

# Cycling Wayfinding and Signage Strategy

Fall 2024

Appendices

Regional Municipality of Durham



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## Appendix A: Goals and Objectives Report

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## Introduction

### Purpose

The Regional Municipality of Durham initiated the development of a cycling wayfinding and signage strategy to facilitate cyclists' navigation and orientation within the Primary Cycling Network (PCN). The first crucial step in this planning exercise involved identifying the goals and objectives that would underpin the Cycling Wayfinding and Signage Strategy. This initial phase established a strong foundation, directing all subsequent planning activities and aligning decisions and actions with the Cycling Wayfinding and Signage Strategy's intended outcomes. This process fostered a shared understanding of the Cycling Wayfinding and Signage Strategy direction among stakeholders, strengthening informed decision-making and a unified approach throughout the process.

The process of identifying goals and objectives for this project was initiated at the beginning of the project, and the material developed is now part of early consultation and engagement. Defining goals and objectives supported a well-defined and purpose-driven approach to

the development of the Cycling Wayfinding and Signage Strategy. This helped align all subsequent planning and implementation efforts toward a common set of goals and desired outcomes that guided the Cycling Wayfinding and Signage Strategy. This report documents the process of how the vision, goals, and objectives were created, vetted, assessed, and refined.

### Process

A three-stage approach shown in Figure 19. Overview of Approach to Developing the Project Goals and Objectives. was used to help establish a vision and set of goals and objectives to better reflect the needs of the Durham community. This approach was an iterative and collaborative effort that involved input and feedback from different audiences through meetings and interactive exercises with key stakeholders including: the Project Review Team (PRT), Equity Focus Group, and the public.

The first stage focused on developing an initial list of guiding principles, goals and objectives which were based on other cycling wayfinding and signage



strategies, similar in scope and context to Durham. This preliminary list was presented at the project kick-off meeting to the PRT for further review and input.

In the second stage, the list prepared in Stage One was presented to the Equity Focus Group and other stakeholders for input and updated based on the feedback received. In Stage Three, the updated vision, goals, and objectives were shared with the public at the first Public Information Centre (PIC) to gather more feedback. Following the PIC, the project's vision, goals, and objectives were finalized.

This process was a collaborative effort over time involving all stakeholder groups. Project team recognized the significance of engagement in this phase so that the guiding principles, goals, and objectives were not developed in isolation but with consideration of feedback and input from all stakeholders. Below is an overview of the approach the project team took to develop the project goals and objectives.

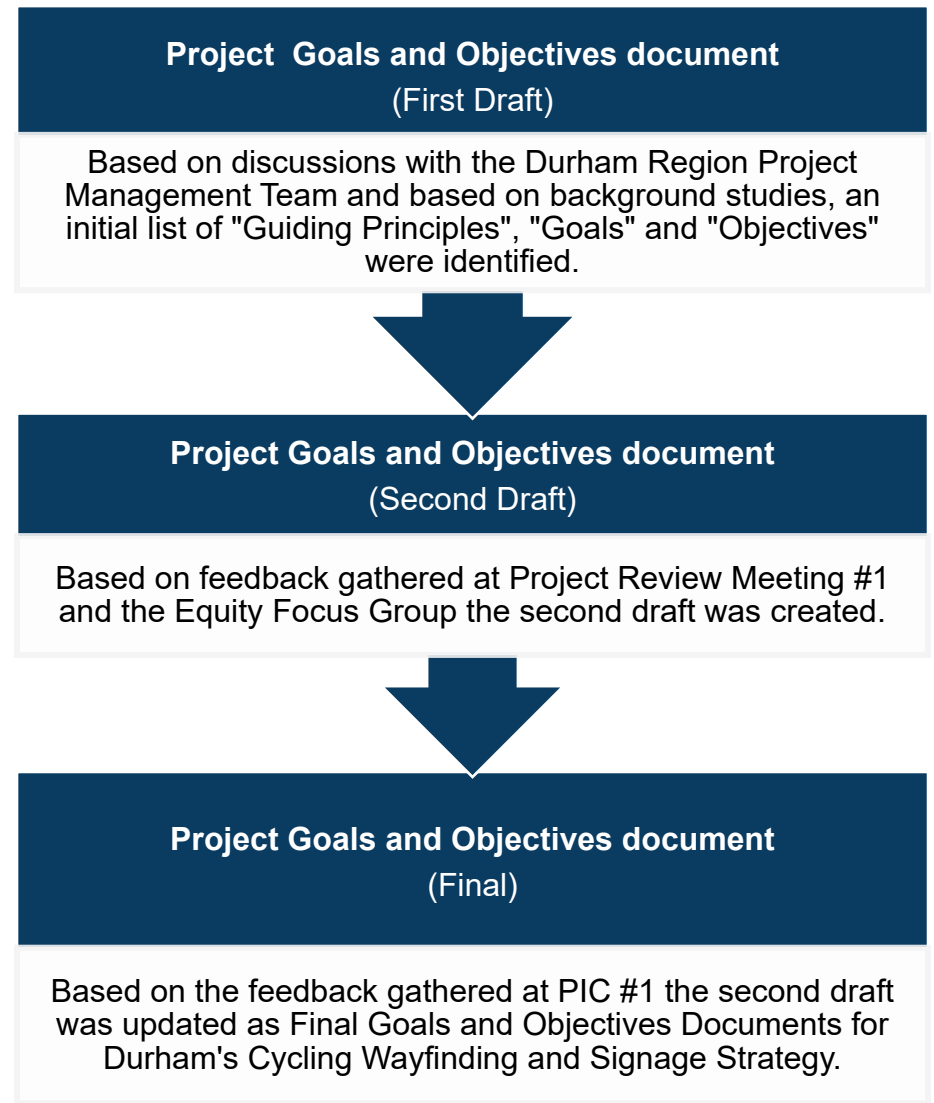


Figure 19. Overview of Approach to Developing the Project Goals and Objectives.



## Vision, Goals and Objectives

### Vision

Wayfinding strategies involve many different stakeholders and interests and may be implemented over several years. A vision statement helps provide a reference for project decisions and maintains focus on the eventual outcomes of collective effort.

Consistent with Durham Region's Cycling Plan, the Cycling Wayfinding and Signage Strategy aimed to establish a bold vision for a comprehensive cycling wayfinding system in Durham and help establish the region's identity as a premiere destination for cycling. The Cycling Wayfinding and Signage Strategy seeks to coordinate information and existing efforts from a wide range of agencies and partners to provide residents and visitors with clear and consistent information regarding cycling routes, destinations, and facility use to encourage the safe and comfortable use of the PCN.

When asked to articulate a vision for the project, project team members, the Equity Focus Group, and the PRT,

which included representatives from Durham Region, all Local Area Municipalities, and conservation authorities, touched on the following ideas:

1. Encourage active transportation
2. Simplicity
3. Clarity
4. Distinctive and unique
5. Consistent
6. Civic pride
7. Connecting people to places

Combining these ideas, a project vision was identified:

**“Establish Durham as a premier cycling destination, while simultaneously encouraging increased active travel among visitors and residents. This will be achieved through a distinctive and clear wayfinding system that seamlessly connects individuals to a wide range of attractions and destinations across the Durham Region.”**

With the vision statement in place, the next step was to formulate the goals and objectives. The vision provided the inspiration, while the goals and objectives broke down the vision into actionable and time-bound steps. This alignment



between the vision, goals, and objectives created a strategic roadmap that led to success for this project.

## Guiding Principles

For the development of a consistent and flexible wayfinding, it is useful to establish a list of principles that can be used to guide the process. An initial list of seven guiding principles shown in Table 15 was created to help shape the wayfinding and signage strategy for Durham Region, drawn from best practices and consultation with the project team.

The principles were refined based on input from PRT members, project team and Equity Focus Group participants. During the consultation sessions, participants emphasized the importance of equity. They also expressed a desire to integrate navigation elements into connectivity. As a result, seven core principles have emerged (Table 16).

These principles served as the basis for a fundamentally consistent but flexible approach to Regional wayfinding and as the initial categories to develop goals and

objectives for Durham Cycling Wayfinding and Signage Strategy.

Table 15. Initial List of Guiding Principles.

|                       |                                                                                                                      |
|-----------------------|----------------------------------------------------------------------------------------------------------------------|
| <b>Consistency</b>    | Consistency in content and presentation.                                                                             |
| <b>Inclusivity</b>    | Accommodation of the needs of all user types.                                                                        |
| <b>Sustainability</b> | Consideration of full lifecycle costing and adaptability to change.                                                  |
| <b>Connectivity</b>   | Connecting places and enabling people to move seamlessly.                                                            |
| <b>Local Identity</b> | Celebrating and promoting the Region's unique identity while empowering community input and participation.           |
| <b>Simplicity</b>     | Efficient wayfinding through clear and logical information presentation, minimizing user time and effort.            |
| <b>Encouraging</b>    | Supporting the adoption of cycling as an alternative for transportation, replacing less sustainable modes of travel. |



Table 16. Final List of Guiding Principles.

|                                            |                                                                                                                      |
|--------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| <b>Consistency</b>                         | Consistency in content and presentation.                                                                             |
| <b>Inclusivity, Equity, &amp; Equality</b> | Accommodation of the needs of all user types and equal access to opportunities.                                      |
| <b>Sustainability</b>                      | Consideration of full lifecycle costing and adaptability to change.                                                  |
| <b>Connectivity &amp; Navigation</b>       | Connecting places and enabling people to move seamlessly, incorporating efficient navigation elements.               |
| <b>Local Identity</b>                      | Celebrating and promoting the Region's unique identity while empowering community input and participation.           |
| <b>Simplicity</b>                          | Efficient wayfinding through clear and logical information presentation, minimizing user time and effort.            |
| <b>Encouraging</b>                         | Supporting the adoption of cycling as an alternative for transportation, replacing less sustainable modes of travel. |



## Goals and Objectives

With the overarching vision and guiding principles established, goals and objectives needed to be defined for this wayfinding and signage strategy.

Goals are specific milestones that contribute to the realization of the project's vision under guidance of the principles. They provide clear targets that help direct the project's activities and resources.

An initial list of goals for Durham Cycling Wayfinding and Signage Strategy was established based on guidance from the RCP, best practices, conversations with the core project team alignment with the vision for the Cycling Wayfinding and Signage Strategy.

### Initial List of Goals

#### Improve

- Navigation.
- Safety.
- Accessibility and inclusivity.
- Connection to destinations.
- Overall cycling experience.

## **Increase**

- Awareness and facilitating education of local areas.
- Number of people cycling.
- Usage of cycling infrastructure.

## **Enhance**

- Local economies and attractions.
- Collaboration with stakeholders.
- Marketing of cycling networks and key destinations.

## **Promote**

- Sustainable transportation options.
- Cycling and major community destinations.
- Economic benefits of cycling.
- Tourism through cycling.

These goals were presented to the PRT and refined based on the feedback received (Table 17).

The next step was to identify objectives for each of these goals. Objectives are detailed, actionable steps that outline what needs to be achieved to reach each goal. Having a clear set of project objectives for the Cycling Wayfinding and Signage Strategy helps to break down the goals into actions.

During the engagement sessions, stakeholders were asked to describe what they see as important objectives for the identified goals. Refer to Table 17 for a comprehensive compilation of ideas proposed throughout the ideation session.



Table 17. Ideation Sheet Used for Identifying Objectives Based on Guiding Principles and Best Practices.

| Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Inclusivity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Maintaining a level of consistency with local area municipalities' wayfinding system strategies.</li> <li>• Coloured paths for different user groups.</li> <li>• International symbol recognition for all users.</li> <li>• Consistent and coordinated with other wayfinding/signage standards (e.g., Metrolinx standards).</li> <li>• Consistency - Maintaining existing identities for Regional/provincial routes (e.g., Trans Canada Trail, Great Lakes Waterfront Trail, Greenbelt Route).</li> </ul> | <ul style="list-style-type: none"> <li>• All wayfinding should emphasize easy-to-comprehend symbols rather than any words. That way language is less of a barrier.</li> <li>• Awareness of impact on pedestrians with low vision or blindness - not being able to hear cyclists on trails.</li> <li>• Inclusive, equitable, and accessible signage.</li> <li>• Colour contrast of the font will be important, and the text should not be too small as it would not follow the goal of maintaining motion.</li> <li>• For our kiosk signs, we started providing accessibility information (i.e., slope) and included a land acknowledgement. Also, open to other information to include Indigenous history of the land we are on.</li> <li>• Supports a range of abilities and trip types.</li> <li>• Another icon to be added can be a wheelchair.</li> <li>• AODA compliant as it relates to colour selection.</li> <li>• Consideration needs to be made regarding motorized vehicles and if they are able to use the same trails. That would be motorized bikes or mobility devices.</li> <li>• The level of difficulty or info about length and terrain information at key junctures to help a range of cyclists with different comfort levels and experiences they are looking for when it comes to cycling so they get the best experience navigating the network based on their needs and experience level.</li> </ul> |



| Sustainability                                                                                                                                                                                                                                                                                                                                                               | Connectivity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Light branding of signage so as brands change over the lifetime of the signage - the signs continue to be relevant and cost-effective - not needing to be changed every time brands change.</p> <ul style="list-style-type: none"> <li>• We have done a rebrand recently, this can also be handled by having the branded portion as a separate physical piece.</li> </ul> | <ul style="list-style-type: none"> <li>• Is "seamlessly" too aspirational? Will the routes to interconnected?</li> <li>• promoting connectivity to area municipal networks and economy.</li> <li>• Include directions to rest/lookout/support facilities nearby.</li> <li>• Supporting intermodal connections - active travel with transit (and vice versa).</li> <li>• Integration with technology for route planning prior to trips.</li> <li>• Management of information and responsibility to keep QR codes up to date.</li> <li>• Following on this question - e-Bikes and scooters, I know the pilot has started in Oshawa; will there be signage to show where charging locations etc. might eventually be?</li> <li>• Add area municipality trail networks, parks, places of interest, GO stations, and community centres. Connectivity is key for all users.</li> </ul> |





| Local Identity                                                                                                                                                                                                                                                                                   | Simplicity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Supporting the natural environment that exists.</li> <li>• Distinctive to me equals consistent colours, size, font, logo, etc.</li> <li>• Signs need to be visible at dusk and in the dark. Norway has light signs that reflect on the snow.</li> </ul> | <ul style="list-style-type: none"> <li>• Clear guidance on signage in rural vs urban setting, trails vs on-road facilities, hierarchy of signage.</li> <li>• Distinguishing pedestrian vs. cycling routes. there tends to be conflict amongst these groups due to the limited space available for active transportation infrastructure.</li> <li>• Reduction of sign clutter.</li> <li>• Users should not be overwhelmed by all signs at any one location.</li> <li>• Coloured paths for different user groups.</li> <li>• Bold look and feel, eye-catching colour, consistent font, simple yet easily recognizable icons.</li> <li>• Use of QR codes.</li> <li>• Regarding your branding, the colours being used will need to be considered. In my experience, the branding colour is typically used in reports for text. Colour contrast in your branding would be important.</li> <li>• Less is more!! Suggest keeping it simple and accessible.</li> <li>• Should be intuitive and not overwhelming with too much information and a balance of text and graphics so its easy for people of all ages to interpret whether they are new to our routes or not, whether they cycle regularly or are newer to cycling and active travel.</li> </ul> |



| Encouraging                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Other                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Can we add other mobility icons to the "Promote Active Travel" graphic? Strollers, skateboards, etc. rather than three types of bikes and a runner. We need to show and include other mobility.</li> <li>• An easy-to-interpret difficulty level rating system for each trail, or High-Efficiency Trail Assessment Process (HETAP) analysis.</li> <li>• Encouragement - Destination wayfinding can be inspirational. Having a nearby location and an aspirational destination (e.g., distance to the next municipality) can be helpful inspire further travel.</li> </ul> | <ul style="list-style-type: none"> <li>• Visual appearance would be distinctive but cannot be so distinct that it makes the Cycling Wayfinding and Signage Strategy less intuitive and divorces it from local, Regional, and pan-Regional wayfinding. Going icon-driven is great, but I would like to push back on restricting text as this can compromise destination wayfinding and identity.</li> <li>• Safety - Our emergency medical services have requested some sort of 911 addressing on signage.</li> <li>• An effective tool is the use of a small pavement icon showing trail continuity across roads/intersections. A fantastic reassurance.</li> <li>• Cross-rides are extremely dangerous for persons with low vision, blindness, and other disabilities - first people cannot hear the cyclist on the path coming up behind them - in addition, the unpredictability of children at intersections waiting to cross with lights, dogs on leashes, etc. How are the warnings going to be posted within this system?</li> <li>• Can the icon set include detour/construction signage?</li> <li>• Reflectivity treatment - specifically on on-road facilities if nowhere else. Will maintain wayfinding integrity in the dark for AT traffic, and also maintain awareness that an on-road facility is shared with AT for motorized traffic during periods of reduced visibility.</li> <li>• It would also be useful to have guidance on signage informing users which municipalities permit e-scooters and/or e-bikes on trails/MUPs.</li> <li>• WRT receives many inquiries on e-bike usage on sections of the Great Lakes Waterfront Trail. We have the capacity to help share this info via our website (partner pages for each municipality in Durham).</li> <li>• Related to trip planning/on-route hiccups: use consistent temporary/digital info to notify dangers/disruptions to cyclists/alt users, with suggestions for safer routes.</li> </ul> |



Input from stakeholders during these sessions and a review of best practices were used to shape specific objectives aligned with the goals established for Durham Cycling Wayfinding and Signage Strategy.

