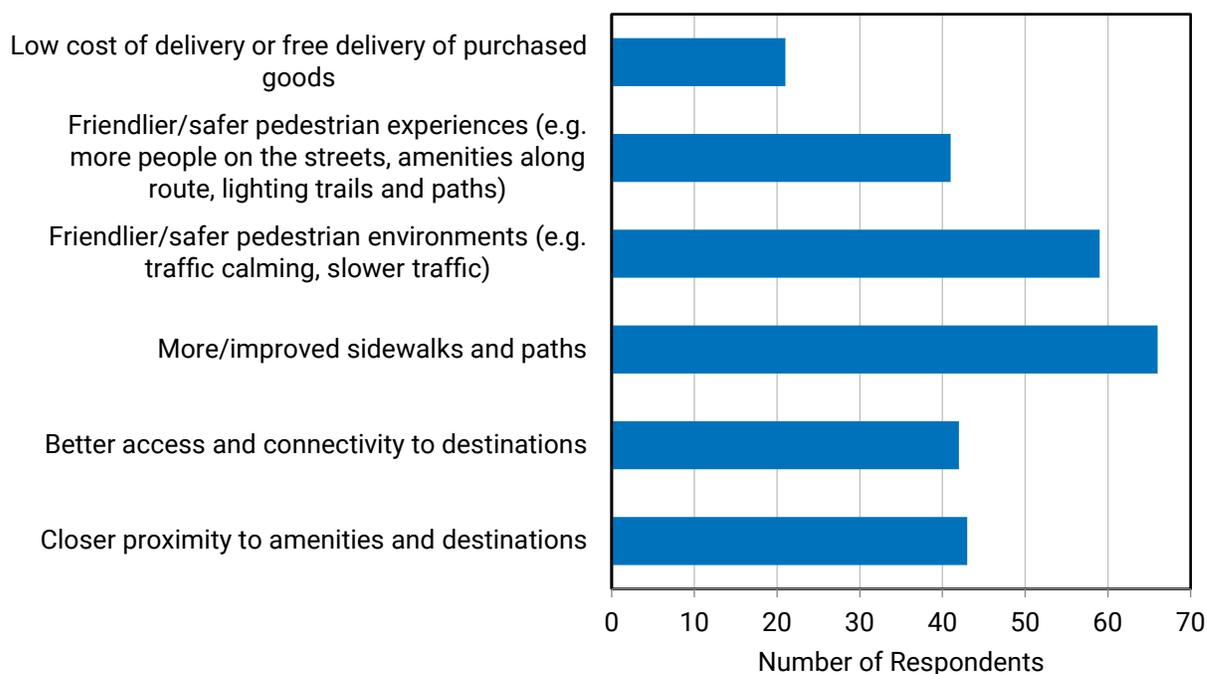


FIGURE 4.6: INCENTIVES TO WALK AND ROLL



Question 7 – Barriers to Cycling

Participants were asked what prevented them from cycling around Scugog more frequently. As **Figure 4.7** shows, the most common reason stated by respondents for not cycling more was “safety concerns (e.g., traffic and road conditions)”. Other reasons given included “No bicycle”, “Destinations are too far”, and “Too much to carry/transport to/from destination”. Respondents were permitted to select more than one response.

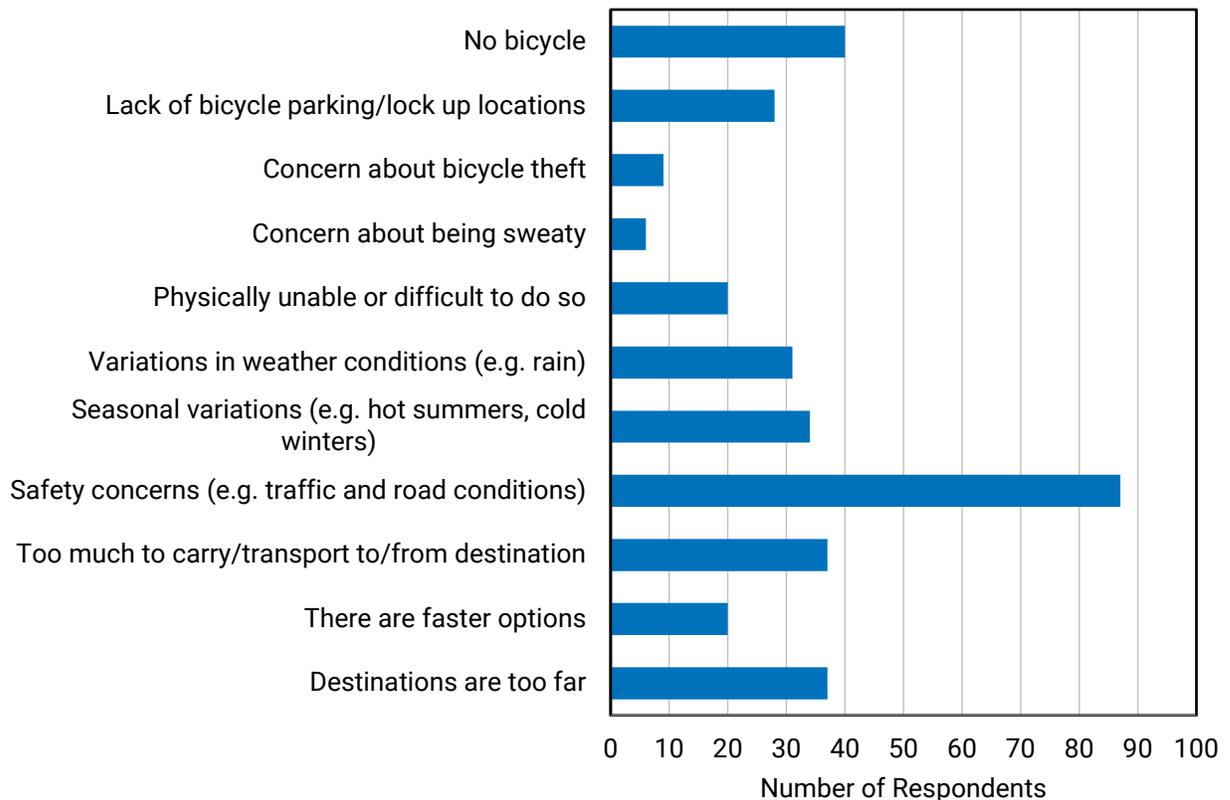


FIGURE 4.7: BARRIERS TO CYCLING



Question 8 – Incentives to Cycle

Participants were asked to identify measures that would make it easier for them to cycle more frequently. As **Figure 4.8** shows, the top three measures were “More/improved bicycle lanes and paths”, “Friendlier/safer cycle environments (e.g., bicycle lanes, traffic calming, slower traffic)”, and “Better maintenance of bike lanes/shoulders/paths”. Respondents were permitted to select more than one response.

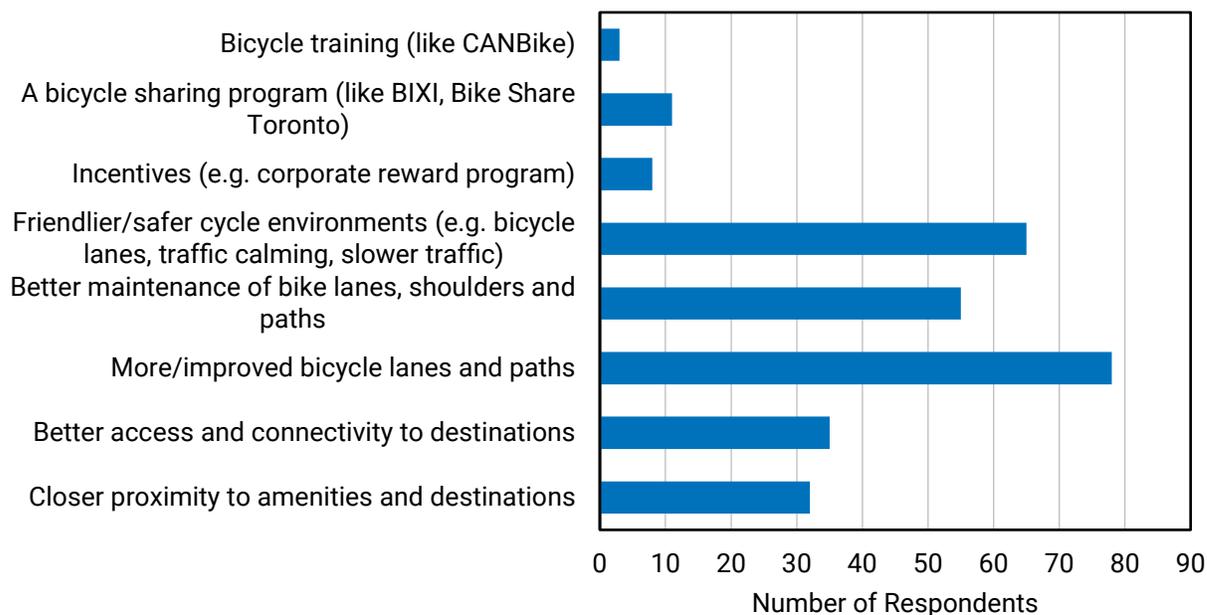


FIGURE 4.8: INCENTIVES TO CYCLE



Question 9 – Favourite Places to Cycle in Scugog

Participants were asked to share their favourite location to cycle in Scugog. As **Figure 4.9** shows, the most common location respondents selected was Port Perry. The second most popular selection was “Outside of Scugog”. Respondents were permitted to select more than one response.

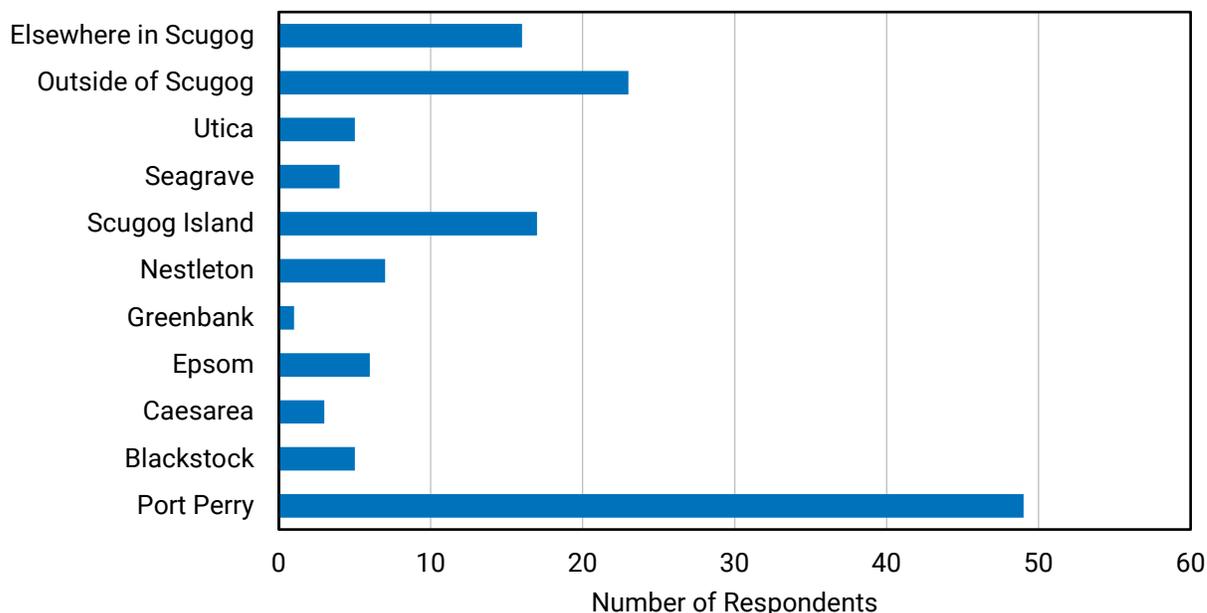


FIGURE 4.9: FAVOURITE PLACES TO CYCLE IN SCUGOG



Question 10 – Barriers to Using Transit

Participants were asked what prevented them from taking public transit more frequently. As **Figure 4.10** shows, the most common options selected by respondents included “Infrequent service”, “Transit stops are too far from home/destination”, “Inconvenient to take multiple transit systems to get to destinations”, “Too slow”, and “Lack of walking/cycling connections to transit stops”. Respondents were permitted to select more than one response.

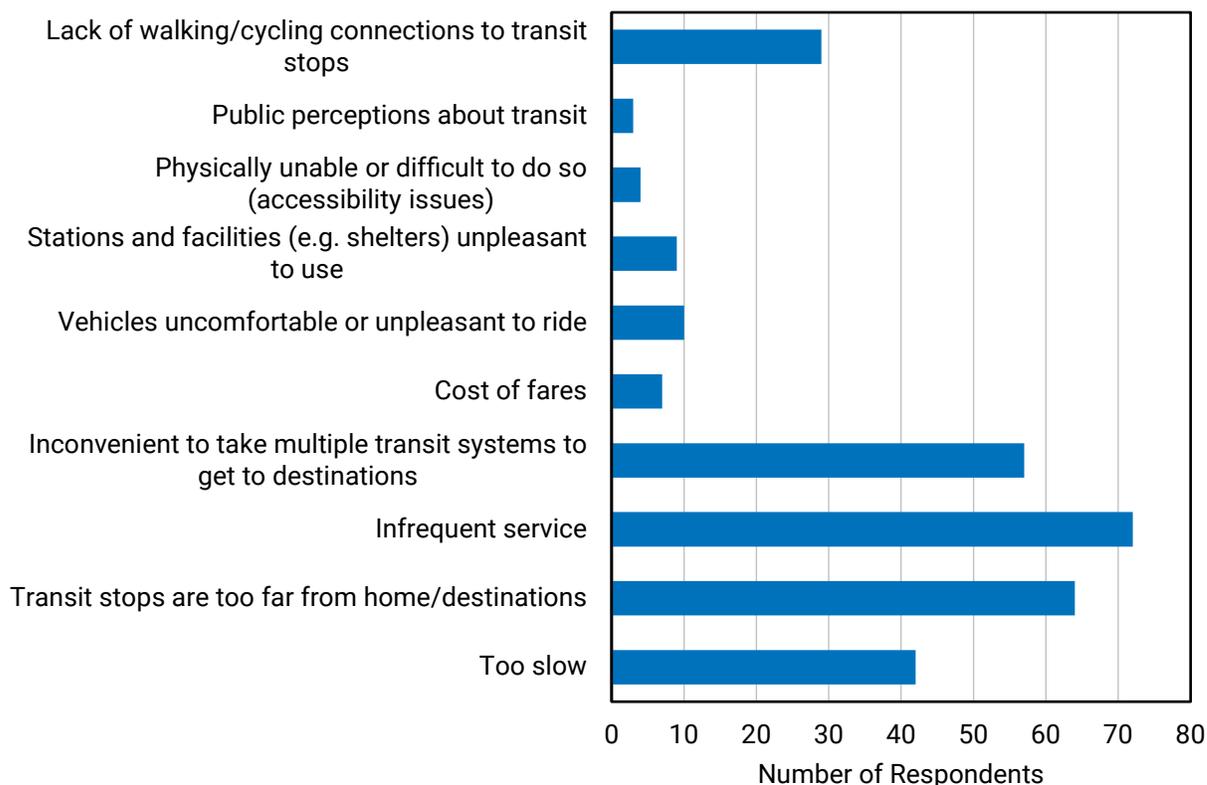


FIGURE 4.10: BARRIERS TO USING TRANSIT



Question 11 – Incentives to Use Transit

Participants were asked to identify measures they felt would make it easier for them to use public transit. As **Figure 4.11** shows, “Better service coverage and faster routes”, “More frequent service”, and “Better access and connectivity to destinations” were the top three options selected. Several indicated “Nothing would get me to use public transit”. Respondents were permitted to select more than one response.

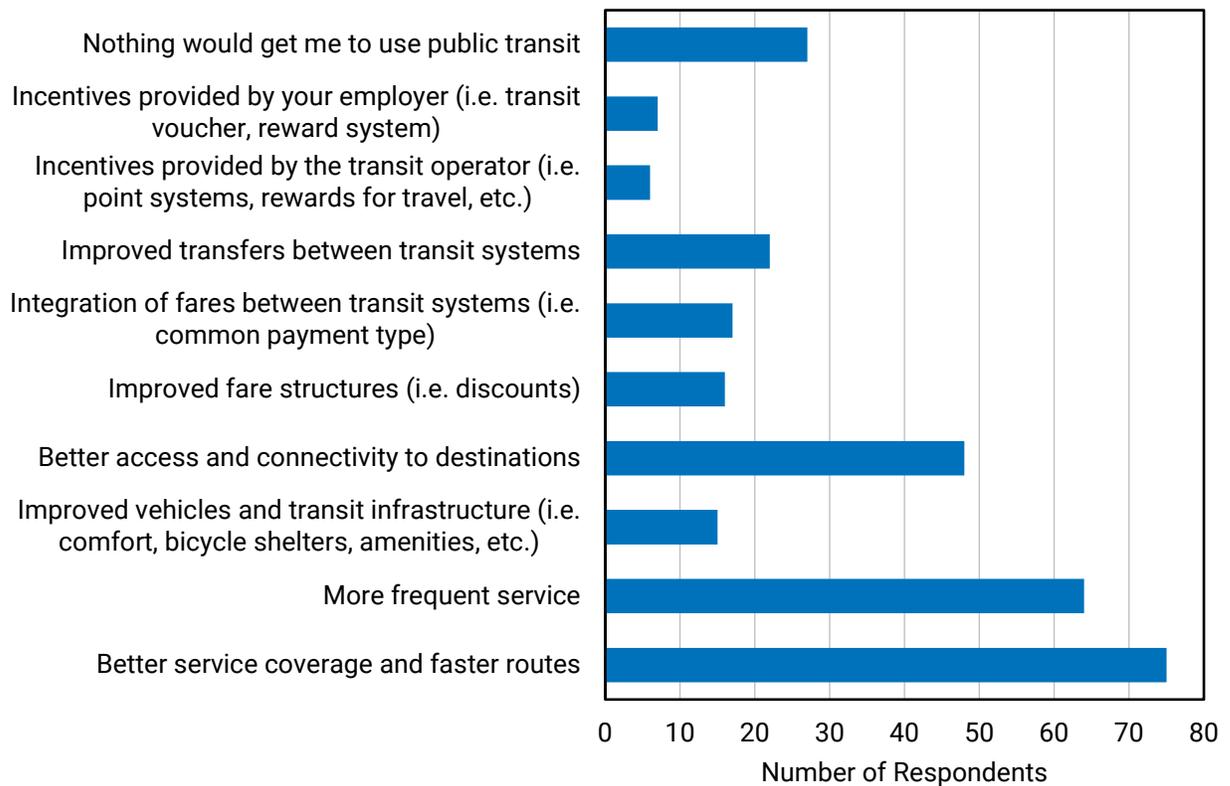


FIGURE 4.11: INCENTIVES TO USE TRANSIT



Question 12 – Measures to Improve Traffic Safety

Participants were asked to rank a list of measures, in order of importance, for improving the safety of vehicular traffic movement in the Township. As **Table 4.2** shows, the measure ranked as the most important was “Improving the condition of roads”. The next most important were “Separate cyclists from traffic” and “Install additional pedestrian crossings with flashing lights or traffic signals”.

TABLE 4.2: MEASURES TO IMPROVE TRAFFIC SAFETY

Rank	Measure
1	Improve the condition of roads
2	Separate cyclists from traffic
3	Install additional pedestrian crossings with flashing lights or traffic signals
4	Lower the speed limit on Township roads within built-up areas to 40 km/h or less
5	Implement traffic calming measures (i.e., speed humps, bump outs) on neighbourhood streets
6	Restrict pedestrian crossings at certain locations
7	Lower the speed limit on rural Township roads to 60 or 70 km/h



Question 13 – Measures to Improve Traffic Flow

Participants were asked to rank a list of measures, in order of importance, for improving the convenience of vehicular traffic movement in the Township. As **Table 4.3** shows, the measure ranked as the most important was “Improve the condition of roads”. The next most important were “Add turn lanes and/or advance phasing (i.e., flashing green arrow) at more intersections” and “Better coordinate traffic signals”.

TABLE 4.3: MEASURES TO IMPROVE TRAFFIC FLOW

Rank	Measure
1	Improve the condition of roads
2	Add turn lanes and/or advance phasing (i.e., flashing green arrow) at more intersections
3	Better coordinate traffic signals
4	Widen select roads
5	Restrict on-street parking and stopping at certain locations
6	Restrict pedestrian crossings at certain locations



Question 14 – Measures to Improve Transportation

Participants were asked to rank a list of measures, in order of importance, for improving transportation in the Township. As **Figure 4.12** shows, the most common response was “Very Important” for every objective except “Providing increased tourism opportunities”, which had “Somewhat Important” as its most common response. The objective with the highest “Very Important” rating was “Improving health/quality of life of residents”. Respondents were permitted to select more than one response.

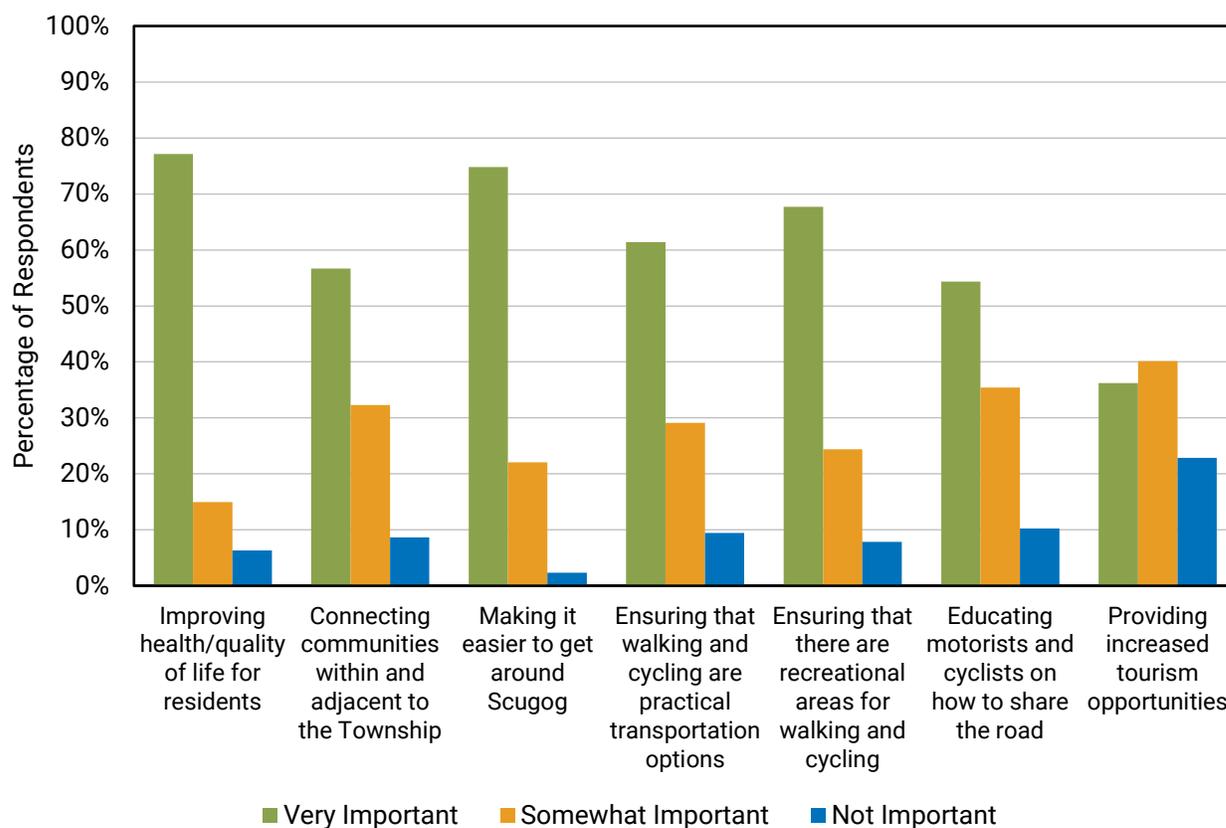


FIGURE 4.12: MEASURES TO IMPROVE TRANSPORTATION



Question 15 – Level of Comfort on Cycling and Pedestrian Facilities

Participants were asked to rate their level of comfort in using different cycling and pedestrian facilities. As **Figure 4.13** shows, respondents indicated they are most comfortable “Cycling/hiking/walking on multi-use trails typically found in parks, open space, natural areas, along abandoned railway lines or in utility corridors”. Respondents were least comfortable “Cycling and sharing the road with motor vehicle traffic on Township roads without bike lanes or paved shoulders”, “Cycling on local streets and sharing the road with motor vehicle traffic”, and “Hiking/walking along Township roads with paved or gravel shoulders”. Respondents were permitted to select more than one response.

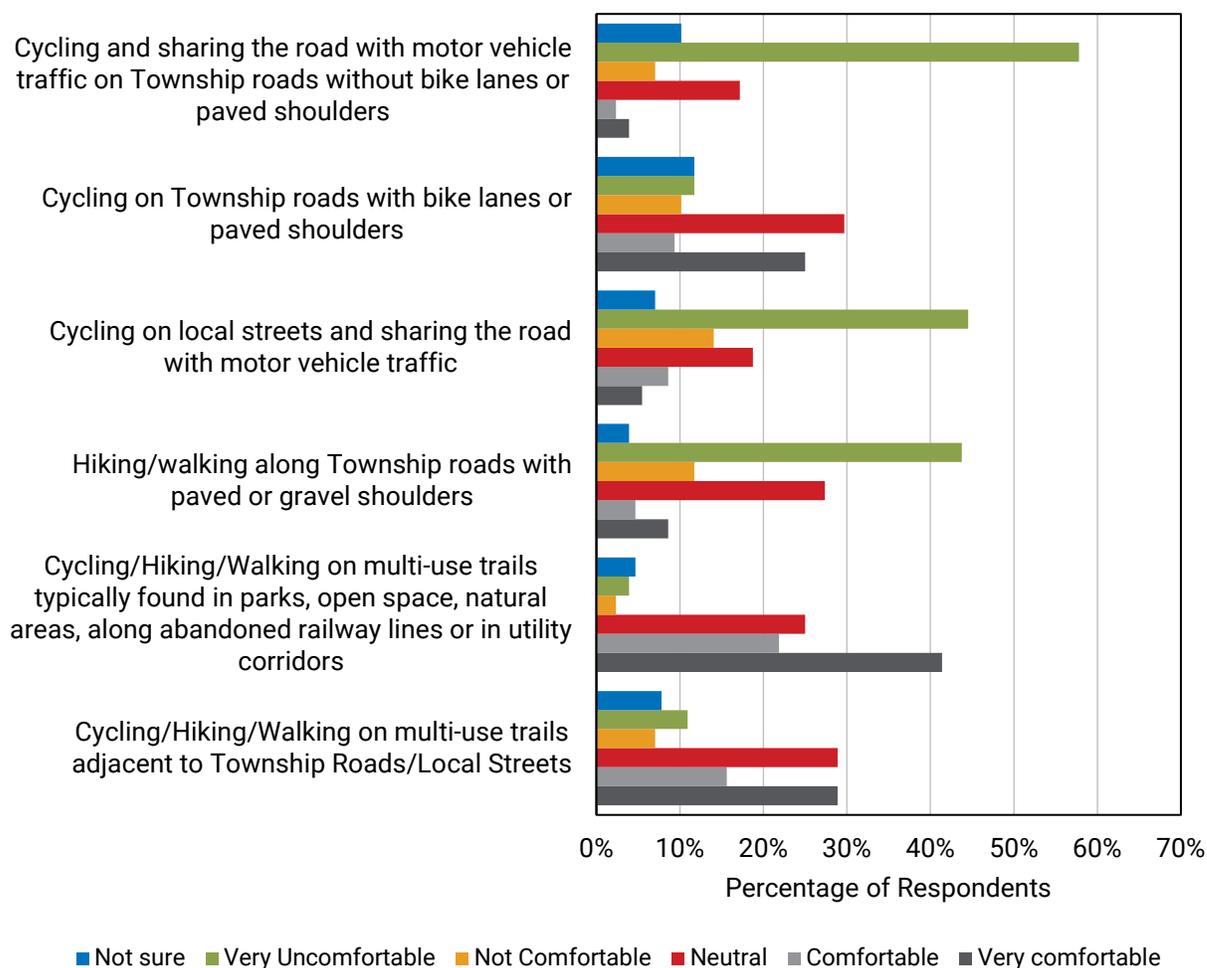


FIGURE 4.13: LEVEL OF COMFORT ON CYCLING AND PEDESTRIAN FACILITIES



Question 16 – Use of GPS Tracking Application

Participants were asked if they tracked their cycling and walking trips with a GPS application. As **Figure 4.14** shows, almost 80% of respondents indicated they do not track their rides or walks. Respondents that do track trips were equally likely to use Strava, Garmin Connect, or MapMyRide/Walk.

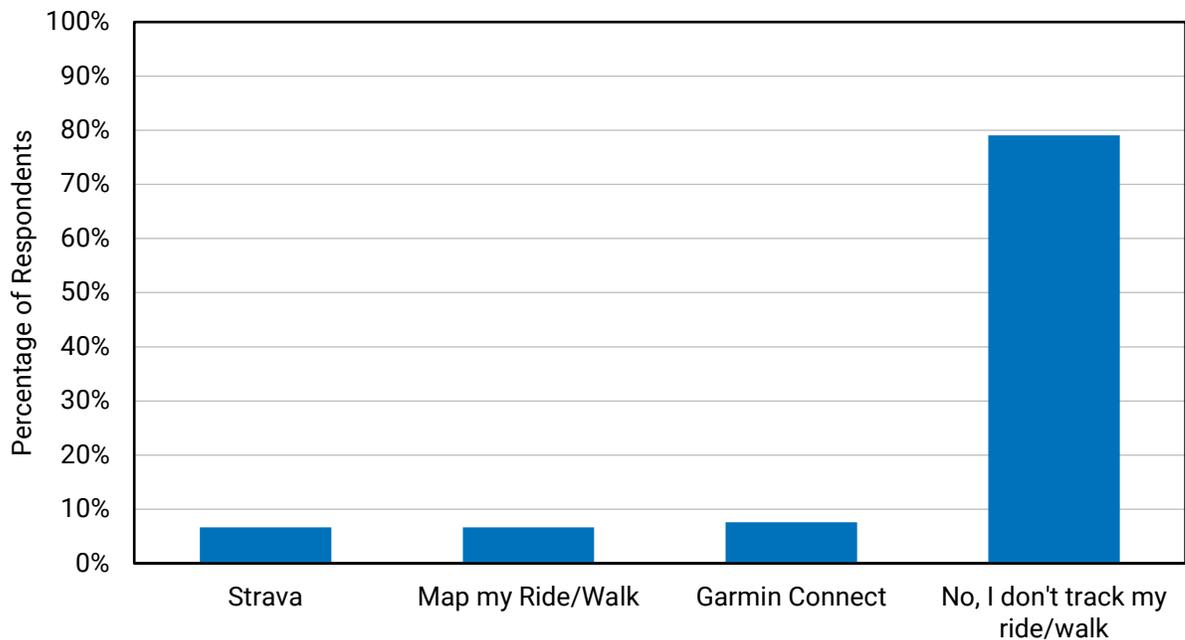


FIGURE 4.14: USE OF GPS TRACKING APPLICATION



Question 17 – Concerns About Moving Around Scugog

Participants were asked to indicate what concerns them about moving around Scugog. As **Figure 4.15** shows, the most common concern among respondents was “Safety”, followed by “Current traffic volumes” and the “Current state of bike lanes/paths/trails”. The least common concern was “Travel Time”. “Other” responses included road conditions, speeding, inefficient/uncoordinated signal timings, significant truck traffic volumes through Port Perry, and insufficient recreational trails. Respondents were permitted to select more than one response.

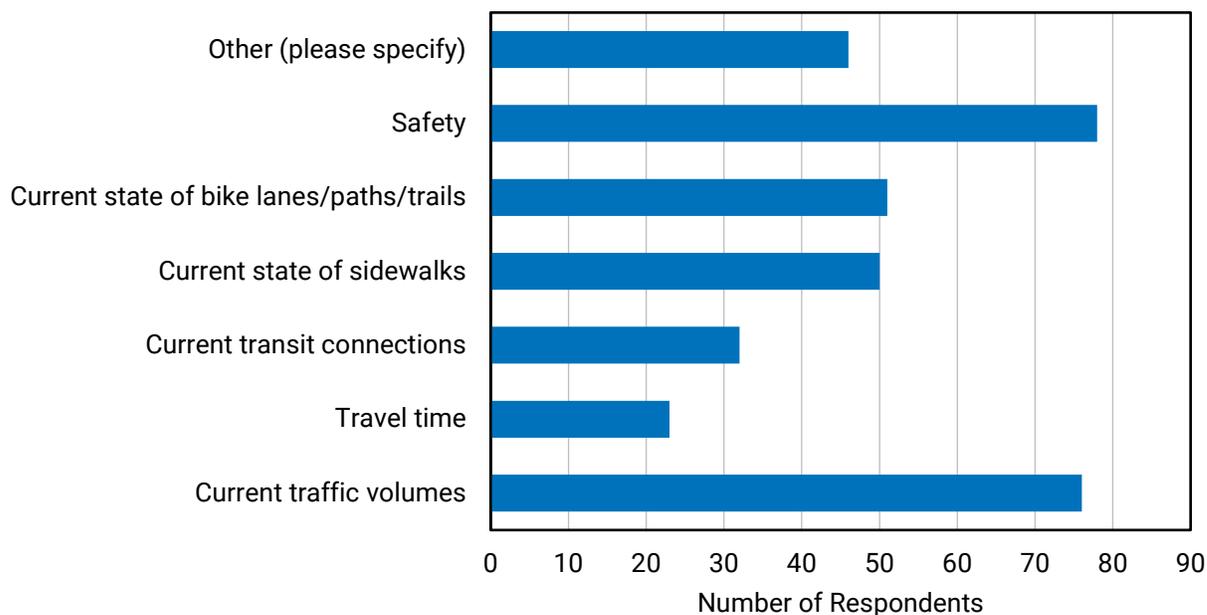


FIGURE 4.15: CONCERNS ABOUT MOVING AROUND SCUGOG



Question 18 - Best About Moving Around Scugog

Participants were asked to share what they like best about moving around Scugog. Key themes identified included:

- The abundance of free parking;
- Well connected roads;
- The short distance from home to destinations (shopping, recreation, dining, etc.);
- Easy access to downtown;
- Well connected sidewalks;
- Level of existing trail use; and
- Low traffic volumes on local roads.



Questions 19 and 20 – Measures to Improve Moving Around Scugog

Question 19 asked participants to identify measures they felt would make moving around Scugog better. Question 20 inquired if they had any comments or questions regarding existing or future transportation in Scugog. The results for the two questions were aggregated because most of the answers to Question 20 simply identified further suggested improvements. **Figure 4.16** summarizes the key themes, of which “More cycling facilities” was the most mentioned. Respondents were permitted to select more than one response.

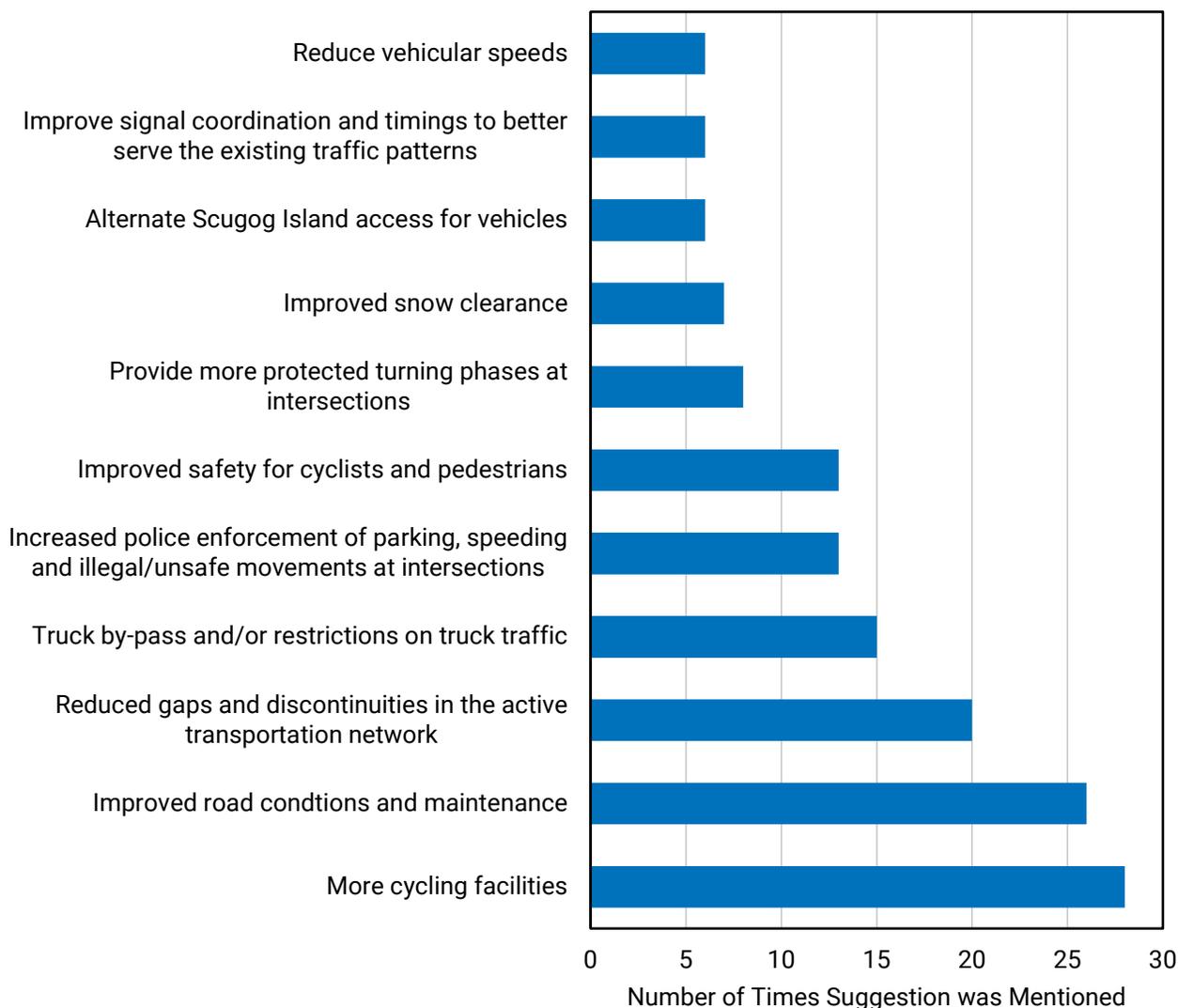


FIGURE 4.16: MEASURES TO IMPROVE MOVING AROUND SCUGOG



Question 21 – Location of Residence

Participants were asked to share where they live in Scugog. As **Figure 4.17** shows, just over half (54%) of respondents live in Port Perry, with Scugog Island the next most popular location.

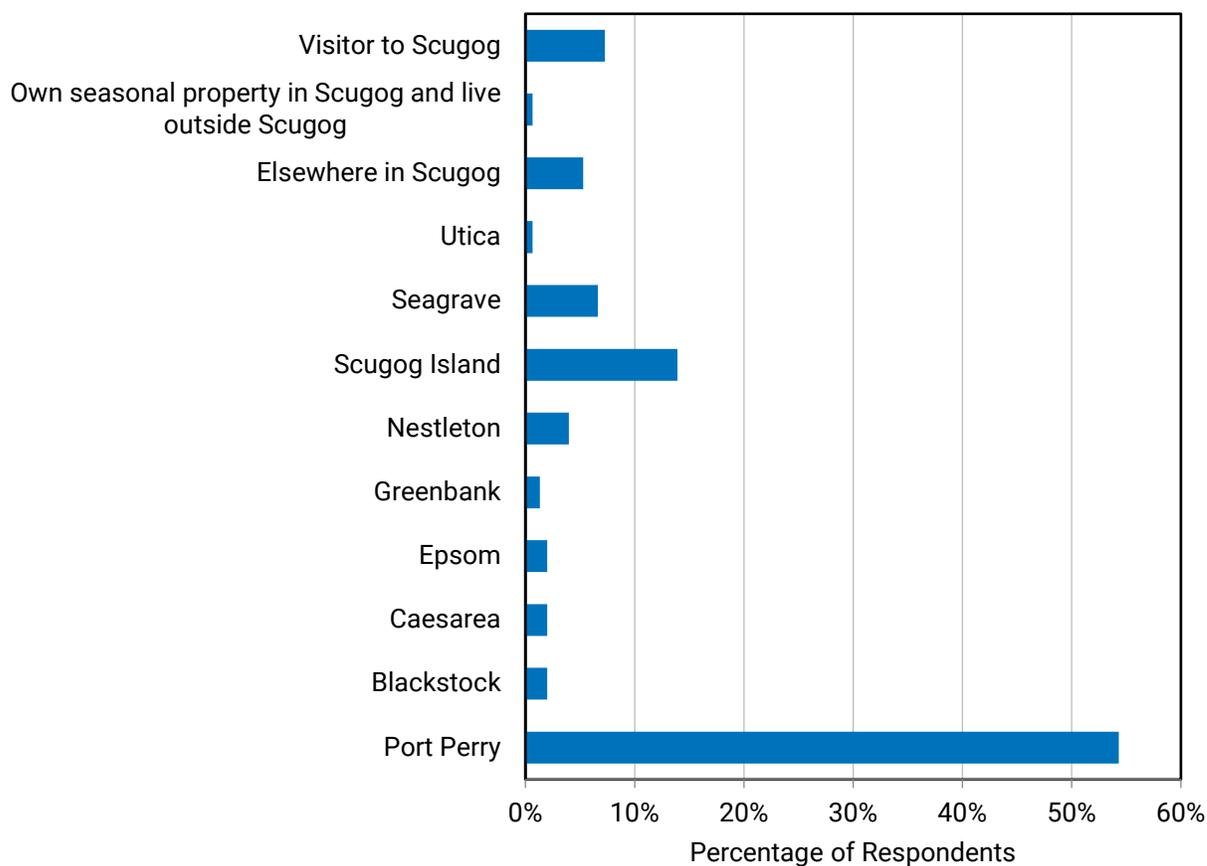


FIGURE 4.17: LOCATION OF RESIDENCE



Question 22 – Age of Respondent

Participants were asked to share their age. As **Figure 4.18** shows, most respondents were 65+ years. A significant number also fell into the 55-64 and 35-44 age groups.

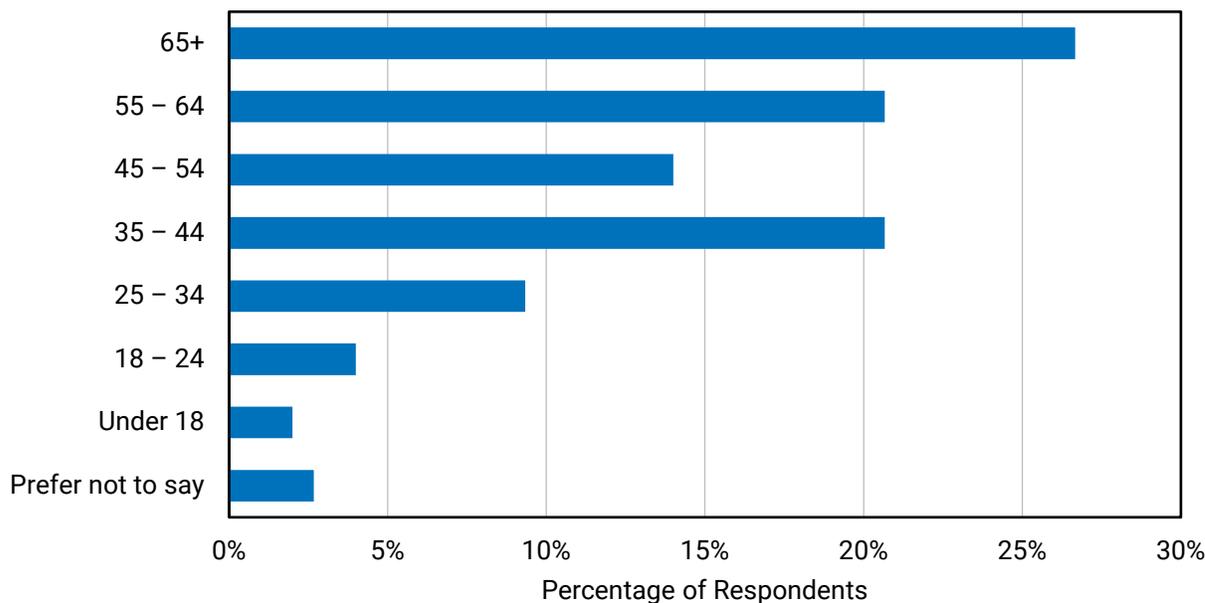


FIGURE 4.18: AGE OF RESPONDENT

4.2.3 KEY MESSAGES

The online survey identified the following key messages, which were considered in developing the AT and TMP:

- The community supports an improved active transportation network;
- More residents and visitors would walk/roll to their destinations if sidewalk connectivity were improved;
- Certain conditions (e.g., proximity to high volume, high speed roadways, surface cracking, narrow width, etc.) prevent or make individuals uncomfortable using the sidewalks;
- Increasing the amount and quality of cycling infrastructure will encourage residents and visitors to cycle more often;
- Road surface conditions need improvement; and
- Increased frequency and coverage of transit services are needed.