The following list of goals and objectives was emerged:

**Goal 1: Regional and Primary Cycling Network Focus.**

**Objectives:**

- To develop a sign family for regional destinations.
- To focus on signage for sections of the PCN under Regional jurisdiction.

**Goal 2: Maintain Consistency, Simplicity, and Local Identity.**

**Objectives:**

- Signage design and placement will not conflict with local wayfinding systems, only compliment and uplift.
- The cycling wayfinding and signage strategy (including destinations, signage design, sign placement, etc.) will be created to provide clear

and consistent information about the application and information (colours, fonts, icons, etc.).

- The use of international symbols and locally distinct logos will be prioritized for the wayfinding signage family.
- The wayfinding signage family design, sign content, and recommended application will strive to keep the number of signs and total information in each location to a minimum.

**Goal 3: Uphold Inclusivity and Equity.**

**Objectives:**

- Signage design will prioritize universal standards that display legible information for people of all ages and abilities.
- Trip accessibility and associated information (including symbology) are to be advised upon within Durham Cycling Wayfinding and Signage Strategy.
- The Cycling Wayfinding and Signage Strategy will tailor information for diverse cycling experience.



## Goal 4: Enhance Connectivity and Navigation.

### Objectives:

- Establish destination guidelines and a wayfinding signage family design that promotes seamless navigation between regional destinations, local municipalities, cycling routes, and support facilities.
- Utilize destination wayfinding to inspire and motivate further travel by incorporating nearby locations and aspirational destinations (e.g., distance to the next municipality), fostering an environment of exploration and adventure.
- Integrate technology for efficient route planning prior to trips, providing accurate and updated information through QR codes.

## Conclusion

In conclusion, vision statement and final list of goals and objectives set the foundation of the cycling wayfinding and signage strategy for the Durham Region. The collaborative efforts of various stakeholders played a key role in outlining the Cycling Wayfinding and Signage

Strategy vision, goals, and objectives, for a comprehensive and effective wayfinding system.

The developed vision goes beyond simple signage, aiming to position Durham as a prominent cycling destination while promoting active travel among residents and visitors. This vision sets the tone for the Cycling Wayfinding and Signage Strategy's development, which goes beyond conventional wayfinding to establish a robust and adaptable framework that caters to diverse user needs.

The guiding principles—consistency, inclusivity and equity, sustainability, connectivity and navigation, local identity, simplicity, and encouragement—provide the strategic underpinning for the wayfinding strategy. These principles serve as benchmarks for decision-making.

The defined goals and objectives serve as the roadmap for achieving the vision. Focusing on the PCN, maintaining a consistent and locally rooted identity, prioritizing inclusivity, and equity, and enhancing connectivity and navigation all contribute to a strategy that fosters a seamless and enjoyable cycling experience.



## Appendix B: Best Practices Review

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## Introduction

This report summarizes a review of best practices for cycling wayfinding and signage from across North America for the development of the Durham Region Cycling Wayfinding and Signage Strategy. Completing a scan of best practices from those that have accomplished similar goals and objectives, can help identify an initial set of accepted processes and procedures which can be used to inform and identify Durham-specific recommendations. The report is organized into the following sections:

### **Relevant Documents and Practices from Other Jurisdictions**

Presents overarching wayfinding and signage policies and guidelines and wayfinding signage best practices that can be used to help inform the Region's Cycling Wayfinding and Signage Strategy.

### **Wayfinding Principles**

Summarizes the key considerations for wayfinding systems, a focus on principles that most align with goals



and objectives of the Region's Cycling Wayfinding and Signage Strategy and context.

### **Wayfinding Signage Elements**

Presents categories for the different types of wayfinding sign elements, the signage for each type and relevant characteristics and placement considerations. This section also considers emerging wayfinding technologies.

### **General Placement Guidance**

Summarizes how the various wayfinding sign types are placed throughout an area and accessibility standards for the placement of signs.

### **Wayfinding Branding**

Provides an overview of why branding is important for the perception and cohesiveness of a wayfinding system, and key considerations for branding.

Selecting Destinations summarizes why it is necessary to develop a comprehensive approach to selecting destinations to sign to in a wayfinding system, a

framework for best practices of categorizing destinations, and approaches for determining how to categorize destinations is described in this chapter.

The content included in this report is a synthesis of best practices and will be integrated into the development of the Region's Cycling Wayfinding and Signage Strategy.

## Relevant Documents

To successfully develop a wayfinding strategy and system for cycling it is important to understand and look to cycling specific guidelines and tools that can provide direction on signage and wayfinding elements, design, and decision-making. The following chapter outlines cycling and wayfinding specific guidelines and standards that Durham can use to help inform its own cycling wayfinding and signage strategy.

### OTM Book 18: Cycling Facilities

The OTM Book 18: Cycling Facilities (2021) provides updated guidance for the planning, design, and implementation of cycling facilities in Ontario. It is used by practitioners across the province and can help with

consistency of implementation of signage and wayfinding elements specific to cycling. It includes two sections specific to signage and wayfinding. Section 4.2 includes standard and regulatory signage and pavement markers that are used in Ontario. Section 9.4 cycling wayfinding outlines wayfinding principles for cycling wayfinding signage. This section highlights seven principles of simplicity, consistency, conspicuity, relevance, continuity, integrative, and universality which it recommends practitioners apply to help make cycling wayfinding easy and intuitive. The document identifies decision signs, turn signs, and confirmation signs as key sign types, and mentions other possible signs such as information kiosks and fingerboards. The section also introduces the concept of destination hierarchies, a strategy for predictably determining which routes and destinations to sign for and at what distance, and provides an overview of sign types, placement, and design.

### Other Canadian Sign Guidance Documents

- OTM Book 2: Sign Design, Fabrication, and Patterns.



- OTM Book 8: Guide and Information Signs.
- Manual of Uniform Traffic Control Devices Canada.
- Transportation Association of Canada Bikeway Traffic Control Guidelines.
- Transportation Association of Canada Geometric Design Guide.

### **NACTO Urban Bikeway Design Guide**

The National Association of City Transportation Officials (NACTO) [Urban Bikeway Design Guide](#) offers clear, concise best practice guidance including types of signs, placement guidance, and examples from various jurisdictions in North America.

### **Accessibility for Ontarians with Disabilities Act**

As wayfinding systems often relate to accessible routes or pedestrian circulation, it is important to comply with the [Accessibility for Ontarians with Disabilities Act](#) (AODA) in order to implement wayfinding signs and other elements that do not impede travel or create unsafe situations for pedestrians, cyclists, and/or those with disabilities. AODA

doesn't specifically include details on cycling or pedestrian wayfinding signage as part of a transportation system. But, section 58, provides guidance for signage for public transportation service providers, which provides guidance for signage considerations that could be considered for a cycling wayfinding system.

- Be visible.
- Be consistently located.
- Have a glare-free surface.
- Be positioned to avoid shadow areas and glare.
- Be consistently shaped, coloured, and positioned.
- Has text that is high colour-contrasted with its background and has the appearance of solid characters.





As per the [Policy Guidelines Added for the Design of Public Spaces](#) (2014) for new or redeveloped recreational trails, signage must be placed at each trail head and provide the following information to all trail users:

- Trail length.
- Surface type on the trail.
- Average and minimum trail width.
- Average and maximum running slope.
- Average and maximum cross slope.
- Location of amenities, where provided.

A trail head refers to a point of access to a trail. They are commonly located close to a sidewalk or parking area. Organizations must identify which entrance/exit points to a recreational trail are trail heads to determine where the signage requirements will apply. To help people with low or no vision and make the signage easier to read, the text on the signage must:

- Have high tonal contrast with its background.
- Use sans serif font for its characters.



## Cycling Wayfinding Principles

The built environment should be designed so that people can quickly orient themselves, recognize areas of different character, and intuitively locate and navigate to destinations. The degree to which a place accomplishes these things determines its legibility, or how easily both locals and visitors can understand where they are and where they are going. A cohesive, attractive wayfinding system can greatly contribute to a place's legibility and identity by better enabling individuals to:

- Easily and successfully find their destination.
- Understand where they are with respect to other key locations.
- Orient themselves in an appropriate direction with little misunderstanding or stress.
- Discover new places and services.

Cycling wayfinding differs from other forms of navigation like pedestrian wayfinding due to the nature of travel. Cyclists maintain higher speeds, directing attention to bike control while simultaneously processing route information. This dynamic requires concise, easily

accessible directions that avoid disrupting focus.

Contrary to pedestrians, cyclists demand prompt alerts for turns, intersections, and potential obstacles so information delivery requires briefer intervals and potentially time-sensitive cues.

The following cycling wayfinding principles are based on best practices from across North America.

### **Connect Places**

An effective wayfinding system should directly connect to places locals and visitors want to go and enable them to discover new destinations that can be reached by cycling. Wayfinding connects neighbourhoods and provides navigational assistance to both local and regional destinations and is an extension to the cycling network, providing a seamless travel experience for non-motorized users. Wayfinding provides benefits that go beyond physical signage. It can create a deeper connection to a place, cultivate a sense of pride by reflecting community values, and support local economic development by encouraging residents and visitors to use local services.



### **Keep Information Simple**

Wayfinding should provide clear information in a logical succession, and not overburden users with excess information. Information should be presented in as clear and logical format as much as possible. Wayfinding signage should be universally understandable, featuring simple language and graphics. Special consideration should be given to readability across various age groups and education levels, including those with limited English proficiency or spatial reasoning skills. It is important to provide information in manageable amounts. Too much information can be difficult to process quickly; too little, and decision-making becomes impossible.

### **Maintain Motion**

Wayfinding information should be presented in a way that is quickly understood. Cycling requires physical effort, and frequent stopping and starting to check directions may lead to frustration and discourage use. Wayfinding information that can be quickly and easily grasped contributes to a more enjoyable environment for walking and cycling. Consistent, clear, and visible wayfinding

elements allow active transportation users to navigate while maintaining movement. Information should be provided in advance of where major changes in direction are required, repeated as necessary, and confirmed when the maneuver is complete.

### **Be Predictable**

Wayfinding should be predictable and consistent in design and placement. When information is predictable, it can be recognized and quickly understood. Predictability should relate to all aspects of wayfinding placement and design (e.g., sign materials, dimensions, colours, forms, and placement). Once users trust that they will encounter consistent and predictable information, their level of comfort is raised and new journeys become easier to attempt and complete, thereby promoting an experience that is welcoming and friendly and can contribute to an increased use of the network. Similarly, maps which compliment wayfinding signage and other cycling network elements, should employ consistent symbology, fonts, colours, and style.



## **Wayfinding Signage Elements**

The goal of a wayfinding system is to simplify navigation in urban environments. Different elements can help enhance ease of navigation and help increase use of cycling networks when applied in appropriate signs and locations. This chapter describes the spectrum of elements that are most widely used and successfully applied within cycling wayfinding systems and contained within cycling wayfinding strategies.

### **Access Elements**

Access elements guide users into the network served by the wayfinding system either by marking physical entryways to trails, pathways, or other facilities, or by providing information to new or potential users in a clear and understandable way that encourages participation in active travel. The most common application of access elements is for off-road trails and paths, but these are also effectively implemented in downtown areas or in conjunction with transit hubs, or other multimodal transfer locations. Access elements can include gateway monuments, information kiosks, and secondary access

signage to let people know they have arrived or are entering a specific system or route. Access elements can be used independently or combined; for instance, kiosks may serve the purpose of gateway monuments, and vice versa. Figure 20 shows examples of access elements from Monterey County wayfinding plan.



Figure 20. Access Element Examples from Monterey County Wayfinding Plan: Monument, Information Kiosk, Secondary Access.

## Gateway Monuments

Gateway monuments serve as key markers that delineate the entrance to a distinct area with a unique identity. They function as the first point of communication and introduction to a location, imparting a sense of arrival to visitors. These monuments can be designed for pedestrian and cyclist experiences, as well as vehicular experiences. Figure 21 shows an example of gateway monuments from Scottsdale wayfinding.

**Frequency and Quantity:** Typically, one major gateway monument is placed at each main entry point to the area, with smaller markers potentially located at secondary entrances.

**Information Included:** These monuments usually display the name of the area and may include additional information such as historical context, a map, or directional signs to key landmarks.





Figure 21. Example of Gateway Monuments, Scottsdale Wayfinding (Source: Scottsdale Public Art Website).

Gateway monuments can have unique architectural elements that make them stand out and reflect the character of the area and can include the name of a place and iconic symbols, sculptures, or visual representations associated with the area.

## Information Kiosks

Information Kiosks that include area or Regional maps provide helpful navigational information, especially where users may be stopping long enough to digest more information (i.e., transit stations or stops, busy intersections, trailheads). Kiosks should be located in highly visible areas along the primary route. Information kiosks should be placed in accordance with AODA requirements for accessibility and clear zones so that people can observe the information without obstructing adjacent walkways.

Typical elements to include on information kiosks are:

- City or Regional map, including bicycle and pedestrian facilities, transit stations, bus stops, bike share or micromobility stations, and common destinations.
- Community branding.
- Regulations, etiquette, and safety information.
- Trail name (if applied to a specific trail).

To enhance accessibility for users to make an informed



decision about using the cycling route, signage can also include:

- Length of the trail or trail segment (in kilometres).
- Surface type/firmness/stability.
- Typical and minimum width.
- Typical and maximum running slope.
- Typical and maximum cross slope.

### Secondary Access Signage

Secondary access points with limited parking, services, or user traffic may not necessitate the same level of information and signage as formal access points with greater use. Signage at these locations may vary from a simple confirmation sign stating the name of the trail to a scaled down trailhead kiosk complete with user map, rules, and regulations, permitted and restricted uses, and destination information.

### Fundamental Navigational Elements

Fundamental navigational elements are the foundation of a wayfinding system to guide cyclists to their destinations along designated facilities. These fundamental elements

include signage that includes information about decisions on where to bike, confirmation information to indicate that they are on the correct route or path and turn information to help them navigate the route to their preferred destination.



Figure 22. Fundamental Navigational Detroit Bicycle Wayfinding (Source: Living Lab Detroit).

### Decision Signs

Decision signs mark the junction of two or more bike routes and are placed prior to the joining of these bike routes. These signs also inform users how to access nearby destinations. Decision signs include destinations that can be paired with distances in time and/or mileage,



and directional arrows. Users can orient themselves within the cycling network based on key destinations including Regionally significant landmarks, shopping districts, and other recreational facilities. Decision signs provide direction and distance to key destinations.

## 2. Characteristics of Decision Signs

- Mark the junction of two or more cycling routes.
- Inform users of designated routes to access key destinations.
- Provide directions and distances to destinations.
- May include travel times to destinations.

## 3. Placement Criteria for Decision Signs

- For on-street applications, place 40-50 metres prior to a decision point; for off-street: 10-15 metres. These are adequate distances for cyclists to see and respond to sign messaging. Exact distances will vary depending on context.
- Placed at key junctions alongside a bike route to indicate nearby destinations.
- Signs should have a maximum of three destinations.



- Signs should have a 0.5 metre minimum lateral offset from the edge of the path or from curb to the edge of sign to prevent clipping from traffic.

## Confirmation Signs

Confirmation signs identify designated bike routes. This builds confidence that the user is on the correct path or route. In addition, these signs increase awareness of cyclists by informing motorists of their presence. Confirmation signs are an integral component of any trail or bike system that crosses roads, changes direction, and has intermediate access points between trail or route beginning or end.

## 4. Characteristics of Confirmation Signs

- Placed after access points along a trail or on-street bike route, as well as after decision or turn signs.
- Spaced every kilometre or more often along a route or trail to maintain a consistent level of confidence that users are still travelling along the same route.
- Do not indicate a change in direction.



- May have informational or branding content such as the name of the route.
- May include up to one directional destination (e.g., downtown).

## 5. Placement Criteria for Confirmation Signs

- After decision signs and decision points. If the signed route is approaching a turn, turn signs or decision signs should be used instead of confirmation signs.
- Locations where a designated route is not linear as well as after complex intersections (e.g., intersections with more than four approaches, roundabouts, or indirect routing).
- Approximately every 2-4 kilometres on off-road facilities, unless another type of cycling wayfinding sign (such as a turn, decision, or other bicycle regulatory sign) or pavement marker is present within the 2-4 kilometres interval.
- Within 20-30 metres immediately following turns to confirm designated bicycle route.
- Signs should have a 0.6 metre minimum lateral

offset of from edge of path or curb to edge of sign to prevent clipping from traffic.

## Turn Signs

Turn signs use directional arrows to indicate where a cycling route turns from one road onto another road, and only one route option is available. Turn signs are at key points of navigation for bike route users. Turn signs direct the cyclist where to turn to remain on the designated route, allowing the cyclist to dedicate most of their attention to riding safely and responsibly.

## 6. Characteristics of Turn Signs

- Provide clear direction for cyclists and pedestrians to turn when a route transitions from one roadway or trail to another using directional arrows?
- May be a combination of a confirmation sign and directional arrow or a standalone decision plaque.
- May include travel distance to destination.

## 7. Placement Criteria for Turn Signs

- The turn sign should be located in the block immediately preceding the turn, approximately 5-





10 metres in advance of a turning point.

- When a bike route turns, a turn sign will be located at 15-30 metres (on-road) or 5-15 metres (off-road) in advance of the turn, or near the side of the intersection).
- Signs should have a 0.6 metre minimum lateral offset from the edge of the path or from the curb to edge of sign to prevent clipping from traffic.
- In locations where there are two or more bike routes, a decision sign, rather than two turn signs, should be used to consolidate this information.

## Enhanced Navigational Elements

Enhanced navigational elements provide additional wayfinding assistance beyond fundamental signage, improving the user experience and providing more opportunities for system branding and identity. Enhanced navigational elements could include pavement markers, kilometre markers, street sign toppers, street/trail intersection signs, and fingerboard signs, as shown in Figure 23.



Figure 23. Enhanced Navigational Element Examples: Pavement Marker and Street Sign Topper.

## Pavement Markers

For on-road bike routes, pavement markers typically function to position cyclists in the proper lane location and communicate to motor vehicle drivers the presence of cyclists. But pavement markers can also serve a variety of wayfinding purposes along on-road bike routes and trails. They can often be utilized to communicate direction, route name, community branding, mile markers, and street crossings to support navigating routes by bike. Pavement markers may be provided in



lieu of, or in addition to standard signs (Regulatory and bicycle route signage), thus limiting sign clutter. Common materials used for pavement markers include pre-formed thermoplastic, paint, stamped concrete, or embedded metal.

Shared lane markers, or “sharrows”, are standardized in OTM Book 18. In some places in North America the chevrons at the top of shared lane markers are used to indicate the direction of intended travel (Picture 8).



Picture 8. Sharrow Markings in Toronto (Source: Alta Planning + Design).

## Kilometre Markers

Kilometre markers are a series of numbered markers that may be placed alongside a trail at defined intervals to help users understand how far they have gone, and how far they have to travel to reach their next destination. Furthermore, kilometre markers provide pathway managers and emergency response personnel points of reference to identify field issues such as maintenance needs or locations of emergency events. Kilometre marker locations should be geo-located and supplied to emergency responders so that responders can efficiently respond to incidents on the trail. System brand mark or logo, path name, and distance information in kilometres may be included as well as jurisdiction identification within kilometre marker identifiers. It is important that kilometre markers are spaced at consistent intervals. Point zero should begin at the southernmost and/or westernmost terminus points of a pathway. Kilometres markers on Regional trails should be coordinated with neighbouring jurisdictions for connectivity and continuity across municipal boundaries when possible. The material used can vary depending on preferences, from a number



featured on an existing sign, to a standalone metal sign or wood, metal, or stone post. Pavement marker kilometre markers can also be used in lieu of post-style kilometres markers.

### Street Signs/Toppers

There are several benefits to including signage at trail and street intersections. The primary reason is to help orient the route user to which street or trail the user is crossing.

Additionally, trail signage at these locations, facing motorists' direction (in addition to standard regulatory signage) can help bring attention to the trail crossing to alert different road users to expect cyclists and pedestrians.

Decision signage (insert reference to section of report that discusses decision signage) should be present if needed to communicate directions to destinations accessible from the cross-street. Street/trail intersection signage should also be included where trails cross over or under streets via grade-separated intersections. Riparian trails, rail trails, or other trails with infrequent connections to the street network make it difficult for trail users to orient themselves. Simple street signage on overcrossing or undercrossing structures

can help trail users determine their location.



Picture 9. Example of Street Sign in Ajax (Source: Alta Planning + Design).

### Fingerboard Signs

Fingerboard signs serve a purpose similar to decision signs in that they provide wayfinding to multiple destinations located in multiple directions from the junction at which the sign is located. They provide an efficient way to give direction at a junction that is approached from multiple angles and are not as limited in the number of destinations that can be included. Fingerboards are better applied in pedestrian or off-road trails at decision points because they are often more complex to read and interpret while in motion and



travelling from a direction without having to stop.



Picture 10. Fingerboard Sign in Waterloo (Source: Kevan Marshall).

## Wayfinding Technologies

The development of mobile technology has enabled new ways that people can navigate their communities.

Mapping applications such as Google and Apple Maps provide options to use routes with less traffic or hills and real-time audible directions. In case a wayfinding system includes information kiosks or signs that require a pause or stop from cycling, QR codes are particularly suitable.

These are also effective on pedestrian wayfinding and secondary access signs, where users are more likely to

safely scan them. QR codes can provide additional information, read the information aloud, or translate it into other languages, aiding users in their journey.

In terms of maintenance and drawbacks, the durability, vandalism risk, and legibility of QR codes are comparable to other sign elements. However, QR codes have the advantage of streamlining the information presented, thus aiding legibility. Maintenance for QR codes is primarily digital, ensuring that the linked information remains up to date and functional. It is worth noting that QR codes are best suited for signs where users can safely pause to scan them, and less effective for decision signs where quick action is needed.







Picture 11. Example of a QR Code for Wayfinding  
(Source: lostinthelandscape.com).

Another emerging technology is augmented reality, which uses mobile devices and wearable technologies to add a layer of information relevant to what is being looked at. This provides the potential to translate signage into other languages or prompt a user in a direction. These emerging technologies have potential to complement wayfinding signage or make it more accessible, but the use of these technologies is not accessible or will not be comfortable for all people and may not be viable while people are in motion.



Picture 12. Example of Augmented Reality Wayfinding  
(Source: HFMMagazine.com).

## General Placement Guidance

Consistent and appropriate placement of wayfinding elements helps so that the signage elements do not create undue safety hazards. OTM Book 18 and Transportation Association of Canada Geometric Design Guide provide information on the physical infrastructure needed to support cycling facilities. General guidance regarding sign placement in both on and off-road contexts is as follows:

- Wayfinding guidance should be located between two or more major facility types, such as a street



with bike lanes and/or sidewalks and a multi-use path to support connectivity.

- Wayfinding should be placed at gaps between existing sections of a facility, such as a bike lane or multi-use path.
- Road/path name signs should be placed at all path-roadway crossings to help users track their locations.
- Reference location signs (kilometre markers) assist trail users in estimating their progress, provide a means for identifying the location of emergency incidents and are beneficial during maintenance activities where cross streets or other location identifiers may not be possible.

## Signage Placement

The following guidance intends to reduce potential for conflicts with signage and that signage is visible by cyclists and other route users.

## Sign Height

OTM Book 18 recommends that all signage, regardless of type, should be mounted at a height of 1.5 metres, as that is considered eye-level and easily visible for people riding bicycles.



Figure 24. Example of a Signage Placement Plan.

## Vertical Clearance

Signage should not interfere with the clear path of travel. The vertical clearance for signage should be a minimum of 2.5 metres when impeding a sidewalk or on-street environment, as that is the operating height for people cycling based on OTM Book 18.



## Required Clear Width

Protruding objects may not, in any case, reduce the clear width required for accessible routes. Generally, this requirement is met by maintaining 1.5 metres minimum clear width for people maneuvering mobility devices. This requirement applies to sidewalks and other pedestrian circulation paths. Signs should have a 0.6 m lateral offset from the edge of a cycling facility so that they do not protrude onto the cycling facility.

## Vegetation

Nearby vegetation may grow over the summer season or over the course of several years, if not maintained, to obscure signage. Vegetation planted directly adjacent to signage should be low-lying. Consistent trimming of bushes or trees over time should be considered when locating signage near taller vegetation with branches.

## Winter Maintenance Considerations

Winter conditions can also impact the effectiveness of wayfinding signage. Snow accumulation on the ground can obscure lower sections of signs, rendering them less

useful. Therefore, critical information should be designed to appear above anticipated snow levels. Moreover, snow should not be stored around kiosks and other sign elements to prevent obscuring information. Special attention should be given to signage placement, avoiding locations where snow is commonly stored during winter months.

## Wayfinding Branding

### What is Branding?

Branding is a combination of visual identifiers such as a logo, symbol/icon, typography, and colour, that tells the audience what a company, product or service is about. Collectively, these visual elements work together to separate itself from other brands and to leave a lasting impression to its audience.

In a highly visual society, branding is an essential part of a brand and is a key differentiator between other organizations, and in the case of wayfinding, routes. It is necessary that branding represents the personality and values of a brand, which can be a powerful tool in shaping the audience's attitudes about your brand.



Lastly, it is fundamental for a brand to maintain a consistent visual identity across several platforms for a strong branding strategy for easy recognition.

## Key Branding Considerations

Branding in wayfinding influences a person's understanding and experience within a physical space. A successfully branded wayfinding system helps move users in the right direction with comfort and ease, while remaining attractive yet functional, legible, and intuitive. The following are key considerations for wayfinding branding.

### Colour

The consistent use of colour can help to make the brand of a wayfinding system distinct and stand out from other signage along streets and trails. The colours used should be eye-catching and provide a sufficient contrast so that the information on the signage can be easily read or interpreted at all times of day and in different weather conditions. In our transportation system, colours have associated meanings, particularly with signage. Stop signs have a red base, regulatory signs have a white

base, warning signs have a yellow base, and temporary conditions signage has an orange base. The use of these colours as a base should be avoided to avoid confusion.

### Typography

Any words used on a wayfinding sign should use clear, consistent typography to make the words as legible as possible from far away. Fonts should be sans serif. Fonts such as Clearview and Highway Gothic are examples of sans serif fonts that are used for most transportation-related signage (Figure 25). Wayfinding signage can use other fonts to make it differ from existing signage to align with local corporate branding or identity.

Destination  
Destination

Figure 25. Example of Clearview (on the left) and Highway Gothic (on the right) Fonts.





## Icons, Symbols, and Logos

Universally recognizable icons and symbols are a great way to communicate information quickly and simply. They can be understood by people with no or limited language comprehension. Universal symbology and iconography developed by the American Institute of Graphic Artists and by the [National Park Service](#) in the US are examples of recognizable, communicative symbols. These can be used to replace text descriptions on signage, for example including a swimming icon can replace the need to write that swimming area is located at a destination (Figure 26).



Figure 26. Example of Universal Symbology and Iconography (Source: American Institute of Graphic Artists).

Logos for municipalities or trails can be incorporated on signs as they help to identify these recognizable brands. Placement of logos should be considered so that they are

balanced on the sign, not overpowering the other information, but also large enough so they can be recognized.

## Sign Panel

The size and shape of the sign panel can help to define the signage brand when used consistently. For example, stop signs are consistently octagonal and that unique shape helps to make them more recognizable. The panel should be large enough to allow for legibility from afar while in movement. The sign should be made of a glare-free material and finish.

## Destination Selection and Hierarchy

### Identifying Destinations

Destinations form a key element to wayfinding systems, and include landmarks (e.g., museums, theatres), parks, communities, neighbourhoods, districts, and other destinations where people want to go. External cues, such as landmarks, environmental features, maps, and signage can help people determine where they are, where they want to go, as well as the path to navigate



there. Destination signs assist and guide different users navigating an active transportation network even if they are not familiar with the area. Destinations are included in a variety of wayfinding system elements including, including destination hierarchies, sign types, signage design, and pavement markers.

### Selecting Destinations

To select identify which destinations fall under which hierarchy classification, a database of possible destinations should be developed. These should focus on destinations that can be reached by the cycling network that the system is being implemented on. The destination database should use and refine existing GIS data layers to compile a comprehensive list of geo-located destinations. Within this database, information on the type of destination, and any supplemental information about the destination such as what services are available there should be compiled in the data. Selecting an appropriate number of destinations will vary based on the size of the network being signed, but it is recommended that the number of destinations be narrowed down as

much as possible. For example, removing duplicated locations or a naturalized green space included in a parks layer that is not intended for public use.

### Destination Hierarchy

Due to the limited amount of space to list destinations on wayfinding signs, it is necessary to develop a comprehensive approach to select and categorize destinations for a consistent and cohesive wayfinding system. Establishing a hierarchy also helps to determine the appropriate distance from the sign to the destination to understand how far destinations should be signed to. Typically, a multi-tier hierarchy of destinations, primary, secondary, and tertiary destinations, is used to provide this structure.

Primary destinations include those that are Regionally more significant, draw more people from longer distances, and relevant or desirable to a wider range of users or people. Destinations in this category usually include significant areas such as downtowns, districts, neighbourhoods, stadiums, significant parks, post-secondary campuses, and other municipalities.



Secondary destinations are important locations that often include transit stations, community parks, and shopping districts. Tertiary destinations are often comprised of local attractions, such as neighbourhood parks, community centres, and primary schools. When selecting destinations to put on a sign, primary destinations would take precedence over secondary destinations. Secondary destinations would take precedence over tertiary destinations. Figure 27 shows an example of selection of destination for destination hierarchy.