4.3 INTERACTIVE MAP

The interactive map created through Social Pinpoint allowed participants to provide location specific feedback on the transportation network. The map was available on the Township's website for the same period as the online survey and advertised concurrently through the same communication channels.

Respondents placed "pins" on the map to denote the location of their specific concern. Comments were assigned to one of four categories (active transportation-related, automotive transportation-related, general, and ideas and suggestions). Approximately 315 online contributors and 30 pop-up session attendees added 158 points to the map. **Figure 4.19** and **Figure 4.20** show the pinned locations within the Township and the distribution within Port Perry, respectively. **Attachment D** provides detailed participant comments.

Key messages received through the interactive map were similar to the online survey and included:

- Road surface conditions need improvement;
- The multi-use trail along the shore of Lake Scugog should be extended to the north;
- More pedestrian crossing opportunities are needed along Simcoe Street (Regional Road 2);
- Another vehicular and/or active transportation access is needed to/from Scugog Island;
- Several gaps in the sidewalk network exist and need to be addressed; and
- Increased frequency and coverage of transit services are needed.

ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

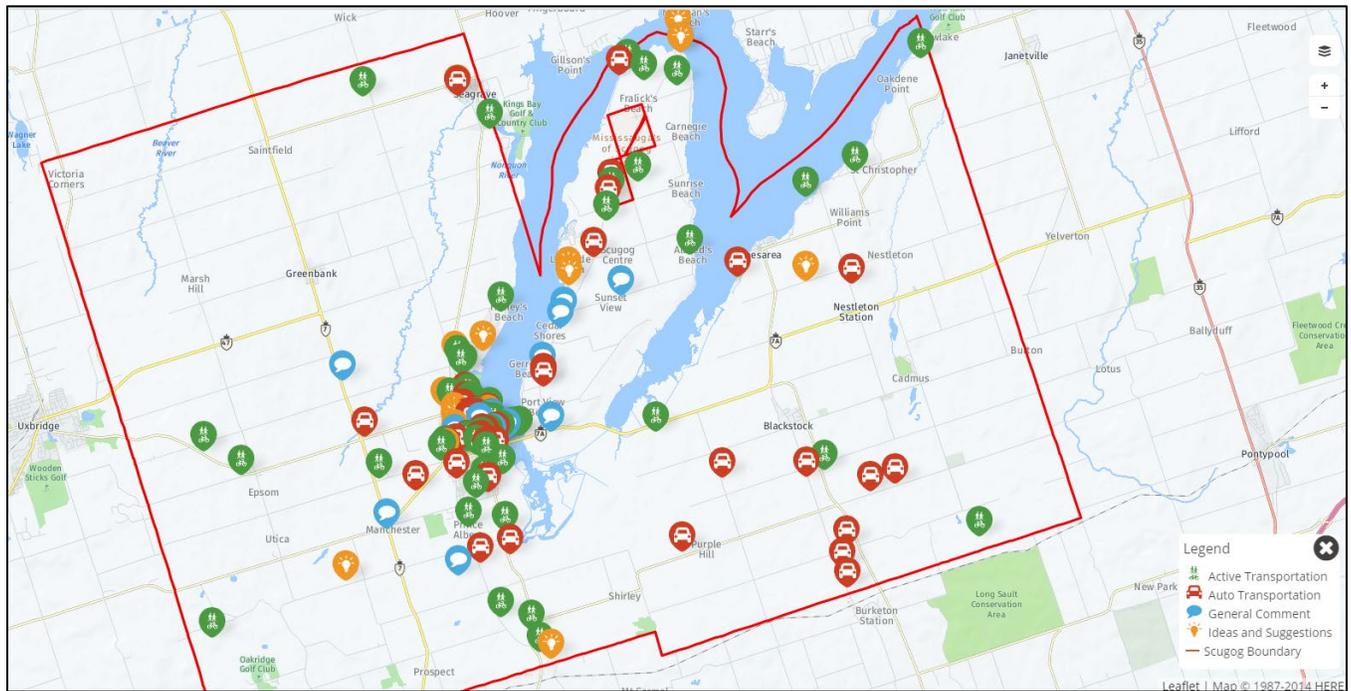


FIGURE 4.19: PINNED LOCATIONS IN SCUGOG

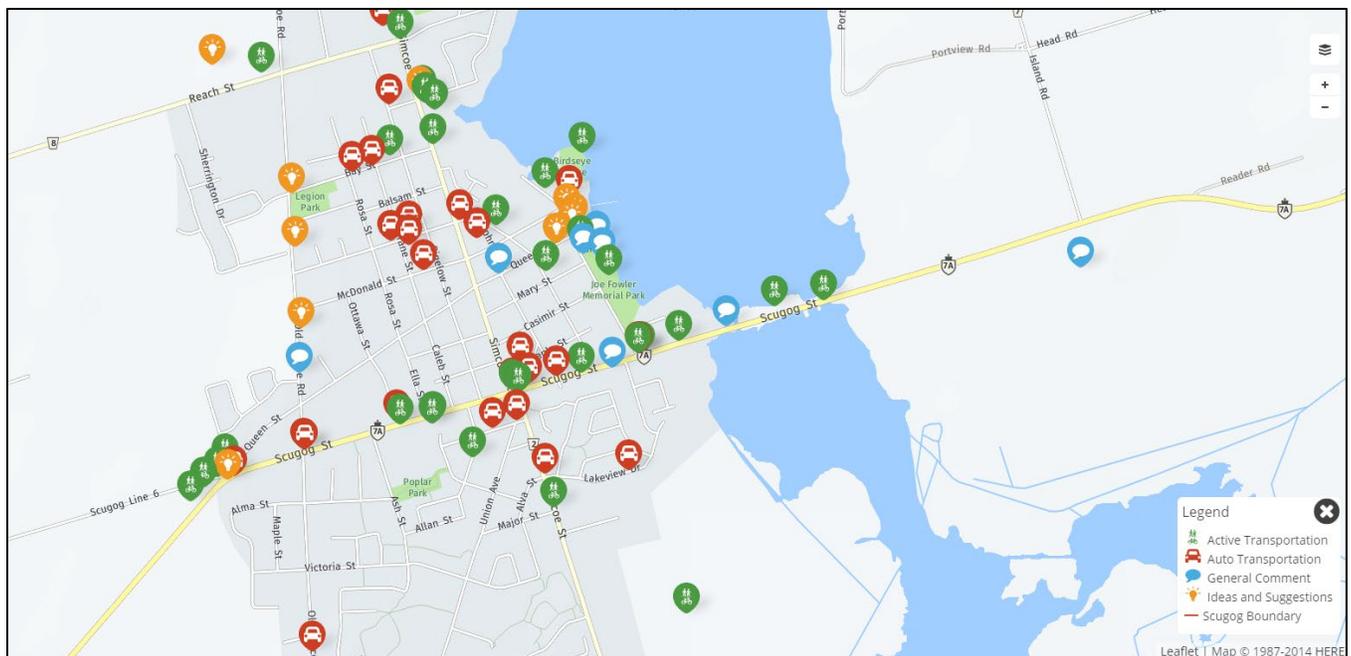


FIGURE 4.20: PINNED LOCATIONS IN PORT PERRY



4.4 POP-UP SESSION #1

Pop-up Session #1 took place on July 1, 2019 between 11:00 AM and 5:00 PM during the Canada Day celebration in Port Perry. During the event, Project Team members interacted with approximately 50 members of the public. Thirteen of these individuals completed the short survey. **Attachment F** contains the material presented.



The following key themes were identified through the session:

- Several roads need to be re-surfaced;
- Events along the main streets of Port Perry tend to cause congestion and noise;
- The Port Perry waterfront pathway could be better maintained (e.g., weeds and fishing waste); and
- Many were impacted by the reductions in GO bus service.

4.5 POP-UP SESSION #2

Pop-up Session #2 took place on July 13, 2019 between 8:00 AM and 2:00 PM at Port Perry's Farmers Market. During the event, Project Team members interacted with approximately 80 members of the public. Sixteen of these individuals completed the short survey. **Attachment F** contains the material presented.



The following key themes were identified through the session:

- More bike racks are needed in downtown Port Perry;
- More pedestrian crossing opportunities are needed on Simcoe Street (Regional Road 2) between Queen Street and Reach Street;
- A cyclist and pedestrian connection is needed from Port Perry to the Island;



- Several gaps exist in the sidewalk network in areas with higher pedestrian volumes and/or vulnerable road users (e.g., near seniors' homes and schools); and
- More pedestrian and cyclist amenities are needed (e.g., garbage/recycling bins and water fountains) within Port Perry.

4.6 TECHNICAL ADVISORY COMMITTEE MEETING #1

The first TAC meeting was held on September 9, 2019. The purpose of the meeting was to provide an overview of the study and obtain initial feedback on the AT and TMP direction and priorities. **Attachment E** contains the meeting minutes and presentation materials.

The meeting began with a presentation on the study goals, objectives, vision, and draft cycling network. General agreement was received on the material presented with a few minor comments and clarifications on the project focus. Recommendations to consider Safe Routes to School and coordination with adjacent municipalities as part of the study were noted. The following comments were received on the draft active transportation network:

- Include the paved shoulders planned for Highway 7A;
- Address the gap at the north end of the Rail Trail and Beech Street/Simcoe Street;
- Consider a connection from Vanedward Drive to Lakeview Drive; and
- Consider Bigelow Street for a north-south cycle route.

The TAC then provided input on the Township's active transportation strengths and opportunities. **Table 4.4** summarizes the comments received.



TABLE 4.4: STRENGTHS AND OPPORTUNITIES

Strengths	Opportunities
<ul style="list-style-type: none"> • The Township’s annual sidewalk budget is helping to improve the pedestrian network. • Meetings and community engagement events to discuss the state of active transportation and how it can be improved are being held more frequently, which indicates a desire to improve the system. • Port Perry has a well-connected road network that allows for easy movement of vehicles and provides a significant potential for increasing active transportation connections. • The concentration of amenities within Port Perry enables shopping/ errands/etc. to be easily completed in one short trip. • The existing trail and sidewalk network within Port Perry provides a good foundation for providing full future connectivity throughout the Township. • There is political support for an improved active transportation network • There have been recent infrastructure improvements benefit active transportation. • The strong connection between the Township and the Region of Durham allow good coordination on infrastructure improvements. 	<ul style="list-style-type: none"> • Improve maintenance of bicycle facilities (specifically Scugog Line 6) • Improve sidewalk maintenance • Provide smarter infrastructure design (e.g., place mailboxes on the side of the road that has sidewalks) • Implement more traffic calming measures throughout the Township • Improve communication between the Township, Region and Province to prevent gaps in the transportation network • Take advantage of opportunities to work with other businesses or organizations (e.g., bike shops, tourist groups, community groups) to achieve goals



5 ENGAGEMENT ROUND #2 SUMMARY

5.1 OVERVIEW

The second round of stakeholder engagement took place in November 2019. The engagement activities were promoted through the formal Notices of Public Information Centre, the project contact list, the project webpage, and the Township's social media accounts (Facebook and Twitter).

5.2 TECHNICAL ADVISORY COMMITTEE MEETING #2

The second TAC meeting was held on November 13, 2019. The study goals, objectives, work plan and schedule were reiterated. The team was then given an update on the progress of the study and the proposed recommended directions of the study. Finally, a preview of the Public Information Centre display boards was provided. **Attachment E** contains the meeting minutes and presentation materials.

TAC members were invited to provide comments throughout the meeting. The feedback resulted in several minor wording modifications to the presentation materials and changes to the proposed cycling network. The committee also recommended:

- Including additional challenges faced by the Township in the “Opportunities and Challenges” assessment;
- Considering the impact of heavy vehicles cutting through the residential areas of Port Perry; and
- Upgrading to multi-use paths on sidewalk replacement projects.



5.3 PUBLIC INFORMATION CENTRE

A Public Information Centre was held on November 21, 2019 from 6:00 PM to 8:00 PM in the Township Council Chambers to present the recommended directions for the AT and TMP.

The meeting featured a series of display boards set up around the perimeter of the Council Chambers summarizing the study process, project background, and recommended policies, programs, and infrastructure investments for walking, cycling and roads in the Township. Midway through the event, the project team provided a short presentation on the material shown in the display boards and answered questions. After the presentation, attendees were

encouraged to continue to look through the display boards and bring any comments or questions to the project team. **Attachment F** contains the material presented at the Public Information Centre.



Eleven people attended the event. The following themes were noted from the comments/questions received from attendees:

- Existing pedestrian and cycling network gaps are a major barrier to active transportation use and a safety issue;
- The complexity and layout of the Highway 7A/Scugog Street, Queen Street and Scugog Line 6 intersection poses challenges to pedestrian and cyclist travel and overall safety;
- The Township should consider micromobility options such as electric scooters and bike share in Port Perry;
- Signing is required in urban areas (i.e., Port Perry) to denote cycling routes and guide cyclists through the community safely;
- The Township should consider speed limit reductions to 40 km/h on local roads, especially near large pedestrian and cyclist generators such as schools, community centres and the hospital; and

ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS



- Due to high traffic volumes, an alternative to Simcoe Street is required for north-south cycling in the Township. While Old Simcoe Road is a good alternative, increasing traffic volumes and speeds impact safety for cyclists. The Township should consider traffic calming measures to make Old Simcoe Road more cycling friendly.



6 PUBLIC AND AGENCY COMMENTS ON DRAFT AND PROPOSED PLANS

6.1 DRAFT PLANS

The Township circulated the draft AT and TMP to members of the Technical Advisory Committee and Durham Region for comment in December 2020. **Table 1** in **Attachment G** summarizes the comments received, the Township's responses, and the actions taken to address the items.

6.2 PROPOSED PLANS

Township Council approved release of the proposed AT and TMP for consultation and feedback at its meeting on April 12, 2021. Respondents were requested to submit any comments on the proposed plans by May 14, 2021.

During this review period, the Township received written comments from:

- One member of the public (who also participated on the Technical Advisory Committee);
- One member of Township Council;
- Port Perry Business Improvement Area;
- Durham Region Cycling Coalition;
- Central Lake Ontario Conservation Authority; and
- Ministry of the Environment, Conservation, and Parks.

Table 2 in **Attachment G** summarizes the comments received, the Township's responses, and the actions taken to address the items.



ATTACHMENT A

PROJECT CONTACT LIST

**Township of Scugog Active Transportation and Transportation Master Plan
Attachment A - Project Contact List**

Company	Contact Name	Title
Township of Scugog		
Township of Scugog	Bobbie Drew	Mayor
Township of Scugog	Wilma Wotten	Regional Councillor
Township of Scugog	Ian McDougall	Councillor, Ward 1
Township of Scugog	Janna Guido	Councillor, Ward 2
Township of Scugog	Angus Ross	Councillor, Ward 3
Township of Scugog	Deborah Kiezebrink	Councillor, Ward 4
Township of Scugog	Lance Brown	Councillor, Ward 5
Township of Scugog Fire and Emergency Services	Mark Berney	Fire Chief
Region of Durham and Other Municipalities		
Regional Municipality of Durham		Office of the CAO
Regional Municipality of Durham	Anthony Caruso	Senior Planner Planning and Economic Development Department
Regional Municipality of Durham	Chris Leitch	
Regional Municipality of Durham	Gary Muller	
Regional Municipality of Durham	Sandra McEleney	
Regional Municipality of Durham	Doug Robertson	
Regional Municipality of Durham	Steven Kemp	
Regional Municipality of Durham	Ramesh Jagannathan	
Regional Municipality of Durham	Derek Davies	
Regional Municipality of Durham	Victor Copetti	
Township of Uxbridge	Debbie Leroux	Director of Legislative Services/Clerk
Township of Uxbridge	Lukas Gilham	Operations and Capital Project Technologist
Township of Uxbridge	Don Cook	Trails Coordinator?
Township of Brock	Garth Johns	Interim CAO
Town of Whitby	Chris Harris	Office of the Town Clerk
Town of Whitby	Chris Potvin	ATP Manager
City of Oshawa	Mary Medeiros	Interim City Clerk
City of Oshawa	Ranjit Gill	Transportation Engineer
Town of Ajax	John Grieve	
Municipality of Clarington	Anne Greentree	Municipal Clerk
Municipality of Clarington	Ron Albright	
Municipality of Clarington	Sean Bagshaw	
City of Kawartha Lakes	Cathie Ritchie	City Clerk
Durham Region Police Services	Inspector Cathy Bawden	North Division
Durham Region Transit	Michael Binetti	Supervisor, Service Design
Durham Region Transit	Bill Holmes	Acting General Manager
Provincial Agencies		
Ministry of the Environment, Conservation and Parks	Contact through Ministry streamlined environmental assessment process	
Ministry of Transportation		Environmental Policy Office
Ministry of Tourism, Culture and Sport		
Ministry of Municipal Affairs and Housing	Marcia Wallace	Assistant Deputy Minister
Ministry of Natural Resources and Forestry		
Ministry of Infrastructure	Ramneet Aujla	Assistant Deputy Minister/Chief Administration Officer
Ministry of Indigenous Affairs	Paula Reid	Chief Administrative Officer
Ontario Provincial Police	Acting Staff Sergeant Peter Shouldice	Whitby Detachment Highway Safety Department

**Township of Scugog Active Transportation and Transportation Master Plan
Attachment A - Project Contact List**

Company	Contact Name	Title
Federal Agencies		
Department of Fisheries and Oceans		Fisheries Protection Program Fisheries and Oceans Canada
Crown-Indigenous Relations and Northern Affairs Canada	Maneesha Nadason	Clerk
Transport Canada - NWPP Ontario Regional Office		Navigable Waters Protection Program, Marine Office
Environment and Climate Change Canada - Ontario Region		Ontario Region
Canadian Environmental Assessment Agency		Ontario Region
First Nations/Métis		
Mississaugas of Scugog Island First Nation	Dave Mowat	Community Consultation Specialist
Conservation Authorities		
Kawartha Region Conservation Authority	Mark Majchrowski	Chief Administrative Officer
Kawartha Region Conservation Authority	Kristie Virgoe	Director, Stewardship and Conservation Lands
Lake Simcoe Conservation Authority	Bill Thompson	Manager, Watershed Planning and Strategies
Central Lake Ontario Conservation Authority		
Utilities		
Bell Canada	c/o Netricom Inc	
Bell Canada	Municipal Operations Centre	
Elexicon	Arthur Bedichevksy	Manager, Engineering
Rogers Cable T.V.	Cindy Ward	
Enbridge Gas Distribution		
Communicate Freely	Norm Tomlins	
Hydro One Telecom	Ian Mitchell	
Other Agencies and Stakeholders		
Durham District School Board	Peter Blake	Communications Manager
Durham District Catholic School Board		
Durham Student Transportation Services	Kim Briggs	Route Co-Ordinator
Durham Cycling Coalition	Bruce McDonald	
Waterfront Regeneration Trust	David Meyer	Project Manager
Whitby DATC	Ron Lalonde	
Oshawa DATC	Keith Jones	
Clarington DATC	Mark Weist	
Uxbridge DATC	Phil Smith	
Uxbridge DATC	Terry Clayton	
Northern Cycles		
Bicycles Plus		
Impala Bicycles		
Uxbridge Cycling Club	Tom Hopkins	
ORTA		
Port Perry Seniors Club	Carol Kilmartin	President
Scugog Chamber of Commerce	Kenna Kozak	
Port Perry BIA	Birgitta MacLeod	



ATTACHMENT B

STUDY NOTICES



NOTICE OF STUDY COMMENCEMENT

Township of Scugog Active Transportation Plan and Transportation Master Plan Study

The Township of Scugog is developing a long-term strategy to strengthen and support the transportation network within the municipality, with a focus on the use of more active travel modes such as walking and cycling. The **Active Transportation Plan and Transportation Master Plan (ATP and TMP)** will recommend facility improvements and supporting policies and programs to meet current and future transportation needs.

The study will follow the requirements of the Municipal Class Environmental Assessment (EA) (an approved process under the Ontario *Environmental Assessment Act*) and align strategically with the Township's Official Plan and other master plans and policies.

Your input is important to us!

Engaging the community is a vital component of this study. Visit the project web site at www.scugog.ca/transportation to learn more about the study, complete our online survey and offer comments through the interactive map. If you prefer to provide input in person, please visit us on **July 13, 2019 between 8:00 AM and 2:00 PM at the Port Perry Farmers Market beside Latcham Centre** (121 Queen Street, Port Perry). Hard copies of the survey will also be available at the Municipal building (181 Perry Street) and the Scugog Memorial Public Library (231 Water Street) and the Scugog Community Recreation Centre (1655 Reach Street).

If you (or your agency or group) are interested in participating in the study or would like to be added to the contact list to receive future updates, please contact either:

Kevin Arsenault
Capital Project Technologist
Township of Scugog
181 Perry Street
Port Perry, ON L9L 1A7
Tel: 905-985-7346
Fax: 905-985-9914
E-mail: karsenault@scugog.ca

Gene Chartier, P.Eng.
Vice President
Paradigm Transportation Solutions Limited
5A – 150 Pinebush Road
Cambridge, ON N1R 8J8
Tel: 416-479-9684
Fax: 855-764-7349
E-mail: gchartier@ptsl.com

This notice was first issued on July 11, 2019.

With the exception of personal information, all comments received will become part of the public record, in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*.



July 15, 2019

RE: Township of Scugog Active Transportation Plan and Transportation Master Plan Study

The Township of Scugog is developing a long-term strategy to strengthen and support the transportation network within the municipality, with a focus on the use of more active travel modes such as walking and cycling. The **Active Transportation Plan and Transportation Master Plan** (ATP and TMP) will recommend facility improvements and supporting policies and programs to meet future transportation needs.

The study will follow the requirements of the Municipal Class Environmental Assessment (an approved process under the Ontario *Environmental Assessment Act*) and align strategically with the Township's Official Plan and other master plans and policies. A copy of the formal Notice of Study Commencement is enclosed for your information.

Engaging with agencies and stakeholders is a vital component of this study. Over the course of our work, we will provide information to keep you informed and allow opportunities to provide feedback. To assist us in identifying organizations interested in receiving further information on this study, we kindly request you to complete the attached **Agency and Stakeholder Information Form** and return it to the undersigned by **August 23, 2019**. Agencies and stakeholders not wishing to receive further information need not reply.

If you have any questions or comments, please contact me by phone at (905) 985-7346 x138 or by e-mail at karsenault@scugog.ca. You can also visit the project web site at www.scugog.ca/transportation.

Yours truly,

Kevin Arsenault
Capital Project Technologist

c.c. Gene Chartier, P.Eng., Paradigm Transportation Solutions Limited

Attachments:

Agency and Stakeholder Information Form (to be returned by e-mail preferably)
Notice of Study Commencement



TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION PLAN AND TRANSPORTATION MASTER PLAN STUDY

AGENCY AND STAKEHOLDER INFORMATION FORM

Thank you for completing and returning this form. It will assist the Township of Scugog in establishing and communicating with interested agencies and stakeholders as the study progresses.

NAME: _____

TITLE: _____

ORGANIZATION: _____

ADDRESS: _____

TELEPHONE: _____ **E-MAIL:** _____

Our organization is:

- Not interested in participating, since this project does not relate to our mandate, policies and/or programs. We will not be providing input or participating further in the study.
- Interested in continuing to receive information on the study.

Per

Date

Please complete and return this form **by e-mail** on or before **August 23, 2019** to:

Kevin Arsenault
Capital Project Technologist
Township of Scugog
181 Perry Street
Port Perry, ON L9L 1A7
Tel: 905-985-7346 x138
Fax: 905-985-9914
E-mail: karsenault@scugog.ca

ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS



NOTICE OF PUBLIC INFORMATION CENTRE

Township of Scugog Active Transportation and Transportation Master Plans Study

The Township of Scugog is developing **Active Transportation and Transportation Master Plans** to recommend facility improvements and supporting policies and programs to meet current and future transportation needs. The study is following the Municipal Class Environmental Assessment (EA), an approved process under the Ontario *Environmental Assessment Act*.

Your input is important to us!

Engaging the community is a vital component of this study. Thank you to the residents who attended our Public Consultation events this summer, participated in our online survey and provided comments through the interactive map exercise. Based on what we have heard so far, the Project Team has developed preliminary recommendations for the Township's future transportation system. These policies, programs and infrastructure investments for walking, cycling and roads will form the basis for the Active Transportation and Transportation Master Plans to be presented to Township Council in early 2020.

You are invited to attend a Public Information Centre to learn more about the draft plan recommendations and provide your feedback on:

Thursday, November 21, 2019 from 6:00 PM to 8:00 PM

**Township of Scugog Council Chambers
181 Perry Street, Port Perry, ON L9L 1A7**

If you (or your agency or group) have any questions, wish to provide comments or would like to be added to the contact list to receive future updates, please contact either:

Kevin Arsenault
Capital Project Technologist
Township of Scugog
181 Perry Street
Port Perry, ON L9L 1A7
Tel: 905-985-7346
Fax: 905-985-9914
E-mail: karsenault@scugog.ca

Gene Chartier, P.Eng.
Vice President
Paradigm Transportation Solutions Limited
5A – 150 Pinebush Road
Cambridge, ON N1R 8J8
Tel: 416-479-9684
Fax: 855-764-7349
E-mail: gchartier@ptsl.com

You can also visit the project website at www.scugog.ca/transportation to learn more about this important study and provide your input.

This notice was first issued on November 4th, 2019.

With the exception of personal information, all comments received will become part of the public record, in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*.



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Scugog seeking public input on transit plan Information session planned for Nov. 21

News Nov 18, 2019 Port Perry Star

SCUGOG – Scugog is looking to garner public input in its bid to meet current and future transportation needs, at an information session planned for Nov. 21.

The township is in the midst of developing [active transportation and transportation master plans](#) to recommend facility improvements and supporting policies and programs to meet its transportation needs.

To date, there have already been public consultation events held last summer, an online survey and comments provided through an interactive map exercise. Using the information gleaned from those sources, preliminary recommendations for the township's future transportation system have been developed. Those policies, programs and infrastructure investments for walking, cycling and roads will form the basis for the transportation plans, which will be presented to Scugog councillors in early 2020.

The Nov. 21 public information session allows residents to learn more about the draft plan recommendations and to provide their feedback. More information about the study can be found at [scugog.ca/transportation](#)

The session is from 6 to 8 p.m. in the Scugog council chambers at [181 Perry St.](#)

For more information or to share your comments, contact Kevin Arsenault at [905-985-7346](#) or email [karsenault@scugog.ca](#).

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NOTICE OF STUDY COMPLETION

Township of Scugog Active Transportation and Transportation Master Plans Study

The Township of Scugog has completed the Active Transportation and Transportation Master Plans (AT and TMP). The plans approved by Township Council on June 28, 2021, provide a long-term strategy to strengthen and support the transportation network within the municipality, with a focus on the use of more active travel modes such as walking and cycling.

Preparation of the AT and TMP followed Phases 1 and 2 of Municipal Class Environmental Assessment (EA), an approved process under the Ontario *Environmental Assessment Act*. Two rounds of public and stakeholder engagement were held over the course of the study to obtain input on the plan, which was made available for review in draft on April 12, 2021. Comments received throughout this process helped shape the final document.

Consistent with the Master Planning Process (Approach #1) set out in the Municipal Class EA, the Township completed the AT and TMP at a broad level of assessment. The planning process did not identify any new Schedule B or C projects for future implementation.

Visit <https://www.scugog.ca/en/township-office/active-transportation-plan-and-transportation-master-plan.aspx> to view and download the approved AT and TMP. Requests for further information or comments can be directed to:

Kevin Arsenault
Capital Project Technologist
Township of Scugog
181 Perry Street
Port Perry, ON L9L 1A7
Tel: 905-985-7346
Fax: 905-985-9914
E-mail: karsenault@scugog.ca

This notice was first issued on July 8, 2021.



ATTACHMENT C

PUBLIC SURVEY QUESTIONNAIRE



PUBLIC SURVEY

The Township of Scugog is developing a long-term strategy to strengthen and support the transportation network within the municipality, with a focus on fostering the use of more active travel modes. The **Active Transportation Plan and Transportation Master Plan** (ATP and TMP) will recommend facility improvements and supporting policies and programs to meet future transportation needs, with the goal of encouraging greater levels of walking and cycling in the Township.

In developing the plan, the Township is conducting this survey to better understand the opinions and priorities of local residents about transportation in your community. The survey should take about 5 to 10 minutes for you to complete.

Please tell us about your current travel trends and opinions on transportation in Scugog:

1. Do you... **(Select all that apply)**
 - a. Live in Scugog
 - b. Work in Scugog
 - c. Go to school in Scugog
 - d. Shop or use services in Scugog (e.g. doctors office, dry cleaning, etc.)
 - e. Spend leisure or recreation time in Scugog (includes visiting family or friends)

2. The approximate distance between where you live and where you regularly work/go to school is: **(Can only select one)**
 - a. Don't work/go to school
 - b. Work/go to school from home
 - c. No regular work location
 - d. Less than 2 kilometres
 - e. Between 2 and 5 kilometres
 - f. Between 5 and 10 kilometres
 - g. Greater than 10 kilometres

3. How do you get around Scugog? **(Select all that apply)**
 - a. Walking or rolling*
 - b. Biking



- c. Driving a car
- d. Passenger in a car
- e. Motorcycle
- f. On transit (Durham Region Transit or GO Transit)
- g. On a school bus

* Note: "Rolling" refers to the use of a wheelchair or other mobility device

4. What is your most common mode of travel? (Can only select one)

- a. Walking or rolling*
- b. Biking
- c. Driving a car
- d. Passenger in a car
- e. Motorcycle
- f. On transit (Durham Region Transit or GO Transit)
- g. On a school bus

5. What prevents you from walking or rolling* more frequently? (Select all that apply)

- a. Destinations are too far
- b. There are faster options
- c. Too much to carry to/from destinations
- d. Dangerous conditions (i.e. traffic and sidewalk conditions)
- e. Seasonal variations (i.e. hot summers, cold winters)
- f. Variations in weather (i.e. rain)
- g. Physically unable, or difficult to do so (due to sidewalk/trail conditions and/or personal ability)

* Note: "Rolling" refers to the use of a wheelchair or other mobility device

6. What would make it easier for you to walk/roll* more frequently? (Select all that apply)

- a. Closer proximity to amenities and destinations
- b. Better access and connectivity to destinations
- c. More/improved sidewalks and paths



- d. Friendlier/safer pedestrian environments (e.g. traffic calming, slower traffic)
- e. Friendlier/safer pedestrian experiences (e.g. more people on the streets, amenities along route, lighting trails and paths)
- f. Low cost or free delivery of purchased goods

* Note: "Rolling" refers to the use of a wheelchair or other mobility device

7. What prevents you from cycling more? (Select all responses that apply. Can select more than one)

- a. Destinations are too far to cycle
- b. There are faster options than cycling
- c. Too much effort to bike
- d. Too much to carry/transport to/from destination
- e. Safety concerns (e.g. traffic and road conditions)
- f. Seasonal variations (e.g. hot summers, cold winters)
- g. Variations in weather conditions (e.g. rain)
- h. Physically unable or difficult to do so
- i. Concern about being sweaty
- j. Concern about bicycle theft
- k. Lack of bicycle parking/lock up locations
- l. No bicycle

8. What would make it easier for you to cycle more frequently? (Select all that apply)

- a. Closer proximity to amenities and destinations
- b. Better access and connectivity to destinations
- c. More/improved bicycle lanes and paths
- d. Friendlier/safer cycle environments (e.g. bicycle lanes, traffic calming, slower traffic)
- e. Incentives (e.g. corporate reward program)
- f. A bicycle sharing program (like BIXI, Bike Share Toronto)
- g. Bicycle training (like CANBike)

9. If you bike, where are your favourite places to cycle? (Select all responses that apply. Can select more than one)



- a. Port Perry
- b. Blackstock
- c. Caesarea
- d. Epsom
- e. Greenbank
- f. Nestleton
- g. Scugog Island
- h. Seagrave
- i. Utica
- j. Outside of Scugog
- k. Elsewhere in Scugog (please specify)

10. What prevents you from taking public transit more frequently? (Select all that apply)

- a. There are faster options than public transit
- b. Transit routes not located close to home/destinations traveling to
- c. Service not frequent enough
- d. Too many transfers required
- e. Inconvenient to take multiple transit systems to get to destinations
- f. Cost of fares
- g. Vehicles uncomfortable or unpleasant to ride
- h. Stations and facilities (e.g. shelters) unpleasant to use
- i. Physically unable or difficult to do so (accessibility issues)
- j. Public perceptions about public transit
- k. Lack of walking/cycling connections to transit stops

11. What would make it easier for you to take public transit more easily? (Select all responses that apply. Can select more than one)

- a. Better service coverage and routing
- b. More frequent service
- c. Improved vehicles and transit infrastructure (i.e. comfort, bicycle shelters, amenities, etc.)



- d. Better access and connectivity to destinations
 - e. Improved fare structures (i.e. discounts)
 - f. Integration of fares between transit systems (i.e. common payment type)
 - g. Improved transfers between transit systems
 - h. Incentives provided by the transit operator (i.e. point systems, rewards for travel, etc.)
 - i. Incentives provided by your employer (i.e. transit voucher, reward system)
 - j. Nothing would get me use public transit
12. Please rank the following measures in order of importance (1 being the most important, 7 being the least important) for making vehicular traffic movement safer in the Township.
- a. Improving the condition of roads
 - b. Separating cyclists from traffic
 - c. Installing additional pedestrian crossings with flashing lights or traffic signals
 - d. Lowering the speed limit on Township roads within built-up areas to 40 km/h or less
 - e. Lowering the speed limit on rural Township roads to 60 km/h or 70 km/h
 - f. Implementing traffic calming measures (i.e. speed humps, bump outs) on neighbourhood streets
 - g. Restricting pedestrian crossings at certain locations
13. Please rank the following measures in order of importance (1 being the most important, 6 being the least important) for making vehicular traffic movement more convenient in the Township.
- a. Improving the condition of roads
 - b. Better coordinating traffic signals
 - c. Widening select roads
 - d. Adding turn lanes and/or advance phasing (i.e. flashing green arrow) at more intersections
 - e. Restricting pedestrian crossings at certain locations
 - f. Restricting on-street parking and stopping at certain locations

The following questions will help the Township develop a transportation vision for the community as well as an understanding of the existing active transportation network.



14. What do you like best about moving around Scugog? Please tell us what is working well. Please keep your answer to under 200 words.
15. What would make moving around Scugog better? Please keep your answer to under 200 words.
16. What, if anything, concerns you about moving around Scugog? Please check all that apply.
 - a. Current traffic volumes
 - b. Travel time
 - c. Current transit connections
 - d. Current state of sidewalks
 - e. Current state of bike lanes/paths/trails
 - f. Safety
 - g. Other (please specify)
17. Please indicate how important each of the following objectives for improving transportation is from your perspective: (Options – Very Important, Somewhat Important, Not Important)?
 - a. Improving health/quality of life for residents
 - b. Connecting communities within and adjacent to the Township
 - c. Making it easier to get around Scugog
 - d. Ensuring that walking and cycling is a practical transportation option
 - e. Ensuring that there are recreational areas for walking and cycling
 - f. Educating motorists and cyclists on how to share the road
 - g. Providing increased tourism opportunities
18. For each of the following statements, please indicate your personal comfort level (please rank all statements): (Options – (1) Very comfortable to (5) Not comfortable at all , plus (6) not sure)
 - a. Cycling/Hiking/Walking on multi-use trails within rights-of-way along Township Roads/Local Streets
 - b. Cycling/Hiking/Walking on multi-use typically found in parks, open space, natural areas, along abandoned railway lines, in utility corridors
 - c. Hiking/walking along Township roads with paved or gravel shoulders



- d. Cycling on local streets and sharing the road with motor vehicle traffic
- e. Cycling on Township roads with bike lanes or paved shoulders
- f. Cycling and sharing the road with motor vehicle traffic on Township roads without bike lanes or paved shoulders

19. Are there any other comments or questions that you want to provide regarding existing transportation conditions or future transportation needs in Scugog?

The following questions will give us some general information about yourself to help better understand your responses to other questions:

20. Where do you live?

- a. Port Perry
- b. Blackstock
- c. Caesarea
- d. Epsom
- e. Greenbank
- f. Nestleton
- g. Scugog Island
- h. Seagrave
- i. Utica
- j. Elsewhere in Scugog
- k. Own seasonal property in Scugog and live outside Scugog
- l. Visitor to Scugog

21. Which age group applies to you?

- a. Under 18
- b. 18 – 24
- c. 25 – 34
- d. 35 – 44
- e. 45 – 54
- f. 55 – 64



- g. 65+
- h. Prefer not to say

22. Would you like to receive email updates to hear about updates on the Transportation Master Plan, and future surveys?

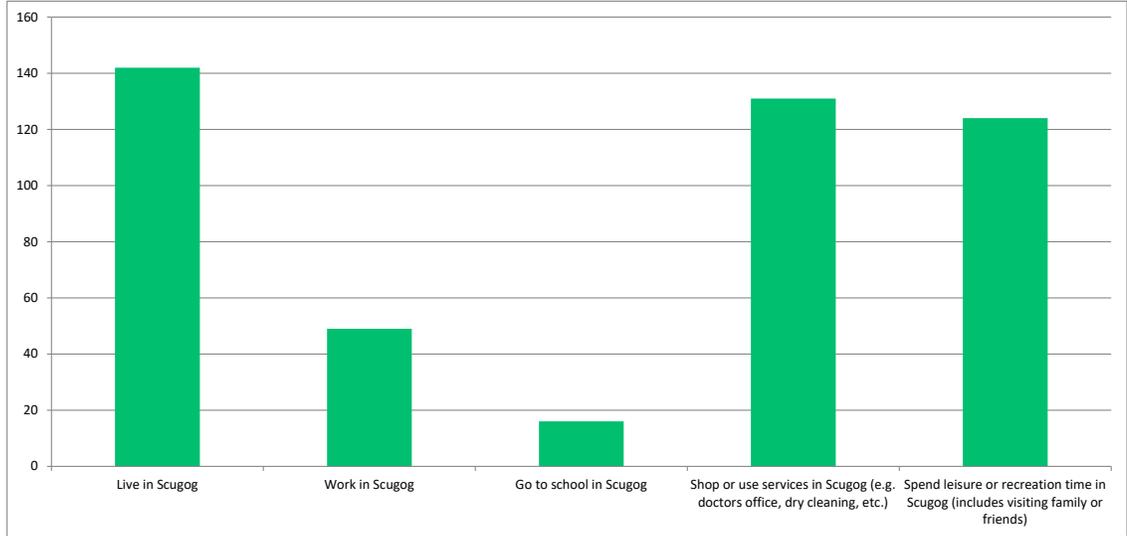
- a. Yes. Please provide your e-mail address:
- b. No

Thank you for taking the time to respond to this survey. The Township of Scugog greatly values your input!

Township of Scugog Active Transportation Plan and Transportation Master Plan

Do you... (Select all that apply)

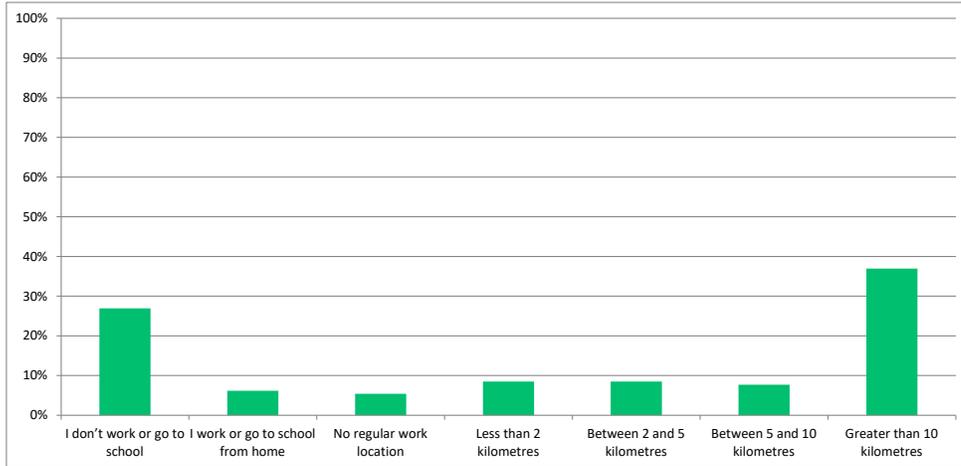
Answer Choices	Responses	Online	Paper	Popup	Total	
Live in Scugog	93.27%	97	22	23	142	90%
Work in Scugog	41.35%	43	1	5	49	31%
Go to school in Scugog	12.50%	13	1	2	16	10%
Shop or use services in Scugog (e.g. doctors office, dry cleaning, etc)	85.58%	89	20	22	131	83%
Spend leisure or recreation time in Scugog (includes visiting family o	82.69%	86	17	21	124	78%
	Answered	104	26	28	158	
	Skipped	0				



Township of Scugog Active Transportation Plan and Transportation Master Plan

The approximate distance between where you live and where you regularly work or go to school is (if you do both, use your most frequented destination):

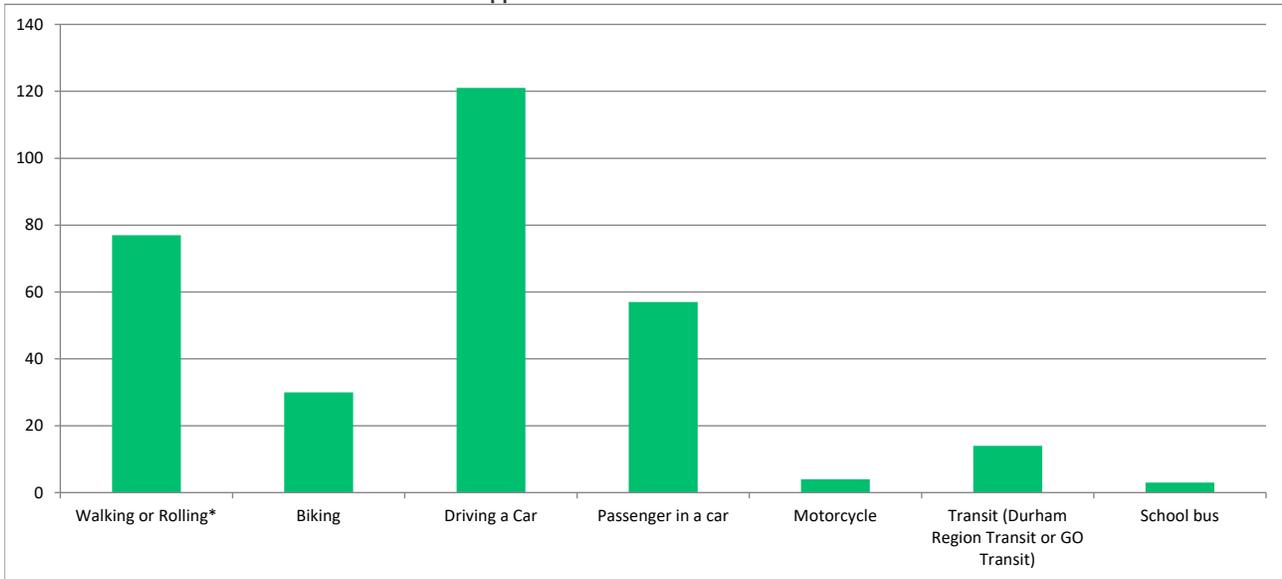
Answer Choices	Responses	Online	Paper	Total	
I don't work or go to school	17.31%	18	17	35	27%
I work or go to school from home	6.73%	7	1	8	6%
No regular work location	6.73%	7	0	7	5%
Less than 2 kilometres	9.62%	10	1	11	8%
Between 2 and 5 kilometres	8.65%	9	2	11	8%
Between 5 and 10 kilometres	9.62%	10	0	10	8%
Greater than 10 kilometres	41.35%	43	5	48	37%
Answered		104	26	130	
Skipped		104			



Township of Scugog Active Transportation Plan and Transportation Master Plan

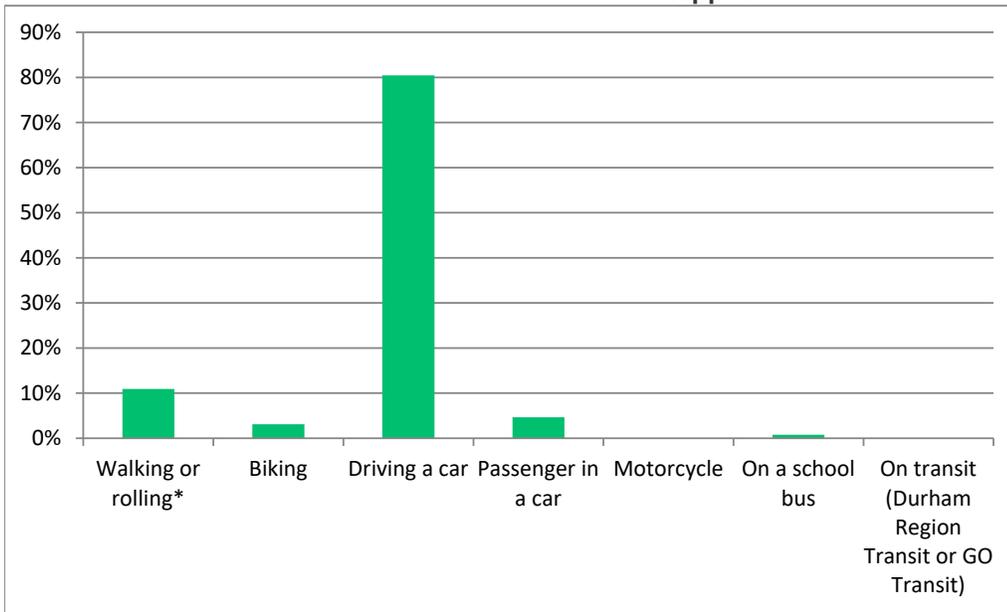
How do you get around Scugog? (Select all that apply)*Note: "Rolling" refers to the use of a wheelchair or other mobility device

Answer Choices	Responses	Online	Paper	Total
Walking or Rolling*	56.73%	59	18	77
Biking	28.85%	30	0	30
Driving a Car	95.19%	99	22	121
Passenger in a car	43.27%	45	12	57
Motorcycle	3.85%	4	0	4
Transit (Durham Region Transit or GO Transit)	10.58%	11	3	14
School bus	2.88%	3	0	3
	Answered	104	26	130
	Skipped	0		



Township of Scugog Active Transportation Plan and Transportation Master Plan
What is your most common mode of travel?