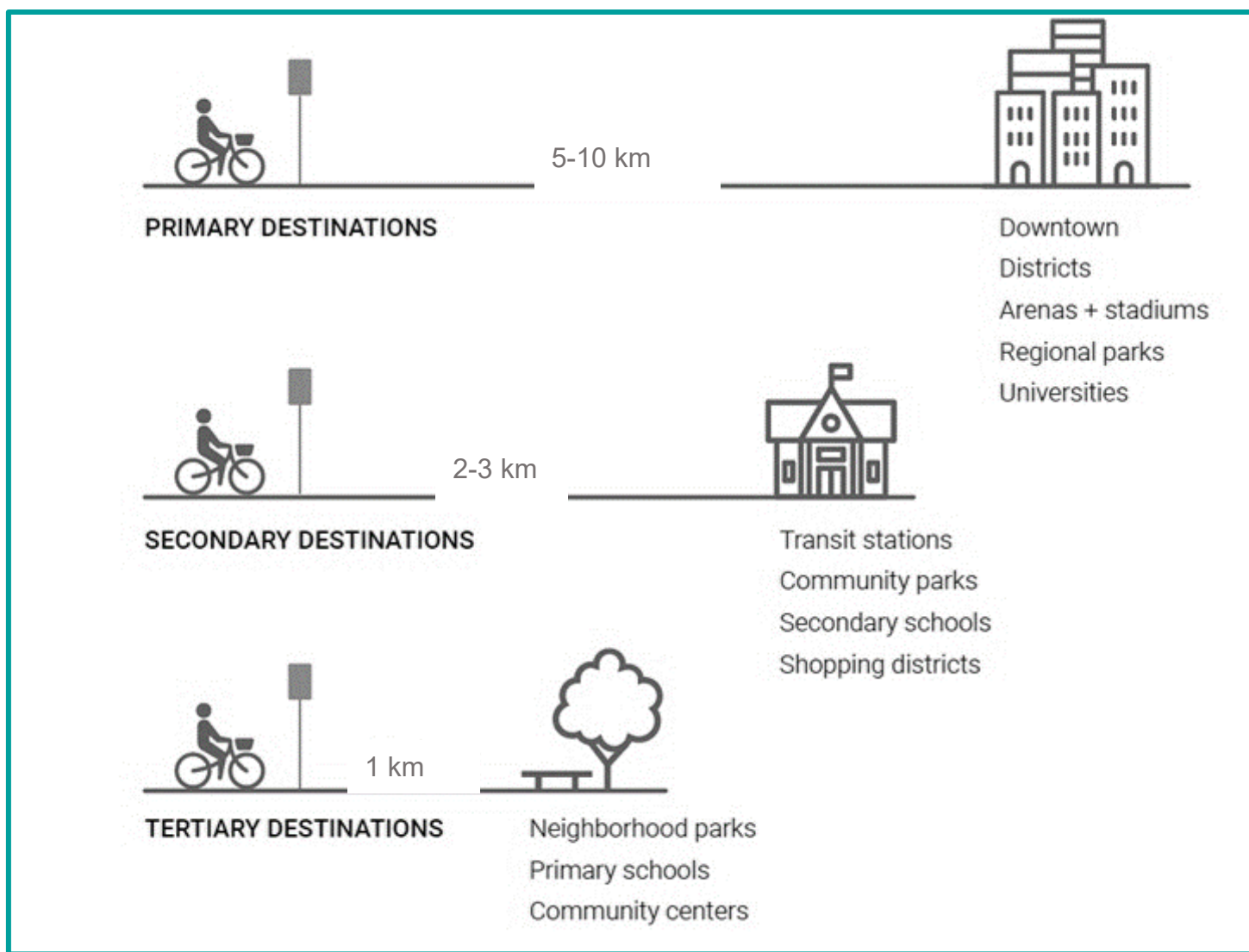


Figure 27. Illustrated Example of Destination Hierarchy (Source: Alta Planning + Design).



## Practices from Other Jurisdictions

The following is an overview of the municipalities selected as well as a summary of the results from the best practice review. The information gathered through this exercise will be used to inform the identification of specific wayfinding elements and sign families for the Region's Cycling Wayfinding and Signage Strategy. Four municipalities were selected from across Canada based on their relevance and context. They represent cycling focused wayfinding system planning and implementation, for Regional contexts.

### Region of Waterloo

The Region of Waterloo started working toward standardizing wayfinding elements between its three area municipalities — City of Waterloo, City of Kitchener, and City of Cambridge — in 2016. The Region of Waterloo has applied a fingerboard signage system and established a destination hierarchy and the integration of transit information. The signage has also embedded additional trail route partner logos including the Trans Canada Trail.



Picture 13. Fingerboard and Information Signage in Waterloo Region (Source: Kevan Marshall).

### Metro Vancouver

Translink published [wayfinding guidelines](#) in 2013 for utility cycling in Metro Vancouver, to establish consistent signage across the region. The comprehensive document outlines the principles, destination hierarchy, sign types, and directions for implementing signage. The sign family developed in the guidelines relies on decision and confirmation signs, with turn fingerboards, way markers, and bike route signs used in special situations (

Figure 28). Metro Vancouver uses a four-level hierarchy to prioritize destinations (shown in Table 18).

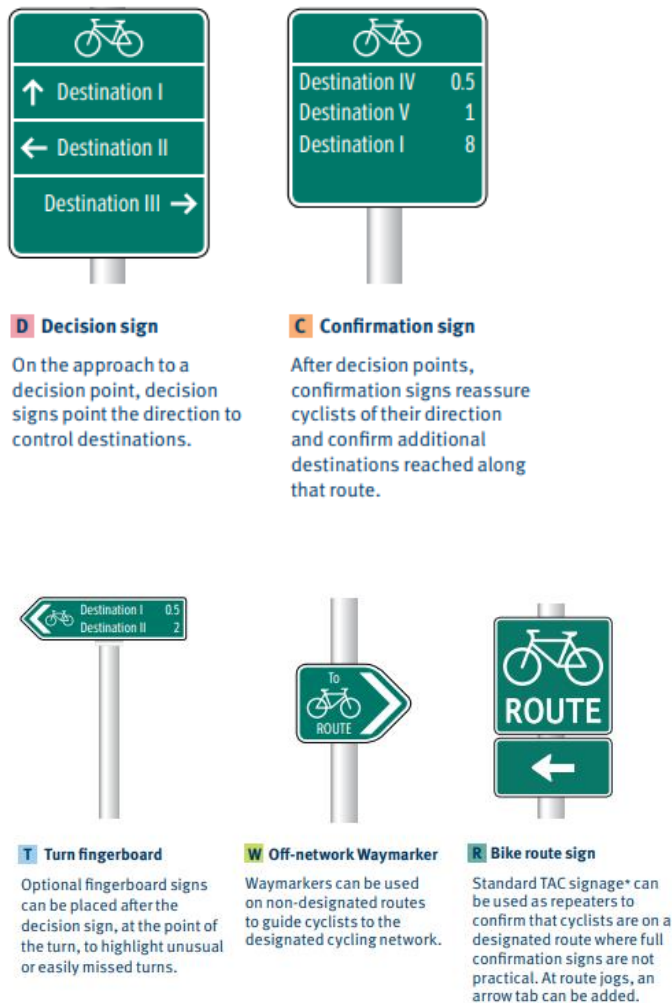


Figure 28. Wayfinding Sign Family (Source: TransLink Guidelines).

Table 18. Example for 4-Level Destination Hierarchy (from Metro Vancouver).

| Tier    | Type of destination  | Max signing distance | Destinations included                                                                                                                                                                                                                |
|---------|----------------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Level 1 | Urban Centres        | 8 km                 | Main centres within municipalities with a broad range of attractions.                                                                                                                                                                |
| Level 2 | Local neighbourhoods | 4 km                 | Centres of community that are of sub-regional importance. Municipalities selected the destinations and included local neighbourhoods offering a mix of services and which have an identifiable core.                                 |
| Level 3 | Major attractions    | 2 km                 | Major tourist attractions, transit stations, post-secondary institutions, and regional parks.                                                                                                                                        |
| Level 4 | Local destinations   | 2 km                 | A municipality may include local destinations. It is important not to overload the signs with too much information. May include landmarks, public washrooms, bicycle repair shops, open spaces, and healthcare and civic facilities. |





## York Region

York Region completed the [Sustainable Mobility Wayfinding Guidelines](#) in 2018 which outline a cycling and pedestrian wayfinding system across the region. The document includes details on inter-jurisdictional coordination and responsibilities and proposed a maintenance program for the system. This example demonstrates the comprehensive approach to planning, designing, and implementing a wayfinding system across a region. The guidelines identify five types of signs: bicycle route identification signs (Figure 29), directional signs, destination decision signs (Figure 30), destination confirmation signs (Figure 31), and advance signs. The family includes tab signage to incorporate named trails such as the Lake to Lake Route and the Greenbelt Route.

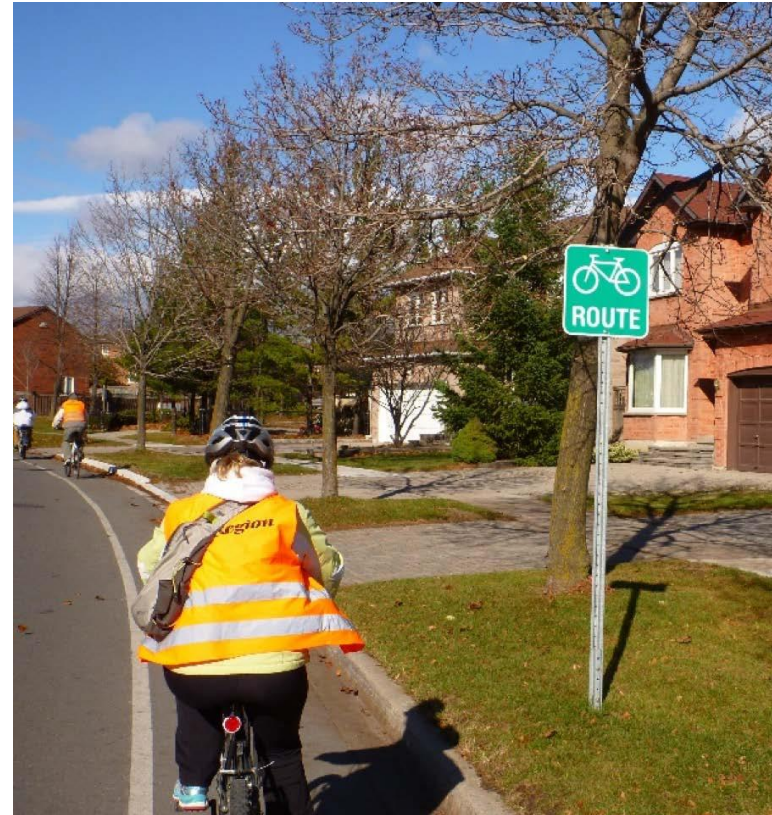


Figure 29. Example of Route Identification Signs (Source: York Region Sustainable Mobility Wayfinding Guidelines).





Figure 30. Destination Decision Signs (Source: York Region Sustainable Mobility Wayfinding Guidelines).



Figure 31. Destination Confirmation Signs (Source: York Region Sustainable Mobility Wayfinding Guidelines).





York Region applies the following approach to identify potential destinations to be included on its wayfinding signs:

- Tailor to the needs of the area's demographics.
- Identify tourist attractions, shopping areas, hospitals, schools, and the route and transport mode people take to them.
- Assess the condition of existing major walking and cycling routes and where users may need help getting to destinations.
- Find safer, more attractive, quicker alternate routes.
- Identify major barriers, such as highways, waterways, railways.
- Public wayfinding system should not promote private businesses. Shopping malls may be considered if they are significant enough.

York Region uses the following hierarchy for its cycling wayfinding signs:

- Primary destination: Includes large districts, for which signs will start 8 to 10 kilometres away.
- Secondary destinations: Includes neighbourhoods and large transit hubs, signs will start up to 5 kilometres away.
- Tertiary destinations: Includes local transit stations, libraries, other local destinations, and are signed up to 1 kilometre away.

### City of Peterborough

The City of Peterborough developed a cycling wayfinding system building on the signage seen in Chicago and Seattle and implemented onto their existing and expanding cycling network. The letters on the signs are 2" tall with up to three destinations on tabs. Each destination includes a bike emblem, a directional arrow, and the spatial distance to the destination (Picture 14).





Picture 14. Cycling Wayfinding Signage in Peterborough, ON (Source: Sue Sauve).



## Appendix C: Existing Conditions Review

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## Introduction

The existing conditions report summarizes the current state of cycling wayfinding practices in Durham Region. Reviewing the existing signage and wayfinding elements in Durham will help to inform the development of the sign family, branding, and destinations included in the Region's system. By building upon existing initiatives, it prevents unnecessary duplication of efforts and promotes a cohesive and coordinated approach.

## Study Area

The cycling wayfinding and signage strategy will encompass the Regional Municipality of Durham, situated in Southern Ontario, Canada. Commonly known as Durham Region, it is located to the east of Toronto, making it a significant part of the Greater Toronto Area. The study area includes cycling routes across all eight area municipalities and is primarily focused on the Region's Primary Cycling Network (PCN).

## Local Area Municipalities

Durham Region consists of the following Area Municipalities

- Town of Ajax.
- Township of Brock.
- Municipality of Clarington.
- City of Oshawa.
- City of Pickering.
- Township of Scugog.
- Township of Uxbridge.
- Town of Whitby.

## Methodology

The current signage and wayfinding elements in Durham were identified and confirmed through site visits and desktop reviews. The consultant team conducted two rounds of site visits in May and June 2023 and documented the existing signage and wayfinding infrastructure within Durham. A desktop review was conducted of relevant policies and guidelines. During this process, representatives from each of the eight area



municipalities were approached with a short questionnaire to collect more information. Other stakeholders involved with wayfinding implementation within the region were contacted for more information about their practices.

## Summary of Findings

### Durham Region

#### Documents Reviewed

- Durham Transportation Master Plan, 2017.
- Durham Regional Official Plan, 2020.
- Regional Cycling Plan, 2021.

#### Findings

The 2017 Durham Transportation Master Plan (TMP) recognizes the significance of wayfinding as an element that influences the quality of walking and cycling access. The principles outlined in the Durham TMP, which incorporated the 2012 Regional Cycling Plan (RCP), emphasized the importance of directness and coherence in cycling routes. Wayfinding plays a crucial role in

guiding cyclists to more direct and safer facilities, promoting a more comfortable cycling experience.

The Durham Regional Official Plan includes policy directions in the Connected Transportation System chapter that aims to encourage area municipalities to enhance pedestrian and cycling environments by providing informational signage and wayfinding systems to support exploration and travel.

In 2021, the RCP was updated, and one of the recommendations stemming from this update was the development of the Durham Cycling Wayfinding and Signage Strategy. However, as of now, there is no regionally branded cycling wayfinding system implemented by the Region.

Currently, the Region has implemented sharrow pavement markers and signage on several existing Primary Cycling Network routes in compliance with the Highway Traffic Act and alignment with the Ontario Traffic Manual (OTM) Book 18. This includes "Share the Road" signage and "Bike Route" signage to enhance safety and provide navigational guidance to cyclists.







Picture 15. Sharrows Pavement Marking and Bike Route Begins Signage on Thornton Road N in Oshawa (Source: Google Streetview).

## Area Municipalities

The eight area municipalities within Durham Region are at various stages of integrating signage and wayfinding elements into their local cycling networks and routes. The majority of the area municipalities have completed or are in the process of developing active transportation master plans and related policies to support and encourage

cycling and provide direction for enhanced signage and wayfinding at the local level. A range of cycling wayfinding and signage elements are evident within local networks. The section below provides an overview of the types of signage and wayfinding elements that are present in each area municipality.

## Summary of Sign Types in the Region

Before we delve into the findings of existing conditions for each municipality, we will provide a brief description of the signs present in the Durham Region. Table 19 summarizes existing signages across the jurisdictions within Durham. Later in the report, we will discuss the supporting policies for each municipal area and the findings regarding wayfinding signage.



## 8. Information Kiosk Signage

A freestanding sign/structure that provides information to space users. Kiosks typically include maps and directories. Their primary purpose is to give an overview of an area, key landmarks, destinations, or points of interest, allowing visitors to orient themselves and plan their routes.

## 9. Decision Sign

Positioned at intersections or junctions where users must choose a direction. Decision signs assist by providing clear options and guiding users toward their desired destination. They often list destinations, distances, or both, enabling visitors to make informed choices about their path.