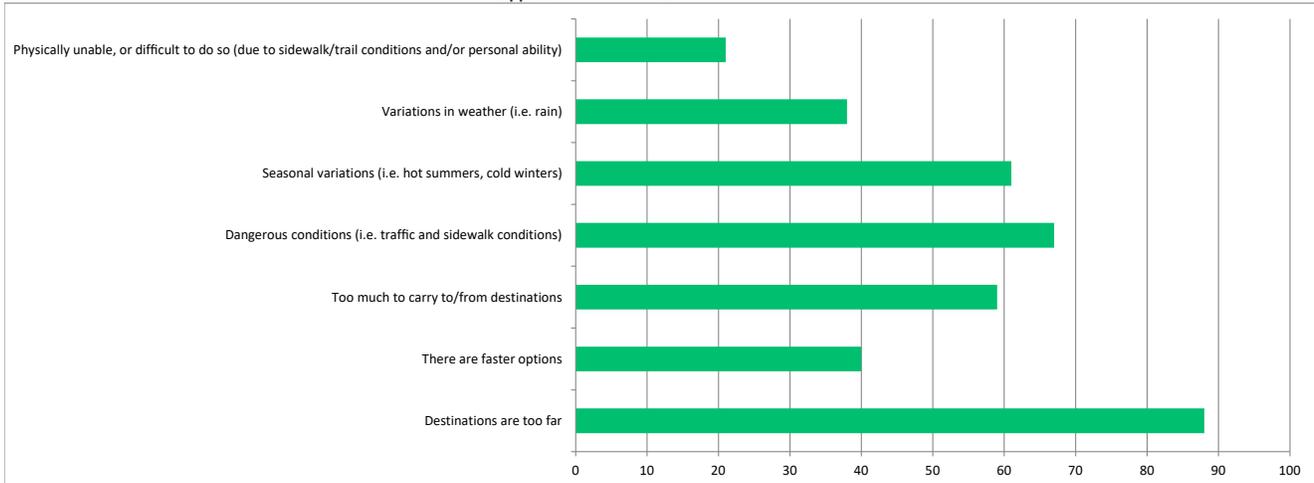
Answer Choices	Responses	Online	Paper	Total	
Walking or rolling*	10.58%	11	3	14	11%
Biking	3.85%	4	0	4	3%
Driving a car	79.81%	83	20	103	80%
Passenger in a car	4.81%	5	1	6	5%
Motorcycle	0.00%	0	0	0	0%
On a school bus	0.96%	1	0	1	1%
On transit (Durham Region Transit or GO Transit)	0.00%	0	0	0	0%
	Answered	104	24	128	
	Skipped	0			



Township of Scugog Active Transportation Plan and Transportation Master Plan

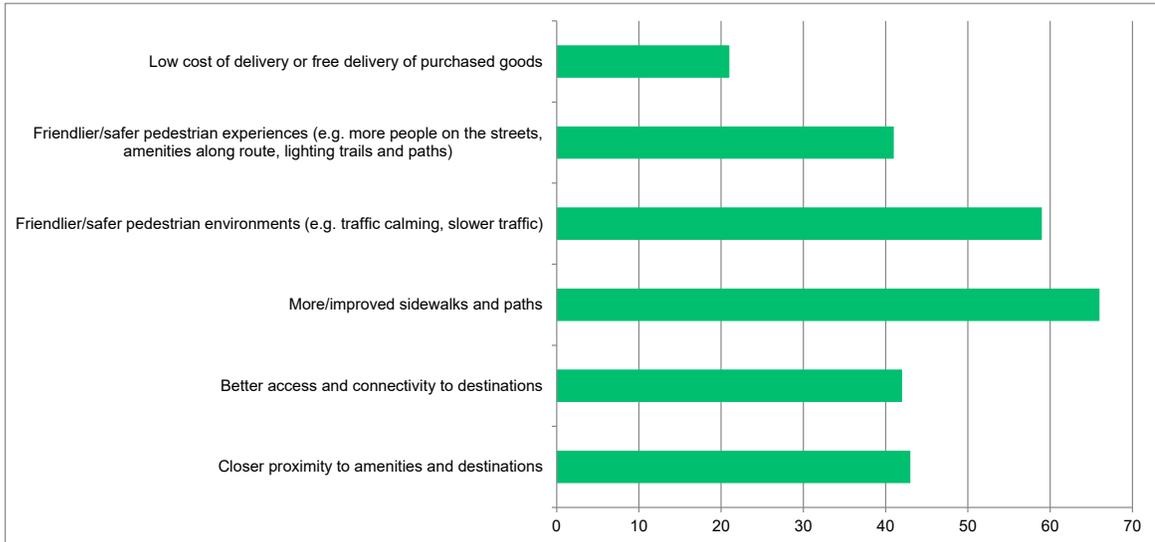
What prevents you from walking or rolling* more frequently? (Select all that apply) *Note: "Rolling" refers to the use of a wheelchair or other mobility device

Answer Choices	Responses	Online	Paper	Popup	Total
Destinations are too far	60.78%	62	13	13	88
There are faster options	29.41%	30	7	3	40
Too much to carry to/from destinations	39.22%	40	13	6	59
Dangerous conditions (i.e. traffic and sidewalk conditions)	48.04%	49	12	6	67
Seasonal variations (i.e. hot summers, cold winters)	41.18%	42	13	6	61
Variations in weather (i.e. rain)	25.49%	26	11	1	38
Physically unable, or difficult to do so (due to sidewalk/trail condition	12.75%	13	3	5	21
Answered		102	23	23	148
Skipped		2			



Township of Scugog Active Transportation Plan and Transportation Master Plan
What would make it easier for you to walk/roll* more frequently? (Select all that apply)

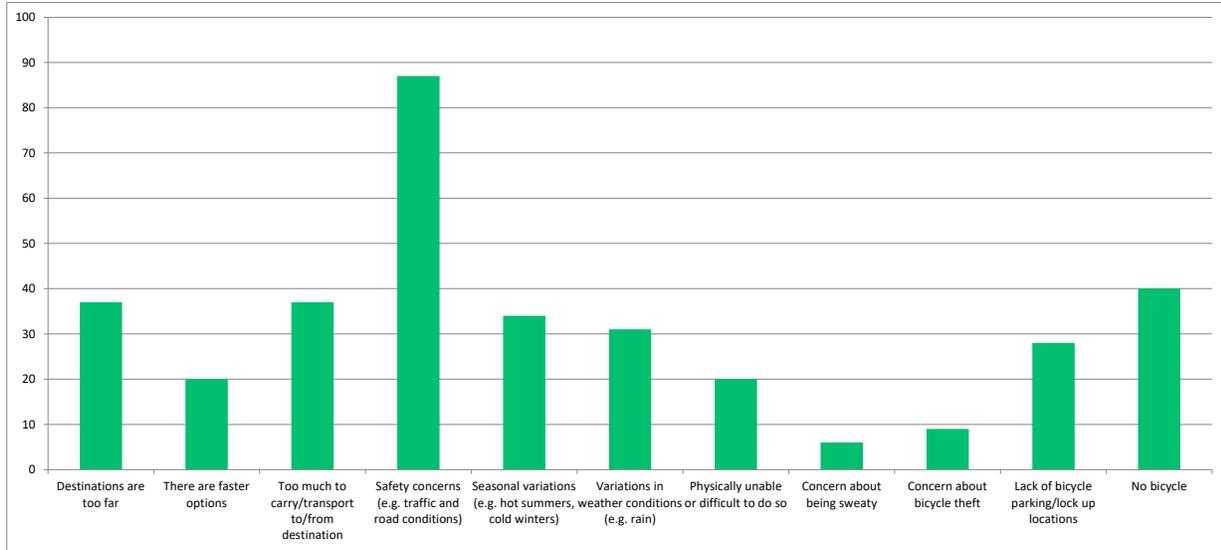
Answer Choices	Responses	Online	Paper	Total
Closer proximity to amenities and destinations	40.40%	40	3	43
Better access and connectivity to destinations	37.37%	37	5	42
More/improved sidewalks and paths	54.55%	54	12	66
Friendlier/safer pedestrian environments (e.g. traffic calming, slower	51.52%	51	8	59
Friendlier/safer pedestrian experiences (e.g. more people on the stre	35.35%	35	6	41
Low cost of delivery or free delivery of purchased goods	19.19%	19	2	21
Answered		99	18	117
Skipped		5		



Township of Scugog Active Transportation Plan and Transportation Master Plan

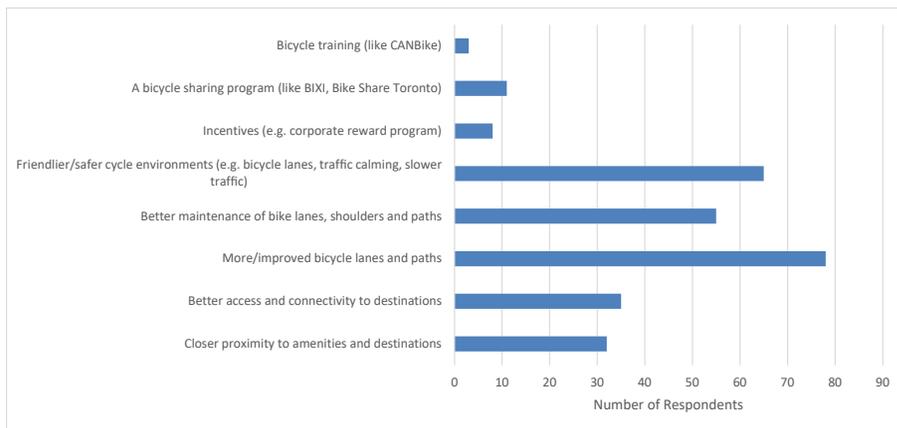
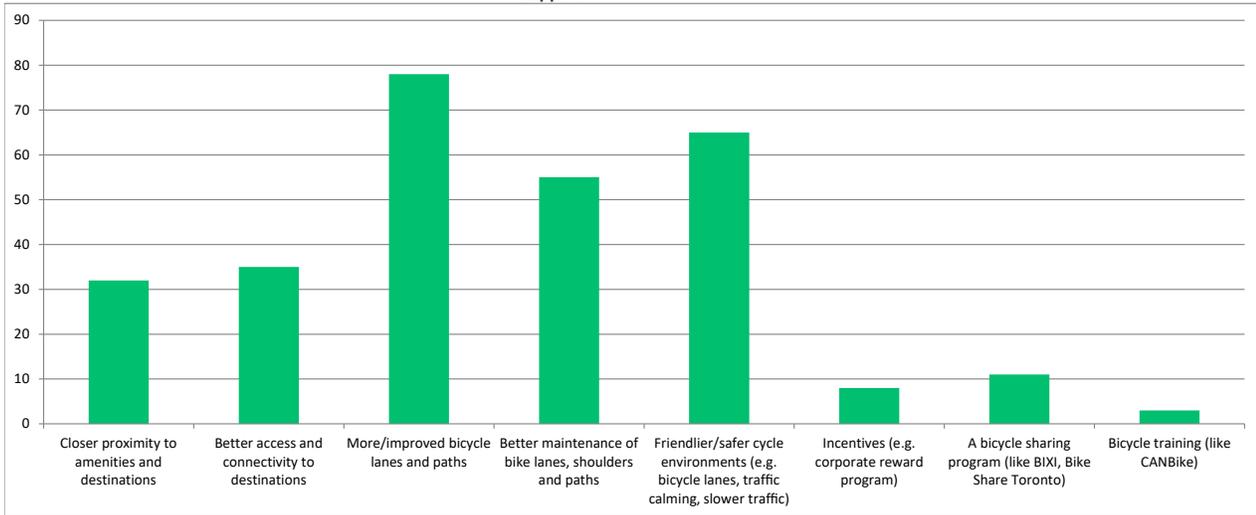
What prevents you from cycling more? (Select all responses that apply)

Answer Choices	Responses	Online	Paper	Pop-up	Total
Destinations are too far	25.24%	26	4	7	37
There are faster options	16.50%	17	0	3	20
Too much to carry/transport to/from destination	27.18%	28	5	4	37
Safety concerns (e.g. traffic and road conditions)	65.05%	67	12	8	87
Seasonal variations (e.g. hot summers, cold winters)	31.07%	32	2	0	34
Variations in weather conditions (e.g. rain)	23.30%	24	4	3	31
Physically unable or difficult to do so	10.68%	11	6	3	20
Concern about being sweaty	3.88%	4	0	2	6
Concern about bicycle theft	8.74%	9	0	0	9
Lack of bicycle parking/lock up locations	26.21%	27	0	1	28
No bicycle	18.45%	19	15	6	40
Answered		103	26	6	135
Skipped		1		27	



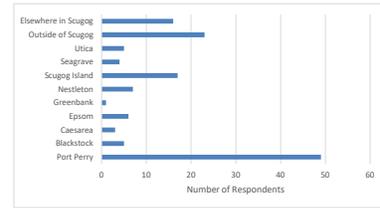
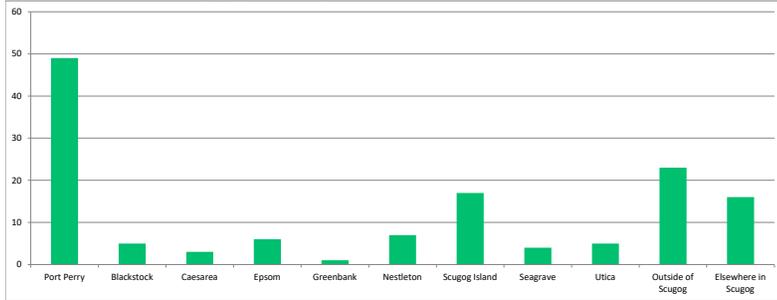
Township of Scugog Active Transportation Plan and Transportation Master Plan
What would make it easier for you to cycle more frequently? (Select all that apply)

Answer Choices	Responses	Online	Paper	Total
Closer proximity to amenities and destinations	29.59%	29	3	32
Better access and connectivity to destinations	33.67%	33	2	35
More/improved bicycle lanes and paths	72.45%	71	7	78
Better maintenance of bike lanes, shoulders and paths	52.04%	51	4	55
Friendlier/safer cycle environments (e.g. bicycle lanes, traffic calming)	59.18%	58	7	65
Incentives (e.g. corporate reward program)	8.16%	8	0	8
A bicycle sharing program (like BIXI, Bike Share Toronto)	9.18%	9	2	11
Bicycle training (like CANBike)	2.04%	2	1	3
Answered		98	12	110
Skipped		6		



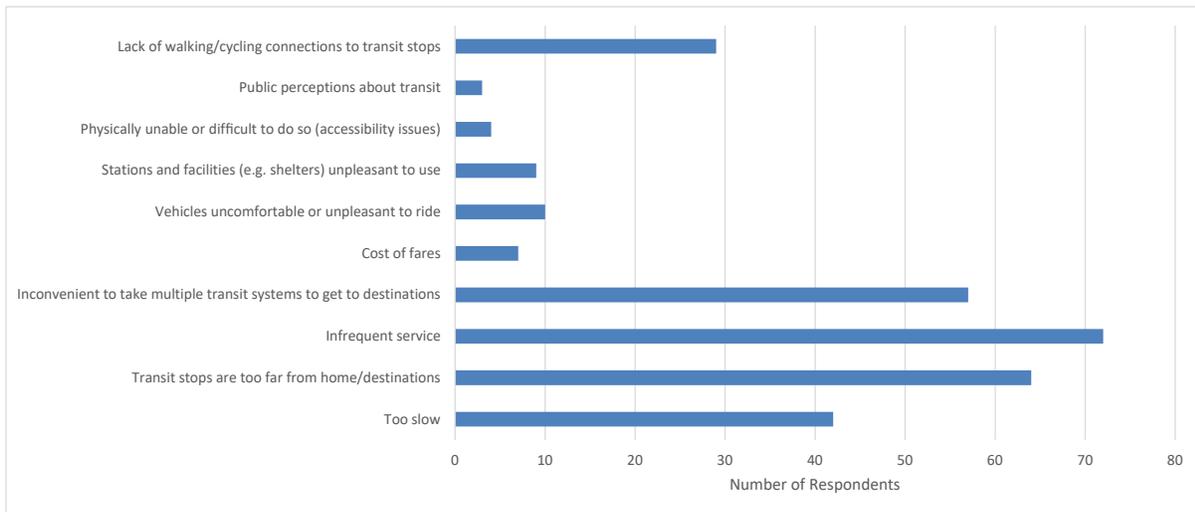
Township of Scugog Active Transportation Plan and Transportation Master Plan
 If you bike, where are your favourite places to cycle? (Select all responses that apply)

Answer Choices	Responses	Online	Paper	Total
Port Perry	54.12%	46	3	49
Blackstock	5.88%	5	0	5
Caesarea	3.53%	3	0	3
Epsom	7.06%	6	0	6
Greenbank	1.18%	1	0	1
Nestleton	8.24%	7	0	7
Scugog Island	18.82%	16	1	17
Seagrave	4.71%	4	0	4
Utica	5.88%	5	0	5
Outside of Scugog	25.88%	22	1	23
Elsewhere in Scugog	18.82%	16	0	16
Answered		85	5	90
Skipped		19		



Township of Scugog Active Transportation Plan and Transportation Master Plan
What prevents you from taking public transit more frequently? (Select all that apply)

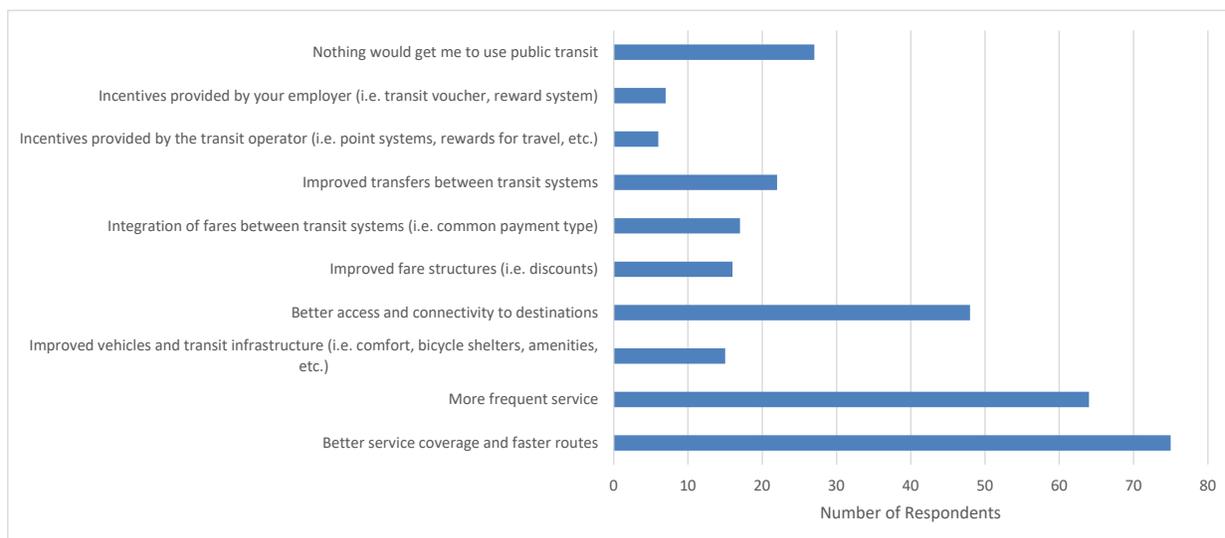
Answer Choices	Responses	Online	Paper	Pop up	Total
Too slow	29.17%	28	3	11	42
Transit stops are too far from home/destinations	53.13%	51	5	8	64
Infrequent service	65.63%	63	9	0	72
Inconvenient to take multiple transit systems to get to destinations	48.96%	47	8	2	57
Cost of fares	6.25%	6	1	0	7
Vehicles uncomfortable or unpleasant to ride	9.38%	9	0	1	10
Stations and facilities (e.g. shelters) unpleasant to use	9.38%	9	0	0	9
Physically unable or difficult to do so (accessibility issues)	1.04%	1	2	1	4
Public perceptions about transit	3.13%	3	0	0	3
Lack of walking/cycling connections to transit stops	12.50%	12	1	16	29
Answered		96	18	28	142
Skipped		8			



Township of Scugog Active Transportation Plan and Transportation Master Plan

What would make it easier for you to take public transit more easily? (Select all responses that apply)

Answer Choices	Responses	Online	Paper	Total
Better service coverage and faster routes	61.39%	62	13	75
More frequent service	54.46%	55	9	64
Improved vehicles and transit infrastructure (i.e. comfort, bicycle she	12.87%	13	2	15
Better access and connectivity to destinations	40.59%	41	7	48
Improved fare structures (i.e. discounts)	14.85%	15	1	16
Integration of fares between transit systems (i.e. common payment t	13.86%	14	3	17
Improved transfers between transit systems	14.85%	15	7	22
Incentives provided by the transit operator (i.e. point systems, rewar	5.94%	6	0	6
Incentives provided by your employer (i.e. transit voucher, reward sy	6.93%	7	0	7
Nothing would get me to use public transit	22.77%	23	4	27
	Answered	101	19	120
	Skipped	3		



Township of Scugog Active Transportation Plan and Transportation Master Plan

Please rank the following measures in order of importance (1 being most important, 7 being least important) for making vehicular traffic movement safer in the Township.

Online Responses

	1	2	3	4	5	6	7	Total	Score							
Improving the condition of roads	54.35%	50	13.04%	12	8.70%	8	7.61%	7	4.35%	4	9.78%	9	2.17%	2	92	5.67
Separating cyclists from traffic	21.88%	21	30.21%	29	11.46%	11	12.50%	12	10.42%	10	6.25%	6	7.29%	7	96	4.93
Lowering the speed limit on Township roads within built-up areas to 40 km/h or less	4.49%	4	23.60%	21	24.72%	22	13.48%	12	13.48%	12	14.61%	13	5.62%	5	89	4.26
Lowering the speed limit on rural Township roads to 60 km/h or 70 km/h	5.43%	5	6.52%	6	7.61%	7	10.87%	10	19.57%	18	22.83%	21	27.17%	25	92	2.9
Implementing traffic calming measures (i.e. speed humps, bump outs) on neighbourhood streets	7.61%	7	11.96%	11	15.22%	14	18.48%	17	20.65%	19	13.04%	12	13.04%	12	92	3.76
Restricting pedestrian crossings at certain locations	1.06%	1	6.38%	6	18.09%	17	13.83%	13	15.96%	15	19.15%	18	25.53%	24	94	3.03
Installing additional pedestrian crossing with flashing lights or traffic signals	14.85%	15	9.90%	10	14.85%	15	23.76%	24	11.88%	12	8.91%	9	15.84%	16	101	4.02
															Answered	104

Paper responses:

	1	2	3	4	5	6	7	Total	Score							
Improving the condition of roads	30.77%	4	15.38%	2	0.00%	0	15.38%	2	15.38%	2	15.38%	2	7.69%	1	13	4.54
Separating cyclists from traffic	10.00%	1	20.00%	2	10.00%	1	10.00%	1	30.00%	3	20.00%	2	0.00%	0	10	4.1
Lowering the speed limit on Township roads within built-up areas to 40 km/h or less	11.11%	1	33.33%	3	22.22%	2	22.22%	2	0.00%	0	0.00%	0	11.11%	1	9	4.89
Lowering the speed limit on rural Township roads to 60 km/h or 70 km/h	0.00%	0	0.00%	0	22.22%	2	22.22%	2	33.33%	3	11.11%	1	11.11%	1	9	3.33
Implementing traffic calming measures (i.e. speed humps, bump outs) on neighbourhood streets	30.00%	3	30.00%	3	10.00%	1	0.00%	0	0.00%	0	30.00%	3	0.00%	0	10	5
Restricting pedestrian crossings at certain locations	0.00%	0	10.00%	1	10.00%	1	0.00%	0	0.00%	0	20.00%	2	60.00%	6	10	2.1
Installing additional pedestrian crossing with flashing lights or traffic signals	36.36%	4	0.00%	0	36.36%	4	18.18%	2	9.09%	1	0.00%	0	0.00%	0	11	5.36
															Answered	13
															Skipped	13

Combined Responses

	1	2	3	4	5	6	7	Total	Score
Improving the condition of roads	54	14	8	9	6	11	3	105	
Separating cyclists from traffic	22	31	12	13	7	13	8	106	
Lowering the speed limit on Township roads within built-up areas to 40 km/h or less	5	24	24	14	12	13	13	98	
Lowering the speed limit on rural Township roads to 60 km/h or 70 km/h	5	6	9	12	21	22	26	101	
Implementing traffic calming measures (i.e. speed humps, bump outs) on neighbourhood streets	10	14	15	17	19	15	12	102	
Restricting pedestrian crossings at certain locations	1	7	18	13	15	20	30	104	
Installing additional pedestrian crossing with flashing lights or traffic signals	19	10	19	26	13	9	16	112	

	1	2	3	4	5	6	7	Total	Rank
Improving the condition of roads	54	14	8	9	6	11	3	581	1
Separating cyclists from traffic	22	31	12	13	13	8	7	514	2
Lowering the speed limit on Township roads within built-up areas to 40 km/h or less	5	24	24	14	12	13	6	423	4
Lowering the speed limit on rural Township roads to 60 km/h or 70 km/h	5	6	9	12	21	22	26	297	7
Implementing traffic calming measures (i.e. speed humps, bump outs) on neighbourhood streets	10	14	15	17	19	15	12	396	5
Restricting pedestrian crossings at certain locations	1	7	18	13	15	20	30	306	6
Installing additional pedestrian crossing with flashing lights or traffic signals	19	10	19	26	13	9	16	465	3
	116	106	105	104	99	98	100		

Measure	Rank
Improving the condition of roads	1
Separating cyclists from traffic	2
Lowering the speed limit on Township roads within built-up areas to 40 km/h or less	4
Lowering the speed limit on rural Township roads to 60 km/h or 70 km/h	7
Implementing traffic calming measures (i.e. speed humps, bump outs) on neighbourhood streets	5
Restricting pedestrian crossings at certain locations	6
Installing additional pedestrian crossing with flashing lights or traffic signals	3

Measure	Rank	Measure
Improving the condition of roads	1	Improving the condition of roads
Separating cyclists from traffic	2	Separating cyclists from traffic
Installing additional pedestrian crossing with flashing lights or traffic signals	3	Installing additional pedestrian crossing with flashing lights or traffic signals
Lowering the speed limit on Township roads within built-up areas to 40 km/h or less	4	Lowering the speed limit on Township roads within built-up areas to 40 km/h or less
Implementing traffic calming measures (i.e. speed humps, bump outs) on neighbourhood streets	5	Implementing traffic calming measures (i.e. speed humps, bump outs) on neighbourhood streets
Restricting pedestrian crossings at certain locations	6	Restricting pedestrian crossings at certain locations
Lowering the speed limit on rural Township roads to 60 km/h or 70 km/h	7	Lowering the speed limit on rural Township roads to 60 km/h or 70 km/h

Township of Scugog Active Transportation Plan and Transportation Master Plan

Please rank the following measures in order of importance (1 being most important, 6 being least important) for making vehicular traffic movement more convenient in the Township.

	1	2	3	4	5	6	Total	Score
Improving the condition of roads	60.87%	56	15.22%	14	8.70%	8	8.70%	8
Better coordination of traffic signals	11.11%	10	35.56%	32	18.89%	17	24.44%	22
widening select roads	9.09%	8	15.91%	14	29.55%	26	23.86%	21
Adding turn lanes and/or advance phasing (i.e. flashing green arrow)	20.00%	18	28.89%	26	28.89%	26	15.56%	14
Restricting pedestrian crossings at certain locations	4.44%	4	2.22%	2	6.67%	6	14.44%	13
Restricting on-street parking and stopping at certain locations	6.19%	6	6.19%	6	10.31%	10	9.28%	9

Answered 102

Skipped 2

	1	2	3	4	5	6	Total	Score
Improving the condition of roads	50.00%	5	0.00%	0	30.00%	3	0.00%	0
Better coordination of traffic signals	12.50%	1	50.00%	4	12.50%	1	25.00%	2
widening select roads	22.22%	2	22.22%	2	0.00%	0	44.44%	4
Adding turn lanes and/or advance phasing (i.e. flashing green arrow)	10.00%	1	40.00%	4	30.00%	3	20.00%	2
Restricting pedestrian crossings at certain locations	0.00%	0	0.00%	0	0.00%	0	0.00%	0
Restricting on-street parking and stopping at certain locations	12.50%	1	0.00%	0	25.00%	2	0.00%	0

Answered 10

Skipped 16

	1	2	3	4	5	6	Total	Rank
Improving the condition of roads	61	14	11	8	3	5	515	1
Better coordination of traffic signals	11	36	18	24	5	4	404	3
widening select roads	10	16	26	25	9	11	348	4
Adding turn lanes and/or advance phasing (i.e. flashing green arrow)	19	30	29	16	4	2	438	2
Restricting pedestrian crossings at certain locations	4	2	6	13	51	22	221	6
Restricting on-street parking and stopping at certain locations	7	6	12	9	21	50	239	5

Measure	Rank
Improving the condition of roads	1
Better coordination of traffic signals	3
widening select roads	4
Adding turn lanes and/or advance phasing (i.e. flashing green arrow)	2
Restricting pedestrian crossings at certain locations	6
Restricting on-street parking and stopping at certain locations	5

Measure	Rank	Measure
Improving the condition of roads	1	Improving the condition of roads
Adding turn lanes and/or advance phasing (i.e. flashing green arrow)	2	Adding turn lanes and/or advance phasing (i.e. flashing green arrow) at more intersections
Better coordination of traffic signals	3	Better coordination of traffic signals
widening select roads	4	widening select roads
Restricting on-street parking and stopping at certain locations	5	Restricting on-street parking and stopping at certain locations
Restricting pedestrian crossings at certain locations	6	Restricting pedestrian crossings at certain locations



Township of Scugog Active Transportation Plan and Transportation Master Plan

Please indicate how important each of the following objectives for improving transportation is from your perspective: (Options – Very Important, Somewhat Important, Not Important)?

	Very Important	Somewhat Important	Not Important	Total	Weighted Average
Improving health/quality of life for residents	74.51%	17.65%	7.84%	102	1.33
Connecting communities within and adjacent to the Township	61.17%	30.10%	8.74%	103	1.48
Making it easier to get around Scugog	77.67%	20.39%	1.94%	103	1.24
Ensuring that walking and cycling are practical transportation options	63.11%	26.21%	10.68%	11	1.03
Ensuring that there are recreational areas for walking and cycling	70.87%	21.36%	7.77%	9	1.37
Educating motorists and cyclists on how to share the road	51.46%	36.89%	11.65%	12	1.03
Providing increased tourism opportunities	40.20%	38.24%	21.57%	22	1.02

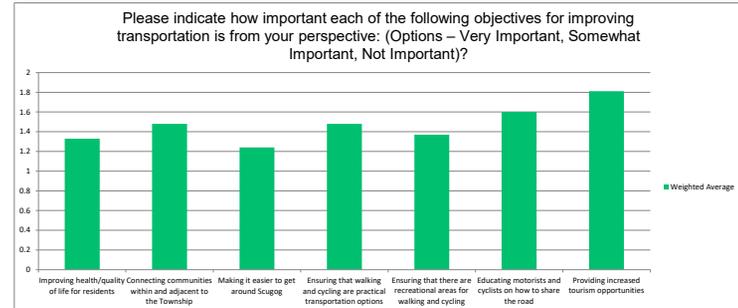
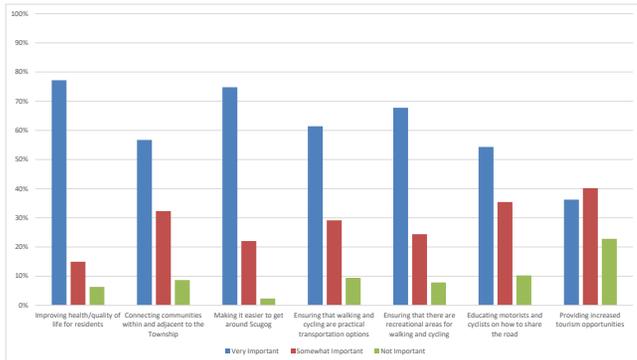
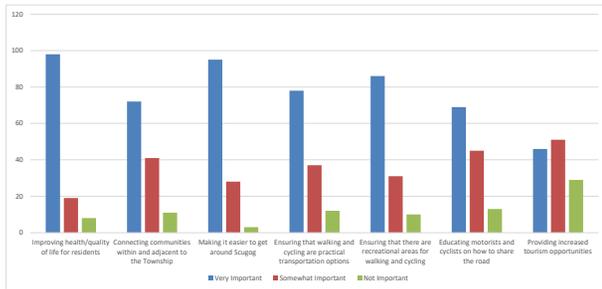
These are ranked backwards

Answered 103
Skipped 1

	Very Important	Somewhat Important	Not Important	Total	Weighted Average
Improving health/quality of life for residents	95.65%	4.35%	0.00%	23	1.04
Connecting communities within and adjacent to the Township	42.86%	47.62%	9.52%	21	1.67
Making it easier to get around Scugog	65.22%	30.43%	4.35%	23	1.39
Ensuring that walking and cycling are practical transportation options	54.17%	41.67%	4.17%	24	1.5
Ensuring that there are recreational areas for walking and cycling	54.17%	37.50%	8.33%	24	1.54
Educating motorists and cyclists on how to share the road	66.67%	29.17%	4.17%	24	1.38
Providing increased tourism opportunities	20.83%	50.00%	29.17%	24	2.08

Answered 24
Skipped 2

	Very Important	Somewhat Important	Not Important	Very Important	Somewhat Important	Not Important
Improving health/quality of life for residents	98	19	8	125	77%	15%
Connecting communities within and adjacent to the Township	72	41	11	124	57%	32%
Making it easier to get around Scugog	95	28	3	126	75%	22%
Ensuring that walking and cycling are practical transportation options	78	37	12	127	61%	29%
Ensuring that there are recreational areas for walking and cycling	86	31	10	127	68%	24%
Educating motorists and cyclists on how to share the road	69	45	13	127	54%	35%
Providing increased tourism opportunities	46	51	29	126	36%	40%
	0	0	0	0		



Township of Scugog Active Transportation Plan and Transportation Master Plan

For each of the following statements, please indicate your personal comfort level (please rank all statements):

Online Results:

	Very comfortable	Comfortable	Neutral	Not Comfortable	Very Uncomfortable	Not sure	Total	Weighted Average
Cycling/Hiking/Walking on multi-use trails adjacent to Township Roads	30.10%	31 14.56%	15 30.10%	31 5.83%	6 11.65%	12 7.77%	8 103	2.78
Cycling/Hiking/Walking on multi-use trails typically found in parks, open spaces, or	44.66%	46 18.45%	19 28.16%	29 1.94%	2 2.91%	3 3.88%	4 103	2.12
Hiking/walking along Township roads with paved or gravel shoulders	7.77%	8 4.85%	5 27.18%	28 12.62%	13 44.66%	46 2.91%	3 103	3.9
Cycling on local streets and sharing the road with motor vehicle traffic	5.88%	6 9.80%	10 19.61%	20 13.73%	14 45.10%	46 5.88%	6 102	4
Cycling on Township roads with bike lanes or paved shoulders	29.41%	30 10.78%	11 31.37%	32 9.80%	10 10.78%	11 7.84%	8 102	2.85
Cycling and sharing the road with motor vehicle traffic on Township roads without bike lanes or paved shoulders	2.94%	3 1.96%	2 16.67%	17 7.84%	8 61.76%	63 8.82%	9 102	4.5

These are ranked backwards

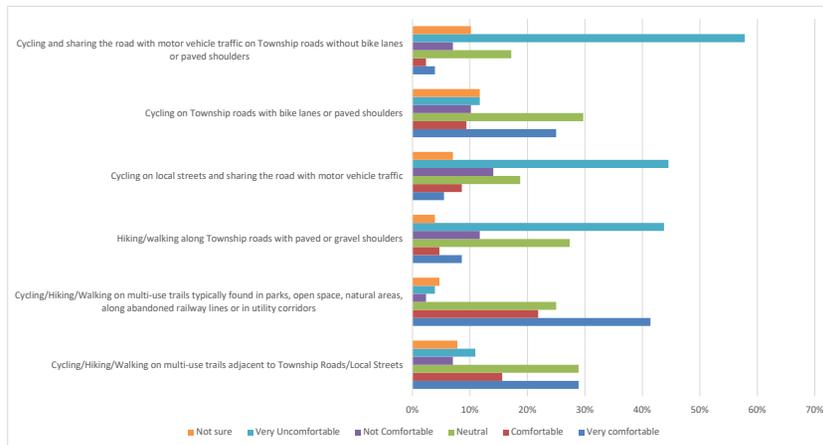
Paper Results:

	Very comfortable	Comfortable	Neutral	Not Comfortable	Very Uncomfortable	Not sure	Total	Weighted Average
Cycling/Hiking/Walking on multi-use trails adjacent to Township Roads	25.00%	6 20.83%	5 25.00%	6 12.50%	3 8.33%	2 8.33%	2 24	2.83
Cycling/Hiking/Walking on multi-use trails typically found in parks, open spaces, or	29.17%	7 37.50%	9 12.50%	3 4.17%	1 8.33%	2 8.33%	2 24	2.5
Hiking/walking along Township roads with paved or gravel shoulders	12.00%	3 4.00%	1 28.00%	7 8.00%	2 40.00%	10 8.00%	2 25	3.84
Cycling on local streets and sharing the road with motor vehicle traffic	4.17%	1 4.17%	1 16.67%	4 16.67%	4 45.83%	11 12.50%	3 24	4.33
Cycling on Township roads with bike lanes or paved shoulders	8.70%	2 4.35%	1 26.09%	6 13.04%	3 17.39%	4 30.43%	7 23	4.17
Cycling and sharing the road with motor vehicle traffic on Township roads without bike lanes or paved shoulders	8.33%	2 4.17%	1 20.83%	5 4.17%	1 45.83%	11 16.67%	4 24	4.25

Combined:

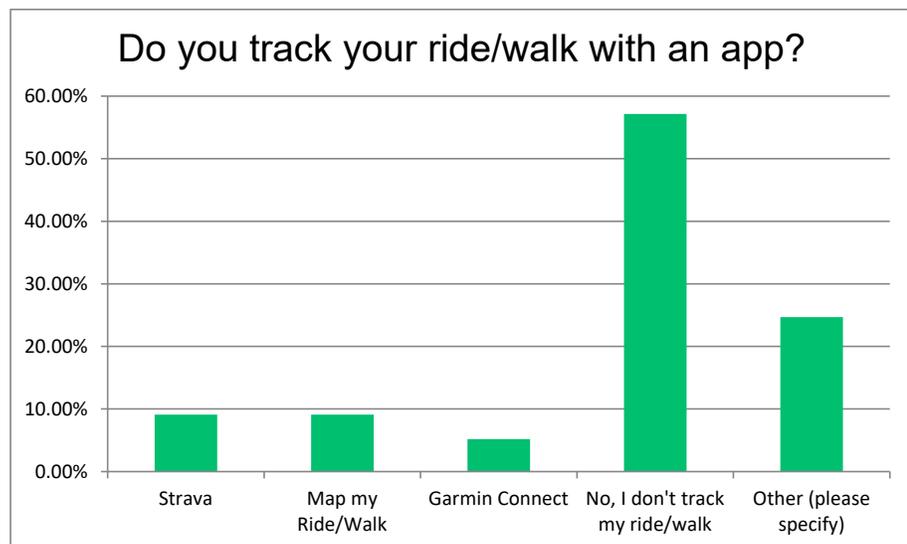
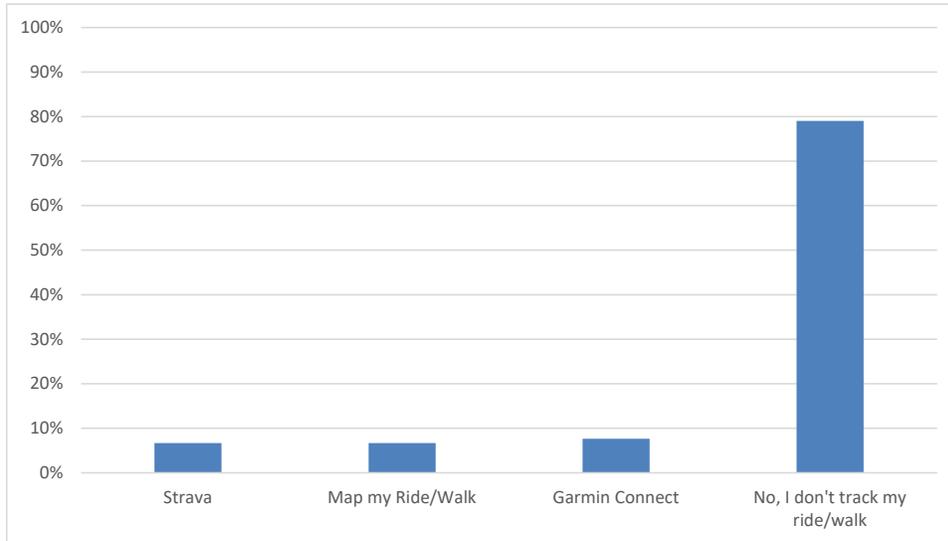
	Very comfortable	Comfortable	Neutral	Not Comfortable	Very Uncomfortable	Not sure	Total
Cycling/Hiking/Walking on multi-use trails adjacent to Township Roads	37	20	37	9	14	10	127
Cycling/Hiking/Walking on multi-use trails typically found in parks, open spaces, or	53	28	32	3	5	6	127
Hiking/walking along Township roads with paved or gravel shoulders	11	6	35	15	56	5	128
Cycling on local streets and sharing the road with motor vehicle traffic	7	11	24	18	57	9	126
Cycling on Township roads with bike lanes or paved shoulders	32	12	38	13	15	15	125
Cycling and sharing the road with motor vehicle traffic on Township roads without bike lanes or paved shoulders	5	3	22	9	74	13	126

	Very comfortable	Comfortable	Neutral	Not Comfortable	Very Uncomfortable	Not sure
Cycling/Hiking/Walking on multi-use trails adjacent to Township Roads	29%	16%	29%	7%	11%	8%
Cycling/Hiking/Walking on multi-use trails typically found in parks, open spaces, or	41%	22%	25%	2%	4%	5%
Hiking/walking along Township roads with paved or gravel shoulders	9%	5%	27%	12%	44%	4%
Cycling on local streets and sharing the road with motor vehicle traffic	5%	9%	19%	14%	45%	7%
Cycling on Township roads with bike lanes or paved shoulders	25%	9%	30%	10%	12%	12%
Cycling and sharing the road with motor vehicle traffic on Township roads without bike lanes or paved shoulders	4%	2%	17%	7%	58%	10%



Township of Scugog Active Transportation Plan and Transportation Master Plan
Do you track your ride/walk with an app?

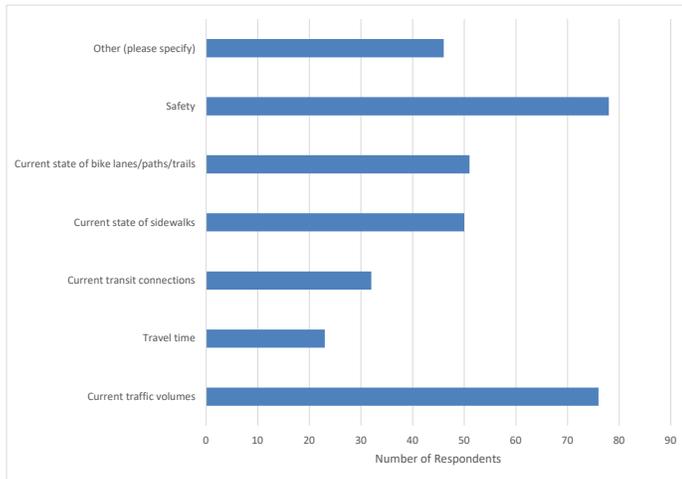
Answer Choices	Responses	online	Paper	Total	
Strava	9.09%	7	0	7	7%
Map my Ride/Walk	9.09%	7	0	7	7%
Garmin Connect	5.19%	4	4	8	8%
No, I don't track my ride/walk	57.14%	44	17	61	79%
Other (please specify)	24.68%	19	3	22	
	Answered	77	24	105	100%
	Skipped	27			



Township of Scugog Active Transportation Plan and Transportation Master Plan
What, if anything, concerns you about moving around Scugog? (Select all that apply)

Answer Choices	Responses	Online	Paper	Pop-up	Total	
1 Current traffic volumes	55.77%	58	10	8	76	21%
2 Travel time	19.23%	20	3	0	23	6%
3 Current transit connections	23.08%	24	7	1	32	9%
4 Current state of sidewalks	30.77%	32	13	5	50	14%
5 Current state of bike lanes/paths/trails	42.31%	44	3	4	51	14%
6 Safety	56.73%	59	13	6	78	22%
7 Other (please specify)	31.73%	33	9	4	46	13%
		270	58	28	356	100%

Answered 104
 Skipped 0



"Other" Responses: --->

- 2 bike racks
 bike racks
 2 connectivity
 connectivity
 construction
 crossings
 driver attention
 education
 enforcement
 j walking
 left turn lane
 missing connections
 parking
 11 Road conditions
 Roundabout education
 2 sidewalks
 sidewalks
 4 speeding
 speeding
 speeding
 speeding
 stop sign compliance
 traffic
 3 traffic signals
 traffic signals
 traffic signals
 3 trails
 trails
 trails
 2 Transit
 Transit
 3 trucks
 trucks
 trucks
 2 winter maintenance
 winter maintenance

Most popular

- Road Conditions
 Speeding
 Traffic Signals
 Trucks
 Trails

Township of Scugog Active Transportation Plan and Transportation Master Plan

What do you like best about moving around Scugog? What is working well? (Please try to keep your answer to a few sentences)

Answered

94

Skipped

Combined:

- 1 Advanced greens work well where they exist
- 2 all way stops
- 3 Attitude
- 4 Attitude
- 5 Attitude
- 6 Bike lanes
- 7 bike parking
- 8 boating
- 9 Downtown
- 10 Downtown
- 11 Downtown
- 12 Driver attitude toward cyclists
- 13 friendly
- 14 Having a vehicle
- 15 Lack of stop signs on residential roads
- 16
- 17 Parking
- 18 Parking
- 19 Parking
- 20 Parking
- 21 Parking
- 22 Parking
- 23 Parking
- 24 Parking
- 25 Parking
- 26 Pedestrian only streets
- 27 Queen Street
- 28 Red light cameras
- 29 Road Connectivity
- 30 Road Connectivity
- 31 Road Connectivity
- 32 Road Connectivity
- 33 Road Connectivity
- 34 Road Connectivity
- 35 Road Connectivity
- 36 Road Connectivity
- 37 Road Connectivity
- 38 Road width
- 39 Roads not busy all of the time
- 40 roundabout
- 41 roundabout
- 42 roundabout
- 43 Safe
- 44 Safe
- 45 Safe road maintenance
- 46 Shopping options
- 47 Short distance to desinations
- 48 Short distance to desinations
- 49 Short distance to desinations
- 50 Short distance to desinations
- 51 Short distance to desinations
- 52 Short distance to desinations
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- 60 Short distance to desinations
- 61 Short distance to desinations
- 62 Short distance to desinations
- 63 Short distance to desinations
- 64 Shoulders for cycling
- 65 Sidewalk Maintenance
- 66 Sidewalks
- 67 Sidewalks
- 68 sidewalk
- 69 sidewalk
- 70 Sidewalks
- 71 Some to drive me around
- 72 Speed
- 73 Transit
- 74 Traffic volumes on local roads
- 75 Traffic volumes on local roads
- 76 Traffic volumes on local roads
- 77 Traffic volumes on local roads
- 78 Traffic volumes on local roads
- 79 trails
- 80 Trails
- 81 Trails
- 82 Trails
- 83 trails
- 84 Trails
- 85 Trails
- 86 Trails
- 87 Trails
- 88 Transit
- 89 view
- 90 Walking
- 91 Walking
- 92 Walking downtown
- 93 Walking on commercial streets
- 94 walking on side streets

Township of Scugog Active Transportation Plan and Transportation Master Plan
 What would make moving around Scugog better? (Please try to keep your answer to a few sentences)

Answered 90
 Skipped 14

Online Survey:

- 23 more bike lanes/trails
- 2 no bike lanes
- 3 better snow clearance
- 8 protected turn signals/turn lanes
- 9 bypass for trucks/restrictions on truck traffic
- 3 wider veh lanes
- 8 More enforcement/police
- 21 better road conditions/road maintenance
- 16 more/better/wider sidewalks
- 3 better lighting
- 2 restrict weekend traffic
- 5 reduce speeds
- 4 traffic calming
- 5 reduce congestion on 7A
- reduce congestion on queen
- 5 provide parking at bus stops/downtown
- trail maintenance
- 6 safer experience for bikes/peds
- 23 more frequent/more coverage transit service (including transit to/from island)
- 3 end of trip facilities (bike racks and EV charging stations?)
- 5 alternate access to island
- 19 improved connections - lots of gaps in the system (ped/bikes) - lots of comments on connections to/from island and crossing major roads
- 4 optimize signals
- 4 improve island road safety/reduce speeding
- paved shoulders on roads without sidewalks
- no fishing on causeway
- no parking on causeway
- 2 more access to uber/ride sharing services
- more roads
- more traffic circles
- 2 better bike route/trail wayfinding signage
- 3 traffic light at simcoe/lakeview
- maintenance of bike lanes
- don't reduce speeds
- Reduce congestion on Simcoe
- no road widening

Paper Survey:

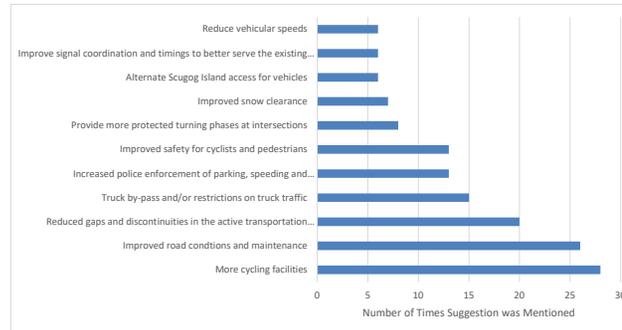
- 3 better snow clearance
- better snow clearance
- better snow clearance
- 4 bypass for trucks/restrictions on truck traffic
- driver attitude toward peds/cyclists
- 1 more bike lanes/trails
- 2 More enforcement/police
- More enforcement/police
- 8 more frequent/more coverage transit service (including transit to/from island)
- more frequent/more coverage transit service (including transit to/from island)
- more frequent/more coverage transit service (including transit to/from island)
- more frequent/more coverage transit service (including transit to/from island)
- more frequent/more coverage transit service (including transit to/from island)
- more frequent/more coverage transit service (including transit to/from island)
- 3 more/better/wider sidewalks
- more/better/wider sidewalks
- 2 optimize signals
- optimize signals
- 1 parking
- 1 reduce speeds
- remove curb extensions
- roundabout education
- 3 safer experience for bikes/peds
- safer experience for bikes/peds
- safer experience for bikes/peds
- stop building

pop-up:

- 1 better snow clearance
- 1 alternate access to island
- 1 better lighting
- 5 better road conditions/road maintenance
- Better transit stops (seating and cover)
- 2 bypass for trucks/restrictions on truck traffic
- bypass for trucks/restrictions on truck traffic
- congestion
- improved connections - lots of gaps in the system (ped/bikes) - lots of comments on connections to/from island and crossing major roads
- 2 driver/cyclist education about cycling
- driver/cyclist education about cycling
- environment
- 4 more bike lanes/trails
- more bike lanes/trails
- more bike lanes/trails
- more bike lanes/trails
- 3 More enforcement/police
- More enforcement/police
- More enforcement/police
- 2 more frequent/more coverage transit service (including transit to/from island)
- more frequent/more coverage transit service (including transit to/from island)
- 2 more/better/wider sidewalks
- more/better/wider sidewalks
- 4 safer experience for bikes/peds
- 2 Simcoe/7A intersection improvements
- Simcoe/7A intersection improvements
- 1 Traffic calming

Improvement	Online	Paper	Pop-up	Total
more bike lanes/trails	23	1	4	28
better snow clearance	3	3	1	7
bypass for trucks/restrictions on truck traffic	9	4	2	15
More enforcement/police	8	2	3	13
better road conditions/road maintenance	21	0	5	26
alternate access to island	5	0	1	6
transit to/from island and crossing major roads	19	0	1	20
optimize signals	4	2	0	6
reduced speed	5	1	0	6
safer experience for bikes/peds	6	3	4	13
protected turn signals/turn lanes	8	0	0	8

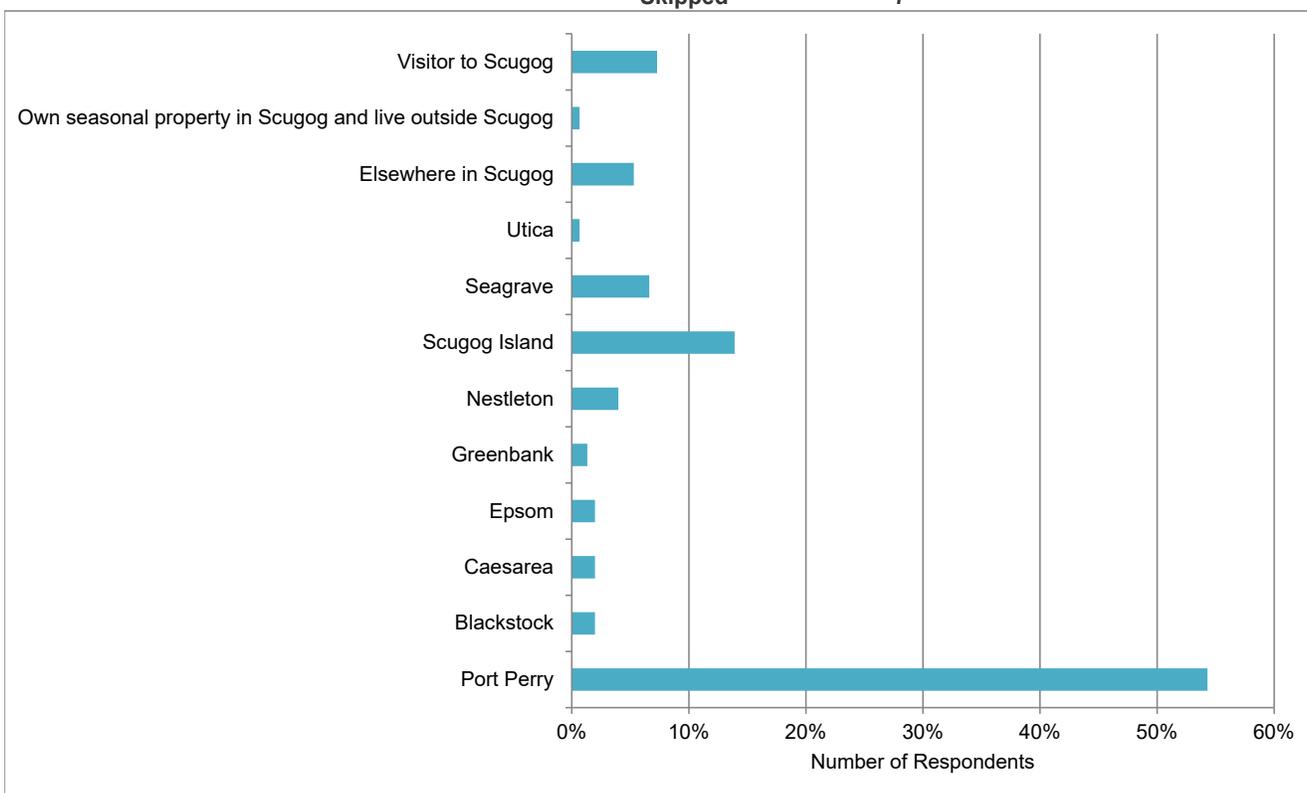
Improvement	Online	Paper	Pop-up	Total
More cycling	23	1	4	28
Improved road	21	0	5	26
Reduced gap	19	0	1	20
Truck by-pass	9	4	2	15
Increased po	8	2	3	13
Improved safe	6	3	4	13
Provide more	8	0	0	8
Improved sno	3	3	1	7
Alternate Sci	5	0	1	6
Improve signa	4	2	0	6
Reduce vehi	5	1	0	6



Township of Scugog Active Transportation Plan and Transportation Master Plan

Where do you live?

Answer Choices	Responses	Online	Paper	Popup	Total	
Port Perry	50.52%	49	19	14	82	54%
Blackstock	2.06%	2	0	1	3	2%
Caesarea	0.00%	0	2	1	3	2%
Epsom	2.06%	2	0	1	3	2%
Greenbank	1.03%	1	0	1	2	1%
Nestleton	5.15%	5	0	1	6	4%
Scugog Island	17.53%	17	1	3	21	14%
Seagrave	7.22%	7	2	1	10	7%
Utica	1.03%	1	0	0	1	1%
Elsewhere in Scugog	8.25%	8	0	0	8	5%
Own seasonal property in Scugog and live outside Scugog	1.03%	1	0	0	1	1%
Visitor to Scugog	4.12%	4	2	5	11	7%
	Answered	97	26	28	151	
	Skipped	7				

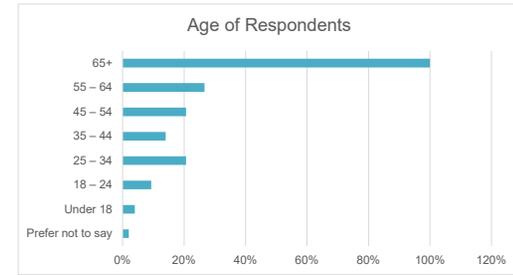
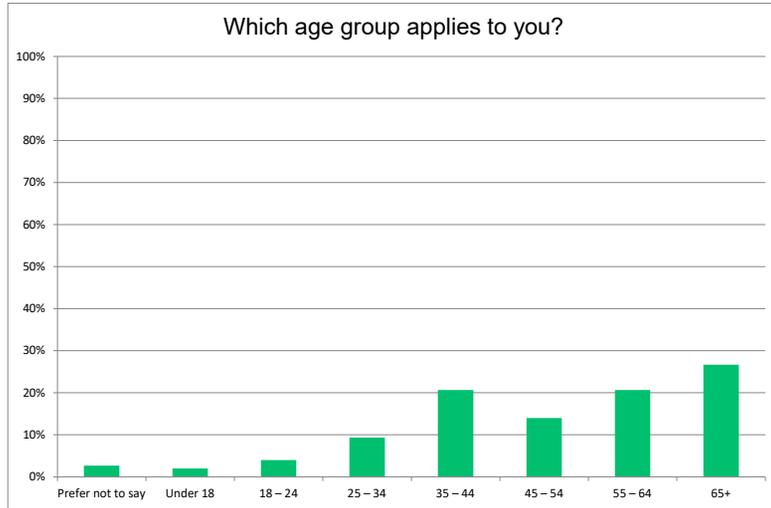


Township of Scugog Active Transportation Plan and Transportation Master Plan

Which age group applies to you?

Answer Choices	Responses	Online	Paper	Popup	Total		
Prefer not to say	2.08%		2	0	2	4	3%
Under 18	3.13%		3	0	0	3	2%
18 – 24	3.13%		3	0	3	6	4%
25 – 34	10.42%		10	0	4	14	9%
35 – 44	22.92%		22	2	7	31	21%
45 – 54	19.79%		19	1	1	21	14%
55 – 64	23.96%		23	2	6	31	21%
65+	14.58%		14	21	5	40	27%
							100%
Answered			96	26	28	150	
Skipped			8	0	0		

Age	Proportion
Prefer not to say	3%
Under 18	2.0%
18 – 24	4.0%
25 – 34	9.3%
35 – 44	20.7%
45 – 54	14.0%
55 – 64	20.7%
65+	26.7%
	100%





ATTACHMENT D

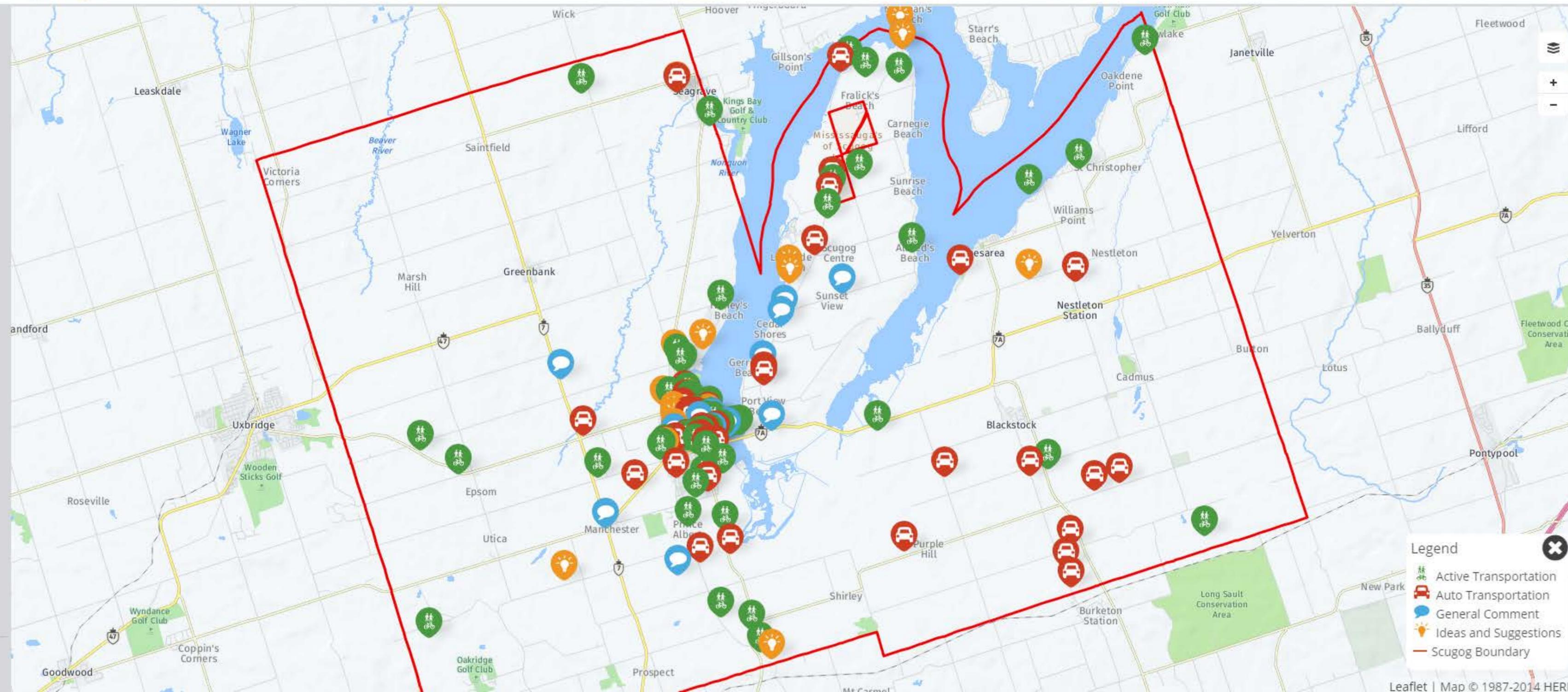
INTERACTIVE MAP PARTICIPANT COMMENTS



Closed for Comment



- ABOUT
- ACTIVITY
- TAKE ME TO THE SURVEY



Legend

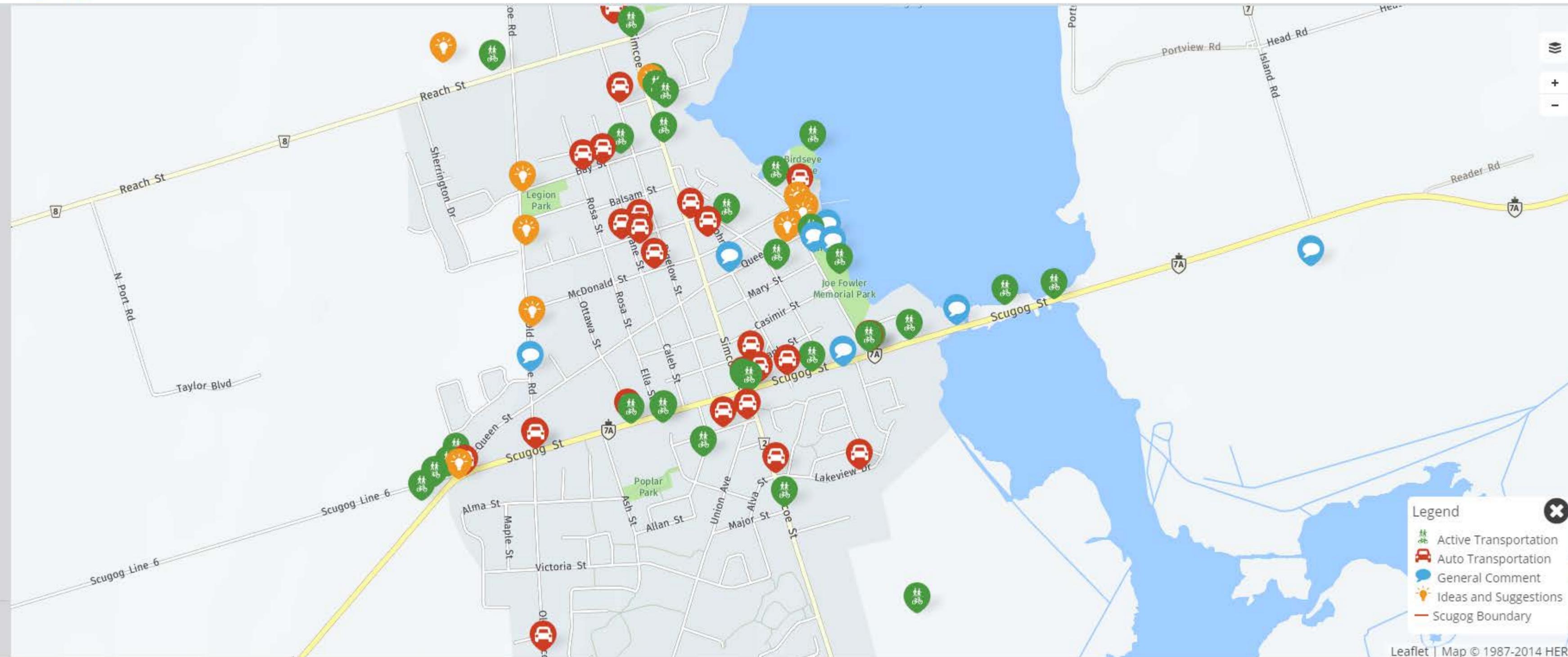
- Active Transportation
- Auto Transportation
- General Comment
- Ideas and Suggestions
- Scugog Boundary



Closed for Comment



- ABOUT
- ACTIVITY
- TAKE ME TO THE SURVEY



Legend

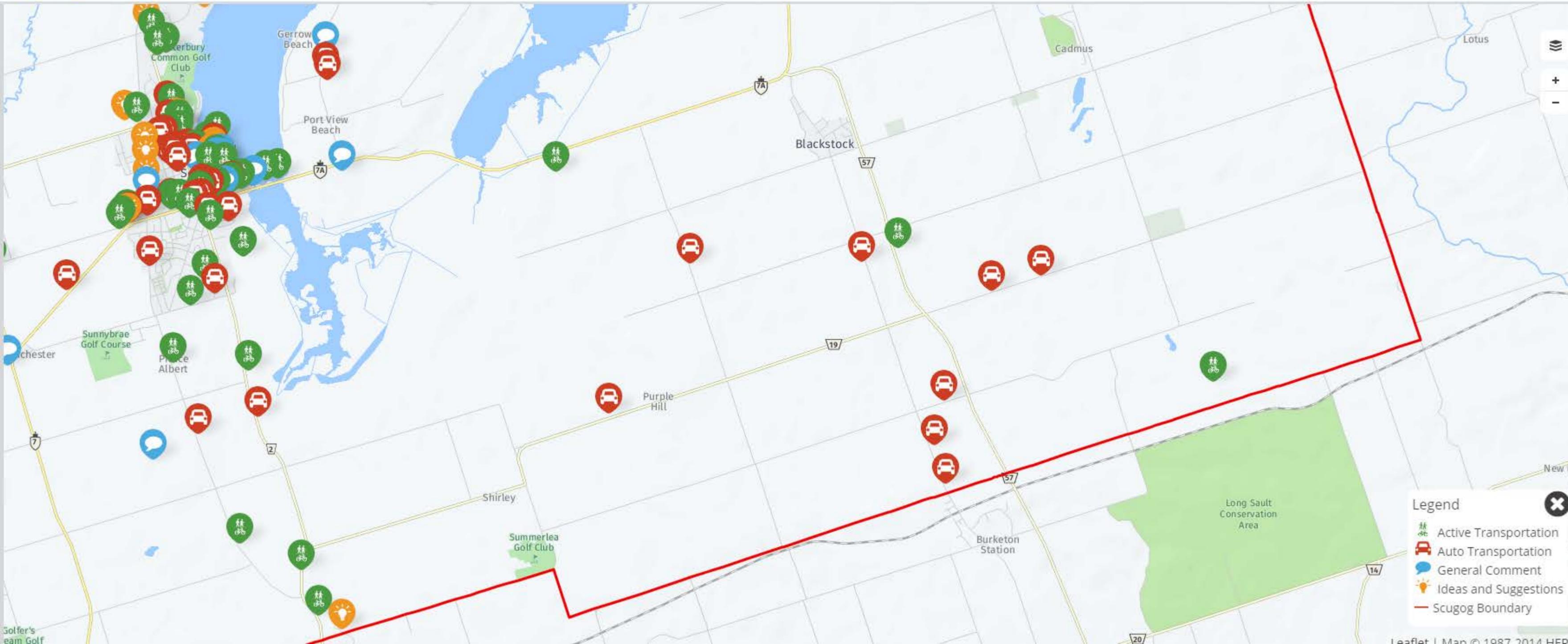
- Active Transportation
- Auto Transportation
- General Comment
- Ideas and Suggestions
- Scugog Boundary



Closed for Comment



- ABOUT
- ACTIVITY
- TAKE ME TO THE SURVEY



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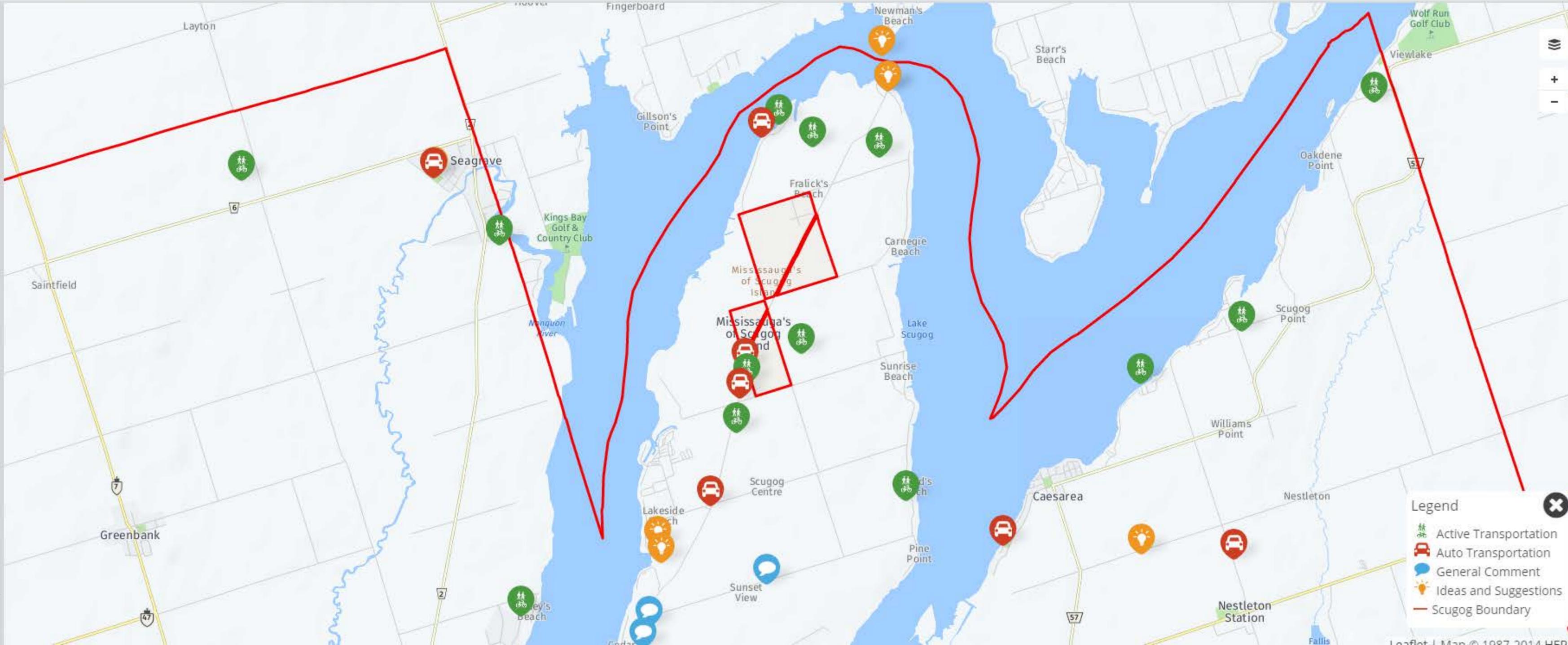
- Active Transportation
- Auto Transportation
- General Comment
- Ideas and Suggestions
- Scugog Boundary



Closed for Comment



- ABOUT
- ACTIVITY
- TAKE ME TO THE SURVEY



Legend

- Active Transportation
- Auto Transportation
- General Comment
- Ideas and Suggestions
- Scugog Boundary



907

Total Visits

319

Unique Users

2:44

Avg Time (min)

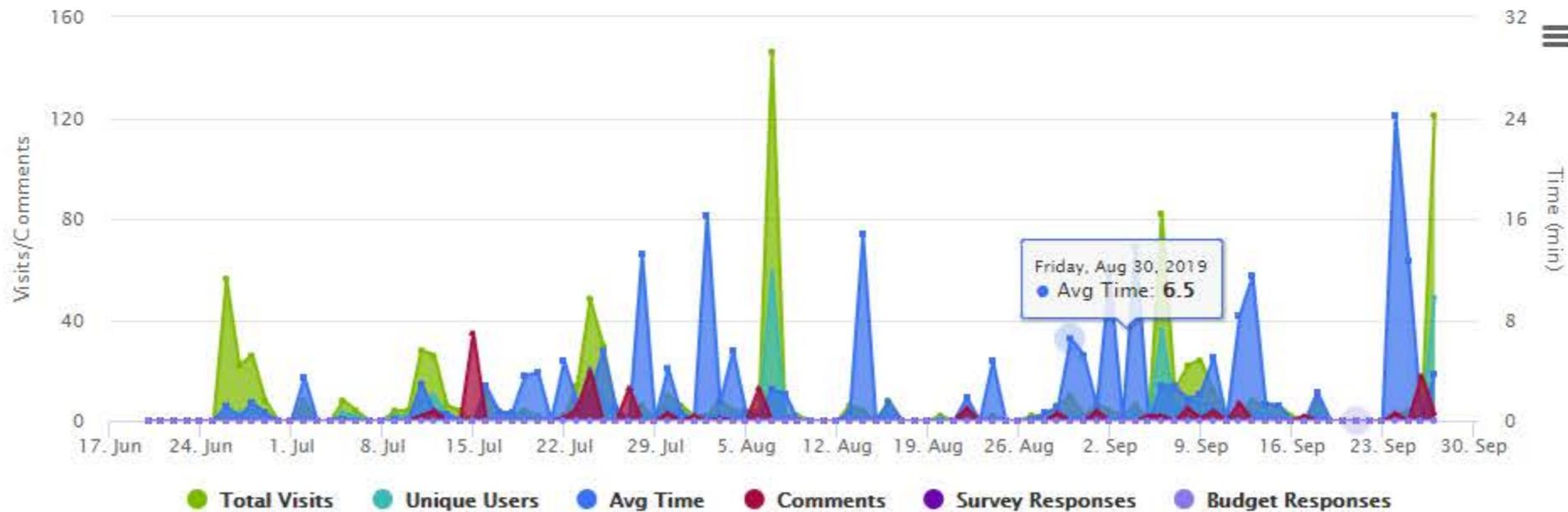
49

Unique Stakeholders

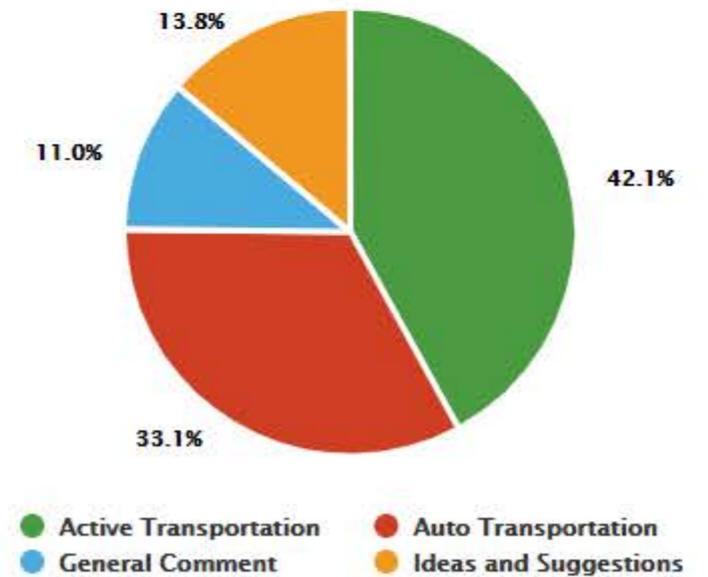
158

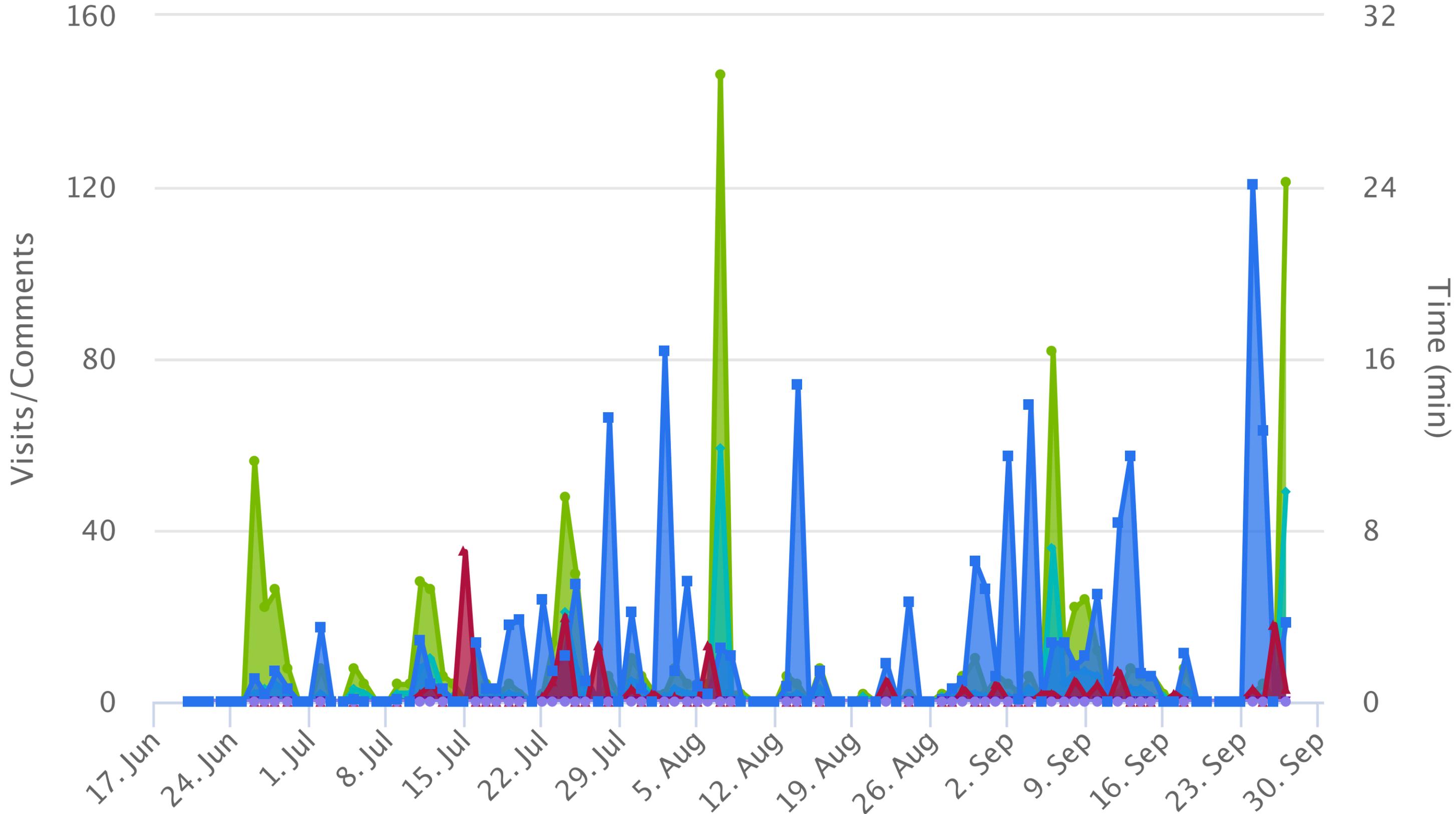
Comments

Stakeholder Engagement by Day



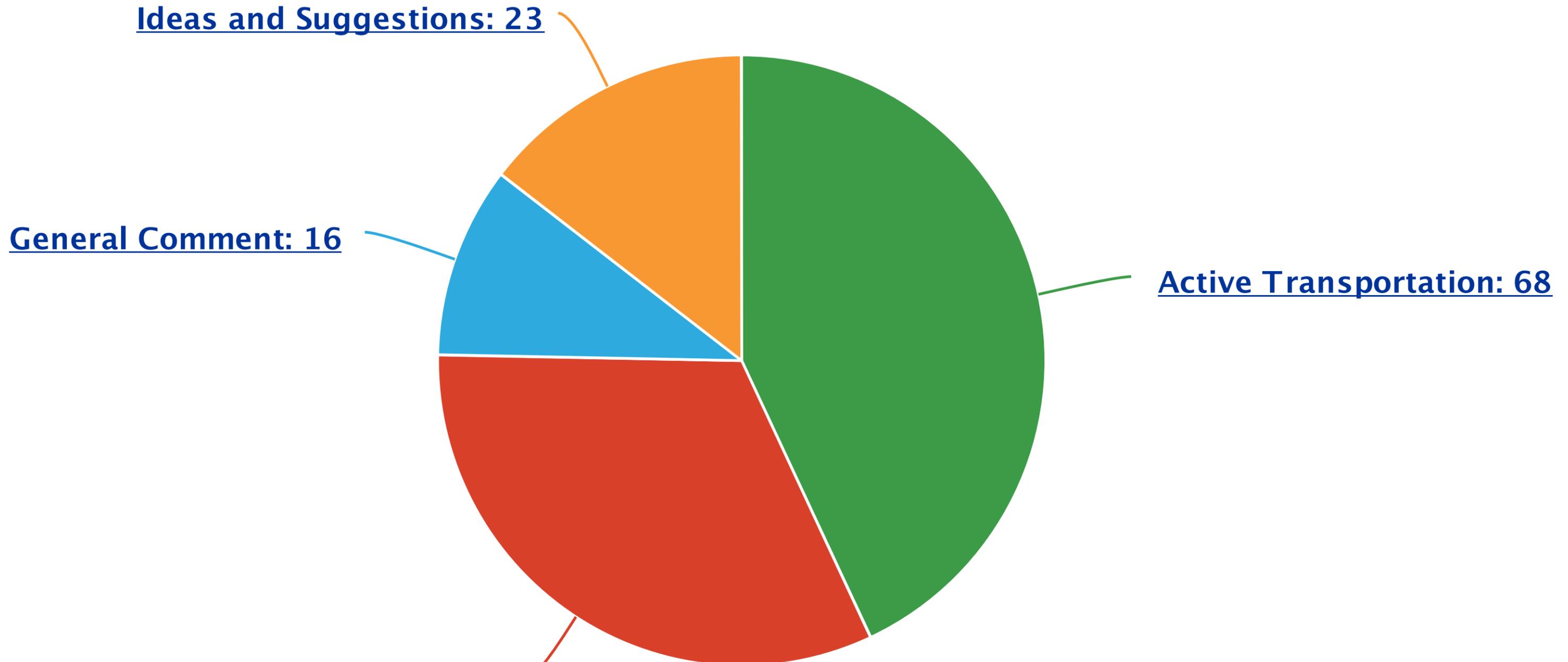
Comment Types





- **Total Visits**
- **Unique Users**
- **Avg Time**
- **Comments**
- **Survey Responses**
- **Budget Responses**

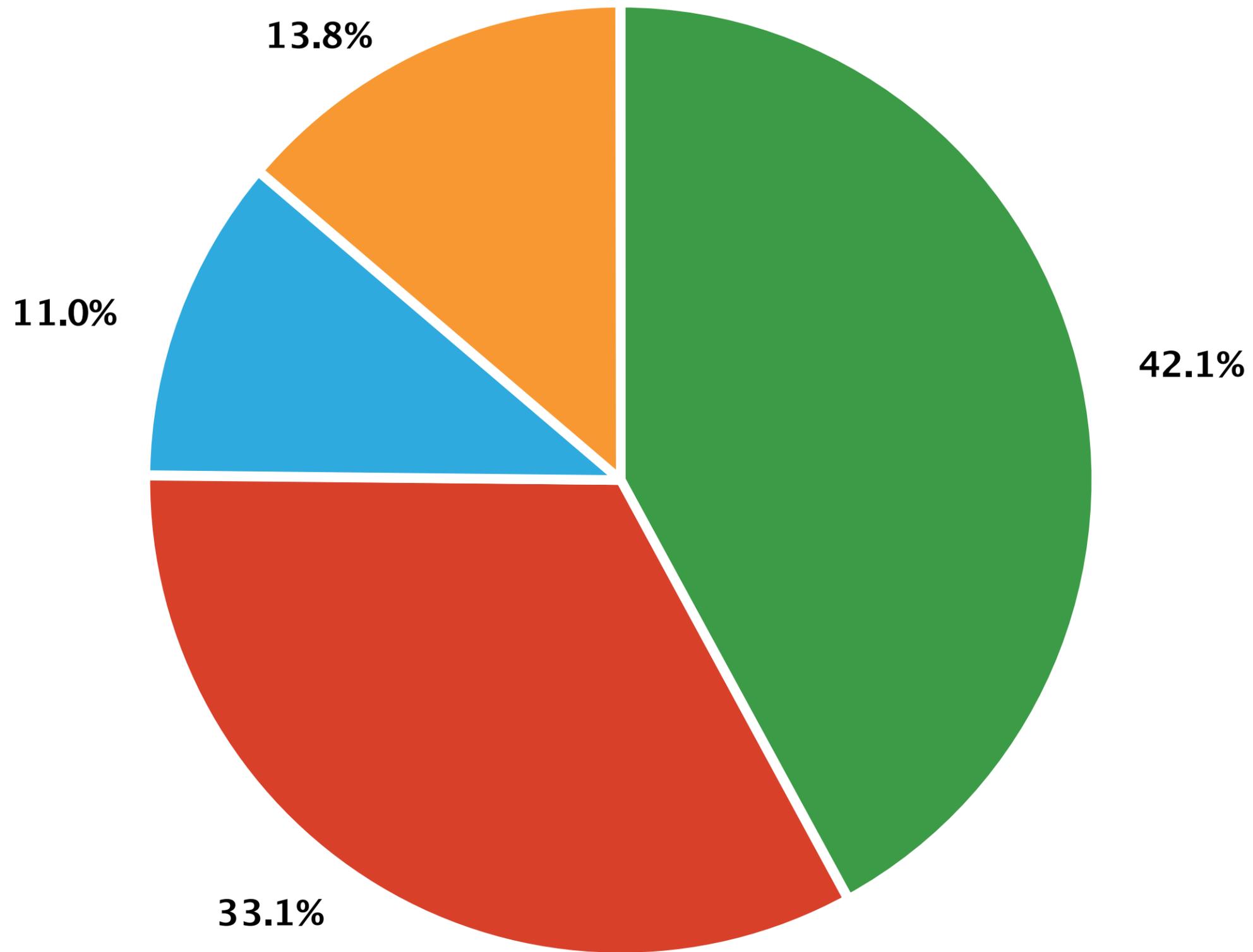
Category Totals



● Active Transportation
● Ideas and Suggestions

● Auto Transportation

● General Comment



● Active Transportation
● Ideas and Suggestions

● Auto Transportation

● General Comment

Type	Comment	Up Votes	Down Votes	Latitude	Longitude
Active Transportation	This section of road is badly in need of proper repair as multiple attempts to fill pot holes has wasted money and time and made the road worse. This is the only paved road off of Scugog Point so is heavily travelled.	0	0	44.179603	-78.794568
Auto Transportation	This portion of Byers Rd between Old Scugog and Hwy 57 needs to be re-paved, or ground up and graded. Either way would be better than the condition it is in now.	0	0	44.07103	-78.797894
Ideas and Suggestions	A bridge connecting the Island to Port Hoover Road would be a perfect second access point for the Island, as well as a trail for cyclists and runners. If not here, then somewhere close by!	2	0	44.218951	-78.865966
Active Transportation	Connect beech st. Sidewalk with rail trail so pedestrians don't walk through busy parking lot.	0	0	44.10976	-78.949267
Active Transportation	Create a boardwalk to extend trail through marsh.	0	0	44.120759	-78.953714
Active Transportation	Connect Rail Trail to Beech St. Sidewalk so that pedestrians don't have to walk through a parking lot.	0	0	44.110029	-78.949723
Auto Transportation	The corner of Cartwright West 1/4 Line and Byers Road floods every year. When it floods and then freezes again, it's particularly treacherous	0	0	44.064647	-78.799782
Active Transportation	Need a cross walk here to get to the sidewalk across the street for high school students and future hospice	0	0	44.098619	-78.949363
Active Transportation	Need a crosswalk her for the high school students and future hospice people	0	0	44.098558	-78.949406
Active Transportation	Need a cross walk and light at Ella as that is right in front of the hospice	0	0	44.098518	-78.95098
Ideas and Suggestions	Excellent location for a roundabout.	0	0	44.096562	-78.959577
Ideas and Suggestions	remove the mill. Build a multi use high rise building that includes affordable housing. Lease part of the building to businesses	0	0	44.1057	-78.942293
Ideas and Suggestions	make this a real park to be enjoyed by all taxpayers	0	0	44.127598	-78.944535
Active Transportation	Multi-use trail should be extended along the shore line to the north end of Birdseye Park	10	0	44.108247	-78.941926
Active Transportation	A trail connection is needed on Old Rail Line	7	0	44.106965	-78.943743
Active Transportation	Work with Kawartha to install a bike/running path that follow Lake Scugog all the way around, or at least one side of the lake up to Lindsay (approximately 40km). Connecting Lindsay to Port Perry with a bike/running path would increase tourism and attract bike/running events. Needs to be separate from but close to the roads.	0	1	44.212329	-78.76832
Active Transportation	Pine gate road goes straight into Durham Forest, one of the most popular areas in Ontario for Mountain Biking. Plan for long term connections between Durham Forest and the TransCanadaTrail and Port Perry	3	1	44.044414	-79.053841
Active Transportation	A article in the Durham Region had mentioned resurfacing Hwy 7A (which did not occur) the Township should find out if this is moving forward and if appropriate bike lanes are being installed along with it. https://www.durhamregion.com/news-story/9216380-province-plans-to-start-hwy-7a-road-work-from-port-perry-to-caesarea-this-summer/	0	1	44.103982	-78.874855
Active Transportation	High level of cyclist activity along Old Scugog Rd. Bike lanes should be added when finally repaired. Road is more pothole than anything else.	0	1	44.09301	-78.806992
Auto Transportation	Make Bay and Rosa St a 4 way stop. Find a way to slow traffic down on Bay St.	0	1	44.107549	-78.953397
Auto Transportation	Remove 4 way stop. Confusing for drivers and pedestrians.	0	0	44.104937	-78.950522
Active Transportation	Cyclists using this route are often talking very loudly and when they go by our homes it is heard by us as Yelling. Can we come up with potential solutions?	0	0	44.091531	-79.042082
Active Transportation	It is a rural sideroad...please be safe but an expectation of cleaning up gravel, near a Rural grain elevator is not feasible	0	0	44.090452	-78.986399
Ideas and Suggestions	Cyclists in rural areas are creating a lack of rural enjoyment of our homes. When you cycle by you are yelling and refuse to move over when we have farm vehicles and it's becoming worse. Can't we all work together to come up with a plan that is suitable for everyone involved. Having more maps and loops into our backyards is not the answer I strive for....	0	0	44.061014	-78.999997