## 10. Confirmation Sign

Placed at regular intervals along a route, confirmation signs reassure users that they are on the correct path. These signs might reiterate the destination, distance remaining, or simply mark the route, providing confidence and clarity to users.

## 11. Turn Sign

Specifically designed to indicate where users should make a turn to stay on or join a particular path. They are strategically located before the point of turn, ensuring that users are prepared to change direction. Turn signs offer clear, unambiguous indications, often supplemented with arrows or other graphical elements.





Table 19. Summary of Jurisdiction Signage.

| Jurisdiction               | Existing sign types |          |              |      | Other Elements                                                                                          |
|----------------------------|---------------------|----------|--------------|------|---------------------------------------------------------------------------------------------------------|
|                            | Kiosk               | Decision | Confirmation | Turn |                                                                                                         |
| Town of Ajax               | ●                   | ●        | ●            | ●    | Street sign toppers, etiquette and caution signs, regulatory signs.                                     |
| Township of Brock          | ●                   | ●        |              | ●    | Regulatory signs.                                                                                       |
| Municipality of Clarington |                     |          |              |      | Wayfinding system strategy in development, regulatory signs.                                            |
| City of Oshawa             | ●                   | ●        | ●            |      | Wayfinding only on trails, regulatory signs.                                                            |
| City of Pickering          |                     |          |              |      | Trail keys in some sections, regulatory signs.                                                          |
| Township of Scugog         |                     |          |              |      | Tourism Wayfinding Plan has sign family, regulatory signs.                                              |
| Township of Uxbridge       | ●                   | ●        | ●            | ●    | Regulatory signs.                                                                                       |
| Town of Whitby             |                     |          |              |      | Accessible signage and wayfinding standard and design intent drawings in development, regulatory signs. |



## Ajax

### Documents Reviewed

- Ajax Pedestrian and Bicycle Master Plan – 2010.
- Town of Ajax Transportation Demand Management Plan – 2015.
- The Town of Ajax's Integrated Transportation Master Plan – 2019.
- Town of Ajax Wayfinding Strategy – 2020.
- Town of Ajax Official Plan - 2022 Consolidation.
- Town of Ajax Transportation Demand Management Plan – 2023.

### Findings

Ajax has taken significant steps in developing and implementing a comprehensive wayfinding signage system throughout its cycling network. The cycling routes in Ajax have a notable signage system. They offer a variety of sign types, that are strategically placed at frequent intervals, ensuring that cyclists always have clear guidance.

The Town of Ajax's Official Plan advocates for a comprehensive wayfinding program for the active transportation network. This program will highlight connections, cross streets, destinations, distances, landmarks, and end-of-trip facilities. To further the objective of a complete and connected Active Transportation System, a network of Priority Active Transportation Facilities is identified in the official plan. These facilities will be central to the future improvements.

The 2015 Transportation Demand Management Plan emphasized the need for a dedicated Wayfinding Strategy. Subsequently, the Wayfinding Strategy was completed in 2020.

Before the implementation of the Town of Ajax's Wayfinding Strategy, signage was primarily installed without a standardized or planned approach, often tied to individual projects. This approach posed the risk of signage pollution, leading to a wide array of sign types, sizes, and configurations throughout the town. The lack of a cohesive strategy resulted in visual clutter and confusion for cyclists.



The main objective of the Wayfinding Strategy is to establish a consistent and unified direction for signage and wayfinding in Ajax. By doing so, the Wayfinding Strategy aims to identify areas that lack proper signage and visibility, allowing for targeted improvements. Moreover, the plan seeks to address the issue of signage pollution by streamlining and optimizing the placement of signs.

The Wayfinding Strategy proposes installing 373 signs across the town over a 15-year timeframe. Figure 32 shows the signage design template that was presented to the Council. The Ajax Wayfinding Strategy provides additional direction on implementation through its Implementation Plan which identifies the phasing and locations for where kiosk and directional signs are proposed within the active transportation network.

The Ajax Wayfinding Strategy uses directional blade signs and kiosk signs to connect the active transportation network to key destinations.

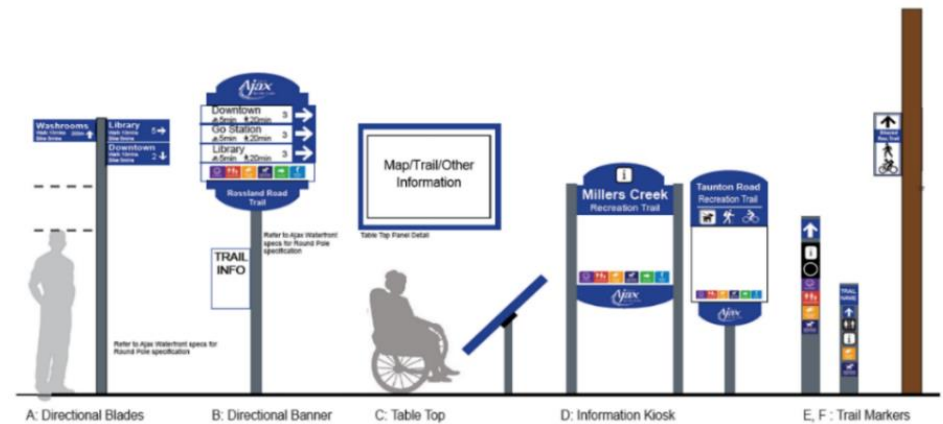


Figure 32. Sign Family Introduced for Ajax Wayfinding Strategy (Source: Town of Ajax).

The Town has started dividing the Waterfront Trail into two parallel paths: one path for pedestrians (including those with mobility aid devices); and one path for active types of rolling (Picture 16). The Town has completed these paths on the Waterfront Trail between Pickering Beach Road and Shoal Point Road. The Town intends to continue this process through a phased approach based on budget and resources.



Additionally, Educational, and etiquette-based signage has been installed along the Ajax Waterfront Twin Trails, to help promote safety and courteous use of trails among trail users (Figure 33). Currently, the town is considering dividing the Waterfront Trail into two parallel paths: one path for pedestrians (including those with mobility aid devices); and one path for active types of rolling (Picture 16).



Figure 33. Signs Proposed and Installed for Signage Installed for the Ajax Waterfront Twin Trails (Source: Town of Ajax).



Picture 16. Signs along the Waterfront Trail (Source: Town of Ajax).

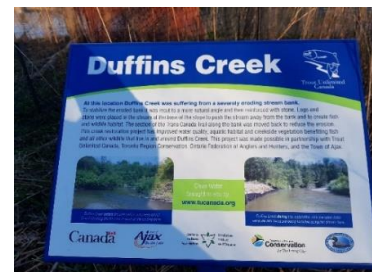
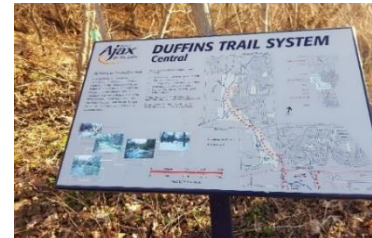
In addition to the signs proposed in the Wayfinding Strategy, Ajax currently has a diverse range of existing signs that can be categorized into the following types:

- **Entry and Informational Signs:** These signs are typically located at key entry points to Ajax and provide essential information about the town's amenities, attractions, and points of interest (Picture 17).



- **Directional Signs:** These signs indicate the direction and distance to important landmarks, facilities, public services, and points of interest, helping users navigate through Ajax efficiently. This includes the “Bike This Way” signage program and navigational signage that informs pedestrians and cyclists of destinations in both spatial and travel time distances. The key goal of this pilot program is to encourage active travel between downtown Ajax and Ajax GO Station. Bicycle symbols have also been added onto street signs where there are bicycle routes (Picture 18).
- **Etiquette and Caution Signs:** Etiquette and caution signs are designed to promote safety and courteous behaviour among cyclists and other road users. These signs may include messages encouraging cyclists to share the road, follow traffic rules, and exercise caution at intersections or pedestrian crossings (Picture 19).
- **Regulatory Signs:** Regulatory signs inform cyclists and motorists about specific laws, rules, and regulations that apply to cycling and traffic within

Ajax.





Picture 17. Example of Existing Entry and Informational Signs Across Ajax, Including A Welcome Sign and Trailhead Signs (both directional and informational) (Source: Town of Ajax).



Picture 18. Example of a Sign from the “Bike This Way” Pilot Program Showing the Distance to Town Hall and GO Station (Source: Town of Ajax).



Picture 19. Trail Etiquette Signs Existing Across Ajax (Source: Town of Ajax).

In another effort, Ajax has included bike icons on the road name signs along streets that have existing cycling facilities (Picture 20).





Picture 20. Street Sign with Bicycle Emblem in Ajax  
(Source: Alta Planning + Design).

## Brock

### Documents Reviewed

- Township of Brock Recreation Master Plan, 2012.
- Township of Brock Official Plan, 2007.
- Township of Brock Community Tourism Plan.

### Findings

Section 4 of the Township of Brock Official Plan, Healthy Communities, contains policies addressing recreation and open space. It references that a multi-use trail system both within the Township and linking the Settlement Areas shall be developed that is designed to accommodate various modes of usage and with destination points in mind together with appropriate signage. This trail system should be developed for year-round use, while recognizing different use requirements.

Township of Brock's Recreation Master Plan identified a need for more signages around Brock to direct residents and tourists to local parks, facilities, and other community services.





The Community Tourism Plan recommends acceleration of implementation of the Township of Brock Wayfinding Signage Strategy developed in partnership with Central Counties in 2016.

In terms of existing wayfinding signage, information kiosk signage has been implemented at downtown areas (Picture 21), at some access points along trails as well as navigational signage to navigate the trails. Navigational destination signage has been implemented in Beaverton that can be used by all users along the road network (Picture 22 and Picture 23).



Picture 21. Information Kiosk Signage in Downtown Areas. Pictures From Downtown Cannington and Sunderland (Source: Durham Region).



Picture 22. Navigational Turn Sign for Beaver River Wetland Trail (Source: Fastest Known Time website).





Picture 23. Navigational Destination Signage in Beaverton, Location Unknown (Source: Neighbourhood Guide website).

## Clarington

### Documents Reviewed

- Clarington Transportation Master Plan – 2016.
- Municipality of Clarington Official Plan - 2018 Consolidation.

### Findings

The Municipality of Clarington currently focuses signage along key recreational trail routes including the Greenbelt Route, Waterfront Trail, and larger board maps. There is opportunity to increase formal wayfinding signage along its local road cycling routes (Picture 24).

The Clarington Official Plan emphasizes the importance of developing a complete and interconnected active transportation network, which involves the implementation of wayfinding signage. This signage system is intended to guide users to and from key locations, including Urban Centres and the Waterfront Trail.

Furthermore, Clarington's Transportation Master Plan (2016) includes policy directions and recommendations



that also support and promote the use of wayfinding signage for active transportation. In the multimodal connections and wayfinding section, the plan suggests providing enhanced, clearly marked connections to the two new planned GO stations along the GO Bowmanville extension. It recommends considering enhanced wayfinding signage as part of these efforts to increase the visibility of active transportation options to the public.

The plan incorporates policies that advocate for a more significant role for active transportation in relation to wayfinding and signage. It proposes marketing and promoting the use of the municipality's active transportation facilities. This could be achieved by developing a signing and wayfinding program to provide bike-friendly directions to key destinations. The plan proposes initiating the program with a pilot project focused on providing wayfinding signage between Bowmanville's historic downtown, the Waterfront Trail, the Bowmanville and Soper Valley Trails, Clarington Tourism's recommended cycling routes, and eventually, the new GO stations.

As a result of the recommendations outlined in Clarington TMP and the Official Plan, the municipality intends to start developing its Active Transportation Master Plan and Wayfinding System Strategy in 2023. Clarington's strategy is meant to build upon the Region's Cycling Wayfinding and Signage Strategy and will have a more localized focus, specific to Clarington's unique signage and wayfinding needs.

In particular, Clarington's wayfinding efforts will focus on aspects that may go beyond the Region's initiative.

- Opportunities for unique trailhead signs / Clarington branding.
- Development of mapping for connected local routes.
- Development of etiquette and guidelines / signage for facility users.
- Quantification / cost estimation for implementation of their sign strategy.
- Development of digital information platform framework for sharing the strategy information online.





- Development of guidelines for future expansions / additions to the strategy.
- Development of an information rollout campaign for the municipality.



Picture 24. Waterfront Trail Wayfinding Maps in Clarington (Source: Wikimedia website).



Picture 25. Confirmation Signage for Greenbelt Route in Clarington (Source: Google Streetview).



## Oshawa

### Documents Reviewed

- Integrated Transportation Master Plan – 2015.
- Active Transportation Master Plan – 2015.

### Findings

Oshawa's Active Transportation Master Plan (2015) recommends a series of strategic actions to support cycling, including the installation of signage and network maps that inform and educate the public on how to use cycling facilities.

Oshawa has a variety of wayfinding signage on trails and bicycle routes. As a result of the recommendation in the 2015 TMP plan access elements have been implemented at some trail entrances which indicate the trail name, and street entrance location, include a map of the surrounding area and keymap, and list rules and regulations. They are complimented with additional navigational signs at trail entrances and junctions to direct to the street network. This sign family introduced includes a symbol to represent each trail. Oshawa also

has branded signage identifying that it is an Oshawa trail, along with their logo and include the trail name. The City is planning to add more signage to the new trails on the north end of the city in the future.

This includes four sign types:

- The type #1 signs trail head signs that are installed at major road entrances to the trails. They include the road name, trail name and symbol, a map of this trail, a map of all the trails, and rules (Figure 34).
- The type #2 signs are on one post that are installed at minor road entrances to the trails. They include the trail name and symbol, direction arrow, and a few rule symbols (Figure 35).
- The type #3 signs are on two posts, are double sided and are at intersections within the trails. They include the trail name and symbol, and road names with directional arrows (Figure 36).
- The type #4 signs are special signs that are for specific issues (narrow bridge).



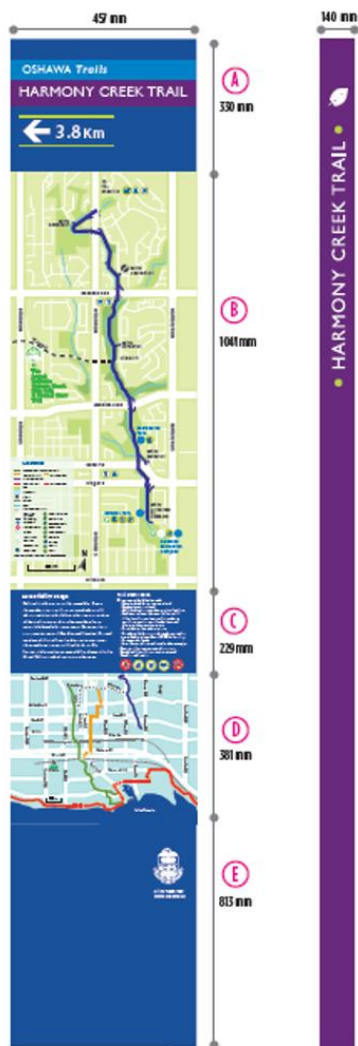


Figure 34. City of Oshawa Type #1 Signs for Trails  
(Source: City of Oshawa).



Picture 26. Information Kiosk Signage Along Harmony  
Creek Trail in Oshawa (Source: Alta Planning + Design).





## Harmony Trail Trails sign Package – Sign Type #2

**Sign type # 2.2 only: Minor Entrance/Trail Blazer** (5 separate components A to E)  
**Total number of Signs:** 4 (one sided) all the same

### Minor Entrance / Trailblazer

Refer to Fig. 4

#### Component A:

The trail identifier will correspond to the trail icon and trail colour.

#### Component B:

The name identification is an optional component to this sign type and will correspond to the trail icon and trail colour.

#### Component C:

This is an optional accessibility icon to communicate the accessibility on the trail as determined by the City.