Type	Comment	Up Votes	Down Votes	Latitude	Longitude
General Comment	The rural areas of Scugog are Farmland and in production. Please remember to respect the roadways and keep them wide enough for Farm Equipment, and safe enough that we can transport grains to storage and winter feed supplies to Silos and bunks. We do not need trails and sidewalks and gravel sweeping over all the Township. We do need equal representation and respect for all needs.	0	0	44.118895	-79.001141
Ideas and Suggestions	Ministry should be here checking fishing licences before boats go out and checking number of fish on return.	2	0	44.213956	-78.864884
Active Transportation	Could use a sidewalk here connecting to the sidewalk near Poplar Park Cres and Lorne. Was walking with my kids and a driver on their phone almost hit us as he wasn't paying attention. Not sure why there isn't a sidewalk here.	1	1	44.097345	-78.947372
Ideas and Suggestions	There are no signs indicating speed limit on Coates Rd east of Simcoe St. Put some up.	0	0	44.038121	-78.917198
Auto Transportation	I agree that there should be a traffic light at this intersection. There have been far too many collisions here.	0	0	44.09676	-78.943775
Auto Transportation	Lorne street really rough between union and arrow. Could use some resurfacing.	0	0	44.098402	-78.946382
Active Transportation	complete sidewalk on west side of perry st. Too dangerous to j walk here.	0	0	44.104009	-78.943706
Active Transportation	complete north sidewalk on 7a. pedestrians can not see the sidewalk doesn't go anywhere.	0	0	44.10037	-78.941968
Ideas and Suggestions	EXPAND Palmer PARK! 1 Remove old mill 2 Remove small segment of queen st 3 Remove Latcham centre 4 Remove parking between library and mill Replace all with park. connect with Birdseve park	1	0	44.105504	-78.94244
Active Transportation	I totally agree, these signals are way too short for pedestrians.	0	0	44.09975	-78.945394
Auto Transportation	We need better parking for the park. Possibly widen the street to add actual street parking vs. people just parking along the street, especially for events and ball games. Can be dangerous for people and children walking in the area.	0	0	44.201513	-78.954964
Ideas and Suggestions	We need better lighting along the street at the Park. There are lots of people who walk along the street here, and lots of people getting into their cars at night after ball games. It would also help curb vandalism if it was all better lit.	0	0	44.201651	-78.954813
Auto Transportation	I agree. I believe that the only way to stop the speeders is to install speed bumps near the more populated areas along Old Simcoe.	0	0	44.066244	-78.945711
Active Transportation	A sidewalk is definitely needed on this bend. It is a blind bend at the top of a hill and people do not adhere to the 60km/h speed limit. I've walked here a few times with family and my kids and have had to literally jump into the ditch with the kids in order to avoid being hit by a speeding car. The photos is looking from the south looking north at the bend. Some cars travel at close to 100km/h here! Definitely a safety concern! Good candidate for bike/running path along side of road.	0	0	44.050425	-78.937505
Active Transportation	Could use a street light here for pedestrian safety, especially when the Hospice is complete. The cross walk to the west for the school does not always seem to stop traffic. I witnessed someone running a red during the first week of school, luckily the crossing guard held the children back. Also, changing the cross walk to a set of lights and removing the cross walk would relieve bus traffic and increase safety for the students at the school exit.	0	1	44.098518	-78.95098
Auto Transportation	Roads are more filled in potholes than an actua road	0	0	44.091037	-78.814201
Active Transportation	needs bike lanes added where needed to both sides of Simcoe all the way from Port Perry to Oshawa	1	0	44.075377	-78.935738
Auto Transportation	Should be a no left turn from eastbound Simcoe onto Wilbur. And no left turn from Wilbur onto Simcoe. Extremely dangerous and causes traffic to back up if they have to wait to turn. Blocking Simcoe and 7A intersections.	1	0	44.099999	-78.944596
Auto Transportation	In the winter the road ices over. The ditches and culvert needs to be cleared out for drainage.	0	0	44.059044	-78.797633

Type	Comment	Up Votes	Down Votes	Latitude	Longitude
Auto Transportation	I live on this corner and the amount of vehicles that speed around this corner trying to beat other traffic from the corner of Reach & Simcoe is unreal. It currently has a yield sign from Kellett onto Bigelow. It is in desperate need of a 3 way stop. Also, the cars that park on the road in this area also cause major site line issues. Many complaints to the township with no action.	1	0	44.109975	-78.951547
General Comment	Old Simcoe, north of Queen is in desperate need of resurfacing. The heavy trucks and trailers that frequent this route add extreme residential noise pollution that would be reduced significantly if they weren't bouncing over all the holes and uneven surfaces.	0	0	44.100376	-78.956004
Active Transportation	Increased pedestrian traffic walking to/from Walmart plaza suggests sidewalks are badly needed.	2	0	44.096262	-78.960768
Auto Transportation	Have had to get alignments on our vehicles as a result of disastrous devitts - the patch work makes it worse. It's hazardous as drivers are forced to swerve all over the place to avoid the worst portions. Can't imagine how it feels for my kids on the school bus!	0	0	44.086845	-78.788452
Active Transportation	Great running route and bike .. but sidewalk ends! Please create a proper bike trail for Old simcoe.	1	0	44.076502	-78.950672
General Comment	We need a commuter parking lot and go bus stop (off hwy12). Durham transit to go train would be great	0	0	44.076071	-78.983545
Auto Transportation	Giant potholes after rain washed out temporary fill caused damage to my car rims. Looking forward to improved road repair/maintenance strategies from council as this problem grows within Scugog Township.	0	0	44.089126	-78.778582
Auto Transportation	People constantly undercut at this junction in their haste to get down the island fast. Many accidents and wing mirrors as well as rear ending incidents have occurred	0	0	44.117185	-78.920202
Auto Transportation	Turning onto Gerrow off of Island Rd. can be a harrowing experience as traffic rarely slows down as they approach your turning vehicle. It is a daily occurrence to almost be rear ended or to hear squealing brakes as the cars driving northbound don't pay attention to the fact that a car is turning.	2	0	44.118238	-78.920391
Active Transportation	Narrow paved shoulders feel very unsafe for cycling	1	0	44.098527	-79.057403
Active Transportation	Sidewalk or paved path sorely needed along the east side of Water St along park.	2	0	44.104914	-78.942009
Active Transportation	Very confusing intersection to navigate on a bike. End up cutting through beer store parking lot to go up queen street because that seems like the only safe option.	2	0	44.097117	-78.959695
Ideas and Suggestions	Key route through Port Perry would benefit from separated bike lanes next time this road is resurfaced	0	0	44.10486	-78.956187
Active Transportation	As well as the crossing times being too short at Simcoe and Hwy 7A, traffic routinely ignores pedestrians crossing signals and pedestrians. Longer signals and enforcement of existing laws would ensure pedestrian safety and encourage active transportation.	1	0	44.09975	-78.945394
Active Transportation	There are no pedestrian crossings on Simcoe south of 7A. Pedestrians must use the traffic lights at the McDonald's plaza or Canadian Tire. Traffic routinely speeds on Simcoe between 7A and the Canadian Tire light. Crosswalks would encourage walking and biking. Safety is a huge concern.	0	0	44.095559	-78.943332
Active Transportation	Excellent idea.	0	0	44.091779	-78.936713
Auto Transportation	Need a traffic light installed here. At times can't turn left from Lakeview onto Simcoe or left onto Lakeview due to the volume of traffic coming up from Oshawa & the 407. The region argues that it's too close between the Vanedward and the highway 7A intersections to install one. When in fact there are several intersections that have traffic lights closer in distance than these 3. This will help with controlling the traffic better and hopefully prevent people using Apple Valley as a shortcut.	7	2	44.09676	-78.943775
General Comment	This road has several dangerously rough sections.	0	0	44.14344	-78.888948
General Comment	Turning on Pine Point Rd., with a short turn lane, pits me at a daily risk of being rear-ended. People will not slow down and create dangerous driving conditions for others.	0	0	44.137417	-78.912138
General Comment	Speeding	1	0	44.134257	-78.913419
General Comment	Speeding, unsafe passing.	0	0	44.121293	-78.920514
General Comment	I have witnessed dangerous driving, people going through red lights, and road rage.	0	0	44.104148	-78.91712
Auto Transportation	Whole road is super rough. Needs to be repaved	0	0	44.090822	-78.848147
Auto Transportation	Super rough. Needs to be repaved	1	0	44.069241	-78.864369

Type	Comment	Up Votes	Down Votes	Latitude	Longitude
Auto Transportation	Was dug up for fixing culvert. Need to be paved	0	0	44.147001	-78.796113
Auto Transportation	Side streets need repaved, the bumps and potholes are unacceptable.	1	0	44.100732	-78.944997
Auto Transportation	This is the worst laid out intersection Cars drive on the wrong side of the yellow line when going west on 7A Cars cut through the beer store to avoid the red light	2	0	44.096693	-78.959234
Auto Transportation	The speed limit should be reduced to 60 Having it set to 80 for less than 2 km is too fast. Too many residences, too many businesses	1	1	44.086999	-78.971701
Auto Transportation	Card and trucks run red lights at this intersection all the time. Someone is going to die. So dangerous and car/trucks going 100km and more	0	0	44.102564	-78.992429
Auto Transportation	Finish paving Caesarea specifically cedar grove and Bayview Cres, the rest is done and lols lovely, letâ€™s help the rest of our community match	0	0	44.149018	-78.84201
Auto Transportation	Dead end John Street. This is awkward junction.	0	0	44.105184	-78.947132
Active Transportation	Clean up gravel from bike lane	2	1	44.090452	-78.986399
Ideas and Suggestions	Sign âœ“green roadsâœ“ alternatives so cyclists know of less busy routes between towns/destinations.	0	0	44.061014	-78.999997
Active Transportation	Add sidewalk on king st to old simcoe.	1	0	44.088397	-78.944389
Active Transportation	Add sidewalk on King St to Old Simcoe for walking.	1	0	44.084788	-78.947282
Active Transportation	Crossing from Tim Hortons to Food Basics is horrendous. The curb has no proper or smooth transition entering the parking lot. No safe way through the Food Basics parking lot. The shopping carts and other items outside the grocery store are blocking pedestrians and forcing them into live traffic in a parking lot with a horrible design. Three lanes leaving the parking lot and one lane to enter the parking lot. Very poorly designed and dangerous!	0	0	44.10152	-78.937111
Auto Transportation	As a resident of Apple Valley for 6 years now i can't stand it. It's getting to the point where its getting worse	0	0	44.096881	-78.939615
Active Transportation	Long Sault has been a popular destination for cross country skiers, walkers and mountain bikers. It has limited trails. East Cross forest has lots fo area but...limited suitable trails for Mountian biking. Work with the Conservation Authorites to take traffic or Longsualt to East cross to make active trail creation in EastX viable.	2	0	44.073774	-78.744507
Active Transportation	Recognize Old Simcoe to 18/18a as a route to Cannington/Sunderland. (Gravel biking is HOT!)	2	0	44.201159	-78.993073
Active Transportation	There's a "trail" (jungle) that connects cawkers cove rd to honey's beach. With clearing and some aggregates, this would be a nicer connection between neighbourhoods	7	0	44.138848	-78.937562
Ideas and Suggestions	Traffic light	1	1	44.124564	-78.956079
Auto Transportation	Need turn lanes at busier roads to avoid collisions and traffic build ups.	1	0	44.154653	-78.900096
General Comment	Do not allow all the cars to park on the side of the causeway. It is very dangerous.	6	0	44.10204	-78.934772
Active Transportation	Need the road to be widened to allow for a bike and walking lane with the guard rail still in between for safety	4	0	44.102965	-78.92988
Active Transportation	Use this crown land for hiking and cycling paths at the end of the island. Maintain the paths here and cycling/walking lane up to here on island road.	6	0	44.20442	-78.866515
Active Transportation	Make a walking /cycling path from end of Fralicks Beach Road to connect to crown land hiking paths and cycling.	2	0	44.205958	-78.879819
General Comment	There is too much garbage left by fishermanâ€™s using the boat launch here. They should be fined. More garbage pick up required before it pollutes the lake.	1	0	44.213956	-78.864884
Auto Transportation	Simcoe needs to be widened with increase in traffic	3	0	44.068717	-78.933764
Auto Transportation	Need 3 lanes here with advance green. This is one of the hubs of congestion that gets everything west backed up.	2	0	44.101114	-78.939119
Auto Transportation	Need a wider road on this stretch due to congestion created and backed up all the way to hwy 7/12	2	0	44.100268	-78.943224

Type	Comment	Up Votes	Down Votes	Latitude	Longitude
Auto Transportation	The road needs to be widened here due to congestion and back up. Vehicles heading eastbound end up dangerously turning left and speeding through small local streets to avoid traffic that is backed up all the way to the causeway	3	0	44.098681	-78.951144
Auto Transportation	The stretch of road by the last mailbox desperately needs to be replaced. There are numerous attempts at the large number of pot holes to keep them filled but it's not possible.	1	0	44.207265	-78.889829
Auto Transportation	Need longer wider turn lanes along busy roads to avoid collisions and traffic back up.	3	0	44.170015	-78.894238
Ideas and Suggestions	Reduce the amount of aggregate dropped in winter. This has resulted in too much being spent on multiple cleanups (3 times in this last week). Also if the snow plows don't arrive until nearly midday now, on side roads on Scugog Island, then why drop aggregate on the roads at all (except intersections), when the majority of School Buses and commuter traffic has already left...! Instead drop aggregate at intersections only on all roads. This will save a LOT of money to be spent elsewhere	1	0	44.146519	-78.909817
Ideas and Suggestions	Solicit pedestrian crossover from Durham Region at this location. Incredibly dangerous.	1	0	44.110237	-78.949986
Active Transportation	Build sidewalk / MUP to join Old Simcoe to the Community Centre & Arena. Pedestrians are forced to walk in live lanes of traffic. Transport trucks often park on the shoulder to go to Tim Hortons forcing pedestrians and cyclists into high speed (despite 50 km/h limit) traffic	1	0	44.111085	-78.957893
Ideas and Suggestions	Improve walkability from street to Community centre and arena via the parking lot.	0	0	44.111377	-78.960328
Auto Transportation	Disallow traffic to cross Simcoe St at Paxton (no straight line). Turning traffic only. Loads of accidents and near misses here. Horrible for pedestrians	1	1	44.105846	-78.94799
Auto Transportation	Make this a local-only street. The cut-through traffic throughout the neighbourhood is unacceptable.	1	2	44.104028	-78.949814
Auto Transportation	Make this a local-only street. The cut-through traffic throughout the neighbourhood is unacceptable.	2	2	44.105415	-78.950543
Auto Transportation	Make this a local-only street. The cut-through traffic throughout the neighbourhood is unacceptable.	1	2	44.107772	-78.95241
Active Transportation	The new bike lane is great on Line 6, but is unmaintained. We are now late July and there is still leftover winter aggregate and garbage in the lane. Continue lanes into Port Perry (even sharrows) down Queen st, Old Simcoe. Improve safety at intersections of 7A, 6th and Queen. Vehicles travelling in all directions, including parking lots.	3	0	44.096647	-78.960092
Auto Transportation	Ban transport trucks	1	1	44.105091	-78.951445
Active Transportation	Extend existing sidewalk to Simcoe st sidewalk	1	0	44.110268	-78.949873
Active Transportation	Complete sidewalk on west side of Perry st.	1	0	44.105646	-78.94623
Ideas and Suggestions	Build raised crossover, zebra paint, higher visibility at the school crosswalk	0	1	44.106771	-78.956401
Ideas and Suggestions	Reduce speed limit on Old Simcoe to 40 km/h	1	1	44.101979	-78.955908
Ideas and Suggestions	Reduce the amount of winter aggregate dropped on side roads. This will reduce the cost of aggregate AND reduce the cost of cleanup (so far in the last week the road cleaners have been by 3 times - great - except Scugog should only require 1 cleanup, and use the funds recovered from the 2nd and 3rd passes for more pressing infrastructure repairs).	1	0	44.148889	-78.910473
Active Transportation	Require wider and hard shoulders (rather than stone/sand) to make it safer to cycle up/down Island Road.	4	0	44.172083	-78.892822
Active Transportation	Require transit from Scugog Island to Port Perry town. No way of getting to town except by car (or if you are young and fit, by bicycle in the summer).	1	0	44.165098	-78.894951
General Comment	Need garbage bins to be emptied more frequently on weekends or more of them provided. The one outside the ice cream store has garbage overflowing whenever there's a nice day	1	0	44.104625	-78.941858
Active Transportation	Roads near Aldred are impossible to cycle on - they need to be repaired	1	2	44.155361	-78.861237
Ideas and Suggestions	100% agree - that would give bigger patios, a safer environment (cars drive way too fast) and a better atmosphere in the summer.	1	1	44.105006	-78.943219

Type	Comment	Up Votes	Down Votes	Latitude	Longitude
Active Transportation	Unless you have a mountain bike with aggressive tires you are not going to do much cycling on the Island. Road bikes simply cant tolerate the state of the roads. Also, dedicated bike lanes up and down Island Road would encourage cycling to town.	6	1	44.176424	-78.882072
Active Transportation	Need a connected safe biking/waking route into town	6	0	44.123254	-78.954942
Active Transportation	Simcoe Street and Highway 7A are very dangerous for cyclists	2	0	44.099652	-78.945097
Auto Transportation	during the weekends a lot of people park in the library parking lot when they're not using the library, making it difficult for actual users of the library to park.	1	0	44.106682	-78.94254
Active Transportation	want more cycling and walking trails around Fralicks Beach Road	3	1	44.209133	-78.886441
Active Transportation	Need a better crossing over Highway 7A from Water Street - longer crossing times	1	0	44.101129	-78.938964
Active Transportation	Need more/better sidewalks along Reach Street from Simcoe Street to Old Simcoe Street	2	0	44.112316	-78.950988
Ideas and Suggestions	Mark curb at entrance to parking lot better	0	0	44.106054	-78.942672
Ideas and Suggestions	provide bike loops in rural areas with paved shoulders and maps that show the different route options	4	3	44.061014	-78.999997
General Comment	water fountains for people and dogs needed in park	6	0	44.104479	-78.940917
Auto Transportation	Old Simcoe Street - King Street to Victoria Street needs repaving	1	0	44.090425	-78.95536
Auto Transportation	lots of speeding on Old Simcoe south of Port Perry	0	0	44.066244	-78.945711
Auto Transportation	Hard to turn northbound onto Simcoe St from King Street so people are using Perryview Drive to cut through the neighbourhood and get to the lights at the Canadian Tire	2	0	44.086505	-78.94249
Auto Transportation	vehicles cut through the neighbourhood (Lakeview Dr) to avoid the intersection of Simcoe street and Highway 7A	1	1	44.096881	-78.939615
Active Transportation	Need better connected sidewalk along Bay Street	5	0	44.108129	-78.951479
Active Transportation	Need a better connection from Port Perry to the island	4	0	44.102746	-78.932343
Auto Transportation	cycle length at Old Simcoe Street and Highway 7A is too long	0	0	44.097667	-78.955795
Active Transportation	Need more crossing options across Simcoe Street between Queen Street and Reach Street.	5	0	44.108545	-78.949339
Active Transportation	Need more bike routes into downtown Port Perry	1	0	44.095778	-78.961391
Active Transportation	Need more bike parking/racks in downtown Port Perry	2	0	44.103871	-78.940579
Active Transportation	Need better bike infrastructure from Seagrave to Port Perry	7	1	44.191879	-78.941917
Ideas and Suggestions	Close Queen Street to vehicular traffic in the summer, instead provide shuttle buses to/from off site parking area such as the Fairgrounds	6	6	44.105006	-78.943219
General Comment	no recycling facilities in the park	1	0	44.10507	-78.941208
Active Transportation	the pedestrian crossing times are too short	2	0	44.09975	-78.945394
Active Transportation	Simcoe Street and Highway 7A is not safe for pedestrians	3	0	44.09975	-78.945394
Auto Transportation	Vehicles run the red light at Highway 7A and Simcoe Street	1	0	44.099821	-78.945377
Auto Transportation	vehicles do not stop at the stop sign at Lorne St and Union Ave - lots of vehicles use this route to avoid Simcoe Street and Highway 7A	2	1	44.098669	-78.945183
Auto Transportation	would be nice to have transit options to/from the island and/or the casino	1	1	44.174313	-78.893166
General Comment	Need better/more cycling routes into Port Perry from the south	1	0	44.062525	-78.95462
Active Transportation	Need a more bike friendly way to get onto Water Street from Simcoe Street	1	0	44.101072	-78.939136
Auto Transportation	a lot of vehicles run red lights at Old Simcoe Street and Highway 7A	0	0	44.097634	-78.955726
Auto Transportation	a lot of vehicles run red lights at Highway 7A and Water Street	0	0	44.101098	-78.939065
Ideas and Suggestions	provide more recreational cycling between Caesera and Nestleton	2	0	44.147774	-78.814599
General Comment	need better sidewalk maintenance in the winter (all over Town)	0	0	44.100561	-78.940426
General Comment	need vehicles to slow down in downtown	1	1	44.103931	-78.946073
Active Transportation	provide connection from Williams point to Caesarea	1	0	44.172093	-78.814698
Active Transportation	Provide contraflow bike lanes on right shoulder of Simcoe Street from Old Simcoe to Coates	3	0	44.040097	-78.92178
Active Transportation	on Simcoe Street from Old Simcoe to Shirley provide paved shoulders on both sides of the roadway	3	0	44.046594	-78.925182
Active Transportation	Walking trail along shoreline ends. Trails on the shore at Canterbury and castle harbor are not connected making them not useful for anything more then a short walk which you need to drive to. CONNECTION is key!	13	0	44.121127	-78.952049

Type	Comment	Up Votes	Down Votes	Latitude	Longitude
Active Transportation	Same story as my point between Canterbury and Castle Harbour	0	0	44.108247	-78.941926
Auto Transportation	Getting to mass transportation like the GO or Via systems is very difficult without driving. The last mile is always difficult, but we are dealing with the last 20miles.	0	0	44.112758	-78.951824
Active Transportation	Multi use trail needed from Hwy 7A to connect with the proposed trail at the Kings Landing Condo development at Oyler Drive and Simcoe Street.	5	0	44.091779	-78.936713



ATTACHMENT E

TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Meeting Minutes



Project: (190088) Township of Scugog Active Transportation and Transportation Master Plans

Date and Time: September 9, 2019
9:00am to 10:30am

Location: Township of Scugog Municipal Office
181 Perry Street, Port Perry ON

Attendees: Kevin Arsenault (KA)
Carol Coleman (CC)
Township of Scugog

Angus Ross
Ian Mcdougall
Jeff Pett
Cearra Howey (regrets)
Phil Smith
Marc Gibbons
Technical Advisory Committee

Gene Chartier
Kayla Royce
Paradigm Transportation Solutions Limited

Purpose: **Technical Advisory Committee (TAC) Meeting #1**

Item	Action
<p>1. Introductions and Roles</p> <p>Participants introduced themselves and their respective roles, experiences and interests in active transportation for the study.</p>	
<p>2. Study Goals, Objectives, Work Plan and Schedule</p> <p>Paradigm summarized the overarching goals of the study as follows:</p> <ul style="list-style-type: none">▶ To develop a long-term strategy to strengthen and support the Township's transportation network with focus on active travel. Further focus to be placed on facility improvements and supporting policies and programs to meet transportation needs to 2031 and beyond;▶ To follow the Municipal Class Environmental Assessment process and consider previous Township work (i.e. Township and Region Strategic Plans and Official Plans, Vision Zero, etc.);	

Item	Action
<ul style="list-style-type: none"> ▶ To establish an integrated transportation system that safely and efficiently accommodates various modes of transportation. This includes ensuring that the recommended active transportation routes are as direct as possible without compromising the safety of users; and ▶ To encourage use of cycling, walking and public transit as sustainable, energy efficient, affordable and accessible forms of travel. <p>The plan objectives were identified as follows:</p> <ul style="list-style-type: none"> ▶ Apply a “Made in Scugog” approach, recognizing that the Township values its historical character and charm; ▶ Focus on developing strategies to accommodate all ages and abilities; ▶ Account for planned growth and development and prior investments and initiatives; ▶ Enhance and build off existing Township assets and implement network plan in tandem with adjacent asset reconstruction; and ▶ Provide an achievable and realistic implementation plan. <p>Several project aims were identified as focus areas of the study:</p> <ul style="list-style-type: none"> ▶ Create an interconnected system of cycling and walking routes to major activity and employment areas and public transit; ▶ Provide a continuous shoreline trail around Lake Scugog; ▶ Expand system of off-road trails, on-road bike lanes, signed bike routes and sidewalks; ▶ Ensure road shoulders are maintained to a standard that is safe for bicycle travel; and ▶ Improve end-of-trip facilities through bicycle parking and shower/change room guidelines. <p>Clarification was made as to what the plan will and will not include. The plan will include a vision for the future of the transportation network, future demand forecasts, and actions and policies to address needs and achieve the vision. A focus will be placed on active transportation facilities and policies. A cost-effective implementation framework will be created along with standards for infrastructure design, end-of-trip facilities and maintenance. Financing, risk management and liability will also be addressed. A final updated network map will be provided (GIS).</p> <p>The plan will not include minor projects, detailed operational issues or items not affecting long-term direction. Additionally, the Township does not have</p>	

Item	Action
<p>responsibility for any infrastructure, such as active transportation facilities and crossings or traffic signals, within the right-of-way of major roads (e.g. Scugog Street (Highway 7A) and Simcoe Street (Regional Road 2)).</p> <p>Paradigm outlined the study schedule indicating that the study is currently in Phase 2 (plan formulation) and expected to be ready for stakeholder feedback and council approval by the end of the year (December 2019).</p>	
<p>3. Community Engagement Program</p> <p>Paradigm identified the following community engagement activities involved in the study:</p> <ul style="list-style-type: none"> ▶ Project webpage and social media (started, on-going); ▶ Contact lists and notices (started, on-going); ▶ Online survey and interactive map (started, on-going); ▶ Display boards (started); ▶ Pop-Up sessions (completed); ▶ Technical Advisory Committee meeting (on-going); ▶ Advisory Committee presentation; ▶ Public Information Centre/stakeholder workshop; and ▶ Council presentation. <p>It was noted that as of the morning of the meeting, 101 survey responses and 120 interactive map comments had been received. The main comments received thus far include the following:</p> <ul style="list-style-type: none"> ▶ Township roads need resurfacing; ▶ There are gaps in the sidewalk network in areas with higher pedestrian volumes; ▶ More pedestrian and cyclist amenities are needed; ▶ Events on the main streets in Port Perry cause congestion and noise; ▶ Improved maintenance of shoreline pathway is needed; ▶ Many were negatively impacted by the reduction in GO bus service; ▶ More bike racks are needed in downtown Port Perry; ▶ More crossing opportunities are needed on Simcoe Street; and ▶ A cyclist and pedestrian connection is needed between Port Perry and Scugog Island. 	

Item	Action
<p>4. Committee Expectations</p> <p>Paradigm highlighted that the expertise of the Technical Advisory Committee (TAC) is invaluable to the study. Paradigm will look to the TAC to provide feedback at various stages on key issues and opportunities, recommended strategies, and network design.</p> <p>Members of the TAC were given the opportunity to ask questions and provide feedback on the study goals, objectives, content, schedule and engagement activities. From the discussion, the following is noted:</p> <ul style="list-style-type: none"> ▶ The study will identify funding opportunities available to the Township; ▶ Historically, the Township has not had a separated budget for active transportation network improvements; ▶ Active and Safe Routes to School will be considered in the study; ▶ Recommendations to increase and continue GO bus service to Scugog will be included in the study; and ▶ The need to work with adjacent municipalities to ensure a connected shoreline trail was identified. 	
<p>5. Roundtable Discussion</p> <p>The TAC discussed the current state of transportation within Scugog with a focus on active transportation. The following was found to be working well:</p> <ul style="list-style-type: none"> ▶ Work completed with funding from the Township’s annual sidewalk budget is helping to improve the pedestrian network; ▶ Meetings to discuss the state of active transportation and how to improve it are being held more frequently, which indicates an interest in the community and with agencies to improve the system; ▶ Port Perry has a well-connected road network that allows for easy movement of vehicles and provides the potential for increasing active transportation connections; ▶ The concentration of amenities within Port Perry enables shopping/ errands/etc. to be easily completed in one short trip; ▶ The existing trail and sidewalk network within Port Perry provides a good foundation for improving connectivity within the community; ▶ Frequent community engagement along with an overall desire to improve the network should assist for this study; ▶ There is Council support for an improved active transportation network; 	

Item	Action
<ul style="list-style-type: none"> ▶ Good recent infrastructure improvements provide a sound foundation to build upon for active transportation; and ▶ Strong connections with the Region of Durham allow good coordination on infrastructure improvements. <p>The following opportunities were identified:</p> <ul style="list-style-type: none"> ▶ Improve maintenance of bicycle facilities (specifically Sixth Line); ▶ Improve sidewalk maintenance; ▶ Consider alternative infrastructure design approaches (e.g. place mailboxes on the side of the road that has sidewalks); ▶ Implement traffic calming measures within the Township; ▶ Improve communication between the Township, Region and Province to develop a seamless transportation network; and ▶ Seek opportunities to work with other businesses or organizations to achieve plan goals and recommendations (e.g. bike shops, tourist groups, community groups). <p>Paradigm/Township to circulate TAC presentation to members. Attendees to provide further feedback through email on the remaining presentation questions.</p>	<p>Paradigm/ Township TAC</p>
<p>6. Available Data</p> <p>Paradigm presented the existing and planned cycle network for the Township. It was suggested that the Oak Ridges Moraine Trail and the Greenbelt Route be added to the network.</p> <p>Paradigm presented the preliminary proposed cycling network for Port Perry. TAC members generally agreed on the suggested network. The following comments were made:</p> <ul style="list-style-type: none"> ▶ Paved shoulders are planned on Highway 7A; ▶ Existing gap at the north end of the Rail Trail and Beech Street/Simcoe Street should be addressed; ▶ Potential for Vanedward Drive to connect to Lakeview Drive; and ▶ Bigelow Street has potential to be a good north-south cycle route. <p>Paradigm to consider additional routes and gaps discussed. Attendees to provide further feedback through email.</p>	<p>Paradigm TAC</p>

Item	Action
7. Next Meeting Township to schedule next meeting in late fall 2019.	Township

ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Technical Advisory Committee Meeting #1
September 9, 2019



MEETING AGENDA

1. Introductions and Roles
2. Goals, Objectives, Work Plan, Schedule
3. Community Engagement Program
4. Committee Expectations
5. Roundtable Discussion
6. Available Data
7. New Business/Next Steps



STUDY GOALS

2

- Long-term strategy to strengthen and support Township's transportation network, with focus on active travel
- Facility improvements and supporting policies and programs to meet transportation needs to 2031 (and beyond)
- Master planning process of Municipal Class Environmental Assessment (Approach #1)



PLAN GOALS



- Establish integrated transportation system that safely and efficiently accommodates various modes of transportation
- Encourage use of cycling, walking and public transit as sustainable, energy efficient, affordable and accessible forms of travel



PLAN OBJECTIVES



2

- “Made in Scugog” approach
- Walk, cycle and roll to work, live and play:
 - Within Port Perry and along Lake Scugog shoreline
- All ages and abilities
- Planned growth and development
- Prior investments and initiatives
- Asset management
- Implementation plan



ACTIVE TRANSPORTATION AIMS



2

- Interconnected system of cycling and walking routes to major activity and employment areas and public transit
- Continuous shoreline trail around Lake Scugog
- Expanded system of off-road trails, on-road bikes lanes, signed bike routes and sidewalks
- Safe use of shoulders for bicycle travel
- Improvements to end-of-trip facilities



WHAT WILL THE PLAN INCLUDE?

2

- Vision for transportation
- Existing system performance
- Future demand forecasts
- Actions and policies to address needs and achieve vision, with focus on active modes



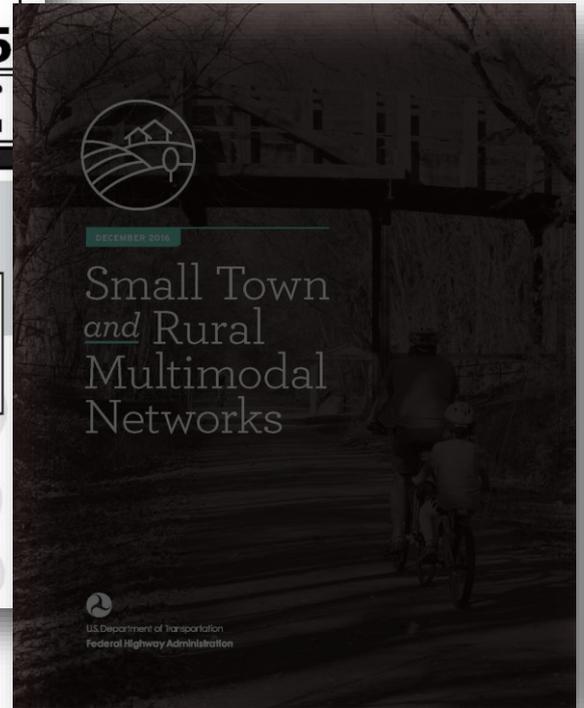
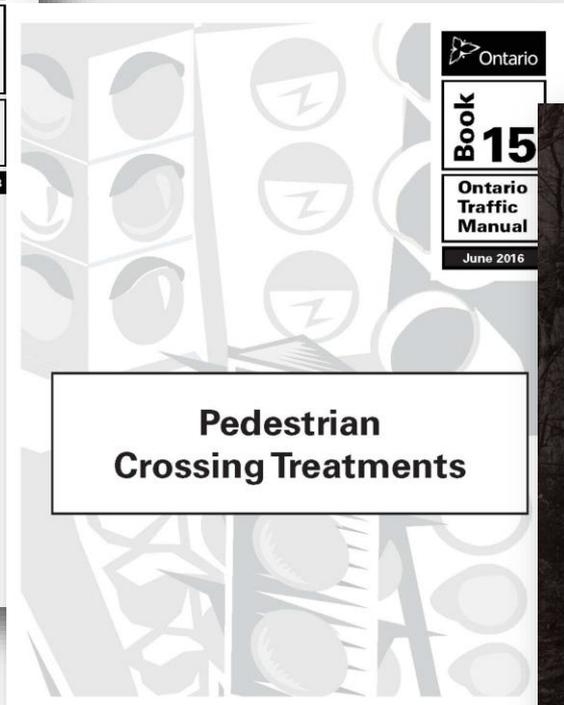
WHAT WILL THE PLAN INCLUDE?

ACTIVE TRANSPORTATION

- Pedestrian and cycling policies and guidelines
- Network of active transportation facilities that optimizes existing infrastructure
- Cost-effective implementation framework
- Standards for infrastructure design, end-of-trip facilities and maintenance
- Financing, risk management and liability
- Updated GIS map



KEY REFERENCE DOCUMENTS



WHAT WILL THE PLAN NOT INCLUDE?

- Minor projects, detailed operational issues or items not affecting long-term direction, e.g.:
 - Road reconstruction works
 - Traffic control device changes
 - Bus stop locations
- Township does not have responsibility for:



Active Transportation
Facilities and Crossings
on Major Roads



Major Roads
and Traffic
Signals



Transit (DRT and GO)
and School Bus
Transportation



WORK PLAN AND SCHEDULE

2

Phase 1

Foundation
Building

Existing Conditions
Vision, Goals and
Objectives

May to August 2019

Phase 2

Plan
Formulation

Technical Analysis
Network Development
Policy Formulation

August to October 2019

Phase 3

Strategy
Confirmation

Plan Preparation
Stakeholder Feedback
Council Approval

October to December 2019

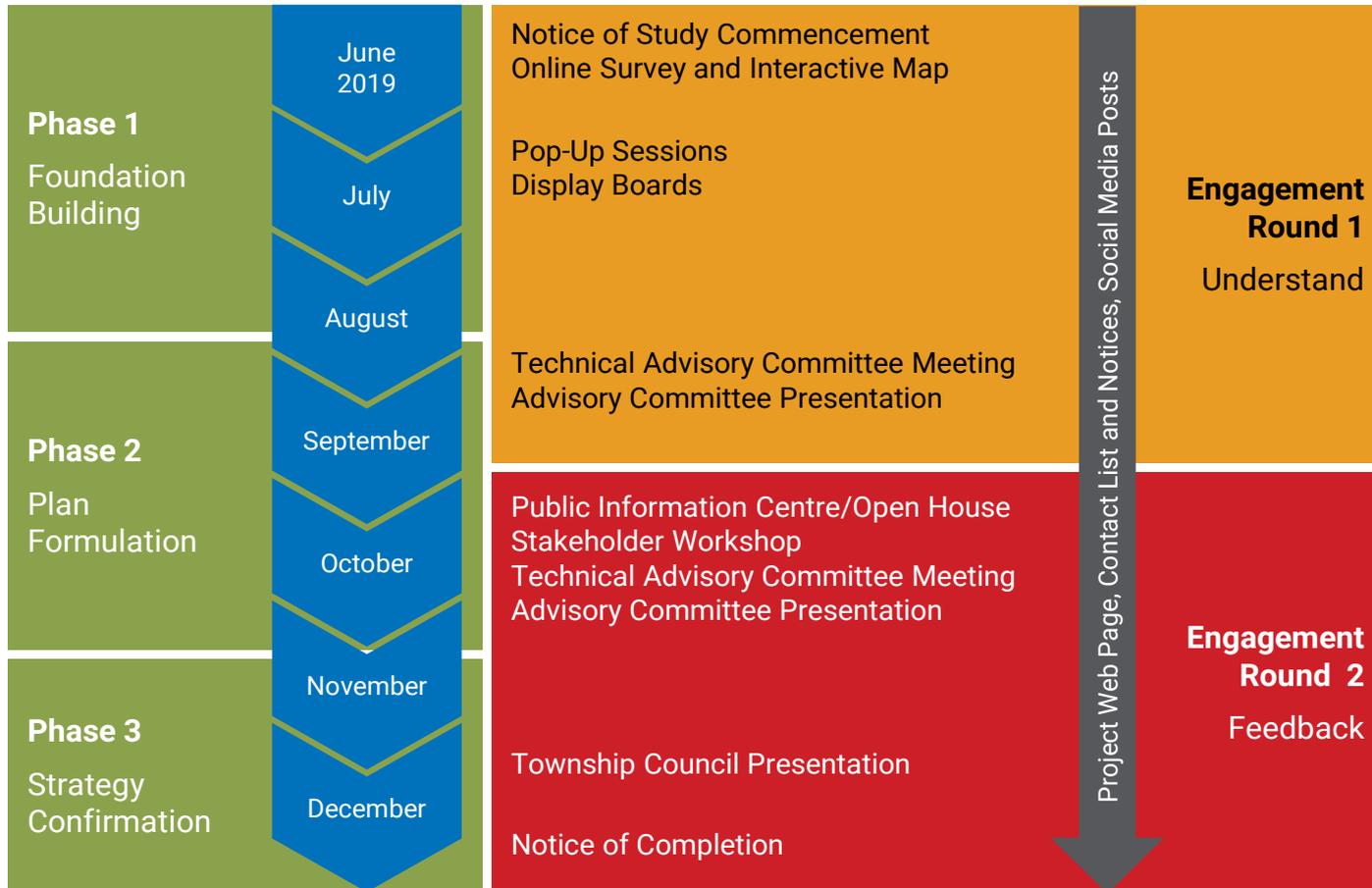


ENGAGEMENT EVENTS

Activity	Round 1	Round 2
Project Web Page and Social Media	←————→	
Contact List and Notices	←●————●→	
Online Survey and Interactive Map	●	
Display Boards	●	
Pop-Up Sessions	●	
Technical Advisory Committee Meeting	●	●
Advisory Committee Meeting	●	●
Public Information Centre/Stakeholder Workshop		●
Council Presentation		●



PROGRAM STRUCTURE



WHAT WE'VE HEARD SO FAR

POP-UP SESSIONS (130 PEOPLE)

Roads need resurfacing

Gaps in sidewalk network in areas with higher pedestrian volumes

More pedestrian and cyclist amenities

Events on main streets cause congestion and noise

Maintenance of shoreline pathway

Impacts of GO bus service reductions

More bike racks in downtown Port Perry

More crossing opportunities on Simcoe Street

Cyclist and pedestrian connection between Port Perry and Scugog Island



COMMITTEE EXPECTATIONS

4

- Offer feedback at various stages of study
- Provide direction and advice on project:
 - Key issues and opportunities
 - Recommended strategies
 - Network design



ROUNDTABLE DISCUSSION

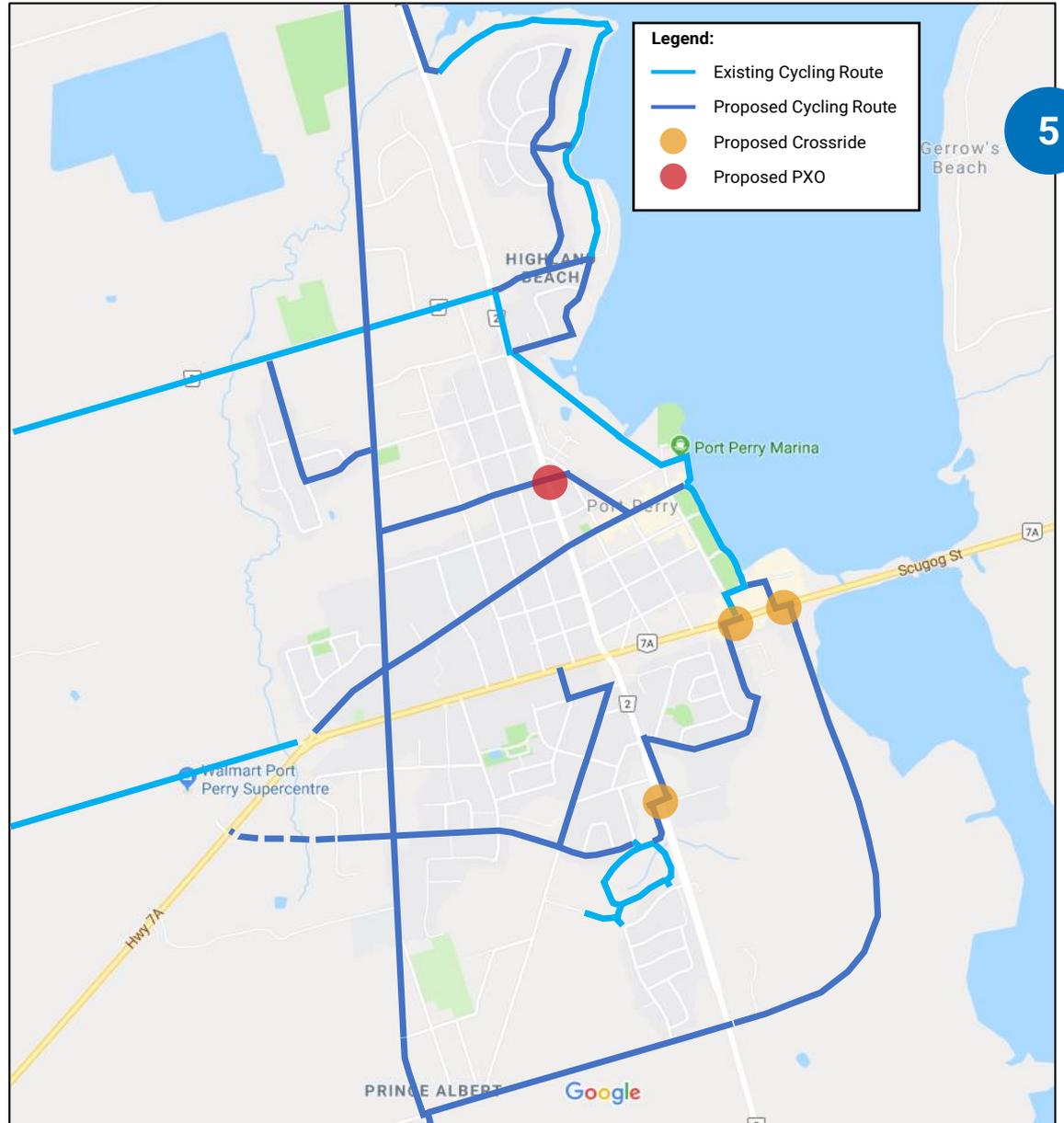
5

Thinking about active transportation in Scugog ...

1. What is working well now?
 - Greatest assets, capabilities and accomplishments?
2. What could be improved/what opportunities exist?
 - Better connections? More bike parking? Better education?
3. What role could you/your organization play to help move things forward?



PROPOSED CYCLING NETWORK PORT PERRY

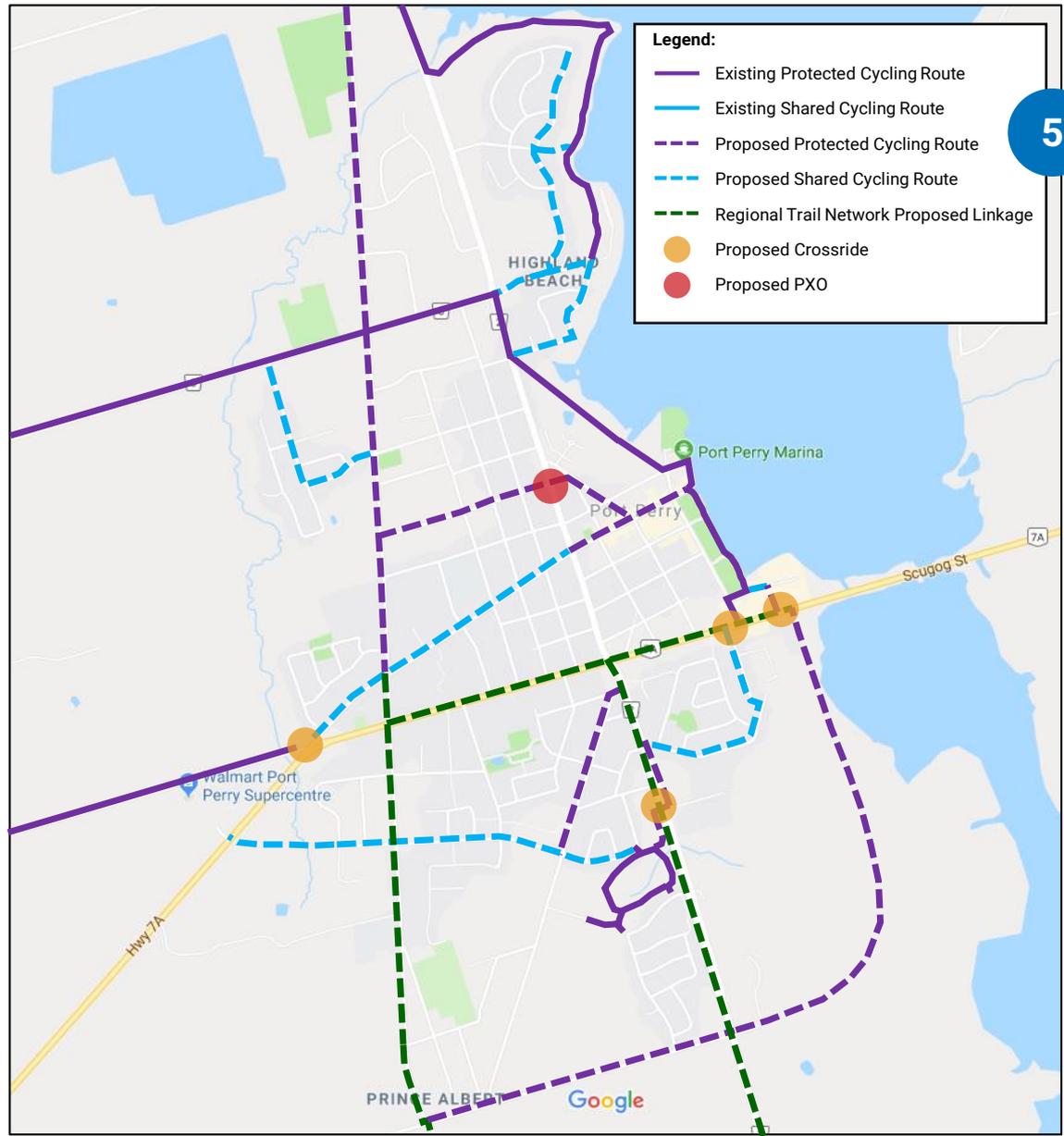


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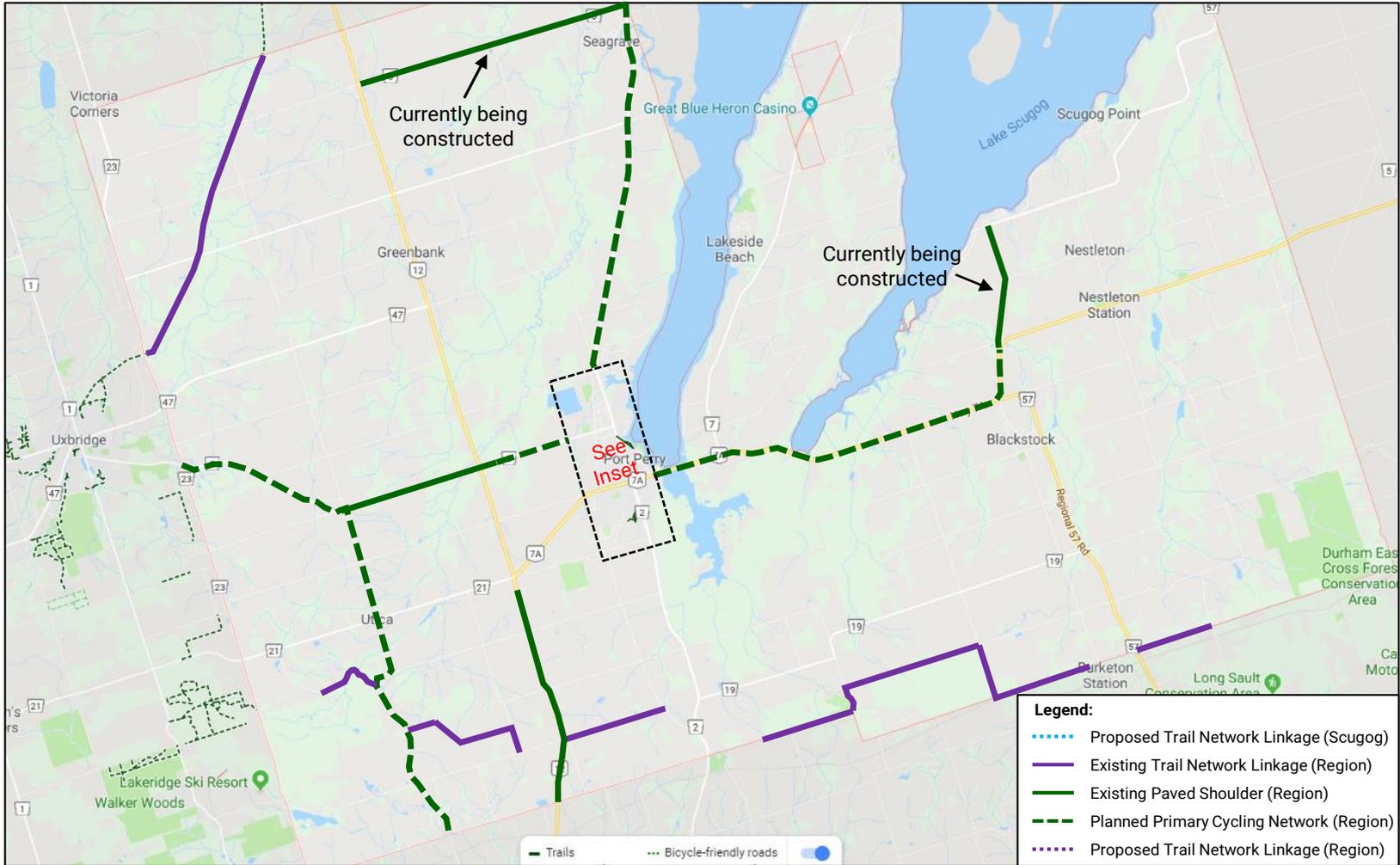


PROPOSED CYCLING NETWORK FACILITY TYPES

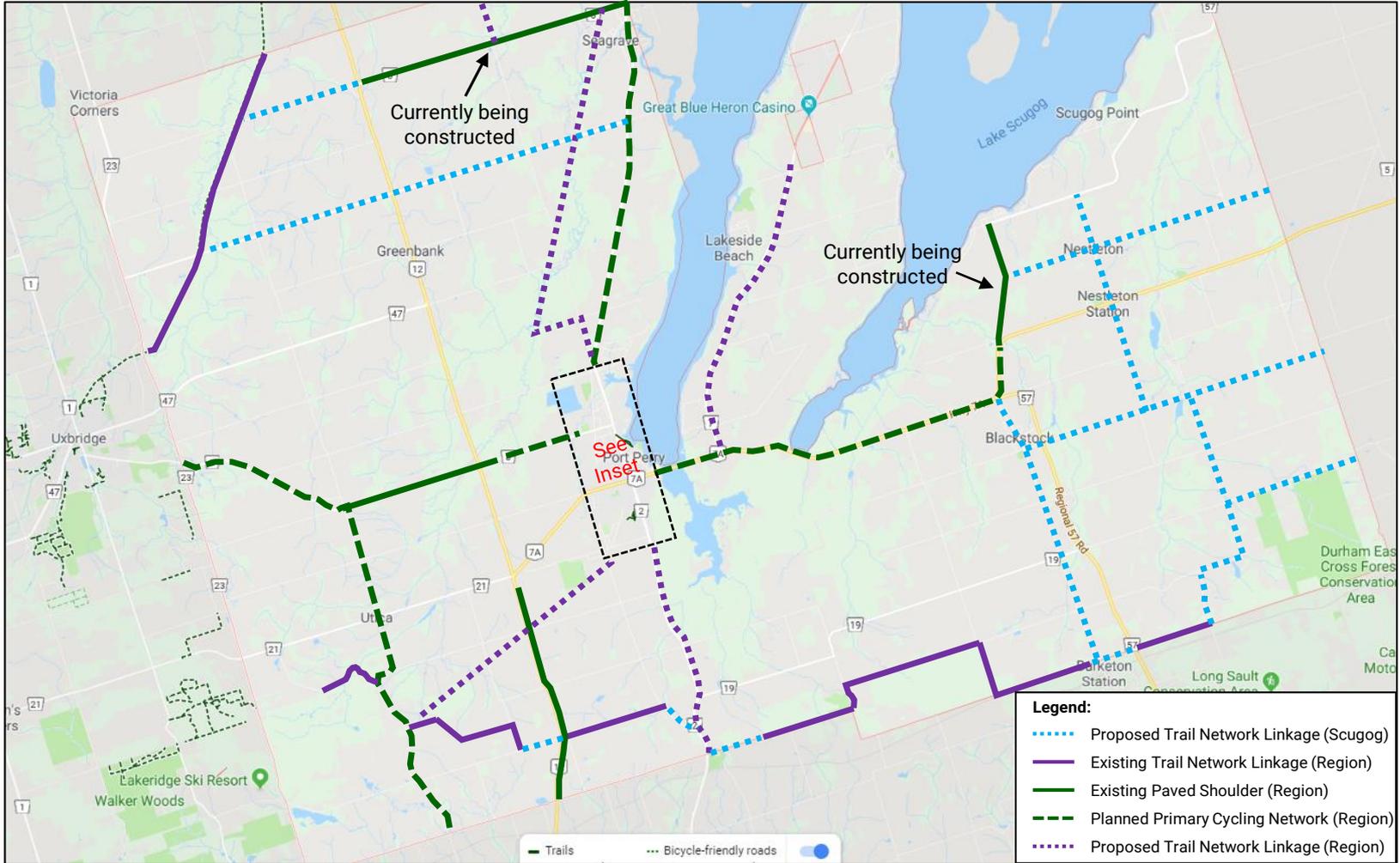
PORT PERRY



EXISTING AND PLANNED CYCLE NETWORK



PROPOSED CYCLE NETWORK



ROUNDTABLE DISCUSSION: NETWORK PLANNING

5

1. Does the network connect and provide direct and convenient access to destinations?
 - Port Perry?
 - Entire Township?
2. Are there any gaps or network continuity concerns?
 - Missing sections?
 - Areas where cyclists are not protected?



ROUNDTABLE DISCUSSION: NETWORK PLANNING

5

3. Does the network accommodate travel for all users, regardless of age and ability?
4. What are the preferred facility types?
 - Bike lanes, multi-use trails, large sidewalks?
5. What user amenities are recommended?



AVAILABLE DATA

- Do you/your organization have or are aware of any data relevant to the study?
 - GIS data
 - Previous reports
 - Cycling/pedestrian count/use
 - Anything else?



DATA



KNOWLEDGE



ACTION



NEW BUSINESS/NEXT STEPS

WHAT'S
NEXT?



- Compile and summarize engagement findings
- Finalize Phase 1 deliverables
- Complete Phase 2 technical analysis, network development and policy formulation
- Conduct Phase 2 community engagement



CLOSE

- Thank you for attending!
- Further comments can be sent to:
 - Kevin Arsenault: karsenault@scugog.ca
 - Gene Chartier: gchartier@ptsl.com



Meeting Minutes



Project: (190088) Township of Scugog Active Transportation and Transportation Master Plans

Date and Time: November 13, 2019
9:30am to 12:30am

Location: Township of Scugog Municipal Office
181 Perry Street, Port Perry ON

Attendees: Kevin Arsenault (KA)
Carol Coleman (CC)
Township of Scugog

Angus Ross (AR)
Ian Mcdougall (IM)
Jeff Pett (JP)
Phil Smith (PS)
Marc Gibbons (MG)
Bruce for DRCC (DRCC)
Technical Advisory Committee

Gene Chartier (GC)
Kayla Royce (KR)
Paradigm Transportation Solutions Limited

Purpose: **Technical Advisory Committee (TAC) Meeting #2**

Item	Action
<p>1. Review of Meeting #1 Minutes</p> <p>Participants were asked to provide any comments on the meeting minutes from TAC Meeting #1.</p> <p>It was requested the gap on Simcoe Street, between Coates Road and Old Simcoe Road be acknowledged in the report.</p>	Paradigm
<p>2. Review of Study Goals, Objectives, Work Plan and Schedule</p> <p>Paradigm reviewed the study goals, objectives, work plan and schedule with the committee.</p> <p>No comments or questions were received.</p>	Info
<p>3. Progress since last meeting</p> <p>Paradigm indicated Phase 2 (plan formulation) is almost complete, including most of the technical analysis, network development and policy formulation.</p>	Info

Item	Action
<p>Preparation for Phase 2 engagement is underway, and the report is expected to be ready for Council approval by the end of year (December 2019).</p>	
<p>4. Proposed Recommended Directions</p> <p>Paradigm explained the recommendations of the AT and TMPs include Municipal Class EA requirements, but are focused around the future active transportation networks, the road network strategy and policies and programs to support these networks.</p> <p>Members of the TAC were given the opportunity to ask questions and provide any feedback on the presentation. From the discussion, the following is noted:</p> <ul style="list-style-type: none"> ▶ The analysis of the road network is what is driving the need for the Municipal Class EA Master Plan Process. ▶ Other municipalities or the Region could use the TMP for their purposes, but would likely complete their own supplemental analysis. ▶ Metrolinx’s Regional Transportation Plan suggests a hierarchy of prioritization of road users, with single occupancy vehicles at the bottom. It was requested the policies recommended in the AT and TMPs align with this hierarchy. ▶ The existing cycling infrastructure in the Township is already conducive to cycling tourism. The policies presented in the AT and TMPs further support the development and maintenance of this network. ▶ A goal of the Township should be to achieve Bicycle Friendly Community status. ▶ More effort should be made to tie the AT and TMPs in with Vision Zero. 	<p>Paradigm</p>
<p>5. Preview of Public Information Centre (November 21, 2019)</p> <p>Paradigm presented the boards prepared for the PIC.</p> <p>The following was discussed:</p> <ul style="list-style-type: none"> ▶ Either reword the listed opportunities in a way that explains why they are opportunities or change “opportunities” to “strengths” and list the Township’s strengths. ▶ Reword the vision so it doesn’t sound like enhancing active transportation infrastructure will cause sacrifices in safety, efficiency and sustainability. ▶ In the opportunities, change “Council support” to “community support”. ▶ Several suggestions were made to modify the list of challenges: 	<p>Paradigm</p> <p>Paradigm</p> <p>Paradigm</p>

Item	Action
<ul style="list-style-type: none"> • High volume Provincial and Regional roads are less of a challenge these days as coordination between departments has been maintained – Paradigm to move the challenge lower on the list. • Other challenges to consider include climate change, public health, year-round maintenance, topography, public education on the benefits of cycling. 	Paradigm
<ul style="list-style-type: none"> ▶ Alternative planning strategies – change wording of Alternative 1 from “no increase in road network capacity...” to “no increase in <u>transportation</u> network capacity...”. 	Paradigm
<ul style="list-style-type: none"> ▶ Evaluation strategy – Paradigm should consider how heavy vehicle movement through Port Perry occurs and if there are any measures that can be taken to discourage trucks on local roads. 	Paradigm
<ul style="list-style-type: none"> ▶ Pedestrian network – The existing pedestrian network in Port Perry was shown for comment: <ul style="list-style-type: none"> • Some of the hamlets should also be represented in the network. The Township will provide Paradigm with the sidewalk network in GIS format and Paradigm will provide an additional display board with the hamlet sidewalk networks shown. 	Township Paradigm
<ul style="list-style-type: none"> • Paradigm should include a recommendation in the study for sidewalk replacement projects that the Township consider installing a multi-use path instead of a sidewalk. • Winter maintenance of sidewalks was discussed but it was agreed the Township’s existing procedures are sufficient. 	Paradigm
<ul style="list-style-type: none"> ▶ Scugog cycling network – The existing and proposed cycle network for the Township was shown. Many comments were received, and the map was marked up during the meeting. Paradigm will revise before the PIC. 	
<ul style="list-style-type: none"> ▶ Port Perry cycling network – The existing and proposed network for Port Perry was shown. Several comments were made. Paradigm will revise before the PIC. 	
<p>Paradigm/Township to circulate TAC presentation and cycling maps to members further comment and to revise cycling maps as discussed.</p>	Paradigm TAC
<p>6. Next Steps</p> <ul style="list-style-type: none"> ▶ Complete Phase 2 technical analysis, network development and policy formulation ▶ Conduct Phase 2 engagement. 	Info

Item	Action
<ul style="list-style-type: none">▶ Prepare AT TMP report.▶ Present to Council for approval.	
7. New Business/Next Meeting No additional items.	Info

ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Technical Advisory Committee Meeting #2
November 13, 2019



MEETING AGENDA

1. Review of Meeting #1 Minutes
2. Review of Study Goals, Objectives, Work Plan and Schedule
3. Progress Since Last Meeting
4. Proposed Recommended Directions
5. Preview of Public Information Centre
6. New Business
7. Next Meeting



STUDY GOALS

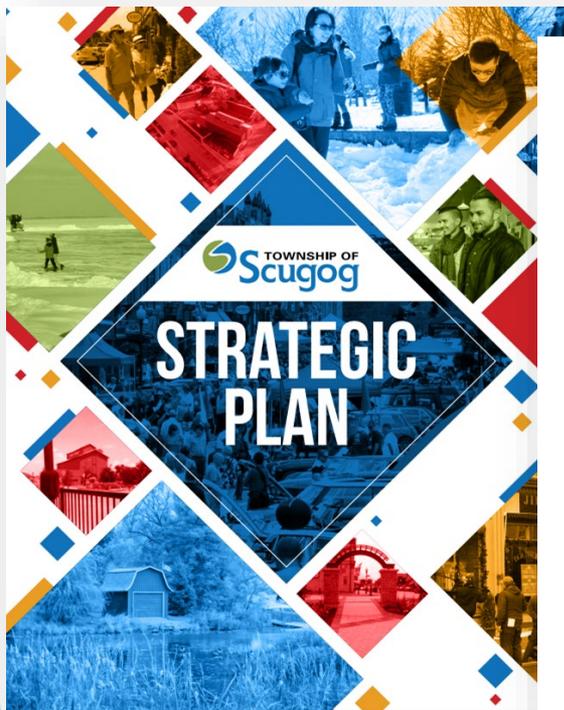
2

- Long-term strategy to strengthen and support Township's transportation network, with focus on active travel
- Facility improvements and supporting policies and programs to meet transportation needs to 2031 (and beyond)
- Master planning process of Municipal Class Environmental Assessment (Approach #1)



STUDY GOALS

- Guiding strategies and plans



PLAN GOALS



- Establish integrated transportation system that safely and efficiently accommodates various modes of transportation
- Encourage use of cycling, walking and public transit as sustainable, energy efficient, affordable and accessible forms of travel



PLAN OBJECTIVES



2

- “Made in Scugog” approach
- Walk, cycle and roll to work, live and play:
 - Within Port Perry and along Lake Scugog shoreline
- All ages and abilities
- Planned growth and development
- Prior investments and initiatives
- Asset management
- Implementation plan



ACTIVE TRANSPORTATION AIMS



2

- Interconnected system of cycling and walking routes to major activity and employment areas and public transit
- Continuous shoreline trail around Lake Scugog
- Expanded system of off-road trails, on-road bikes lanes, signed bike routes and sidewalks
- Safe use of shoulders for bicycle travel
- Improvements to end-of-trip facilities



WHAT WILL THE PLAN INCLUDE?

2

- Vision for transportation
- Existing system performance
- Future demand forecasts
- Actions and policies to address needs and achieve vision, with focus on active modes



WHAT WILL THE PLAN INCLUDE?

ACTIVE TRANSPORTATION

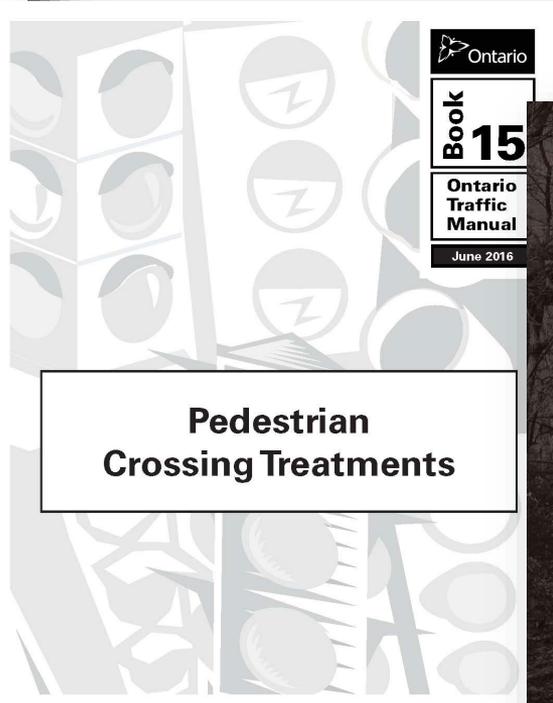
- Pedestrian and cycling policies and guidelines
- Network of active transportation facilities that optimizes existing infrastructure
- Cost-effective implementation framework
- Standards for infrastructure design, end-of-trip facilities and maintenance
- Financing, risk management and liability
- Updated GIS map



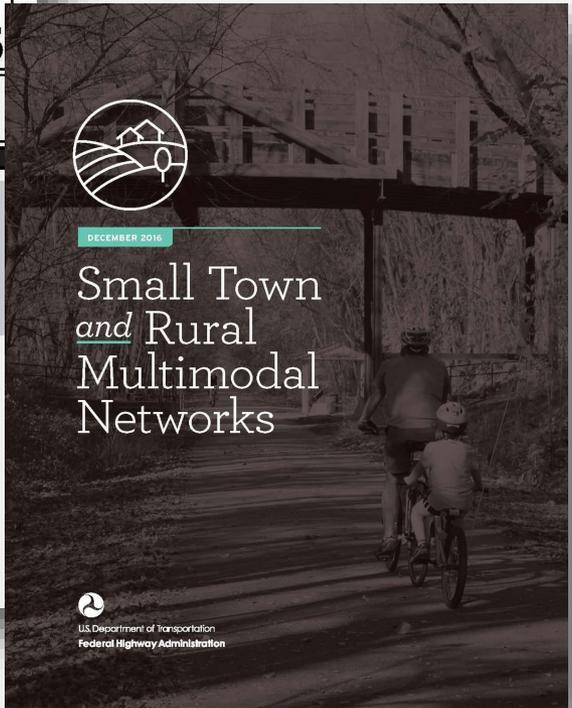
KEY REFERENCE DOCUMENTS



Ontario
Book 18
Ontario
Traffic
Manual
December 2013



Ontario
Book 15
Ontario
Traffic
Manual
June 2016



WHAT WILL THE PLAN NOT INCLUDE?

2

- Minor projects, detailed operational issues or items not affecting long-term direction, e.g.:
 - Road reconstruction works
 - Traffic control device changes
 - Bus stop locations
- Township does not have responsibility for:



Active Transportation
Facilities and Crossings
on Major Roads



Major Roads
and Traffic
Signals



Transit (DRT and GO)
and School Bus
Transportation



WORK PLAN AND SCHEDULE

Phase 1
Foundation Building

Existing Conditions
Vision, Goals and Objectives

May to August 2019

Phase 2
Plan Formulation

Technical Analysis
Network Development
Policy Formulation

August to November 2019

Phase 3
Strategy Confirmation

Plan Preparation
Stakeholder Feedback
Council Approval

November 2019 to
January 2020



ENGAGEMENT EVENTS

Activity	Round 1	Round 2
Project Web Page and Social Media	←————→	
Contact List and Notices	←●————●→	
Online Survey and Interactive Map	●	
Display Boards	●	
Pop-Up Sessions	●	
Technical Advisory Committee Meeting	●	●
Advisory Committee Meeting	●	●
Public Information Centre/Stakeholder Workshop		●
Council Presentation		●



PROGRESS SINCE LAST MEETING

3

- Completed Phase 1 engagement
- Moved forward with technical analysis, network development and policy formulation
- Prepared for Phase 2 engagement



PROPOSED RECOMMENDED DIRECTIONS

4

- Basis for AT and TMPs
- Municipal Class EA requirements
- Organized around:
 - Future Active Transportation Networks
 - Road Network Strategy
 - Policies and Programs (Mobility Options, Traffic Safety, Parking and Investment Prioritization)



PREVIEW OF PUBLIC INFORMATION CENTRE

5

Council Chambers

Thursday, November 21

6 to 8PM



WHAT'S
NEXT?



NEW BUSINESS/NEXT STEPS

- Complete Phase 2 technical analysis, network development and policy formulation
- Conduct Phase 2 engagement
- Prepare AT TMP Report
- Present to Council for approval



CLOSE

- Thank you for attending!
- Further comments can be sent to:
 - Kevin Arsenault: karsenault@scugog.ca
 - Gene Chartier: gchartier@ptsl.com





ATTACHMENT F

POP-UP AND PUBLIC INFORMATION CENTRE MATERIAL



WHAT IS THIS STUDY?

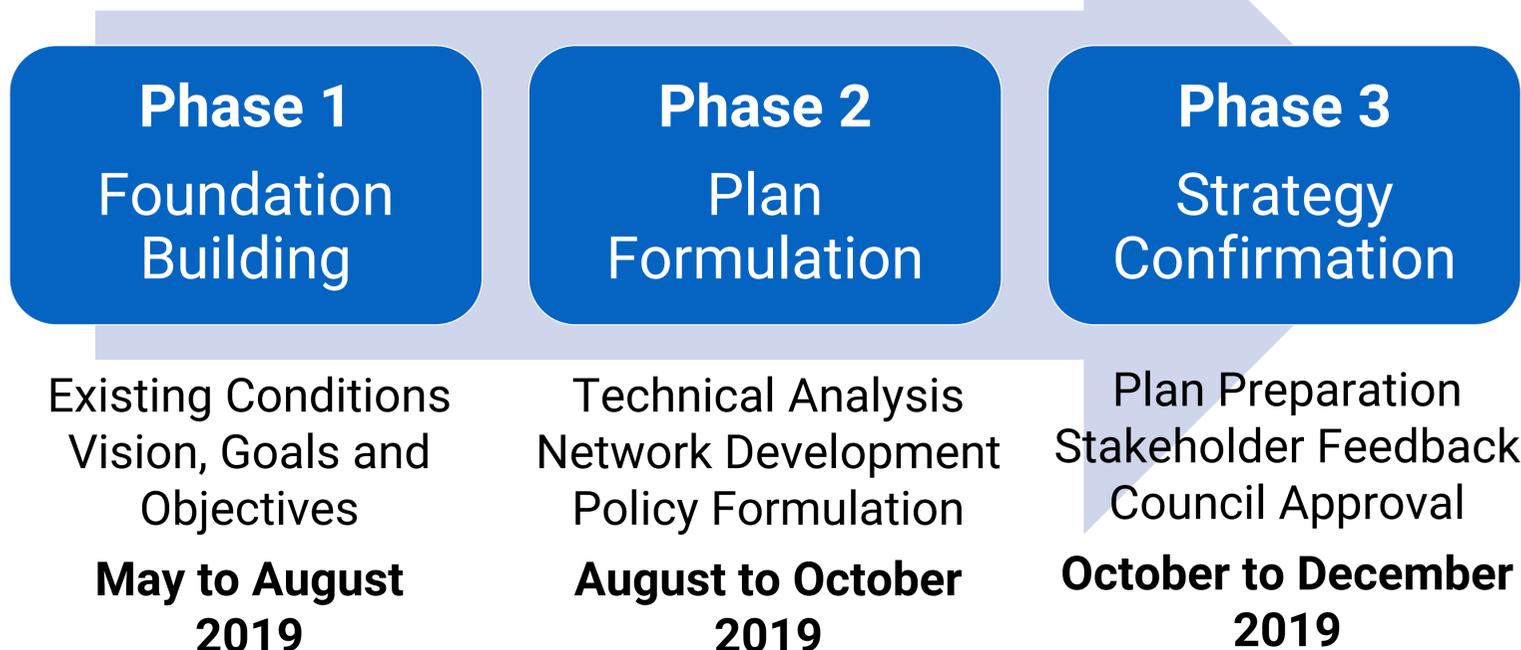
The Township of Scugog is developing a long-term strategy to strengthen and support the transportation network within the municipality, with a focus on fostering the use of more active travel modes such as walking and cycling. The [Active Transportation Plan](#) and [Transportation Master Plan](#) will recommend facility improvements and supporting policies and programs to meet future transportation needs.

The [Active Transportation Plan](#) and [Transportation Master Plan](#) will focus on encouraging greater levels of walking and cycling in Scugog.

HOW IS THE STUDY BEING DONE?

The study is being carried out in three phases.

We are currently in
Phase 2.





HOW CAN YOU GET INVOLVED?

Everyone has a part to play, including residents, businesses, schools, other organizations, and you!



You can share your ideas and comments to shape the final [Active Transportation Plan](#) and [Transportation Master Plan](#) by:

- Visiting our webpage - www.scugog.ca/transportation
- Filling out the online survey
- Providing comments on the interactive map
- Attending upcoming meetings (see website for announcements)

FILL OUT THE ONLINE
SURVEY!



<https://www.surveymonkey.com/r/Q2YYNH6>



WHY DOES IT MATTER?

Do you **BIKE** around Scugog?
What areas do you wish you could get to by **BIKE**?

Do you **DRIVE** around Scugog? What road improvements are needed and where do you experience congestion along your route?



Do you take **TRANSIT** in Scugog?
Do you wish you could take **TRANSIT** more in Scugog?
Where would you like to travel within Scugog by **TRANSIT**?

Do you **WALK** around Scugog?
Where are there gaps in the sidewalk network that you wish to see filled? Where would you walk if connections were provided?

Understanding the answers to these questions can assist the Township with providing appropriate improvements to the transportation network.



TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

PUBLIC INFORMATION CENTRE

Township of Scugog Council Chambers
181 Perry Street, Port Perry
Thursday, November 21, 2019
6:00 pm to 8:00 pm



WELCOME!

THE PURPOSE OF OUR PIC TODAY IS TO:

- Review the work completed on the study (so far)
- Summarize community and stakeholder input received to date
- Present the recommended directions for the Active Transportation and Transportation Master Plans
- Explain the next steps in the process
- Invite and receive your feedback

PLEASE PICK UP A COMMENT SHEET!

We encourage you to use the sheet provided to record any comments on the material presented today.

QUESTIONS?

Feel free to ask any member of our project team in attendance. We are happy to assist!

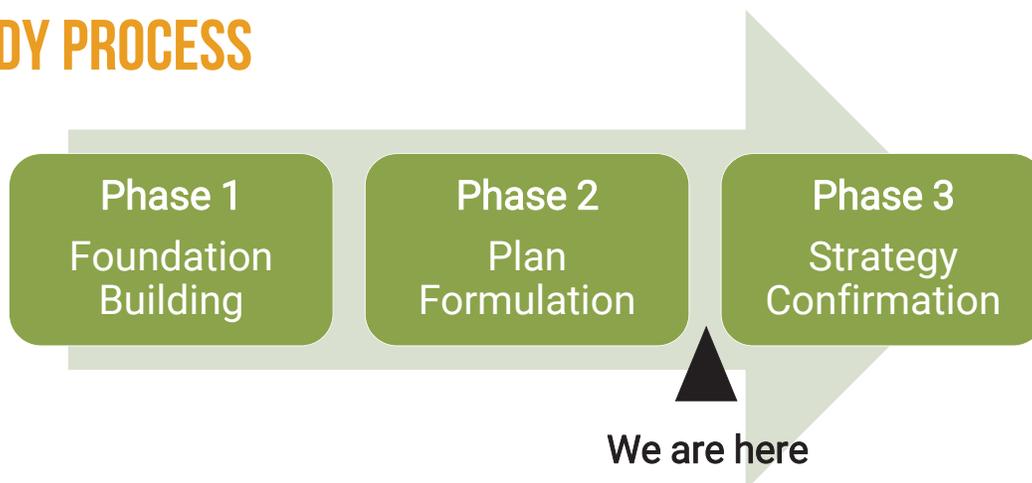


STUDY BACKGROUND

WHAT IS THE TRANSPORTATION MASTER PLAN?

The Township of Scugog is developing a long-term strategy to strengthen and support the transportation network within the municipality, with a focus on fostering the use of more active travel modes such as walking and cycling. The **Active Transportation and Transportation Master Plans (AT and TMP)** will recommend facility improvements and supporting policies and programs to meet future transportation needs.

STUDY PROCESS



MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

The study is following the requirements of the Municipal Class Environmental Assessment and will address the first two phases of this approved planning process.

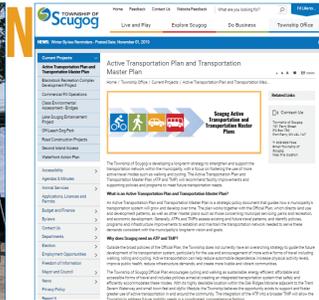


COMMUNITY AND STAKEHOLDER FEEDBACK

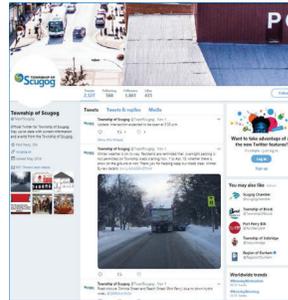
We've received input through a variety of methods. Thank you!



Pop-up Events
and Meetings



Project Website



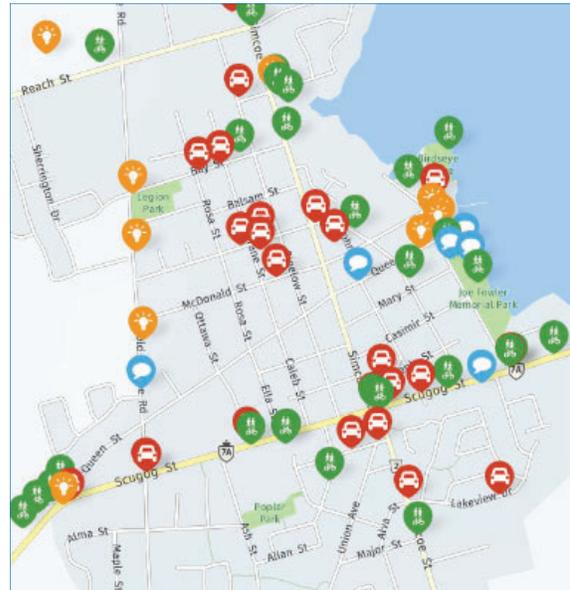
Social Media and
Social Pinpoint



Public Opinion
Surveys

WHAT WE'VE HEARD

- Poor road conditions
- Disappointment with GO Transit service reductions
- Pedestrian and cyclist connection to Scugog Island needed
- More crossings on Simcoe Street
- Gaps in the existing cycling and pedestrian networks
- Pedestrian and cyclist amenities needed (e.g. garbage/recycling bins, bike racks, etc.)
- Traffic signal timings should be revised to better suit current traffic conditions
- Parking is needed near transit stops

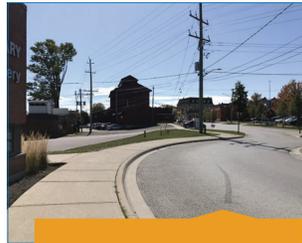




EXISTING TRANSPORTATION NETWORK



On-Road Cycling



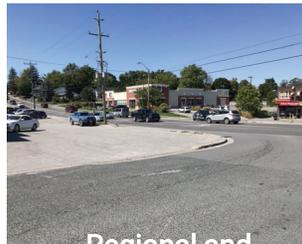
Sidewalks



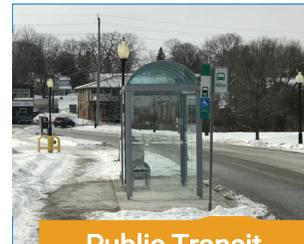
Trails and Paths



Township Roads

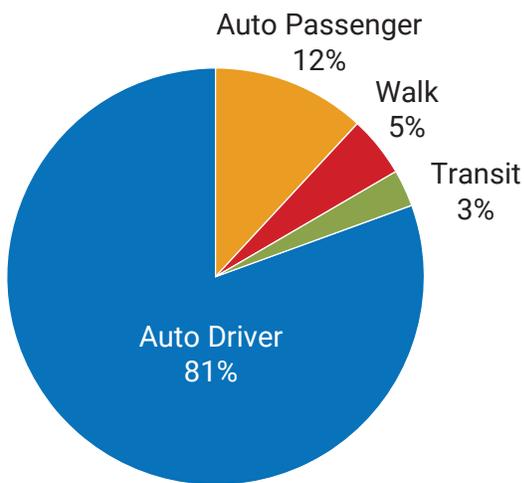


Regional and
Provincial Roads

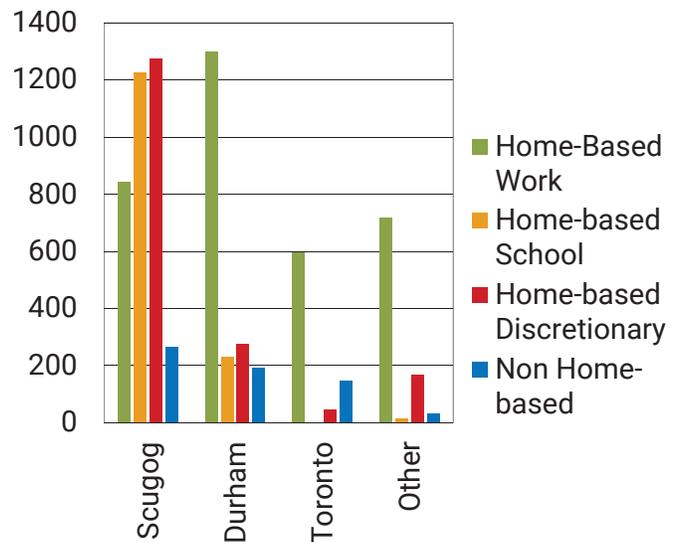


Public Transit
Stops

MORNING TRIPS BY SCUGOG RESIDENTS



Primary Travel Mode



Destination



FUTURE GROWTH



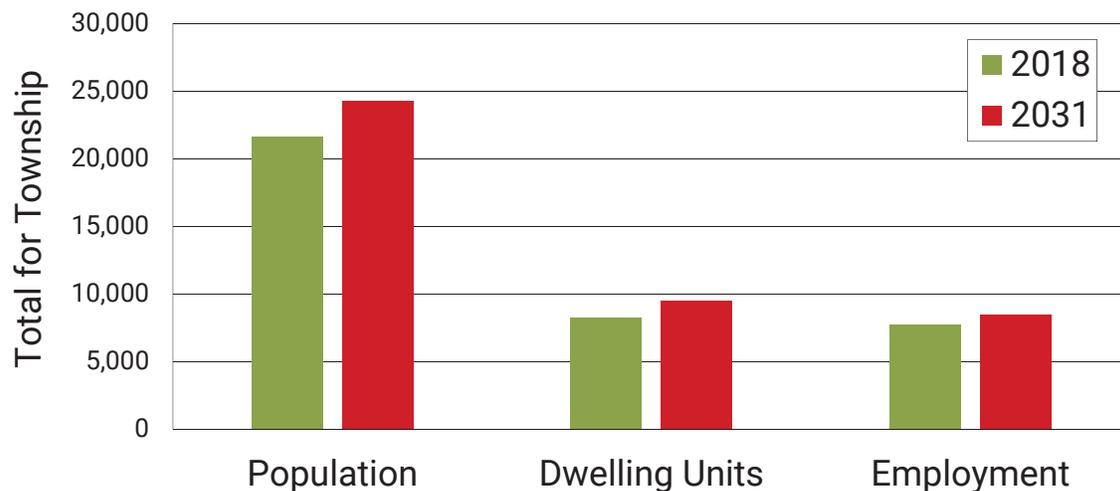


FUTURE GROWTH

POPULATION, HOUSING AND EMPLOYMENT

The Township of Scugog is expected to grow at a rate greater than historical averages. Between 2018 and 2031:

- Population forecast to increase by 12% (2,650 residents)
- Dwelling units forecast to increase by 15% (1,270 dwellings)
- Employment forecast to increase by 10% (740 employees)



TRAVEL DEMAND

By 2031, population growth will add another 965 and 1,215 vehicle trips to the transportation network during the morning and afternoon peak hours, respectively.



OPPORTUNITIES AND CHALLENGES

Opportunities



Waterfront and Downtown Port Perry are key transportation destinations providing vibrant, lively spaces for people to gather and socialize. Active transportation connections to these spaces helps build and retain the small town character.



Connected road network allows for easy movement of vehicles and provides potential for active transportation routes.



Existing trail and sidewalk network provides a good foundation for future connectivity throughout the Township.



Community support for active transportation has led to pedestrian network improvements and helps justify further investment.

Challenges



Need for public education to ensure all road users understand and follow the rules of the road.



Limited funding available to allocate between transportation maintenance, improvements and new infrastructure projects in the Township. Due to prioritization, not all routes or facilities are maintained to the same standard.



Creating a behavioral shift to prioritize active transportation over motorized vehicles for in Town trips to combat climate change and improve public health.



Varying topography in the Township including hills and gravel roads, create obstacles for accessible active transportation.



Provincial and Regional Roads bisect the Township resulting in safety concerns and creating barriers for active transportation users.



TRANSPORTATION VISION

A progressive transportation system that focuses on enhancing mobility in the Township through active transportation, ensuring the safe, efficient and sustainable movement of people and goods to 2031 and beyond.

GOALS

- **Mobility Options:** Offer a variety of efficient, effective, affordable and accessible mobility choices including public transit, cycling and walking.
- **Economic Development & Tourism:** Support the retention, growth and creation of businesses, and attraction of new investment and economic activity.
- **Complete Community:** Enhance quality of life, inclusivity, health, livability and connections throughout the community.
- **Environmentally Sustainable:** Leverage and improve transportation infrastructure and services while protecting and enhancing the natural environment.
- **Financially Sustainable:** Foster financial sustainability through innovative funding and delivery of services.