#### Component D:

The directional arrow indicates where the trail begins, or for a Trail Blazer, the kilometre distance markings along the trail.

#### Component E:

Tactile Visual Trail Users Code to be used at minor trail entrances.



For detailed measurements and fabrication information, refer to Appendix B. Refer to Production Artwork files issued separately from this report for detailed graphic specifications.

Fig. 4

Figure 35. City of Oshawa Type #2 Signs for Trails  
 (Source: City of Oshawa).



Picture 27. Trail Signs Along Harmony Creek Trail  
 (Source: Durham Region).



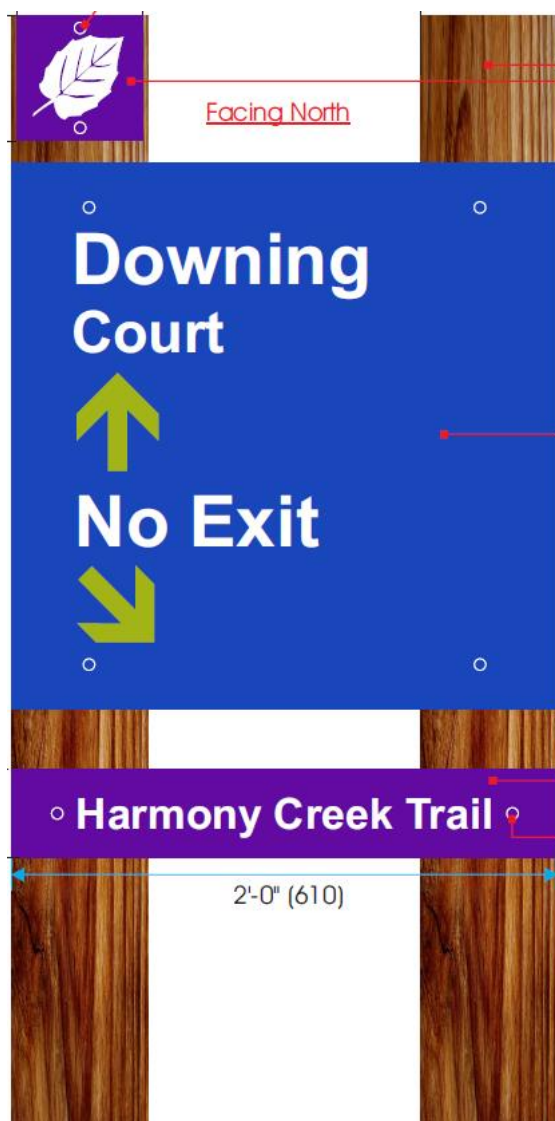


Figure 36. City of Oshawa Type #3 Signs for Trails (Source: City of Oshawa).



Picture 28. Navigational Turn Sign at Junction on Harmony Creek Trail in Oshawa (Source: Alta Planning + Design).







Picture 29. Larry Ladd Harbour Trail Sign and Trail Regulations Signage in Oshawa (Source: Alta Planning + Design).

## Pickering

### Documents Reviewed

- Integrated Transportation Master Plan – 2021.
- City of Pickering Official Plan - Edition 9 - 2022 Consolidation.

### Findings

Currently, Pickering does not have City-branded signage.

The Integrated Transportation Master Plan (2021) identifies implementation strategies to support the development of a complete street policy. Specifically, the recommended planning and design strategies are proposed to help improve wayfinding signage for pedestrians and cyclists, especially for major destinations and transit stops/stations. The ITMP, also recommends various improvements to active transportation signage and connectivity including adding bike route signage and pavement markers to help direct cyclists through the network.



The ITMP also references the importance of promotion and awareness of active transportation through the integration of wayfinding signage and mapping. The plan suggests that maps or wayfinding signs could be used for this purpose. Feedback from the public has also highlighted the need for more signage along principal cycling routes, with particular attention drawn to the Waterfront Trail, where signs may be missing or in disrepair.

Currently Trail Key signage which includes (name of the trail, direction to facilities and other destination and a QR code) along sections of the waterfront trail from Frisco Ave and Montgomery Park Road, with plans to extend this improvement along the rest of the trail (Picture 30). Additionally, some trail maps are outdated, but there are plans to update and replace trail map signage along the waterfront trail so that information is up to date and improve navigation.



Picture 30. Trail Keys Installed in Some Sections of the Waterfront Trail within Pickering (Source: City of Pickering).



## Scugog

### Documents Reviewed

- Township of Scugog Official Plan - 2017 Consolidation.
- .
- Tourism Wayfinding Plan – 2020.
- Scugog Active Transportation Master Plan – 2021.

### Findings

The Scugog Active Transportation Master Plan proposes the development and implementation of a comprehensive wayfinding plan for both its cycling and pedestrian networks. To achieve this, the Township intends to leverage the Township's Tourism Wayfinding Plan, which has been recently completed and caters to pedestrians and cyclists throughout the municipality.

The Tourism Wayfinding Plan recommended the following sign family for the Township of Scugog (Figure 37).

- Signature Gateway: This signature, gateway sign communicates a community welcome and invitation to visitors as they approach the largest, economic district within the Township - Port Perry.
- Downtown Directional Signs - Major: Downtown Directional signs encourage transient visitors<sup>2</sup> to explore more. For destination-based travellers they provide distance markers and icons to guide travellers to those points of interest. Downtown Directional Signs (Major) should carry through to Downtown Directional Signs (Minor).
- Downtown Directional Minor In - Town: For visitors who already have a destination planned, these signs tell them what else there is to see and do.

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<sup>2</sup> Transient visitors are very common in Central Counties and tend to stop on route to their primary destination, such as on way to 'cottage country'. Typically, the main reason for stopping is fuel and/or snacks.



- Directional Parking Posts.
- Marquee: Marquee signs provide visitors with an overview of the entire Township and detailed maps of each of districts, hamlets, and the identified assets within each one.
- Pedestrian Fingerboard: Pedestrian Fingerboard Signage will service foot traffic at intersecting locations that transition from one attraction to another in under one kilometre.

Wayfinding and signage in Scugog is primarily focused on rural, active recreation trails. An important element of Scugog's active transportation network is the Ontario-wide Greenbelt Cycling Route, particularly the Scugog Country Cruise loop. The Tourism Wayfinding Plan recommends that consideration be given to focus on cycling signage for active routes, including information and welcome signs, to enhance the experience and celebrate the Township's unique position along the Oak Ridges Moraine and identity as a Greenbelt Municipality. The Tourism Wayfinding Plan identified this opportunity and potential to focus on cycling signage, including informational and welcome signs, to enhance the cycling

experience along this route.

The Active Transportation Master Plan proposes the installation of cycling wayfinding signs for both shared-use lanes (on-road cycling facilities) and multi-use paths and trails (off-road cycling facilities).

As of now, the existing wayfinding and signage in Scugog is limited. The Township currently features trail name signs along the Waterfront Trail in Port Perry. However, there is no specific navigational wayfinding signage dedicated to active transportation. Notably, signage and wayfinding are present along the provincially owned and maintained Greenbelt Route within the Township.







Picture 31. Waterfront Trail Sign in Port Perry (Source: Alta Planning + Design).

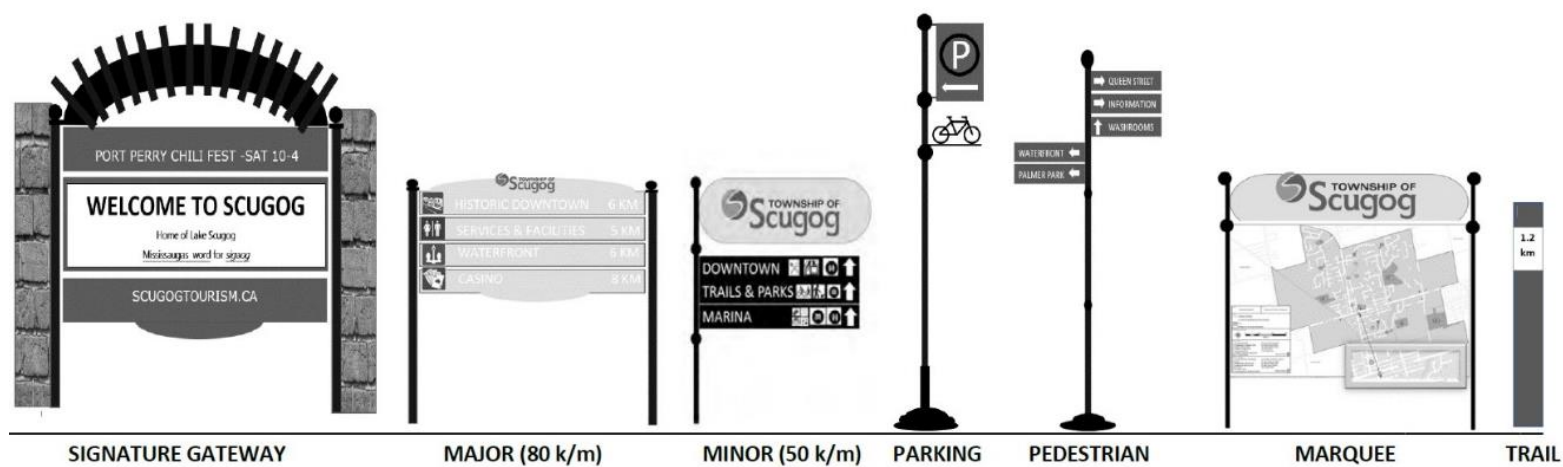


Figure 37. Sign Family for Township of Scugog.



## Uxbridge

### Documents Reviewed

- Tourism Wayfinding Plan – 2018.
- Active Transportation Plan – 2021.

### Findings

Uxbridge's Active Transportation Plan (2021) outlines programming recommendations for cycling and walking wayfinding signage, as well as distance/time maps, which will be developed through the implementation of a new wayfinding strategy. This strategy aims to enhance the navigational experience for cyclists and pedestrians, providing clear guidance and information to encourage active transportation.

Uxbridge already boasts a variety of wayfinding signage including directional wayfinding signs on minor and major roads (Figure 38 and Figure 39), wooden post and trail regulation signage, and navigational signs, particularly along the trails and in the downtown area. The differentiation between minor and major roads provides

users with appropriate guidance based on the specific context of their journey. These signs serve the needs of all users and play a dual role. In the downtown area, the signages provide directional guidance for motor vehicles in addition to active transportation users, while also offering distance information to key community destinations.



Figure 38. Directional Wayfinding Signs on Major Roads in Uxbridge (Source: Township of Uxbridge and Tourism Wayfinding Plan).





Picture 32. Directional Wayfinding Signs on Major Roads in Uxbridge (Source: Township of Uxbridge Active Transportation Plan, 2021).



Figure 39. Directional Wayfinding Signs on Minor Roads in Uxbridge (Source: Tourism Wayfinding Plan).







Picture 33. Decision Signage in Downtown Uxbridge (Source: Alta Planning + Design).

Along trails there are small, low-laying wooden posts which serve as information kiosks that include multiple signs. The posts are used to provide navigational confirmation and turn signage along trails. As illustrated in Picture 35, these signs provide a range of information including a small map of the trail and surrounding area, trail name, distance (in kilometres) to a nearby destination, as well as signage for associated trail routes using the corridor such as the Trans Canada Trail to cyclists and pedestrians. Uxbridge has implemented

small navigational markers on existing utility poles that confirm and direct people to and along designated trail routes. The navigational decision signage in downtown Uxbridge can be used by pedestrians and cyclists.



Picture 34. Wooden Post and Trail Regulation Signage at Access Gate in Uxbridge (Source: Alta Planning + Design).



Picture 35. Wooden Post with Multiple Signs Including Confirmation and Turn Signage in Uxbridge (Source: Alta Planning + Design).





Picture 36. Uxbridge Trail Navigational Sign on Utility Pole (Source: Alta Planning + Design).

## Whitby

### Documents Reviewed

- Active Transportation Plan - 2021.
- Transportation Master Plan – 2010.
- Accessible Signage and Wayfinding Study – 2019.

### Findings

The Active Transportation Master Plan identifies various recommendations to support consistent wayfinding, signage and pavement markers along trails and active transportation routes. To achieve this, multiple recommendations have been included that directly discuss wayfinding signage:

- Utilize best practices in signage specific design standards such as OTM Books 15 and 18.
- Develop an Etiquette and Wayfinding concept for Whitby active transportation routes.
- Identify and map routes where signage will be applied.
- Implement signage and wayfinding consistent with user needs and expectations. Focus first on key



routes such as the Waterfront Trail and recommended Spine Network.

- Establish an education campaign and a “Marketed Strategy” around use of the wayfinding cues and pavement markers.

This document stresses that key cycling amenities, such as wayfinding be leveraged through related requirements listed within the terms Site Plan and Draft Plans of Subdivisions approvals.

Additionally, the Town’s Transportation Master Plan recommends that gateways and trail heads feature signage/wayfinding be implemented where applicable to make active transportation users feel more welcome.

No navigational wayfinding signage was observed in Whitby during the site visit. The Town of Whitby has “Accessible Signage and Wayfinding Standard” study (initiated in 2019) still in development that will inform the development of a successful urban multi-level wayfinding and signage system.

## Other Organizations

Beyond area municipal jurisdiction that is focused on municipal boundaries and local governance, there are additional organizations that operate and maintain cycling routes and signage throughout Durham. This section highlights organizations that support with cycling wayfinding and signage across Durham Region including Metrolinx, Greenbelt Foundation, Waterfront Regeneration Trust, Trans Canada Trail, Parks Canada, and conservation authorities.

### Metrolinx

Metrolinx an agency of the Government of Ontario and operates GO Transit service across the Greater Toronto Hamilton Area. Durham is served by 4 GO Rail Stations in Pickering, Ajax, Whitby, and Oshawa. Directional wayfinding signages for cycling and walking or active transportation users to GO train stations have been implemented in select observed locations (Picture 37). The signage includes navigational marking, the name of the station, distance in kilometres and time for both walking and cycling users. The updated GO Rail Station





Access Plan (2023) includes specific signage and wayfinding recommendations for Ajax Go to consider installing wayfinding and signage in the residential areas to the north of Hwy 401.



Picture 37. Navigational Sign to Ajax GO Station Near the Waterfront Trail in Ajax (Source: Alta Planning + Design).

### Greenbelt Foundation

The Greenbelt Foundation is an independent organization that makes strategic investments to improve

the richness of life in the Greenbelt surrounding the Greater Toronto Area. The foundation developed the [Greenbelt Route](#) which are promoted routes for cycling including longer one-way routes and shorter looped routes to support people exploring the Greenbelt. The Greenbelt Route uses confirmation signage to identify that you are on the route but does not specify destinations or include navigational elements (Picture 38).



Picture 38. Greenbelt Route Confirmation Sign in Scugog (Source: Alta Planning + Design).



## Waterfront Regeneration Trust

The Waterfront Regeneration Trust is an organization focused on protecting, connecting, and celebrating the Great Lakes in Ontario. They have developed the Great Lakes Waterfront Trail which uses on- and off-road cycling facilities to connect along the waterfront of the Great Lakes. They have implemented branded navigational confirmation signage along the route, especially along on-road sections to support navigating the route. In 2017, Great Lake Waterfront Trails (GLWT) initiated a signage guideline to serve as a tool for local partners to create a consistent and recognizable Great Lakes Waterfront Trail experience. The use of this guideline is to:

- Provide a recognizable image for the GLWT that will remain consistent and identifiable from one municipality to the next.
- Provide a signage package, which is concise, comprehensive, and as compatible as possible with signage that may already exist along developed sections of the Trail.
- Provide an economical signage package, which

can be easily installed and maintained by each municipality or authority through which the Trail travels.

- Allow for flexibility whereby signage can be adapted to existing and proposed trail situations and be reusable when sections of the Trail are realigned. Some municipalities have developed local signage guidelines for them on and off-road trail systems. Communities participating in the Trail should incorporate the Great Lakes Waterfront Trail logos into local guidelines.

Standard signs are aluminum panel blanks with a reflective painted or sheeted surface. These signs identify the main GLWT alignment but does not include destination information. There are two types of signs:

- Designation Signs: Designation signs are used to mark the GLWT when no change in direction is required.
- Directional Signs: Directional signs incorporate a directional arrow with the GLWT blaze on a single sign faceplate.





Figure 40. Great Lake Waterfront Trail Designation and Directional Signs (Source: GLWT Signage Guideline).



Picture 39. Waterfront Trail Confirmation Sign with Trans Canada Trail Sign in Pickering (Source: Alta Planning + Design).



Picture 40. Confirmation Sign to Waterfront Trail in Ajax (Source: Alta Planning + Design).





## Trans Canada Trail

The Trans Canada Trail is an organization that is developing the Trans Canada Trail, [a network of multi-use recreational trails](#) facilities for walking and cycling, and water routes to navigate across Canada. Trans Canada Trail routes typically use existing trail routes, with on- and off-road segments. They include their route signs to confirm routing when travelling on the trail. Many of their signs are co-located with other trail signage. In Durham the Trans Canada Trail route includes the Waterfront Trail in Pickering, Duffins Trail, and travels north to Uxbridge where it routes along the Beaver River Wetlands Trail.

Trans Canada Trails has two types of signage:

- Wayfinding signs that are meant to guide and inform users that they are on section of the Trans Canada Trail as designated and recognized by Trans Canada Trail.
- Directional arrow signs that are used in conjunction with Wayfinders at Trail decision points, this type of signage indicates the correct

route for users to take while travelling along the Trans Canada Trail (Picture 41).

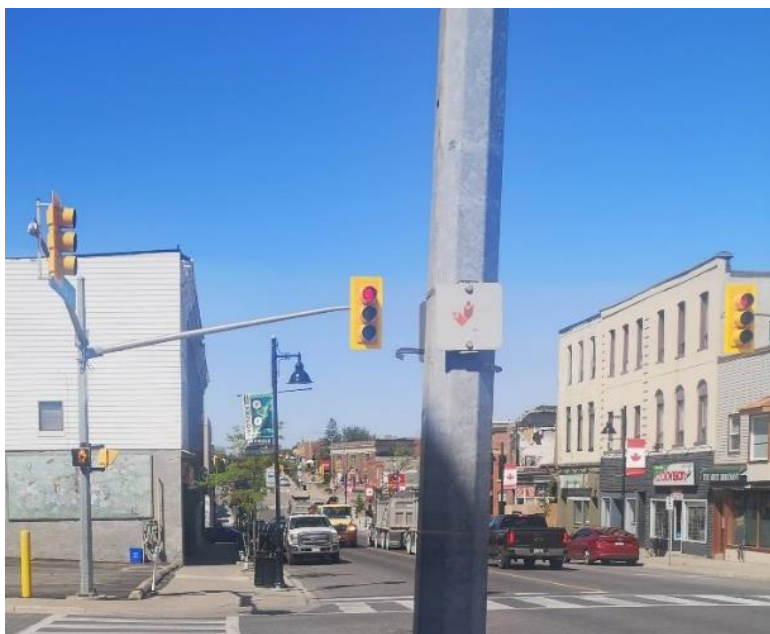


Picture 41. Wayfinding Sign (Left Picture) and Directional Arrow Placed below the Trans Canada Trail Sign (Right Picture) (Source: Trans Canada Trail website).



Picture 42. Trans Canada Trail Sign (Source: Change.org website).





Picture 43. Old Trans Canada Trail Sign on Traffic Pole in Uxbridge (Source: Alta Planning + Design).



Picture 44. New Trans Canada Trail Sign (Source: Trans Canada Trail website).



Picture 45. Trans Canada Trail Turn Sign Located with Trestle Bridge Trail Sign in Uxbridge (Source: Alta Planning + Design).







Picture 46. Trans Canada Trail Sign with Waterfront Trail Sign in Pickering (Source: Alta Planning + Design).

## Parks Canada

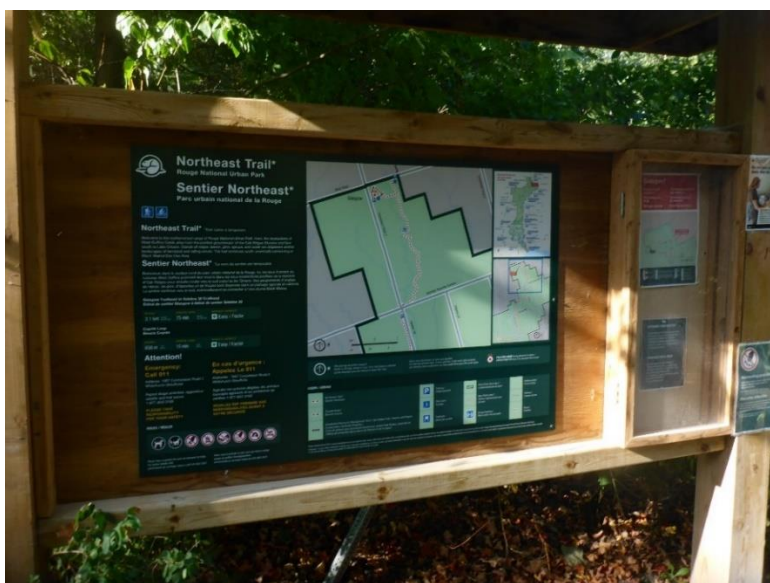
Parks Canada has directional signs (fingerboards) shown in Picture 47 which display destinations, distances, and trailhead maps (Picture 48) which provide maps and information throughout Parks Canada trails to help orient and direct pedestrians and cyclists.



Picture 47. Example Of Parks Canada's Fingerboards Showing Destinations and Distances in Glasgow (Source: Parks Canada).







Picture 48. Example of Existing Trailhead Maps Installed in Glasgow (Source: Parks Canada).

## Conservation Authorities

### Central Lake Ontario Conservation Authority (CLOCA)

CLOCA properties within Durham include a variety of signs and wayfinding elements to help users navigate their trail network. These include destination signs, trailhead etc. and include information like trail name, length of the trail and key destinations. CLOCA have been continuously updating their trailhead and internal wayfinding signage on an ongoing basis.



Picture 49. Example of Directional Signage Along CLOCA Trails (Source: CLOCA website).





## Appendix D: Engagement and Stakeholder Involvement

|                                               |             |
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## Introduction

### Purpose

To facilitate meaningful engagement and inclusive communication throughout the planning and implementation phases of the Durham Region Cycling Wayfinding and Signage Strategy an Engagement and Outreach Strategy was developed. It outlines a variety of methods and activities for stakeholders to engage with and contribute to the Wayfinding and Signage Strategy. By prioritizing the collection and integration of feedback from target audiences in an inclusive and meaningful way, the cycling wayfinding and signage strategy was aligned with the needs of Durham's community.

### Goal

The primary goal of the engagement and outreach for the cycling wayfinding and signage strategy was to foster inclusive and collaborative participation among all residents and stakeholders, raising awareness across diverse audiences that might not be reached through conventional engagement methods. It strives for a shared understanding of the project's objectives, generating

enthusiasm and encouraging active involvement in the Wayfinding and Signage Strategy's planning and development process.

### Audience Groups

Specific audience groups were identified based on their needs and expertise to effectively engage with the diverse stakeholders involved in the Wayfinding and Signage Strategy. These groups include the general public, the Equity Steering Committee (ESC), and the Project Review Team (PRT), encompassing representatives from the eight area municipalities. Each group played a pivotal role in shaping the project's success, with the work plan specifying the stages of their involvement. The audience groups are defined as follows:

#### Public

This audience group includes all members of the community who will benefit from the Wayfinding and Signage Strategy. Their input and feedback were valuable in shaping the project's implementation and its alignment with the community's interests and preferences.





Engagement activities specific to this audience included:

- Public Information Centres (PICs).
- Project Webpage.
- Social Media.

### **Project Review Team**

The composition of the PRT is extensive, including Regional staff from various departments, federal and provincial government representatives, area municipal staff, Conservation Authorities, and Advisory Committee members. The PRT was developed to facilitate early and ongoing participation of key review agencies to provide specialized input and review project documentation at various stages of the project. The contact list for this group was updated throughout the project based on participant feedback and preferred level of involvement.

Engagement activities specific to this audience included:

- PICs
- Online survey
- Project Webpage
- Social Media

- Meetings.

### **Equity Focus Group and Steering Committee (ESC)**

Equity-deserving individuals and groups who are not traditionally engaged in consultation processes were invited to sit on the ESC and provided an honorarium for their contributions. This approach aimed to develop the cycling wayfinding and signage strategy to reflect the diverse perspectives of Durham residents.

In collaboration with the Region's Diversity, Equity, and Inclusion (DEI) Division, an initial contact list was established for the Equity Focus Group. This list served as the foundation for engaging representatives who were invited to the Equity Focus Group meeting. At this meeting, participants were encouraged to recommend individuals for the ESC. This committee became the central point of contact throughout the project's timeline, especially at crucial milestones. This group included representatives from the following organizations:

- Durham Community Action Group
- Durham One



- CNIB Foundation
- Métis Nation of Ontario
- Victim Services of Durham Region
- Safety Network Durham
- Women's Multicultural Resource and Counselling Centre
- Durham Children's Aid Society
- Abilities Centre
- Durham Deaf Services
- Inclusion, Diversity, and Equity and Wellness Group at Lakeridge Health

This contact list was reviewed and updated frequently based on the level of involvement and feedback from participants.

Engagement activities specific to this audience included:

- PICs
- Project Webpage
- Social Media
- Meetings

## Stages and Methods of Engagement

### Engagement Approach

At the core of the development of this engagement strategy was a human-centred design process, which included steps like empathizing, defining, ideating, prototyping, testing, and implementation. Throughout these phases, stakeholders were actively engaged to align both recommendations and the final product with the expectations of all involved parties.

- Empathize: Stakeholders were engaged early to understand their perspectives, goals, and constraints.
- Define: Stakeholders played a crucial role in refining the definitions of problems and opportunities.
- Ideate: Throughout the project, stakeholders participated in brainstorming and ideation sessions, providing valuable insights at key moments.



- **Prototype:** Concepts and drafts were shared with stakeholders for feedback throughout the strategy development.
- **Test and Implement:** The strategy's implementation was a collaborative effort between the Region and the stakeholders.

## Stages of Engagement

### Project Initiation Stage (Spring 2023)

The initiation stage of the engagement process successfully established the various stakeholder groups essential for providing input and reviewing findings and deliverables throughout the project. This phase commenced with a kick-off meeting that included the PRT. Following this, the ESC was established in collaboration with the Region's DEI Division. The DEI Division's recommended process for forming the ESC began with a focus group comprising contacts suggested by the DEI team. This focus group then consulted to propose representatives for the ESC.

A focus group meeting was conducted as part of this

stage, followed by the inaugural ESC meeting, which was facilitated by the consultant. It is important to note that all meetings and events during this stage were conducted virtually, aligning with the project's commitment to accessibility and inclusivity.

### Shaping the Vision (Summer 2023)

This stage was focused on introducing the project to all audiences, reviewing best practices, setting draft goals and objectives, and gathering insights on design, branding, and destination preferences. To achieve these aims, a series of engagement and outreach activities took place. These included updating the project webpage with general information, creating, and distributing notices and social media posts, conducting a visual preference survey, and carrying out a destination mapping exercise. Additionally, this stage featured the hosting of the second PRT meeting, the second ESC meeting (noting that the Equity Focus Group meeting served as the first ESC meeting), and the first PIC. A Summary Report was also developed to capture the outcomes of these activities. Consistent with the



approach to inclusivity and accessibility, all meetings and events in this stage were conducted virtually.

### **Brand Development Stage (Fall - Winter 2023)**

The focus for this stage of engagement was to review the proposed branding and sign family concepts. The content for this stage focused on creating the concepts and highlighted key differences among the options of signage and branding. The ultimate result of this stage was the selection of a preferred sign family and branding concept, which informed all subsequent stages of the wayfinding system development. This stage also included an overview of the destination hierarchy and the process for selecting sign content. Engagement and outreach activities for this stage included updating the project webpage with general information; content for notices and social media posts; hosting PRT meeting #3 and #4; ESC Meeting #3; and developing a Summary Report. All meetings and events in this round were conducted virtual.

### **Final Strategy (Winter 2023 – Spring 2024)**

This stage of engagement focused on the development and review of the Durham Region Cycling Wayfinding and Signage Strategy. Engagement and outreach activities for this round included updating the project webpage with general information; developing content for notices and social media posts; hosting PRT meetings #5 and #6; ESC meeting #4; PIC #2; and preparing the cycling wayfinding and signage strategy and Supplementary Summary Report. All meetings and events in this round were conducted virtually, except for PIC #2.

### **Methods of Engagement**

A variety of methods of engagement were used throughout different stages of the project, including both in-person and virtual tactics, to help build awareness of the project and incorporate a more diverse set of perspectives into the development of the Durham Region Cycling Wayfinding and Signage Strategy.



## Virtual Engagement

Virtual engagement offers a flexible and accessible option for reaching a wider audience. The following virtual methods of engagement was proposed for the project:

### Meetings

Meetings were held virtually via Zoom with key project stakeholders and audiences to help achieve specific outcomes and goals of the project. Four key meetings were proposed for the project including:

- **Project Review Team Meetings**

The project management team was in touch with the PRT at important milestones of this project to gather their feedback on the developed sections of the Wayfinding and Signage Strategy. There was a total of five planned meetings with the PRT for this project. The objective was to receive feedback from them prior to sharing any information publicly through public engagement events. In addition, this group played a role in disseminating updates about the progress of the project. More details

about the theme and estimated dates of each of these PRT meetings can be found in the Engagement and Outreach Activities and Schedule in Table 20.

- **Equity Steering Committee Meetings**

These meetings were used to engage equity-deserving individuals and groups who are typically not involved in consultation processes. The purpose was to keep them informed of the project's progress and provide them with an opportunity to share their feedback. A total of four meetings were scheduled with this group, corresponding to each stage of the project (the first meeting was in the format of a focus group to help with the establishment of the ESC). All of these meetings were conducted virtually. For further information regarding the theme of each meeting and the corresponding timeline, please refer to Table 20.

- **Public Information Centres**

The consultant scheduled two PICs as part of this project. These meetings aimed to update the





public on the project's progress and gather their input at significant milestones. The first PIC was conducted virtually via Zoom. However, the second PIC, discussed in the in-person engagement activities section, was conducted in-person. For more details about these PIC events, please refer to Table 20.

### **Online Visual Preference Survey**

A branding questionnaire was established and completed by Durham Region staff. This step was crucial to gain a thorough understanding of the project's goals, needs, expectations, and requirements for the branding of the cycling wayfinding and signage strategy.

Building upon the insights gathered from the questionnaire, a virtual branding workshop was facilitated during the second PRT meeting. The primary objective of this workshop was to elicit valuable input from the team members regarding visual style, brand elements, and signage preferences. To enhance engagement and encourage active participation, Mentimeter, an interactive platform, was utilized.

For the convenience of the PRT members who were unable to attend the meeting, the survey remained accessible for a duration of two weeks. Gathering as much information as possible on the visual preferences for this project was essential at this stage. It significantly contributed to a more comprehensive and widely accepted outcome.

### **Destination Mapping Exercise**

Destination mapping was an important exercise for the wayfinding and signage system. After learning the principles and goals of destination mapping, the PRT came together to identify main destinations within the region. The initial task of the destination mapping exercise involved brainstorming ideas, and the outcome provided the Region with a concise, organized list of significant destinations to be used for all routes of the Priority Cycling Network (PCN). This list not only served as a guide for the Region but also helped inform a cohesive system of significant wayfinding destinations for local municipalities. Alta led this exercise at the second PRT meeting.