By creating a plan to guide transportation, the Township will be better positioned to meet the demands from population growth, employment expansion and tourism, while maintaining a level of service appreciated by existing residents.



ALTERNATIVE PLANNING STRATEGIES

DESCRIPTION OF ALTERNATIVES

Alternative	Description	Considerations
Alternative 1: Do Nothing	No increase in transportation network capacity to serve growth to 2031	No new investment in transportation infrastructure and programs
Alternative 2: Road Improvements Only	Road improvements recommended in the Township’s Capital Budget plus increases in road network capacity to serve growth to 2031	Emphasis on (investment in) road-based transportation infrastructure and programs only.
Alternative 3: Road and Active Transportation Improvements	All road improvements identified in Alternative 2 plus investments in the active transportation network to encourage sustainable travel modes	Emphasis on (investment in) road-based and active transportation infrastructure and programs.



ALTERNATIVE PLANNING STRATEGIES

EVALUATION CRITERIA

Criteria	Measures
<p>Transportation</p> 	<ul style="list-style-type: none"> • Efficiency in moving people and goods • Degree of network connectivity and continuity • Range of active transportation options available • Facilitation of goods movement
<p>Natural Environment</p> 	<ul style="list-style-type: none"> • Protection of significant natural environmental features, local streams, aquatic resources, environmentally sensitive areas and air quality
<p>Social Environment</p> 	<ul style="list-style-type: none"> • Safety of all users • Appropriateness for the demographic • Support for a healthier community • Mobility for all users
<p>Policy Environment</p> 	<ul style="list-style-type: none"> • Compatibility with provincial and municipal objectives • Alignment with Township policies
<p>Economic</p> 	<ul style="list-style-type: none"> • Capital and maintenance costs • Impact on travel time • Support for the existing and potential business community



ALTERNATIVE PLANNING STRATEGIES

EVALUATION MATRIX

	Transportation	Natural Environment	Social Environment	Policy Environment	Economic	Overall Rank
Alternative 1 Do Nothing						3
Alternative 2 Road Improvements Only						2
Alternative 3 Road & Active Transportation Improvements						1

Does Not Meet Criterion 1 2 3 4 5 Meets Criterion

RECOMMENDED STRATEGY

The analysis resulted in the selection of Alternative 3: Road and Active Transportation Improvements as the preferred alternative. Implementing both road and active transportation measures enhances mobility options while maintaining safe and efficient travel in the Township.

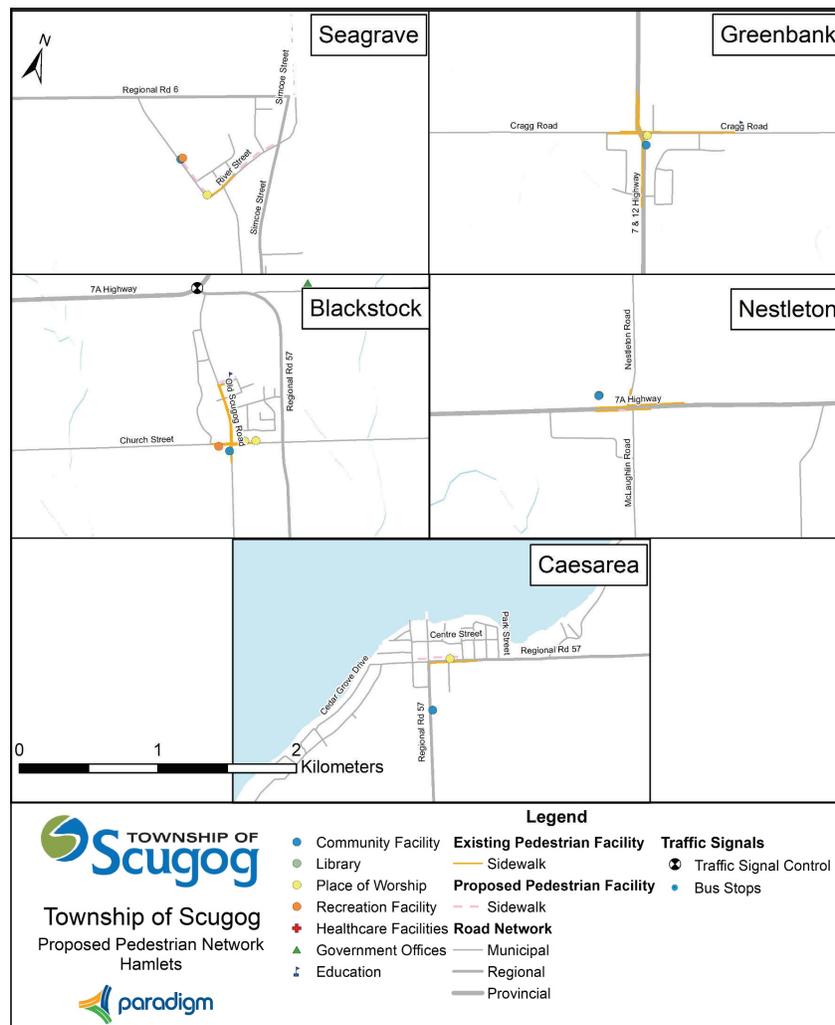


PEDESTRIAN NETWORK DEVELOPMENT

New sidewalks were prioritized based on:

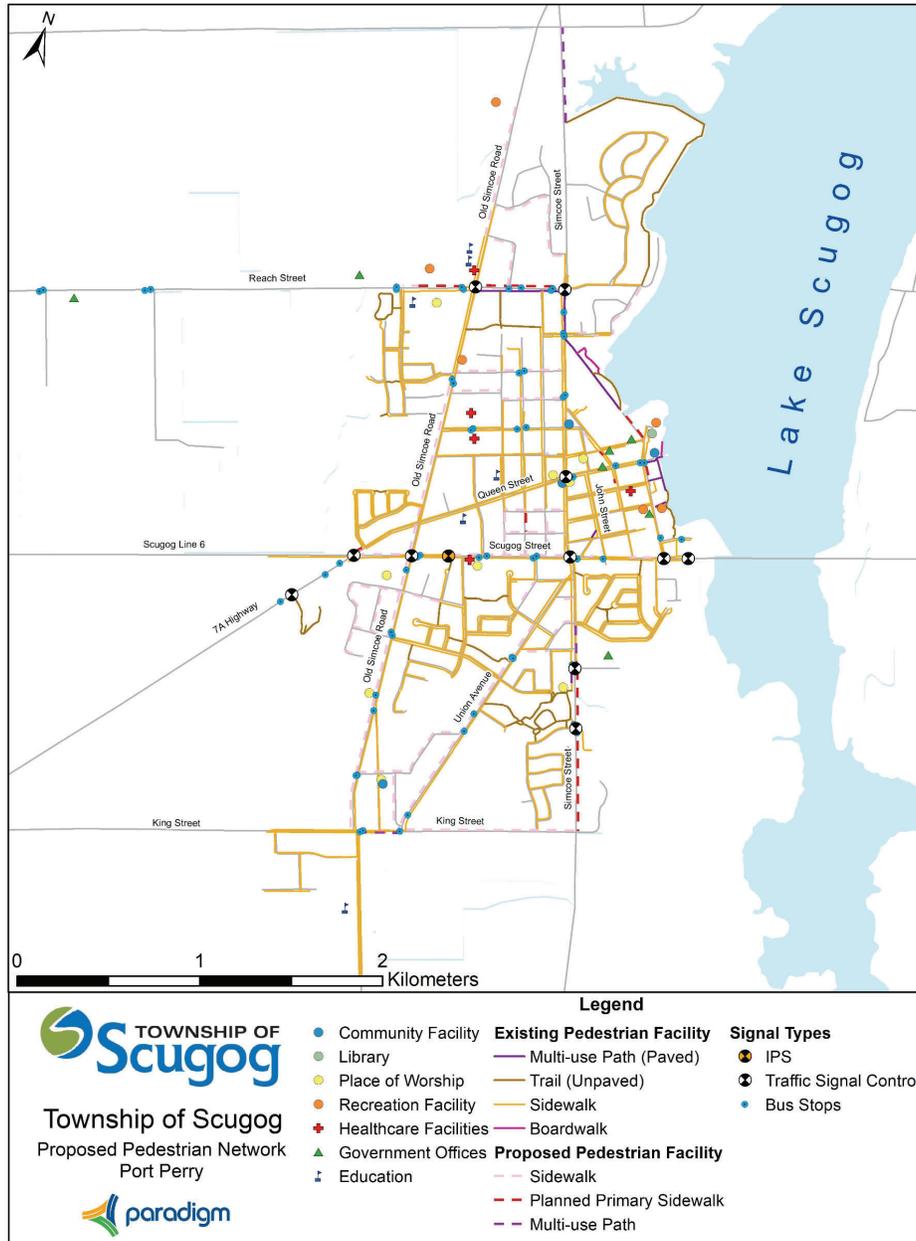
- Proximity to high volume, high speed roadways (arterials and collectors)
- Proximity to schools, parks, churches and commercial development
- Proximity to transit stops

HAMLETS





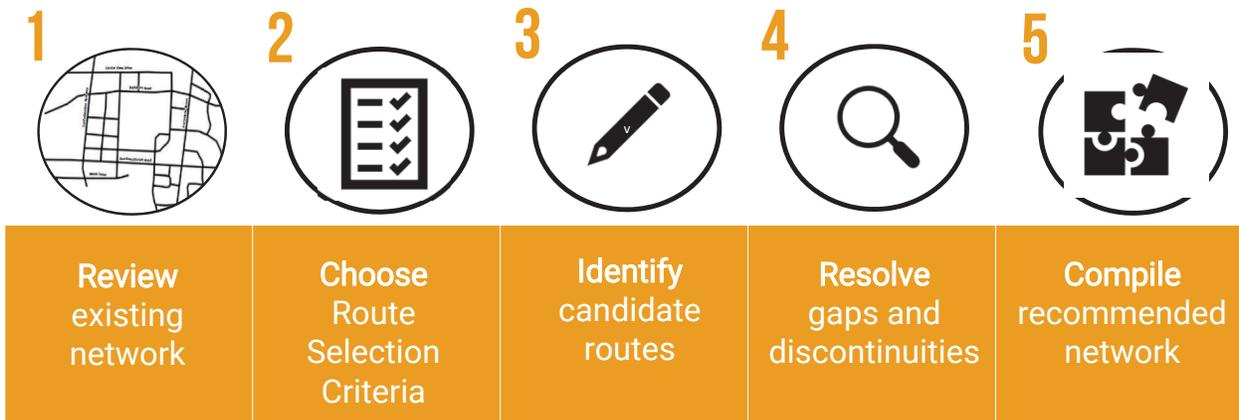
PEDESTRIAN NETWORK DEVELOPMENT PORT PERRY





CYCLE NETWORK DEVELOPMENT

FIVE STEPS



ROUTE SELECTION CRITERIA

- Established through understanding the Township’s Opportunities and Challenges, and generating a Vision
- Used to prioritize cycling routes



Safe and Comfortable

- Provide adequate separation from high speed and/or high-volume traffic
- Avoid roads with on-street parking



Accessibility and Potential Use

- Meets AODA requirements
- Serves wide range of users
- Located near key origins and destinations



Context Sensitive and Cost Effective

- Leverage existing infrastructure
- Consider traffic volumes and expected cyclist volumes
- “Made in Scugog” approach



Connectivity and Directness

- Complete connection
- Connects to other routes
- Shortest routes are preferred



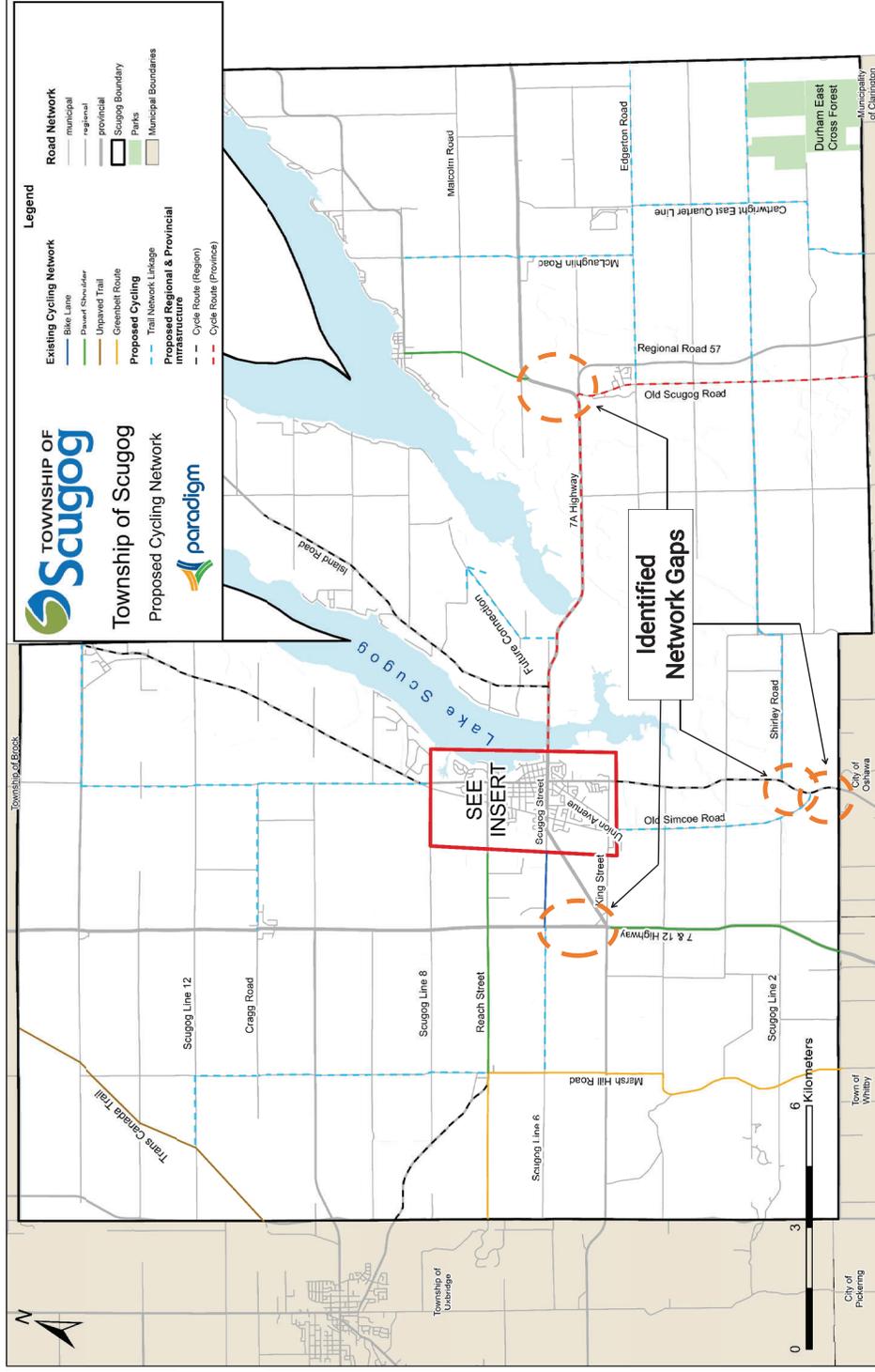
Physical Barriers (highways, topography, bridges, etc.)

- Avoid barriers where possible
- Provide adequate safety and comfort where unavoidable

ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS



CYCLING NETWORK DEVELOPMENT





CYCLING NETWORK DEVELOPMENT





SHARED CYCLING FACILITY EXAMPLES

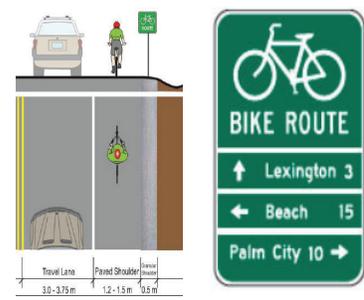
Shared Use Lanes



Design: Denoted with shared use lane markings, bicycle route marker signs and shared use lane signs. Cyclists travel in line with lane markings.

Application: Local urban and suburban roads. Low traffic volumes and speeds.

Paved Shoulders



Design: Denoted with solid white line and bicycle route marker signs. Cyclists travel on paved shoulder and yield to stopped vehicles.

Application: Rural highways, arterials and collectors. Low traffic volumes and speeds.

Bicycle Priority Streets



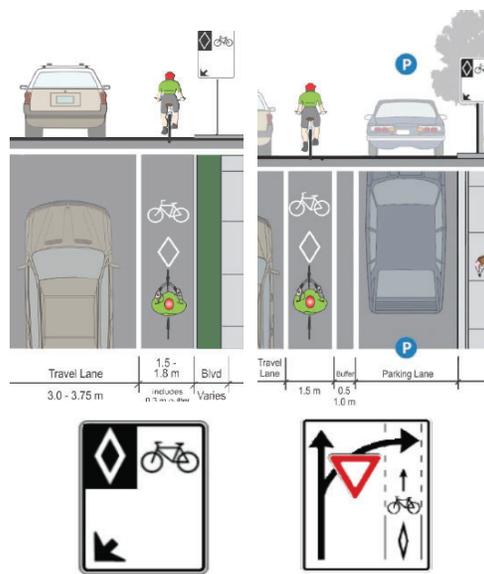
Design: Traffic calmed route. Denoted with shared use lane markings and share the road signs. Cyclists travel in line with lane markings.

Application: Local roads near schools or recreational destinations/community services. Low traffic volumes and speeds.



SEPARATED CYCLING FACILITY EXAMPLES

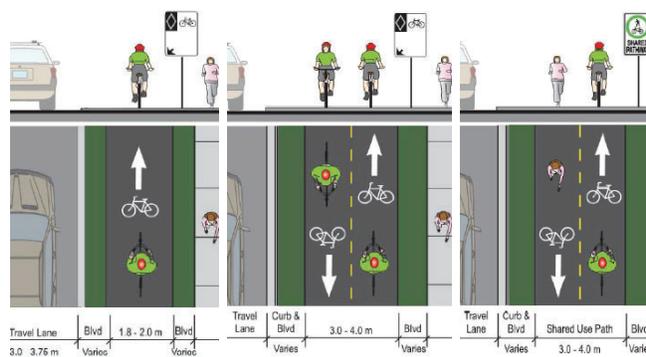
Reserved Bike Lanes



Design: Denoted with solid white line and reserved bike lane signs. Option to include added buffer between bike lane and parked and/or moving vehicles. Cyclists travel in bike lane.

Application: Urban arterial and collector roads. Higher traffic volumes and speeds.

Trails



Design: Physically separated from vehicles. Trail may or may not be for exclusive cyclist use. Wayfinding signage provided along route.

Application: Near tourist destinations, parallel to high volumes, high speed roads, direct commuter route in corridors not served by on-road bike facilities.



ACTIVE TRANSPORTATION

RECOMMENDATIONS

Share the Road Coalition provides the Bicycle Friendly Community (BFC) Award to communities that actively support bicycling. Communities are judged on the 5 E's. Here's how Scugog can work toward becoming a BFC:

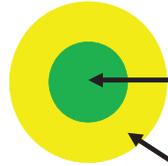
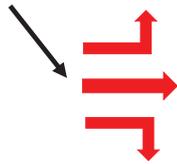
Engineering	<ul style="list-style-type: none"> • Implement recommended cycling network • Expand availability of bike parking • Consider cycling infrastructure on all road reconstruction and new road construction projects
Education	<ul style="list-style-type: none"> • Initiate Active and Safe Routes to School program • Expand education programs and campaigns in partnership with local groups and organizations
Encouragement	<ul style="list-style-type: none"> • Develop an up-to-date bicycling map • Organize group rides for all ages and abilities • Create active transportation page on Township's website • Investigate small scale bike share system for Port Perry • Form Active Transportation Committee • Promote new and existing bike infrastructure to encourage tourism
Enforcement	<ul style="list-style-type: none"> • Encourage local police to introduce Road Watch Program • Consider targeted enforcement/educational campaigns
Evaluation	<ul style="list-style-type: none"> • Prepare "State of Cycling" Reports • Install permanent bike counters at key locations • Designate a bicycle program manager



INTERSECTION OPERATIONS

HOW TO READ THE MAPS:

Movements with Longer
Delays (LOS E or F)



Estimated Existing Delay
(see table below)

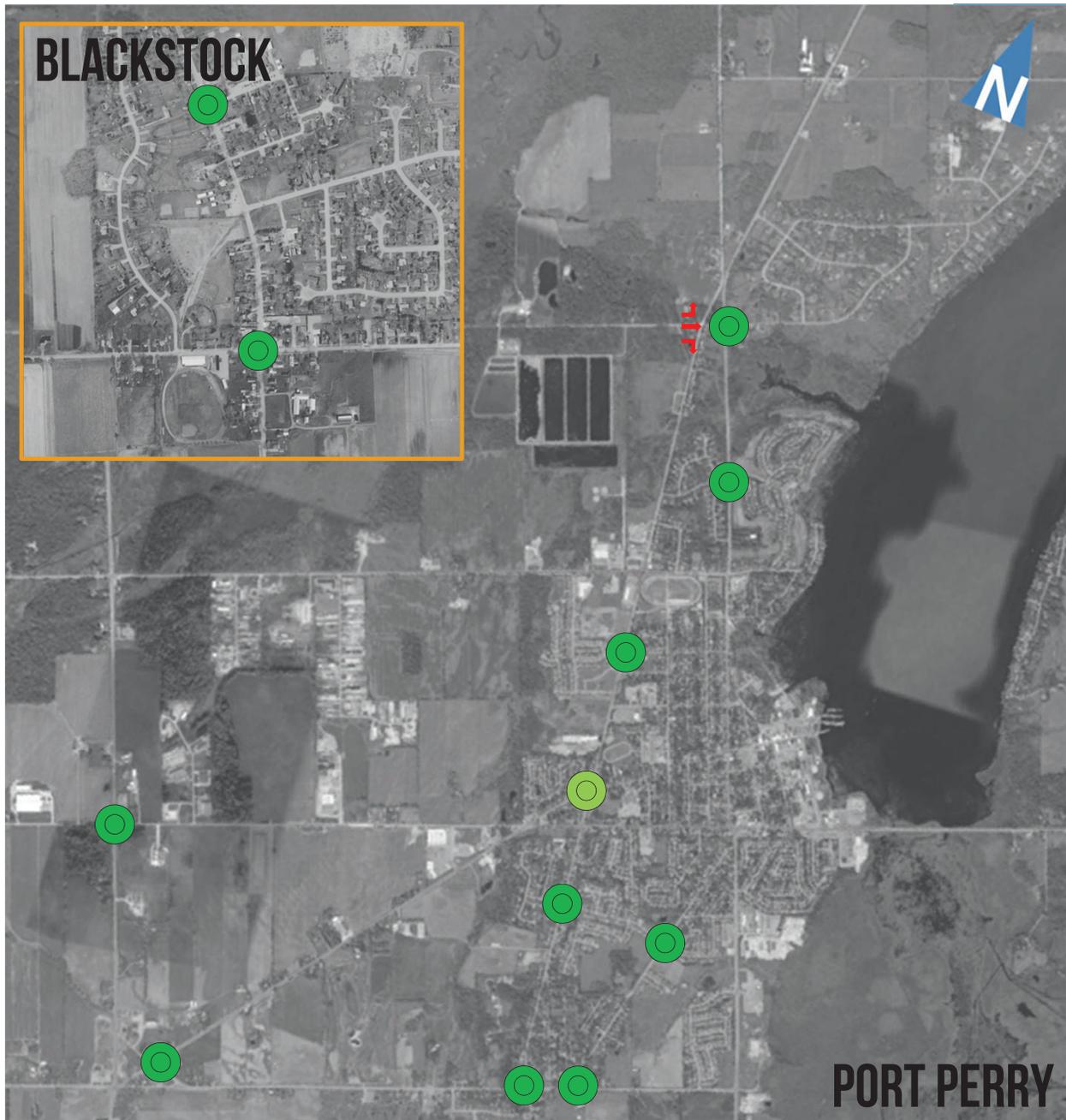
Projected Future Delay
(see table below)

DELAY AND LEVEL OF SERVICE:

Level of Service	Delay (seconds/vehicle)
	Unsignalized Intersections
A	0 – 10
B	11 – 15
C	16 – 25
D	26 – 35
E	36 – 50
F	> 50



INTERSECTION OPERATIONS





COMPLETE STREETS

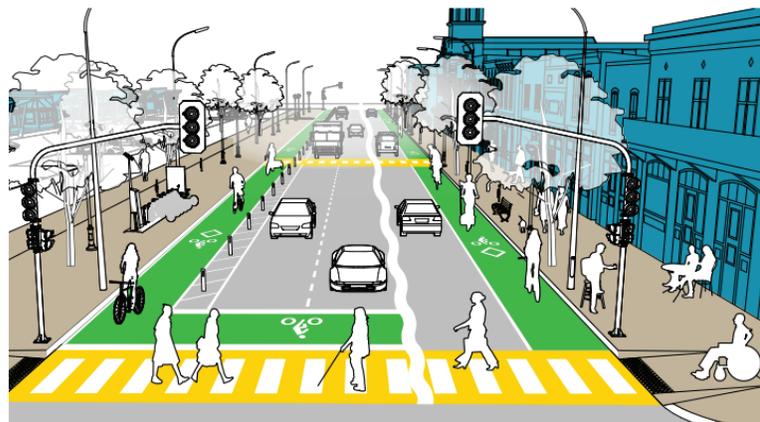
DESCRIPTION

“Complete Streets” are public streets that are planned, designed, constructed and maintained considering the need to comfortably and accessibly accommodate people of all ages and abilities, including people walking, cycling, taking public transit and driving. The goal is to:

- 1) Establish a **connected** street network
- 2) Design streets as **safe and accessible** infrastructure
- 3) Design streets to be **contextual** to their surroundings and function
- 4) Design streets as **balanced** movement corridors
- 5) Design streets as great **people places**
- 6) Design streets with a **sustainable** mindset

RECOMMENDATIONS

Apply Complete Street principles when considering the planning, design and construction of all streets within the municipality.





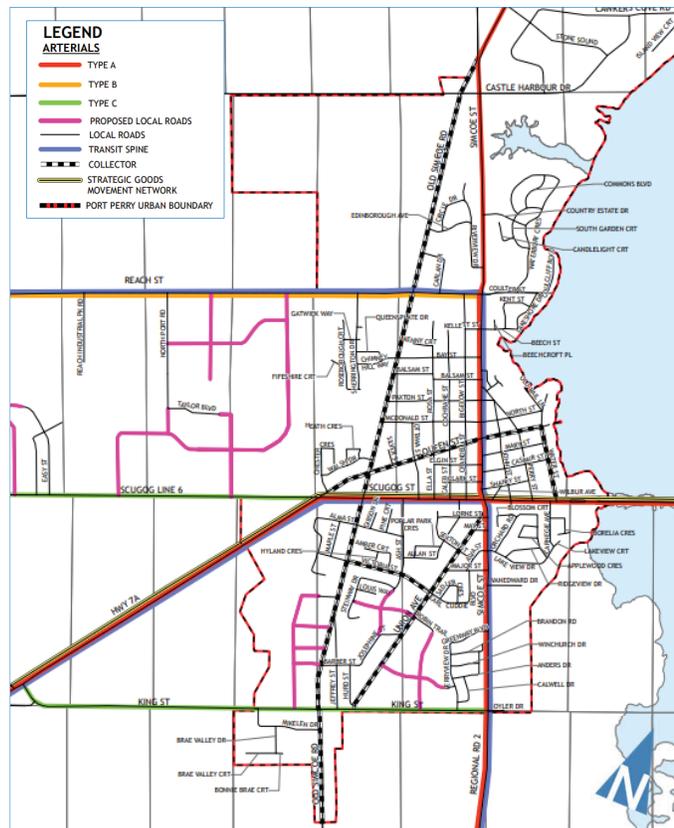
ROAD NETWORK

The Township Official Plan road classifications were reviewed to identify potential designation changes. The review followed guidance provided in the Township of Scugog Official Plan, TAC *Geometric Design Guide for Canadian Roads*, and Durham Region *Arterial Corridor Guidelines*.

RECOMMENDATIONS

Redesignate Old Simcoe Road from Simcoe Street to Scugog Line 8 to a Type C Arterial as the road:

- Provides a continuous connection through Port Perry
- Connects to major arterial roads
- Borders planned future development
- Offers an alternative to Simcoe Street
- Carries moderate traffic volumes
- Presents the opportunity for an active transportation corridor





ROAD IMPROVEMENTS

RECOMMENDATIONS

Improve roads and intersections required to serve future growth, as identified in the 2019 Township of Scugog Development Charges Background Study. Rehabilitation and reconstruction projects are captured in the Township’s Annual Budget and Forecasts and not in this plan.

Roads

Road	From	To	Description
Second Island Access	Highway 7A	Head Road	New road
Second Island Access	MaBrown’s Road	Pine Point Road	New road

Intersections

Intersection	Description
Old Simcoe Road and Chimney Hill Way/Bay Street	Northbound and southbound left-turn lanes
Old Simcoe Road and King Street	Roundabout
Old Simcoe Road and Queen Street	Lane configuration improvements



SMART MOBILITY



Rideshare or
Ride-Hailing



Microtransit



EcoMobility
Hubs



E-Scooters and
Bike Share

RECOMMENDATIONS

- Enhance data collection, monitoring and public datasets to allow third parties to determine smart mobility feasibility
- Encourage the use of rideshare and carshare options for travel within and outside the Township (e.g. poparide, Turo)
- Explore subsidized ride-hailing or microtransit
- Investigate the potential for EcoMobility Hubs that offer several mobility options in one central location (car-share, bike share, ride-share, etc.)
- Consider implementing a bike share pilot program in Port Perry



TRAFFIC SAFETY

RECOMMENDATIONS

Establish policy, procedure and guidelines for responding to traffic safety concerns (e.g. stop signs, speed limit reduction or crossing guard requests). Measures include:

- **Physical Traffic Calming** – Identify acceptable measures and prescribe when, how and where each can be used
- **Community Safety Zones** – Address areas with heightened focus on safety, such as around schools, parks, playgrounds
- **Pedestrian Crossings** – Define selection criteria for each crossing type, guiding identification and prioritization of locations
- **Speed Limits** – Outline when and how to review speed limits, along with appropriate speeds by roadway type
- **Intersection Traffic Control** – Provide criteria and warrants for installation of all-way stops and traffic signals based on provincial and regional guidelines

PROCESS





MUNICIPAL PARKING

RECOMMENDATIONS

- Establish standard procedure and guidelines for assessing curbside use regulation changes (parking, standing, stopping)
- Develop parking strategies for downtown Port Perry
- Revise on-street parking regulations to make better use of existing supply, particularly at peak times
- Use targeted enforcement to achieve compliance with regulations
- Supplement existing wayfinding and public information
- Prepare strategy to manage peak demand during special events
- Identify potential locations for additional off-street parking



Do we need more off-street parking? Where should it go?

Where should on-street parking and other curbside uses be allowed (and not allowed?)

How can we make better use of existing parking?





INVESTMENT PRIORITIZATION

RECOMMENDATIONS

Establish policies for prioritization of improvements to sidewalks and gravel roads based on the following criteria:

Installation of New Sidewalks

- Existing Condition
- AODA Requirements
- Land Use/Connectivity
- Road Characteristics
- Public Support
- Constructability

Upgrading of Gravel Roads to Hard Surface

- Road Platform Width
- Road Structure
- Drainage
- Maintenance Costs
- Life Cycle Cost
- Traffic Volumes
- Safety/Geometry
- Network Connectivity
- Road Condition
- Roadside Environment



NEXT STEPS

AFTER THIS MEETING, WE WILL:

- Summarize and process input received
- Evaluate and select preferred alternative
- Prepare final draft report for Town Council this fall

PLEASE PROVIDE US YOUR FEEDBACK!

If you have any questions or comments, please contact:

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Capital Project Technologist
Township of Scugog
181 Perry Street, PO Box 780
Port Perry, ON L9L 1A7
T. 905-985-7346 x138
E. KArsenault@scugog.ca

STAY TUNED ...

Visit us online at www.scugog.ca/transportation to learn more about the study!

THANK YOU FOR ATTENDING!
PLEASE RETURN YOUR COMMENT SHEETS



ATTACHMENT G

COMMENTS ON DRAFT AND PROPOSED AT AND TMP

TABLE 1 – TECHNICAL ADVISORY COMMITTEE, DURHAM REGION, AND TOWNSHIP STAFF COMMENTS ON DRAFT TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Comment	Response	Action
Technical Advisory Committee		
<p>More specificity on recommendations for phasing the proposed improvements. Including grouping of short term projects and identifying "must" improvements from "nice to haves".</p>	<p>Please refer to Table 7.4 through 7.6 of the plan for recommended phasing.</p>	<p>No change.</p>
<p>Elaboration on rural, hamlet, and Island active transportation. This report is very Port Perry-centric. Although the bulk of the work is required in Port Perry due to population density, the report does not address the challenges of the rural areas, hamlets, or the Island</p>	<p>The Active Transportation and Transportation Master Plans (AT and TMP) outlines the immediate and longer-term strategies to improve the attractiveness and safety of walking and cycling in Scugog, with a focus on the Port Perry Urban Area. The plans also define actions to strengthen and support the other elements of the transportation system serving the municipality, particularly the Township’s road network.</p>	<p>Added text to 1.2 Purpose to explain report addresses entire Township with greater focus on Port Perry. Also reference the Executive Summary.</p>
<p>The network development and understanding of where people move on Scugog Island requires a more thorough look. The proposed route is curious as it incorporates the major Regional Road to move people north south but there is no thought as to East West movement on narrow (no shoulder), high speed rural roads. The bulk of the island population lives on the shores and must transit these East West connections that are not identified in the ATP. There is a lack of active transportation routing on the most populated roads. Finally Map 9 identifies "future connection" in an inaccurate position. This connection is also assuming that the second access moves forward by 2031 with no alternative if it does not.</p>	<p>Please reference Subsection 4.3.2 of the plan.</p>	<p>No change. Text already provided in Subsection 4.3.3 noting all roads deemed shared facilities for cycling.</p> <p>Revised Maps ES-3 and 9 to update Second Island Access routing.</p>

TABLE 1 – TECHNICAL ADVISORY COMMITTEE, DURHAM REGION, AND TOWNSHIP STAFF COMMENTS ON DRAFT TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Comment	Response	Action
The vision statement states that the ATP is to be a progressive plan. If it is meant to be progressive, those progressive features need to be highlighted.	Noted.	Removed word “progressive”.
It appears that most gaps in the system have been resolved or commented on by other members. I would like to emphasize the gap that exists between Old Simcoe Rd and Shirley Rd on Simcoe St. This a popular routing by all levels of cyclist who must transition from a safe riding area to a high sharing a lane on a high-speed road for 750m before they are able to find the safety of a friendly road again. The knowledge of this gap is enough to keep some away but those that are not as familiar find themselves in an unsafe situation. Neither are acceptable options.	The Region of Durham Cycling Plan Update does not recommend implementing routes on Simcoe Street or Shirley Road.	No change.
Not sure how the Oakridge Moraine Trail fits in? The Region has a few “regionally significant trails”. That being the Waterfront trail (Lake Ontario). The Transcanada trail (which we are lucky to have transect Scugog). The Oakridge moraine trail our whole southern border and then some how our own “Waterfront Trial” in Scugog.	Noted.	No change.
The Regional Trails Committee was created with the vision of linking Lake to Lake to Lake. In Scugog there has always been a dashed connection to the south towards Oshawa or the ORMT and to the North West towards the Trans Canada. They are not exactly AT [routes] but like the Trans Canada and waterfront trails in the south.....they are not not AT either....	The Primary Cycling Network creates these connections.	No change.

TABLE 1 – TECHNICAL ADVISORY COMMITTEE, DURHAM REGION, AND TOWNSHIP STAFF COMMENTS ON DRAFT TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Comment	Response	Action
<p>Bullet one on page ES1. Instead of having a balanced system can it be equitable? And is it possible to refer to Active Transportation as both Active and Alternative [thereby creating] an equitable transportation system, including an interconnected network of active and alternative transportation facilities that optimize the existing Infrastructure.</p>	<p>Intention of “balanced” is modal distribution but have revised plan to “equitable”.</p>	<p>Revised text to change “balanced” to “equitable”.</p>
<p>ES5 – the 6th Goal is Sustainable. This is where Scugog has struggled the most.</p>	<p>Noted.</p>	<p>No change.</p>
<p>MAP ES1 - Sidewalk 7A to the lights at Walmart Taylor etc. It is on the GO Bus route etc..</p>	<p>Noted.</p>	<p>Revised Maps ES-1 and 7 to include proposed sidewalk on both sides of Highway 7A from SL 6 to SmartCentres.</p>
<p>Connect North end of Waterfront Trail to Reach St. New seniors building, etc is a major pedestrian driver now. The Simcoe Street improvements with no paved shoulders was a big miss.</p>	<p>Noted.</p>	<p>Revised Maps ES-3 and 9 to include MUP on east side of Simcoe Street.</p>
<p>MANCHESTER!! Where is it? It is a major commercial node in our OP. It has sidewalks and GO bus stops. Willowtree’s seasonal employees are constantly biking through and now that MTO paved shoulders on Highway 12 we have a constant stream of riders coming up and riding in on 7A. I highly doubt that they will ride in on King Street no matter what we do. [Future] Hotel - how will that be connected? MTO has future commuter lot identified for Manchester and between this and GO, I think it may be a Mobility as a Service hub.</p>		<p>Showed existing paved shoulders on RR 21 west of Highway 7A/12.</p> <p>Revised Existing and Proposed Pedestrian Network mapping to provide clarity to existing and proposed sidewalks.</p> <p>Added text to request Province to install cycling facilities on Highway 7A from Highway 7/12 to Scugog Line 6/Queen Street.</p>

TABLE 1 – TECHNICAL ADVISORY COMMITTEE, DURHAM REGION, AND TOWNSHIP STAFF COMMENTS ON DRAFT TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Comment	Response	Action
Regarding Provincial Cycling Routes, it is not clear what routes are both a Scugog Route and Province. (current worst spot is Scugog 6 and 7A)	Areas on the mapping identified as Primary Cycling Network within the Region of Durham Cycling Plan Update are also on the Provincial network is they are on a roadway under the MTO's jurisdiction.	Added text to request Province/Region to designate Highway 7A.
Need to add 57 to River Road shows well on Strava Map.	Map ES.3 – Proposed Cycling Network shows proposed paved shoulder on Regional Road 57 from Caesarea east to City of Kawartha Lakes.	No change.
Uxbridge has Chalk Lake Road on there map, should consider future on road connection.	At this time, we are not recommending adding Chalk Lake Road to the cycling network. Once road improvements have been made through the Hard Surfacing Strategy, we will re-evaluate to add this as a future connection on future updates to the plan.	No change.
Perhaps on road to 18/18a? to Brock.	No connection within the Township of Brock identified. For future consideration.	No change.
Like the Edgerton connection to East.	Noted.	No change.
Have we considered Maintenance. How will we maintain or what to what level? Thinking winter.	Please reference Section 7.5 as it provides information on this matter including Minimum Maintenance Standards, Winter Maintenance, and Ongoing Maintenance of Active Transportation Facilities.	No change.

TABLE 1 – TECHNICAL ADVISORY COMMITTEE, DURHAM REGION, AND TOWNSHIP STAFF COMMENTS ON DRAFT TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Comment	Response	Action
<p>Downtown Port – Queen St.: Look at Lakeshore Drive in Oakville. Shared on Road with big red or green markings on road. Province is clear about Queen Street to Water Street to 7A. The proposed route from Water Street to the now paved lanes on 7A seems convoluted like the current Regional cycling network where I have to ride to Marsh Hill Road to ride to Oshawa. Folks are just going to ride along 7A to the lanes on 7A. I do like the idea of a future all ages trail at the water but it would not be often used for utilitarian purposes.</p>	<p>This will be addressed through recommendation 5.6 – Conduct a corridor operation and design study for Queen Street.</p> <p>Please also reference Map ES.4 – Proposed Cycling Network for Port Perry Urban Area.</p>	<p>Added text to request Province to install cycling facilities on Highway 7A from Highway 7/12 to east of Water Street traffic signals.</p> <p>Ensured gaps along Scugog Street were addressed through the plan and are part of the Region of Durham Cycling Plan Primary Cycling Network.</p>
<p>Thank you for the development of this comprehensive plan outlining the future of transportation in the Township of Scugog. I particularly appreciated the problems and opportunities statement (3.5.2). The current state of transportation options in Scugog is perfectly identified along with setting the goal of creating a more liveable and sustainable community. The inclusion of sidewalks in the Township’s hamlets along with cycling infrastructure in both rural Scugog and Port Perry is another strong point of this plan. Finally, the integration of active transportation in the broader transportation master plan puts sustainable transportation on an equal playing field as legacy modes.</p>	<p>Noted.</p>	<p>No change.</p>
<p>The focus and importance given to AT throughout the plan could benefit from stronger language in the presentation of the three alternatives in the executive summary. The word “plus” in the recommended alternative “road improvements plus” could be interpreted by some as an optional or unnecessary venture, rather than a critical</p>	<p>Intention was to indicate we were changing from the status quo.</p>	<p>Revised wording.</p>

TABLE 1 – TECHNICAL ADVISORY COMMITTEE, DURHAM REGION, AND TOWNSHIP STAFF COMMENTS ON DRAFT TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Comment	Response	Action
<p>component of transportation solutions. Whereas the “road improvements only” option equates to improvements for motorists alone, “road improvements plus” represents improvements for all users, regardless of age, ability or socio-economic situation.</p>		
<p>It would be interesting to include in the executive summary a cost-benefit comparison between active transportation and single-occupancy vehicle infrastructure investments, if such data exists. Presenting the lower cost and efficiency of AT as a selling point – above and beyond health, environmental and social benefits – could help maximize the buy-in of this plan by the public and Council.</p>	<p>Please reference Section 4.1. Would require additional research to provide a cost-benefit analysis.</p>	<p>No change.</p>
<p><u>Establish an advisory committee</u> Building upon the success of the Technical Advisory Committee in this development process, forming a permanent advisory committee comprised of various users and stakeholders could help ensure the viability of this plan, and best inform Council of needs in the future. Neighbouring municipalities and regional government have formed active transportation committee, but a broader, sustainable transportation and road safety committee for Scugog could be considered given the rise in popularity and innovation in the micro-mobility sector, and in response to climate change.</p>	<p>Refer to Chapter 4.8.2 Encouragement: “Collaborating with and supporting the Durham Active Transportation Committee. Given the many interrelated initiatives ongoing or set to commence with the proposed Regional Cycling Plan Update, the Township will focus on participating in the region-wide committee prior to considering a working group specific to Scugog.”</p>	<p>Added text to explain the Township will focus on the DATC.</p>
<p><u>Proposed Cycling Routes (Table 4.2)</u></p> <ul style="list-style-type: none"> • Paxton St. Concerned that a PXO at Simcoe & Paxton may lead to a fully signalized intersection and that this will lead to 	<p>Durham Region has jurisdiction of Simcoe Street and will ultimately decide on the type and location of</p>	<p>No change.</p>

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<p>increased cut-through traffic. A directional closure east of Simcoe should be integrated as part of a PXO request at this location. A modest pedestrian refuge situated slightly further north and closer midblock currently exists and might also be suitable for a PXO.</p> <ul style="list-style-type: none"> • Sherrington/Chimney hill. Can the presence of both a school and school crossings be mentioned in the bullets? • Waterfront trail. Water Street is identified in the provincial cycling plan and should be mapped as a direct route to 7A. A leisure route/extension of the waterfront trail could be traced along the waterfront behind VOS to the east of the property and connect to new proposed MUP south of 7A. • Cawkers Cove Rd to Honey's Beach. There's a small trail connecting both neighbourhoods which could be identified and improved. • E108 from Russell to Byers. The snowmobile trail offers spectacular scenery but is rough and more suited for mountain bikes. Could it be identified? • Grass Trails north of Soccer fields. There is potential for trail development in this area • Cul-de-sac trails south of 7A. These trails are identified in the pedestrian infrastructure and offer a protected connection to RH Cornish to Victoria St and HAB park. This existing infrastructure could be included in cycling routes. 	<p>any traffic control device through further study.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>This may be considered as part of future trail mapping efforts.</p> <p>Identified on Map 10.</p> <p>These routes are identified in Map 7.</p>	<p>Added text regarding school and crossings.</p> <p>Revised map to add Provincial cycling route.</p> <p>Added text to request Province/Region to designate Highway 7A.</p> <p>Revised map to add trail.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p>

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<p>Cycling gaps The plan states that no gaps exist in Rural Scugog. Here are a few which should be identified:</p> <ul style="list-style-type: none"> • Simcoe St. between Old Simcoe, Coates and Shirley. This is a historic gap between cycling routes and has seen several fatalities in recent years. • Reach St. between Marsh Hill and Medd. Travelling west requires cyclists to cross Reach St. twice. A contraflow lane on the existing paved shoulder would enhance safety and not force cyclists into harm’s way. • 6th and Hwy 12. This gateway to Port Perry is a difficult intersection to cross with long wait times and several points of conflict with turning lanes. • Simcoe St. between Canterbury Commons, Waterfront Trail & Castle Harbour/8th line. This is an awkward gap which could benefit from paving the shoulder and adding contraflow cycling lanes. • 6th line / Queen / 7A. Identified in the plan and must be prioritized. 	<p>Noted.</p> <p>The Region of Durham Cycling Plan Update does not recommend implementing routes on Simcoe Street or Shirley Road. To achieve conformity with the Regional plan, the routes are not shown in the AT and TMP.</p> <p>Township can provide comments during design stage of Regional road works.</p> <p>Any upgrades to this intersection would be at the discretion of the MTO and would need to meet their warrant analysis.</p> <p>MUP proposed for this connection on Map ES.4</p> <p>Noted.</p>	<p>Removed sentence in Appendix D.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p>
<p>Given that some of these gaps are of Regional jurisdiction, it is important that this plan and the region’s cycling plan update be aligned to achieve synergies.</p>	<p>Agreed. Region has been consulted and has provided comments and clarification. Considerable coordination has occurred between the plans.</p>	<p>No change.</p>

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An around-the-lake route, in partnership with neighbouring jurisdictions, should be established.	Noted.	Added new Section 4.3.4 and recommendation 4.5.
The MSIFN should be integrated in both Township and Region plans, and the Great Blue Heron Casino – one of the largest area employers – should be made accessible by active transportation modes.	The Great Blue Heron Casino is on the Region of Durham Cycling Plan Primary Cycling Network.	No change.
<p><u>Sidewalks</u></p> <ul style="list-style-type: none"> • Push the SCRC on Reach to the top of the priority list • Prioritize Perry St. all the way to the Scout Hall in the short term. The corner of North, Perry & Paxton is problematic for pedestrians, given the volume of regional traffic • Place Beech St. to Simcoe (currently a sidewalk to nowhere) on the list • Does identifying sidewalk gaps on 7A or regional roads hinder funding from or development by upper-tier governments? 	<p>Yes - It has DC funding.</p> <p>Noted. On the list.</p> <p>Already on map.</p> <p>Township pays regardless. Question as to whether they will permit and if there is room to provide.</p>	<p>Added text to note list is sorted in alphabetical order and exact implementation timing is to be determined.</p> <p>No change.</p> <p>No change. Improve mapping quality.</p> <p>No change.</p>
<p><u>Funding (7.4)</u></p> <p>With the exception of the Port Perry boat launch, the Township currently provides free parking in its downtown. Given that Port Perry is a popular day-trip destination, could the ATP/TMP recommend exploring paid lots or metered parking? This could be an important source of revenue to fund projects listed in this plan, and encourage locals to walk or bike rather than drive.</p>	Please reference Section 5.7.4 – Parking in Downtown Port Perry.	No change.

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<p>Further, the municipality could lead by example and encourage staff and elected officials to avoid single-occupancy car-trips to the municipal building by carpooling, taking transit, walking, biking or other forms of sustainable travel. It too could collect revenue by charging for monthly parking passes.</p>		
<p><u>Wayfinding, tourism, economic development</u></p> <ul style="list-style-type: none"> • The Great Trail traverses the north-west corner of Scugog, but Scugog has no presence or branding between Lindsay and Uxbridge. Wayfinding and gateway signage at various intersections (Marsh Hill, Line 12, Brock RR18) could attract riders and cyclotourism to Scugog and Port Perry. • Identify potential economic development potential by establishing tourism routes in partnership with local farms, orchards, breweries, cideries, vineyards. Could partner with neighbouring municipalities and seek revenue from advertising. 	<p>Good suggestion. Already in Scugog’s wayfinding strategy. In partnership, with Central Counties.</p> <p>Good suggestion. This is done by Durham Cycle Tours already (bicycleontario.ca)</p>	<p>Added new section on wayfinding.</p> <p>Added text.</p>
<p><u>School & Community Safety Zones (5.6.5)</u></p> <ul style="list-style-type: none"> • Could hospitals, medical centres and hospices be added to the second bullet of 5.6.5 (page 5-25)? • It is stated that the “<i>speed limit should be set at no lower than 40 km/h</i>” in a school zone, which is now the default in Scugog. Many jurisdictions, including Scugog (Blackstock, Caesarea), have lowered speeds to 30km/h on some or all streets. The Office of the Chief Coroner for Ontario has recommended that municipalities lower speed limits to 	<p>Noted.</p> <p>Discussed within the Township Wide Speed Limit Study.</p>	<p>Added text to include.</p> <p>Revised text to match staff report.</p>

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<p>30km/h on local streets in built-up areas. This paragraph should be amended to reflect this recommendation and instead read that the “<i>speed limit should be set at no lower than 30km/h</i>”.</p>		
<p><u>Old Simcoe re-classification as Type C Arterial</u> The reclassification of this road as an arterial may better reflect the traffic pattern and the industrial lands it serves. The Official Plan states that trucks are expected to use arterials (8.3.2 d). Trucks are presently prohibited on Old Simcoe between Highway 7A and Queen Street, and are therefore forced to use local minor roads. It would be sensible that the Traffic By-law be amended to remove the truck prohibition between 7A and Queen St. as a comprehensive part of the reclassification.</p>	<p>Revisions to Traffic By-Law regarding truck restrictions will be reviewed separately.</p>	<p>No change.</p>
<p>The change of road type raises certain concerns:</p> <ul style="list-style-type: none"> • Old Simcoe (between Queen and Reach) is presently hostile to pedestrians due to traffic volume and speed. Will adding more lanes and conflict points make matters worse? • The outlined decision tree for traffic calming measures in Appendix C (page C-20) immediately disqualifies requests on this road. The intersection of Bay/Chimney Hill has seen multiple stop sign requests by residents in the past decade, to which staff has dismissed and recommended traffic circles and other measures instead. To date, no remedial action has been taken. • The local minor streets (McDonald, Paxton and Bay) are used as shortcuts between 	<p>Not proposing to add more travel lanes except at a few intersections.</p> <p>Noted.</p> <p>Old Simcoe Street would provide clear uninterrupted travel to</p>	<p>No change.</p> <p>Revised text in main report and Appendix C to permit traffic calming on Type C Arterials.</p> <p>No change.</p>

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<p>regional and provincial highways. How will the reclassification of Old Simcoe Rd help restore the livability of the established neighbourhood bordered by Old Simcoe Rd, Simcoe St, Queen St and Reach St.?</p> <ul style="list-style-type: none"> The new subdivision has multiple streets intersecting Old Simcoe. Original plans had them feed to a single collector (Chimney Hill). Are turning lanes still warranted given the emergence of a grid pattern? 	<p>bypass these neighbourhoods when coupled with the potential for future traffic calming initiatives within these neighbourhoods.</p> <p>Noted.</p>	<p>Added text to indicate confirmed at time of implementation.</p>
<p><u>All-way stop policy</u> The TMP has an opportunity to modernize and bring forward a made-in-Scugog approach to all-way stop warrants. The OTM-5 guidelines were last updated 20 years ago and fail to consider location and context – rural/suburban vs. the urban in context in which pedestrians exist. Council has recently approved all-way signs deemed “unwarranted”. Staff also recently recommended all-way signs for adoption, contrary to its own policy and OTM guidelines. Yet on the ground, newly installed all-way stop signs have greatly improved pedestrian safety and drastically diminished stress levels. Municipalities have developed supplemental guidelines for warrant consideration. Scugog would benefit from having its own, modern criteria, and offer real and implementable alternatives to doing nothing when requests are dismissed.</p>	<p>The recent adoption of unwarranted all-way stops has been to provide traffic calming. The Plan recommends the implementation of a Traffic Calming Policy that will allow for design and treatment alternatives to achieve the same effect.</p>	<p>No change.</p>
<p><u>Traffic Calming policy</u> The policy should provide enough flexibility and subjective leeway. The proposed decision tree disqualifies arterial roads from traffic calming</p>	<p>Noted.</p>	<p>Revised text in main report and Appendix C to permit traffic calming on Type C Arterials.</p>

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<p>requests and could bar critical safety improvements in key areas like community safety zones, school zones and school crossings which may be situated on arterial roads in urban areas. The policy could instead specify which calming facilities are inappropriate for these types.</p>		
<p><u>Road improvements</u></p> <ul style="list-style-type: none"> • Left turning lanes on Old Simcoe at Bay/Chimney Hill. This is already a problematic area for pedestrians and features a school crossing. Adding more lanes could create more points of conflict and worsen an already poor walking experience. • Geometric improvements at King & Old Simcoe and Queen & Old Simcoe. The DC background study suggests that <i>“the increased traffic volumes at the intersections of Old Simcoe Road with Queen Street and King Street are expected to cause operational and safety issues due to their poor geometric alignments.”</i> (4.4.3). Offset intersections are sometimes safer as drivers must be cautious and attentive. The cost-benefit of redesigning these intersections is questionable. The proposed road improvements amount to nearly 20% of the entire AT budget and seem at odds with the objective of developing a more sustainable and liveable community. 	<p>Noted.</p> <p>These improvements are identified in the DC Background Study and will be funded in part from Development Charges.</p>	<p>No change. Added text to indicate confirmed at time of implementation.</p> <p>No change.</p>
<p><u>Transit (page 3-15)</u> It would be worth underscoring that public transit service in Scugog is limited and unreliable, and the role which AT can play to offset these challenges.</p>	<p>Please reference Section 6.2 and the following recommendations:</p>	<p>No change.</p>

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<p>Durham Region Transit frequently changes or cancels its routes, modifies schedules with little notice, and therefore provides an undependable service. Riders have little certainty that a given route will continue to exist in six months, making it difficult to structure a commute to work or school, or ultimately achieve a car-free lifestyle. Commuting to downtown Toronto by transit is no longer viable given provincial cutbacks to GO transit.</p>	<p>Recommendation 6.1 – Advocate for the continuation and expansion of transit service to and within Scugog with Durham Region Transit and GO Transit/Metrolinx, respectively.</p> <p>Recommendation 6.2 – Facilitate and promote transit within the Township through actions such as supportive land use, active transportation connections, road works, and real-time transit information.</p>	
<p><u>COVID-19 & Telecommuting</u> COVID-19 has brought remote work to the mainstream. While this may be temporary, it may worth mentioning this in 3.3.2 as a potential shift to development forecasts and employment growth. With more people working from home, having walkable and cyclable amenities within neighbourhoods has become more important than ever.</p>	<p>Please reference Section 3.3.2 Travel Trends.</p>	<p>Added text to highlight potential pandemic implications.</p>
<p>I do want to also highlight previous comments regarding some of the existing wording making the ATP <i>look like an afterthought</i>.</p>	<p>This is not the intention.</p>	<p>No change.</p>
<p>Similar comments on Cycling Gaps, creation of AT/Cycling Advisory Committee. Arrange to provide the Terms of Reference documentation if you need it. This committee of local citizens will help direct and support implementation of the ATP (get volunteers like Marc to advise the communities)</p>	<p>Refer to Chapter 4.8.2 Encouragement:</p> <p>“Collaborating with and supporting the Durham Active Transportation Committee. Given the many interrelated initiatives ongoing or</p>	<p>Added text to explain the Township will focus on the DATC.</p>

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	set to commence with the proposed Region of Durham Cycling Plan Update, the Township will focus on participating in the region-wide committee prior to considering a working group specific to Scugog.”	
<p>Scugog needs to work closely with Region of Durham and neighbouring communities with major connections to allow cycle tourism (stopping to spend money in your towns/township)</p> <p>a. Coates/Simcoe (RR2) Old Simcoe/Shirley (RR19) – high priority connection from Oshawa, Whitby, Clarington</p> <p>b. Ashburn/Scugog/Marsh Hill/Scugog Line 6 - high priority connection from Pickering, Ajax, Whitby, Oshawa – add paved urban paved shoulders</p> <p>c. Foxfire Chase/Medd to Reach (RR8) to connect to Uxbridge/Port Perry</p> <p>d. Connection to Seagrave, Little Britain, Lindsay</p> <p>e. Port Perry to Blackstock, Nestleton, Burketon/Clarington via Old Scugog Rd.</p> <p>f. Routes around Lake Scugog</p> <p>g. Routes to and from Scugog island</p>	<p>The Region of Durham Cycling Plan Update does not recommend implementing routes on Simcoe Street or Shirley Road. To achieve conformity with the Regional plan, the routes are not shown in the AT and TMP.</p> <p>No space for paved shoulders with current ROW</p> <p>See mapping.</p> <p>See mapping.</p> <p>See mapping.</p> <p>See mapping.</p>	<p>No change.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p> <p>Added new Section 4.3.5 and recommendation.</p> <p>No change.</p>

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h. Chalk Lake Rd/Uxbridge Con 7 Rd to Ashburn/Marsh Hill- Whitby/Port Perry	At this time we are not recommending adding Chalk Lake Road to the cycling network. Once road improvements have been made through the Hard Surfacing Strategy we will re-evaluate to add this as a future connection on future updates to the plan.	No change.
i. Ashburn/Marsh Hill to TCT (Great Trail)	See mapping.	No change.
Funding (7.4) support for Key Cycling routes (Greenbelt cycling, etc.) needs to be augmented by Region of Durham support and Grants.	Noted.	Section 7.4 updated.
Support longer range cycling routes for cycling tourism from the five Durham Waterfront municipalities to Lindsay, Orillia, Gravenhurst etc., as Port Perry is a good first/last stopping spot for lunch.	Good suggestion.	Added text about cycling tourism.
Establishing tourism cycling routes in partnership with local farms, orchards, breweries, cider shops, vineyards, etc.	Good suggestion. This is done by Durham Cycle Tours already (bicycleontario.ca)	Added text about cycling tourism.
Have you used Strava Heat Maps to determine how existing users are getting in and around?	Yes, see Section 3.3.3 and Figures 3.10 and 3.11.	No change.
Implement Vision Zero strategies from Region of Durham – Cross Rides, Mid-Block Crossings, lights triggered by people on bikes, etc.	Several of these tools are already recommended in the plan	Added text about relationship to Vision Zero (TWO LOCATIONS).
Added “Draft” and “Not for Public Release” stamps to RCPU Map	Noted	No change.

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Durham Region		
<p>The Regional Departments of Planning and Works have reviewed the Township of Scugog’s draft Active Transportation & Transportation Master Plan Study. The Study is generally consistent with the transportation goals of the Region and provides new and enhanced opportunities to expand physical activity in Scugog, whilst improving the overall transportation experience of the community. The Region has the following comments for your consideration:</p>	Noted	No change.
<p>In the proposed Plan, two new rural area cycling routes are proposed on Regional roads: Regional Road 6 (Saintfield Road) between Old Simcoe Road and Simcoe Street; and Regional Road 19 (Shirley Road) from Simcoe Street to Regional Road 57.</p> <p>These are proposed to be initially implemented as signed on-road bike routes and later upgraded with paved shoulder bikeways (at the Region’s cost) when the roads are reconstructed. These proposed routes have not been recommended as part of the Region’s on-going Regional Cycling Plan Update (RCPU) Study (see attached draft RCPU map). After reviewing the two proposed routes, we are recommending:</p> <ul style="list-style-type: none"> • That the proposed cycle route along Regional Road 19 be deleted. In the RCPU, we are proposing that the route along Simcoe Street is removed between Old Scugog Road and King Street in Port Perry. We have proposed to align the Primary Cycling Network (PCN) from Simcoe Street 	<p>Noted</p> <p>For follow up discussion.</p>	<p>No change.</p> <p>Subject to discussion with Durham Region. Route subsequently removed from plan.</p>

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<p>along Old Scugog Road (which aligns with the Scugog draft plan) due to safety concerns raised during the study process about this section of roadway (sightlines, traffic speeds, etc.) and given that data supports an already high usage along Old Simcoe Road. Removing this section of the PCN leaves a gap in Scugog’s proposed network along Simcoe Street between Old Scugog Road and Shirley Road.</p> <ul style="list-style-type: none"> • The Region’s preference is to keep the PCN on Raglan Road and Highway 7A which both provide good parallel east-west connections. Raglan Road also forms part of the Greenbelt Cycling Route. • The Region will consider Regional Road 6/Saintfield Road for a potential route as part of the PCN if it is extended / continued west and connected to the Great Trail (which also forms part of the MTO Province-wide Cycling Network). While this is not the intent of the PCN, this connection would also serve to form part of a continuous loop in north Scugog and support a more connected cycle network • Durham Staff would need more time to consider the implications of this proposed route and we request a meeting with you to further discuss the proposed route. • If the Region accepts the proposed cycling route on Regional Road 6, we generally would not support to operate it as signed cycling routes in advance of roadway 		<p>Revised mapping. Revised text regarding signed route.</p>

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<p>improvements. Although this road has relatively low traffic volumes, interim operation as signed on-road bike routes may not be safe due to a combination of: high vehicle operating speeds (80 km/h speed limit); narrow platform with no paved shoulders; and sections of poor pavement conditions, including significant edge raveling that would force cyclists farther out into the travelled lane.</p> <ul style="list-style-type: none"> • The other proposed “Bicycle Network Connection (Region)” sections shown on Map 9 (Simcoe Street north of Port Perry and Island Road) are proposed routes in the Regional Cycling Plan Update Study, but the report should note that the Region will not be committed to implement these routes unless/until the Regional Cycling Plan Update is approved by Regional Council. • Maps 9 and 10 (Pages 89-90) illustrate proposed Regional cycling connections with black dashed lines. The RCPU proposes upgrading Reach Street from a paved shoulder to a buffered paved shoulder. Reach Street should be identified as a proposed Regional cycling connection. • The legends for Maps 9 and 10 (Pages 89-90) use the term “Bicycle Network Connection (Region)”. It is the preference that they should read “Primary Cycling Network (Region)” to be consistent with the RCPU mapping. 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	<p>Added text.</p> <p>Revised mapping.</p> <p>Revised mapping.</p>

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<ul style="list-style-type: none"> Comparing the draft Regional Cycle Plan Update (RCPU) Map to Scugog’s Map 9 (p. 89), the cycling facility on Hwy 7A on all the proposed maps should be updated from “proposed” to “existing”. Specifically, in Port Perry, on Hwy 7A from Water Street to Old Scugog Road (this is Provincial) is shown as “paved shoulder – existing” on the RCPU Map and on maps in this report, is show as “proposed”: p.42 Map 3, p. 43 Map 4, and p. 89/90 Maps 9 & 10 	<p>Noted.</p> <p>Noted.</p>	<p>Revised mapping.</p> <p>Revised mapping.</p>
<p><u>Funding & Regional Capital Budgets:</u> The discussion of implementation and funding in Chapter 7 should note that cycling facilities on Regional roads that are part of the Regional Cycling Plan Primary Cycling Network are subject to cost sharing between the Region and the Township as defined in the Regional Cycling Plan</p>	<p>Noted.</p>	<p>Added text.</p>
<p>For purposes of coordinating implementation of the recommended active transportation network improvements with Regional road projects, please note the following Regional projects that are included in the current (2020) Regional Road Program Capital Budget and Nine-Year Forecast. Construction years are subject to change through the Region’s annual budgeting process.</p> <ul style="list-style-type: none"> Simcoe Street (Reg. Rd. 2) from south of King Street to South of Greenway Boulevard, widening from two to three lanes with intersection modifications at King Street/Oyler Street - construction forecast in 2028. 	<p>Noted.</p>	<p>No change.</p>

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Comment	Response	Action
<ul style="list-style-type: none"> Reach Street (Reg. Rd. 8) from east of Old Simcoe Street to Bigelow Street, road rehabilitation/reconstruction - construction forecast 2022 Shirley Road (Reg. Rd. 19) from 500 m east of Graham Road to Old Scugog Road, road reconstruction - construction forecast 2027. 		
<p>Data:</p> <ul style="list-style-type: none"> Section 3.3.3. – Table 3.1. The Cordon Count Program data is from 2017. The Region has bicycle counts from 2019 and 2020 that would better reflect more recent and higher cyclist usage. Section 3.3.3. - Under the “Durham Region” header and “Strava” header – it is recommended that the actual numbers that are being discussed here are given to support and demonstrate the extent of cyclists using these routes. 	<p>2017 data was used as the AT and TMP data collection and background information began prior to the 2019 and 2020 counts.</p> <p>Intention was to illustrate relative use. While potentially instructive to include actual numbers, not overly relevant to the assessment.</p>	<p>No change. Added footnote about point in time.</p> <p>No change.</p>
<p>Transit:</p> <p>Section 6.6. – Please delete “There is discussion on shuttles for providing service to the casino and Scugog Island”. DRT’s existing On Demand provides service to all of Scugog Township, and therefore transit service is available on Scugog Island to and from the casino and any point on Scugog Island.</p>	<p>Noted.</p>	<p>Deleted text.</p>
<p>General:</p> <ul style="list-style-type: none"> On Pages 43-44: The Region’s school travel planning program name should be “Active and Sustainable School Travel (ASST) Program”. 	<p>Noted.</p>	<p>Revised wording.</p>

TABLE 1 – TECHNICAL ADVISORY COMMITTEE, DURHAM REGION, AND TOWNSHIP STAFF COMMENTS ON DRAFT TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Comment	Response	Action
<ul style="list-style-type: none"> Page B-9 (Appendix B) notes that the RCPU will be completed in November 2020. Please update this to say, “Spring 2021”. 	Noted.	Revised wording.
Township Staff		
<p>The plan looks good overall. I was a little surprised it is only looking to 2031, but presume that this was to correspond with the current Official Plan. Just so you know, Planning is anticipating to start the next OP review in 2022-23 (once the Region is done their review), which will look out to 2051.</p>	Noted.	No change.
<p>Map ES.1</p> <ul style="list-style-type: none"> Should this include draft approved subdivisions with their planned sidewalk and trail extensions (ie. Delpark, Cawkers Creek, Ribcor, Chieftan, Embee)? 	Added additional text noting future facilities related to development.	Added text to Subsection 4.2.1.
<ul style="list-style-type: none"> No trails shown in Birdseye Park or behind the grocery store at south end of Waterfront down to Hwy 7A 	Minor connecting paths were not included in the mapping.	No change.
<ul style="list-style-type: none"> Trail between Victoria and Steinway will be removed and shouldn’t be included – this is private property that will be developed within the next few years. 	Removed.	Revised map.
Pg. 32 – should it be “signage” instead of “signing”?	Noted.	Revised text.
Pg. 33 – include Scugog’s Zoning by-law and the Downtown Port Perry Heritage Conservation District plan	Noted.	Added text.
Pg. 34 – under Source Water Protection - not sure what EBA’s are and I don’t believe Scugog has any ICA’s.	Noted.	Removed text.
Pg. 35 – reword last sentence of first paragraph because HVA’s don’t necessarily coincide with the	Noted.	Revised text.

TABLE 1 – TECHNICAL ADVISORY COMMITTEE, DURHAM REGION, AND TOWNSHIP STAFF COMMENTS ON DRAFT TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Comment	Response	Action
ORM – “The ORM extends through the south and west areas of the municipality.”		
<p>Pg. 58 – add Nestleton Station subdivision and suggest updating the map as per below:</p> <ul style="list-style-type: none"> • Remove orange areas in Canterbury where open space lands are • Remove / relocate the orange area on east side of Old Simcoe to Balsam St • Reduce size of orange area for King’s Landing to along Simcoe St frontage • Include Chieftan subdivision • Expand to include all of Delpark subdivision • Add Magnum subdivision on NW corner of King/Simcoe • Delete area on SW corner of King/Simcoe – not sure what this is? 	Mapping dated but not germane to the analysis. Can be removed.	<p>Removed Figure 3.13 and associated text in Section 3.4.</p> <p>Revised text in Section 5.4 considerably to remove any references.</p>
Pg. 79 – first row – description of route is not clear – is it referring to an L shape route?	Correct, it is L-shaped. Could break it into two sections if need be but prefer to leave as is since it would be a continuous route.	Added text “waterfront connection”.
<p>Pg. 103 – bicycle parking requirements</p> <ul style="list-style-type: none"> • Long duration bicycle parking facilities should not be a requirement for non-residential development, only for multi-unit residential 	Long duration could be day, which would be used by employees.	Revised text significantly, now includes residential.
<ul style="list-style-type: none"> • A minimum of 6 bicycle parking spaces for some commercial uses seems like a lot 	The Region of Durham Cycling Plan Update will recommend a Bicycle Parking Strategy.	Revised text. Lowered all rates.
<ul style="list-style-type: none"> • Industrial uses should have short-term bicycle parking requirements for employees 	Please reference Section 4.5 of the Plan.	Revised text to state requirements.
<ul style="list-style-type: none"> • Anticipate some push back from the school board on requirements 	Noted. Please reference the School Travel Planning programs as it relates to bicycle parking.	No change.

TABLE 1 – TECHNICAL ADVISORY COMMITTEE, DURHAM REGION, AND TOWNSHIP STAFF COMMENTS ON DRAFT TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Comment	Response	Action
Pg. 108 – end-trip facilities like changerooms and showers are not a typical ZBL provision – suggest remove that wording and leave to “guidelines”	Concur with suggested change.	Revised text to remove reference to zoning.
Pg. 119 – under development traffic forecasts - figure 3.13= potential development locations and I would remove the # of potential development sites, since it doesn’t correspond with what will be shown on the figure.	Development forecasts dated but not germane to the analysis. Can be removed.	Revised text in Section 5.4 considerably to remove reference.
Pg. 120 – there’s also a subdivision planned in Nestleton Station	Mapping dated but not germane to the analysis. Can be removed.	Revised text in Section 5.4 considerably to remove reference.
Pg. 155 – for OP schedules – may also want to refer to Schedule B-1 to update cycling routes	Agreed.	Added text to identify Schedule B-1.
Attachment C – some pages are not legible (ie. pg. 259)	Noted.	Revised pages.

TABLE 2 – PUBLIC AND AGENCY COMMENTS ON PROPOSED TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Received From	Comment	Response	Action
Technical Advisory Committee	Recommend the formation of an advisory committee for active transportation, safe streets, etc.	Refer to Chapter 4.8.2 Encouragement: “Collaborating with and supporting the Durham Active Transportation Committee. Given the many interrelated initiatives ongoing or set to commence with the proposed Regional Cycling Plan Update, the Township will focus on participating in the region-wide committee prior to considering a working group specific to Scugog.”	No change.
	Concerned about the PXO or traffic lights at Simcoe & Paxton. Cut-through traffic is a serious and growing problem on Paxton street. Movement restriction should be part of a PXO request at this location. My understanding of PXOs is that they cannot be used by cyclists. Perhaps a mid-block PXO should go at the end of Perry St. where there is already a pedestrian island.	Durham Region has jurisdiction of Simcoe Street and will ultimately decide on the type and location of any traffic control device through further study.	No change.
	Consider removing the term “driver delay” as a negative from traffic calming and other areas. I was told by the manager of Traffic Engineering & Operations at Durham Region that “vehicle delay is not much a driving factory anymore in [the] business”. Safety & liveability should trump all other considerations, especially on local streets. More people will walk or bike when they feel safe and getting around is pleasant.	References to “delay” clarified or removed throughout main document and Appendix C. Exact terminology referenced was not found in the document.	Plans revised.
	Consider striking the term “impede emergency vehicles”. This hypothetical goes	References to “disbenefits” or “disadvantages” now described as	Plans revised.

TABLE 2 – PUBLIC AND AGENCY COMMENTS ON PROPOSED TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Received From	Comment	Response	Action
	<p>unchallenged and is often used to shut down conversations. Roadways have been widened under the pretense of accommodating emergency vehicles, and have consequently induced both speeding and increased traffic volumes, thereby decreasing safety and generating the conditions leading to the very emergencies which these vehicles are then called upon to respond. In my experience living down the street from a hospital, I have never witnessed Durham EMS travel over the speed limit, even with flashing lights and sirens.</p>	<p>“implementation considerations” throughout main document and Appendix C. Exact terminology referenced was not found in the document.</p>	
	<p>Provide clearer definition & direction of truck routes. Recommend signage showing preferred routes (i.e. truck in a green circle with arrows pointing to Old Simcoe, 7A, Reach, Queen). Address the no-truck ban on Old Simcoe between 7A and Queen so that factories are accessible from 7A which pushes freight on to collectors and local roads.</p>	<p>Strategic Goods Movement is discussed in Section 8.7 of the Township Official Plan.</p> <p>Revisions to Traffic By-Law regarding truck restrictions will be reviewed separately.</p>	<p>No change.</p>
	<p>The cycling routes are excellent. Pleased to see connections on 7A and the proposed off-road trails ranging from Reach to King St. Great opportunities.</p>	<p>Noted.</p>	<p>No change.</p>
	<p>Thank you again to all parties involved in the elaboration of these plans and for the opportunity to participate in the process. It is an exciting step forward and provides a solid</p>	<p>Noted.</p>	<p>No change.</p>

TABLE 2 – PUBLIC AND AGENCY COMMENTS ON PROPOSED TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Received From	Comment	Response	Action
	<p>foundation to make the Township of Scugog more liveable and resilient.</p>		
<p>Technical Advisory Committee</p>	<p>I have had many people comment that to have Chalk Lake hard surfaced would really change the dynamic of our area from a tourism perspective. Skyloft ski resort has been reinvented as a year-round cycling facility called The Trail Hub. Founded by Olympic and Elite Mountain bikers the Trail Hub located on Chalk Lake road will be a year round cycling facility catering to riders of all abilities with strong ties into Durham Forest, Dagmar, and Walker Woods. Road cyclists are currently frequenting Uxbridge Concession 7 and Chalk Lake Road. As the Uxbridge side is hard surfaced and on the Uxbridge ATP, it seems logical to add the Scugog side to our ATP and hop on the Uxbridge Success train. From a tourism perspective it would be advantageous for Scugog to hop on the success train that this area of Uxbridge has seen for tourism growth.</p>	<p>At this time we are not recommending adding Chalk Lake Road to the cycling network.</p> <p>Once road improvements have been made through the Hard Surfacing Strategy, we will re-evaluate to add this as a future connection on future updates to the plan.</p>	<p>No change.</p>
	<p>In town you have identified Queen (Street) as a unique street that it performs many needs for many people [and is] the key cycling route to downtown, (and) provides active and safe routes to school route to R.H. Cornish and the Highschool, etc.</p>	<p>Pedestrian improvements have been considered as part the Waterfront Action Plan and the design for rehabilitation of Water Street between Scugog Street and Queen Street.</p>	<p>No change.</p>

TABLE 2 – PUBLIC AND AGENCY COMMENTS ON PROPOSED TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Received From	Comment	Response	Action
	I think that Water Street needs to be looked at through the same lens. It is more complex because of on street parking. I know that my wife and I have difficulty crossing it as pedestrians anywhere from Casimir to 7A. It seems that a steady stream of slow moving traffic on any given weekend or busy evening leaves no room for breaks in traffic in both directions. It is not very often that people will stop to allow you to cross.		
Port Perry Business Improvement Area (BIA)	The plan looks good and everyone recognized that a lot of work went into this.	Noted.	No change.
	A plan that encourages more residents to walk or bike into the downtown (rather than use a car) is a very good thing, for many reasons. Besides encouraging active transportation it frees up parking spots for out of town visitors.	Noted.	No change.
	We do need spaces for delivery vehicles that doesn't impede other traffic.	Recommendation 5.6 – “Conduct a corridor operation and design study for Queen Street” will assess the availability and location of loading zones.	No change.
	Amenities for pedestrians are important in the BIA.	Noted.	No change.
	Public transportation that will help people get to Port Perry from other areas of Durham Region is important to us.	Refer to Chapter 6 Transit and Future Mobility: Recommendation 6.1 – “Advocate for the continuation and expansion of transit service to and within Scugog with Durham Region	No change.

TABLE 2 – PUBLIC AND AGENCY COMMENTS ON PROPOSED TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Received From	Comment	Response	Action
		<p>Transit and GO Transit/Metrolinx, respectively.”</p> <p>Recommendation 6.2 – “Facilitate and promote transit within the Township through actions such as supportive land use, active transportation connections, road works, and real-time transit information.”</p>	
	<p>Bike racks and areas that welcome cyclists are great and much needed additions to our downtown.</p>	<p>Refer to Chapter 4.5 – Bicycle Parking:</p> <p>Recommendation 4.9 – “Expand and inventory the supply of publicly available bicycle parking in Port Perry.”</p>	<p>No change.</p>
<p>Durham Region Cycling Coalition</p>	<p>As a community stakeholder, Durham Region Cycling Coalition (DRCC) is pleased to offer feedback with respect to the Proposed Active Transportation and Transportation Master Plan presently available for public review. In consultation with our broad-based membership, we have completed an extensive review of the proposed plan and would first off like to say THANK YOU for undertaking this long overdue plan.</p>	<p>Noted.</p>	<p>No change.</p>
	<p>Regarding the proposed Visions, Goals and Objectives we are encouraged with the direction being established which we find to be comprehensive, inclusive and wide reaching including the creating of a connected “multi-modal” network designed for all ages and abilities as well as adopting</p>	<p>Noted.</p>	<p>No change.</p>

TABLE 2 – PUBLIC AND AGENCY COMMENTS ON PROPOSED TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Received From	Comment	Response	Action
	<p>a “Complete Streets” approach to future development. Moreover, we concur with your resident survey results and hear the same message from our supporting members with the top priorities being improved cycling safety and closing the gaps within the cycling networks in the near term.</p>		
	<p>We completely understand the funding challenges with implementing new cycling infrastructure and would encourage Scugog to look at channeling a percentage of the Federal Gas Tax Revenue back into the plan thereby helping to support a transition away from a carbon economy as well as continuing to exploring future grant opportunities.</p> <p>These additional funding measures may help move more of the plan rollout to the immediate time frame versus the long-term category and aligns with residential survey results.</p>	<p>To be considered as part of the Capital and Operating Budget process.</p>	<p>No change.</p>
	<p>We would also like to draw your attention to the proposed cycling routes Tables 4.2 and 4.3, specific to the Opportunities Column. Of concern is the verbiage “May help slow motor vehicles, Lower vehicle volumes along route”. With cyclists being one of the most vulnerable user groups on our roadways, we do not believe an improvement to cycling networks should be a tactic to reduce vehicle</p>	<p>Concur that rationale may be inappropriate in this context in Tables 4.2 and 4.3.</p>	<p>Plans revised.</p>

TABLE 2 – PUBLIC AND AGENCY COMMENTS ON PROPOSED TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Received From	Comment	Response	Action
	<p>speed volumes and would ask that this strategy be removed.</p> <p>In closing we are pleased with the overall plan and believe the Scugog economy will see significant benefits as more cycling support is put into place. Cyclist stop, shop and support local business which is a proven outcome seen across many communities who have increased their cycling network.</p> <p>On behalf of every-one at DRCC, thank you for taking our feedback into consideration. We hope you find our comments constructive and helpful. We appreciate all the great work behind this plan are always available to provide additional input and support.</p>	Noted.	No change.
Central Lake Ontario Conservation Authority (CLOCA)	<p>CLOCA staff have reviewed the circulated Plans and note that all of the road improvements and trail network connections within our watershed jurisdiction are within existing road right of ways. We support the use of existing infrastructure and areas that result in the least impact the existing natural heritage features and avoids natural hazard lands.</p> <p>Any improvements proposed within areas regulated through Ontario Regulation 42/06 of the <i>Conservation Authorities Act</i>, may</p>	Noted.	No change.

TABLE 2 – PUBLIC AND AGENCY COMMENTS ON PROPOSED TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Received From	Comment	Response	Action
	<p>require a permit from CLOCA. Please contact CLOCA staff to determine if a permit is required prior to any site alteration and/or construction within a regulated area.</p> <p>Given there does not appear to be any new roads or trails outside of existing right of ways proposed with our jurisdiction and all of the on road routes near our conservation lands will support continued and future integration with our existing conservation area networks, we have no further comments to provide on these Plans at this time.</p>		
Ministry of the Environment, Conservation and Parks (MECP)	<p>Section 3 Foundations: Inventory</p> <p>The EA process requires a general inventory of the natural, social and economic environments which are to be considered when reviewing the effects of a project in that area. The inventory identifies the location of known resources within the study area so the proponent can appropriately assess the proximity of these features to any identified projects, determine whether there is any potential for impact, and identify whether any mitigation measures or commitments to additional work in later stages is required.</p>	Noted.	No change.
	1) 3.2.2 Natural Environment		

TABLE 2 – PUBLIC AND AGENCY COMMENTS ON PROPOSED TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Received From	Comment	Response	Action
	<p>The AT/TMP briefly references that the “Township benefits from a wide range of natural heritage features, including environmentally significant areas, woodlands, wetlands, valley and stream corridors, and wildlife habitats”. Figure 3.2 identifies shorelines, open spaces, natural core areas, natural linkage areas and the Oak Ridges Moraine boundary, but it does not identify natural heritage features (i.e. environmentally significant areas, woodlands, wetlands, valley and stream corridors and wildlife habitats). Additionally, it is unclear what the purple boundaries identify on the map, as this is not included in the Legend. This should be clarified.</p> <p>The ministry recommends that the AT/TMP include a map identifying the locations of the aforementioned natural heritage features and identify any potential impacts to these features. A detailed description of potential impacts is not required at this stage. Documenting these features demonstrates their consideration during the development of the Master Plan.</p> <p>In addition to the statement outlining that these features are preserved and protected through numerous policies and regulations, this paragraph could include a statement that any project-specific environmental</p>	<p>Concur that clarification should be added in Section 3.2.2 to note these areas are deferred in the Official Plan.</p> <p>Concur that map should be provided in Section 3.2.2. Schedule E Environmental Features from the Township Official Plan is most appropriate figure and will be added.</p> <p>Concur that statement should be added to Section 3.2.2.</p>	<p>Plans revised.</p> <p>Plans revised.</p> <p>Plans revised.</p>

TABLE 2 – PUBLIC AND AGENCY COMMENTS ON PROPOSED TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Received From	Comment	Response	Action
	<p>assessments completed for Schedule B and C projects require a Project File Report/Environmental Study Report that will identify impacts to natural heritage features and mitigation measures.</p> <p>Recognizing that a detailed inventory for species at risk may not be feasible at the Master Plan level, the ministry recommends that the AT/TMP acknowledge that for any project-specific environmental assessments completed for Schedule B and C projects, the Project File Reports/Environmental Study Reports will identify impacts to species at risk and mitigation measures</p>	<p>Concur that statement should be added to Section 3.2.2.</p>	<p>Plans revised.</p>
	<p>2) 3.2.3 Cultural Heritage</p> <p>Section 3.2.3 identifies that the Township has one Heritage Conservation District located in downtown Port Perry. The inventory should identify any other built cultural resources, cultural heritage landscapes and archaeological resources within the study area. Please address any questions related to cultural heritage and archaeological resources directly to the Ministry of Heritage, Sport, Tourism and Culture Industries.</p>	<p>No other features of significance to recognize.</p>	<p>No change.</p>
	<p>3) Utilities</p>		<p>Plans revised.</p>

TABLE 2 – PUBLIC AND AGENCY COMMENTS ON PROPOSED TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Received From	Comment	Response	Action
	<p>The AT/TMP should provide a general inventory of utilities. If specific details cannot be determined or are not appropriate to be determined at the Master Plan stage, then at a minimum the AT/TMP should identify potential impacts to utilities in the area and commitments to further work that is required in later stages. For example, the Master Plan can identify the possibility of potential impacts to utilities and identify a mitigation/management measure to consult with utility providers during detailed design to review the area and make any accommodations as required. Documenting this demonstrates consideration of these potential impacts.</p>	<p>Concur that new Section 3.2.6 should be added.</p>	
	<p>3.5.4 Alternative Planning Strategies</p> <p>4) Section 3.5.4 indicates that a sensitivity analysis was performed to determine if changing the weighting of the criteria (from equal) would affect the ranking of the alternatives. The ministry recommends that additional information be provided about how the weighting was adjusted in this sensitivity analysis and/or for the analysis to be provided in an Appendix.</p> <p>This would support a key principle of the environmental assessment process to provide clear and complete documentation of</p>	<p>Reference to the sensitivity analysis in Section 3.5.4 should be removed as was not relevant to the assessment.</p>	<p>No change.</p>

TABLE 2 – PUBLIC AND AGENCY COMMENTS ON PROPOSED TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Received From	Comment	Response	Action
	<p>the planning process to allow “traceability” of decision-making.</p>		
	<p>5) Climate Change</p> <p>The AT/TMP briefly references greenhouse gas emissions, vehicle emissions or climate change in the following sections:</p> <ul style="list-style-type: none"> • 3.3.1 Smart Commute Durham • 3.5.1 Opportunities and Challenges • 4.2.1 Network Development • 5.2.2 Goal 6: Sustainability • 5.6.6 Roundabouts • 6.4 Automated, Connected and Electric Vehicles <p>The ministry recommends that the AT/TMP include a brief section summarizing how the preferred alternative considers climate change and the reduction of greenhouse gas emissions, consistent with PPS sections 1.1, 1.7 and 1.8.</p>	<p>Concur that statement should be added to Section 3.5.4.</p>	<p>Plans revised.</p>
	<p>Appendix A: Engagement Summary Report</p> <p>6) Appendix A: Project Contact List</p> <p>The ministry recommends that the contact information provided in the Project Contact List be updated to include at least one piece of contact information (contact name or title)</p>	<p>Detailed contact information not provided for confidentiality reasons, per <i>Municipal Freedom of Information and Protection of Privacy Act</i> (MFIPPA).</p>	<p>No change.</p>

TABLE 2 – PUBLIC AND AGENCY COMMENTS ON PROPOSED TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Received From	Comment	Response	Action
	<p>for each contact. For example, a contact name and title are not provided for the Ministry of Tourism, Culture and Sport (should be updated to be Ministry of Heritage, Sport, Tourism and Culture Industries), Ministry of Natural Resources and Forestry, and Central Lake Ontario Conservation Authority. This list is not exhaustive.</p>		
	<p>7) Summary of Agency and Other Consultation</p> <p>The Engagement Summary Report provides a summary of the comments received via online surveys and interactive maps, pop-up events, the Public Information Centre, and the technical advisory committee meetings. However, there is no discussion of the comments received by the municipalities, provincial and federal agencies, First Nations, conservation authorities, utilities and other agencies and stakeholders listed in the Project Contact List. The report should indicate whether any comments were received from these groups, and if so, describe the comments and how they were addressed.</p>	<p>Concur that information should be added as new Section A.3.8 and Chapter A.6. Comments tables to be attached as Attachments.</p>	<p>Plans revised.</p>
	<p>8) Indigenous Consultation</p> <p>The Mississaugas of Scugog Island First Nation is identified on the Project Contact</p>	<p>Township of Scugog Mayor Drew sent an email to Chief Larocca on August 23, 2019</p>	<p>Plans revised.</p>

TABLE 2 – PUBLIC AND AGENCY COMMENTS ON PROPOSED TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Received From	Comment	Response	Action
	<p>List. However, no additional information is provided regarding engagement efforts with this community. The Engagement Summary Report should document the notifications that were distributed and whether there was any follow-up correspondence. The report should also identify whether any comments were received and, if so, how they were addressed. Without this information, the ministry cannot determine whether adequate consultation has been undertaken. A summary of Indigenous consultation should also be provided in the AT/TMP.</p>	<p>to inform Mississaugas of Scugog Island First Nation of study initiation and inviting comments and dialogue. First Nation was also circulated with all study notices. To date, no response to any invitation or feedback has been received. New Section A.3.8 added to the report to document this.</p>	
	<p>9) Attachment B: Study Notices</p> <p>For future reference, the Notice of Commencement should include which master planning approach is being used under the MCEA (e.g. Approach #1), as is described in “Section 1.4: Municipal Class Environmental Assessment” of the AT/TMP.</p>	<p>Noted for future reference.</p>	<p>No change.</p>
	<p>Appendix B: Policy Context</p> <p>10) Attachment A – Excerpts from Township of Scugog Official Plan</p> <p>There is no Attachment A provided in this document other than a title page. Please include Attachment A.</p>	<p>Omission noted.</p>	<p>Plans revised.</p>
	<p>11) The ministry recommends that Section 2.1 (Provincial Policy Statement) references</p>	<p>Concur that statement should be added to Section B.2.1.</p>	<p>Plans revised.</p>

TABLE 2 – PUBLIC AND AGENCY COMMENTS ON PROPOSED TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Received From	Comment	Response	Action
	<p>species at risk considerations in the PPS, particularly sections 2.1.7 and 2.1.8. The AT/TMP should acknowledge that for any project-specific environmental assessments completed for Schedule B and C projects identified in the AT/TMP, the Project File reports/Environmental Study Reports will identify impacts to species at risk and mitigation measures.</p>		
	<p>The ministry recommends that Appendix B include a section on the Port Perry Secondary Plan, including a discussion on how the AT/TMP considers the Priority Intensification Areas outlined in the Secondary Plan.</p>	<p>Concur that information should be added in new Section B.4.5.</p>	<p>Plans revised.</p>
	<p>Section 7 Implementation</p> <p>The AT/MTP identifies that the Township is following Approach #1 for Master Plans. Approach #1 involves the Master Plan being done at a broad level of assessment thereby requiring more detailed investigations at the project-specific level in order to fulfil the Municipal Class EA documentation requirements for the specific Schedule B and C projects identified within the Master Plan. However, Section 7.2.2 indicates that all projects identified through the plans fall under Schedule A or A+.</p>	<p>Noted. See above actions.</p>	<p>No change.</p>

TABLE 2 – PUBLIC AND AGENCY COMMENTS ON PROPOSED TOWNSHIP OF SCUGOG ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

Received From	Comment	Response	Action
	<p>If there are any Schedule B and C projects identified in the future, Schedule B projects would require the filing of the Project file for public review while Schedule C projects would have to fulfil Phases 3 and 4 prior to filing an Environmental Study Report for public review. There are no Part II Order provisions at the time of completion of the Master Plan for Approach #1. Projects will be subject to Part II Order provisions at the time of filing of a Project File or Environmental Study Report.</p>		