## Mood Boards

A series of visual style concepts or “mood boards” were developed and used to help solicit feedback from the PRT and the ESC on the brand or “voice” and visual style preferences (i.e., colours, imagery, layout, and typography). The feedback provided through the mood board exercise was used to inform the logo designs and signage look and feel so it reflects the unique needs of the Durham community.

## Webpage

A project webpage was created using the Region’s public engagement platform, Your Voice Durham, to provide information for the public and other key stakeholders to learn about and stay up to date on the project and key opportunities for participation. Alta prepared the initial content for the webpage in coordination with the Region at the initiation stage of engagement. The webpage included a project description, general communication updates, an infographic timeline of the major deliverables and public engagement opportunities. It also included key documents and materials related to the project such as

summary reports, surveys, PIC boards, etc. The project webpage was updated on an ongoing basis throughout each phase of the project.

## Social Media

Social media platforms were used to help raise awareness of the project, educate the public about the goals and objectives of the Cycling Wayfinding and Signage Strategy, and share information about how they could get involved in the project. The consultant collaborated with the Region's Corporate Communications staff to prepare content and graphic materials for social media posts at all engagement stages. The Region's team uploaded them on social media channels, including Twitter, Facebook, and LinkedIn.

The messaging for social media posts covered the following aspects:

- General understanding of the Wayfinding and Signage Strategy.
- Explanation of the goals and objectives of the Wayfinding and Signage Strategy.



- Providing information about public events and key engagement dates.
- Encouraging active participation from the public.
- Highlighting the project's progress at key milestone.

These messages helped create awareness, engage the community, and keep the public informed about the project's developments and opportunities for involvement.

### **In-Person Engagement**

One in-person PIC provided residents and stakeholders with an opportunity to learn about the project, share feedback, and participate in decision-making. This approach provided equitable access to information, bridged technological gaps, and promoted inclusive engagement for all community members.



Table 20. Engagement and Outreach Activities and Schedule.

| Engagement Activity | Audience(s) | Methods                                                                                                                                                             | Schedule      | Format         |
|---------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|----------------|
| <b>PRT meeting</b>  | PRT         | <b>Meeting #1:</b> (kick-off meeting): Work program; initial project goals and objectives.                                                                          | June 2023     | Virtual (Zoom) |
|                     |             | <b>Meeting #2:</b> Draft existing conditions; prep PIC#1; branding discussion and exercise.                                                                         | August 2023   |                |
|                     |             | <b>Meeting #3:</b> Feedback from PIC#1; review of visual style concepts; presenting the list of proposed destinations.                                              | November 2023 |                |
|                     |             | <b>Meeting #4:</b> Feedback from PIC#2; presenting draft outline and sample section of Wayfinding and Signage Strategy; present preferred selection of Sign Family. | February 2024 |                |
|                     |             | <b>Meeting #5:</b> Meeting Themes: Review draft Wayfinding and Signage Strategy.                                                                                    | May 2024      |                |



| Engagement Activity | Audience(s)                                                                        | Methods                                                                                                                                                                      | Schedule                                      | Format                                 |
|---------------------|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|----------------------------------------|
| <b>ESC Meeting</b>  | ESC                                                                                | <b>Meeting #1 (Focus Group meeting):</b> Work program; initial project goals and objectives<br>Initial project goals and objectives and work plan.                           | August 2023                                   | Virtual (Zoom)                         |
|                     |                                                                                    | <b>Meeting #2:</b> Goals and Objectives; Visual Preference; Destination Mapping<br>Visual Preference Survey and Destination Mapping Exercise.                                | November 2023                                 |                                        |
|                     |                                                                                    | <b>Meeting #3:</b> Branding and Sign Family Concepts; Destination Hierarchy<br>Sharing the logo picked by the Region for review and comments.                                | February 2024                                 |                                        |
|                     |                                                                                    | <b>Meeting #4:</b> draft Wayfinding and Signage Strategy.                                                                                                                    | June 2024                                     |                                        |
|                     |                                                                                    | <b>Meeting #5:</b> Sharing the full 1st draft of the Wayfinding and Signage Strategy.                                                                                        |                                               |                                        |
| <b>PIC</b>          | <ul style="list-style-type: none"> <li>Public</li> <li>PRT</li> <li>ESC</li> </ul> | To inform and gather input on the development and priorities of the Wayfinding and Signage Strategy and input on the design and branding of signage and wayfinding elements. | PIC#1: September 2023<br><br>PIC#2: June 2024 | PIC#1: Virtual<br><br>PIC#2: In-person |





| Engagement Activity                 | Audience(s)                                                                        | Methods                                                                            | Schedule        | Format                                   |
|-------------------------------------|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-----------------|------------------------------------------|
| <b>Project Webpage</b>              | <ul style="list-style-type: none"> <li>Public</li> <li>PRT</li> <li>ESC</li> </ul> | Establish project webpage.                                                         | July 2023       | Digital Text and Graphics.               |
|                                     |                                                                                    | Project webpage update Round #1.                                                   | September 2023  |                                          |
|                                     |                                                                                    | Project webpage update Round #2.                                                   | February 2024   |                                          |
|                                     |                                                                                    | Project webpage update Round #3.                                                   | May 2024        |                                          |
| <b>Social Media</b>                 | <ul style="list-style-type: none"> <li>Public</li> <li>PRT</li> <li>ESC</li> </ul> | Social media content creation Round #1.                                            | September 2023  | Digital text and graphics.               |
|                                     |                                                                                    | Social media content creation Round #2.                                            | May & June 2024 |                                          |
| <b>Visual Preference Survey</b>     | <ul style="list-style-type: none"> <li>PRT</li> </ul>                              | Virtual presentation to gather information on the visual preferences and branding. | August 2023     | Digital text and virtual platform setup. |
| <b>Destination Mapping Exercise</b> |                                                                                    | Virtual exercise to gather information on destinations within the region.          |                 |                                          |



## Summary of Phase One of Engagement

This summary captures the activities carried out during Phase One of engagement for the Durham Cycling Wayfinding and Signage Strategy. This phase included the project kick-off meeting with the PRT, meeting with the Equity Focus Group, PRT meeting #2, ESC #1 and PIC #1.

The objective of this engagement phase was to establish vision, goals and objectives for the cycling wayfinding and signage strategy, understanding existing brandings, branding preferences and expectations through visual preference survey and other tools and to document the list of destinations for this strategy.

## Summary of Work Sessions

### Project Kick-Off Meeting with PRT

Time and format:

- Friday, June 23, 2023, Virtual.

Key topics of discussion:

- Composition of PRT.
- General Background.
- Wayfinding Planning at a Glance.
- Best Practices.
- Project Schedule and Key Milestones.
- Initial Goals and Objectives of the Wayfinding System.

Engagement Details:

Two email blasts and a follow-up were sent to 89 contacts prior to the meeting targeting:

- Regional staff from various departments.
- Federal and provincial government representatives.
- Staff from all eight area municipalities.



- Conservation Authorities.
- Durham Active Transportation Committee and Cycling Coalition.

#### Attendance:

- Total Attended: 71 + Project Team.
- Attendance Rate: 79%.

### Project Review Team #2 – Meeting Summary

#### Time and format:

- August 15, 2023, Virtual.

#### Key topics of discussion:

- Project Overview.
- Visual Preference Survey.
- Destination Mapping.

#### Engagement Details:

Two email blasts and a follow-up were sent to 79 contacts prior to the meeting targeting:

- Regional staff from various departments.
- Federal and provincial government.

representatives.

- Staff from all eight area municipalities.
- Conservation Authorities.
- DATC and Cycling Coalition.

#### Attendance:

- Total Attended: 41 + Project Team.
- Attendance Rate: 51%.

### Equity Focus Group – Meeting Summary

#### Time and format:

August 17, 2023, Virtual.

#### Key topics of discussion:

- Equity Focus Group Formation and Purpose.
- Engagement with Equity-Seeking Groups.
- Wayfinding Planning.
- Draft Goals and Objectives.

#### Engagement Details:

Two email blasts and a follow-up were sent to 17 contacts prior to the meeting targeting:



- Indigenous populations.
- Equity-Deserving Groups identified for the ESC.

#### Attendance:

Total Attended: 1

#### PIC #1

#### Time and format:

- September 20, 2023, Virtual.

The format included a presentation and a Q&A function to guide discussions and interactive exercises in

[Mentimeter](#).

#### Key topics of discussion:

- Wayfinding Planning at a Glance.
- Destinations Mapping.
- Project Overview and Schedule.
- Vision, Goals and Objectives.
- Next Steps.

#### Engagement Details:

Various tactics were used for promotion, leading to a turnout that resulted in meaningful public interaction.

#### Web Updates:

- The Project Webpage was updated on September 6 with PIC details and the RSVP link.
- Additional information and a Public Service Announcement about the session was posted on [Durham.ca](#) on September 12, 2023.

#### Email Communications:

- An email blast was sent on September 12 to the PRT, which includes:
  - Regional staff from various departments.
  - Federal and provincial government representatives.
  - Staff from all eight area municipalities in Durham Region.
  - Conservation Authorities (i.e., Toronto Region Conservation Authority and Central



Lake Ontario Conservation Authority).

- Advisory Committee members (i.e., DATC and Cycling Coalition).
- The project team collaborated with the Region's DEI Division to reach out to members of the Equity Focus Group, extending invitations to the meeting with a focus on:
  - Indigenous populations.
  - Equity-Deserving Groups often overlooked in engagement processes.

Information about the PIC was included in the September 15 issue of the Durham Tourism Industry Report circulated digitally to subscribers. Social Media:

- Durham Region promoted the event on [Facebook](#), [Twitter](#) and [LinkedIn](#) three times: one week prior, three days prior, and one day prior to the event.
- Alta Planning + Design shared the event on [LinkedIn](#) one day prior to the event.

#### Key Metrics:

##### **Project Webpage and social media:**

- Throughout the promotion of the PIC period from September 12 to 20, there were 173 visitors to the project page.
- The social media promotion generated strong interest and engagement with the in the project and resulted in 8,700 impressions and 107 engagements with posts.
- Attendance:
  - Total Registered: 41.
  - Total Attended: 20.
  - Attendance Rate: 49%.
- Audience Engagement:
  - Number of Q&A Questions Asked: 22.
  - Number of participants on Mentimeter: 26.

The interactive activity's summary and key discussion points have been documented in the meeting summary document.





## Project Review Team #3– Meeting Summary

### Time and format:

- November 17, 2023, Virtual.

### Key topics of discussion:

- Project Overview and Progress to Date.
- Results of the Round One Engagement (PIC).
- Icon Design Concepts.
- Destination Hierarchy and Draft List of Destinations.

### Engagement Details:

Two email blasts and three follow-ups were sent to 83 contacts prior to the meeting targeting:

- Regional staff from various departments.
- Federal and provincial government representatives.
- Staff from all eight area municipalities.
- Conservation Authorities.
- DATC and Cycling Coalition.

### Attendance

- Total Attended: 28 + Project Team.
- Attendance Rate: 35%.

## Equity Steering Committee #1

### Time and format:

- November 20, 2023, Virtual.

### Key topics of discussion:

- Wayfinding Planning at a Glance.
- Vision, Goals and Objectives.
- Project Overview and Progress to Date.
- Icon Design Concepts.
- Destination Hierarchy and Draft List of Destinations.

### Engagement Details:

Two email blasts and three follow-ups were sent to 11 contacts prior to the meeting targeting:

- Indigenous populations.
- Equity-Deserving Groups identified for the ESC.



#### Attendance:

- Total Attended: 9 + Project Team.
- Attendance Rate: 81%.

#### Conclusion

During Phase One of engagement for the Durham Cycling Wayfinding and Signage Strategy, stakeholder feedback played an important role in finalizing the vision, goals, objectives, and guiding principles of the strategy. Discussions on branding informed the preparation of draft icons and branding guidelines. Additionally, the team provided feedback on a draft list of destinations, contributing to the finalization of a live document (bank of destinations) for Durham.



## Summary of Phase Two of Engagement

This summary captures the activities carried out during Phase Two of engagement for the Durham Cycling Wayfinding and Signage Strategy. This phase included two key meetings: a technical meeting with the PRT (Meeting #4) and a session with the ESC (Meeting #2).

The objective of this engagement phase was twofold: firstly, to update stakeholders on the current progress and share the findings, and secondly, to focus on branding and sign design. It involved presenting the final branding guidelines, developed in collaboration with stakeholders and the project team, which will dictate the strategy's visual direction. Additionally, three sign family concepts specifically designed for this project were shared. The aim was to gather stakeholder feedback to refine these concepts and select one design for the sign family to advance to the next phase of the project.

## Summary of Work Sessions

### Project Review Team #4 and Equity Steering Committee Meeting #2

In February 2024, Alta Planning + Design conducted virtual sessions for both the PRT (on February 27) and the ESC (on February 26) as part of Phase Two of engagement. These sessions aimed to involve attendees in understanding the project and discussing the sign family concepts developed by Alta.

### Discussion Topics

- Project Overview
- Presentation of Branding Guidelines
- Sign Family Concepts
- Additionally, for the PRT meeting, a discussion on 'Destination Hierarchy and Summary of Sign Placement' was included.

### Post-Meeting Follow-Up

Presentation materials and an [interactive PDF](#) file were shared with participants to solicit further feedback.



## Engagement Details

### Promotion and Communication

The project team utilized email communications to promote this round of engagement, leading to meaningful interaction and turnout at the meetings.

### Email Communications

Two email blasts were sent on January 30, 2024, targeting:

- Regional staff from various departments.
- Federal and provincial government representatives.
- Staff from all eight area municipalities in Durham Region.
- Conservation Authorities (TRCA and CLOCA).
- Advisory Committee members (DATC and Cycling Coalition).
- Indigenous populations.
- Equity-Deserving Groups identified for the ESC.

Two reminders were sent, with the first sent one week prior to the meeting and the second one sent one day before.

### Web Updates

The [Project Webpage](#) was updated to reflect the project's progress and timeline changes before these meetings.

### Meeting Attendance and Engagement

#### Attendance

- PRT meeting #4
  - Total Attended: 38.
  - Attendance Rate: 43%.
- ESC #2
  - Total Attended: 11.
  - Attendance Rate: 73%.

#### Audience Engagement

During both meetings, attendees actively engaged using the chat box and unmuted themselves to ask questions when necessary. Notably, the PRT meeting #4 witnessed a high volume of interactions, with 24 questions asked



and answered. Additionally, the documents shared post-meeting received 13 comments.

### Key Points of Discussion

#### Phasing and Implementation along the Primary Cycling Network

Concerns were raised about the phasing and implementation of signs along the PCN.

- The project team clarified that priority will be given to existing, completed routes. Further details will be elaborated in the development of the implementation and maintenance plan as part of the strategy.

#### Inclusion and Placement of QR Codes

The appropriateness of QR codes on signs was discussed.

- The project team explained that QR codes are suitable for stationary signs, such as kiosks, where additional space is necessary. QR codes on signs

intended for use while in motion, like decision, turn, or confirmation signs, pose safety risks. They are best suited for areas where users are expected to dismount or pause.

#### Sign Placement and Visibility

Questions about sign placement and visibility were raised.

- It was clarified that signs would be strategically placed in advance of the indicated movement, ensuring visibility, and providing cyclists with advanced notice.

#### Linking PCN to Local Networks

Interest was shown in connecting the PCN with local networks.

- The project team noted that street signs are part of the sign family, designed to inform about the existing cycling infrastructure and distinguish between PCN and local routes.





### **Inclusion of "Primary Cycling Network" Text**

Queries were made about including the text "Primary Cycling Network" in the iconography.

- It was confirmed that the name was deliberated and approved in early meetings to align with the RCP and enhance recognition.

### **Promotion of Inclusive Cycling**

The need for increased communication and promotion to emphasize cycling's inclusivity was highlighted.

- The project team acknowledged the importance of designing and signing facilities to cater to cyclists of all skill levels.

### **Pavement Markers**

Participants showed interest in the proposed pavement markers.

- The project team provided details on the materials, highlighting the durability differences between foil

back decals, paint, and thermoplastic, and noted considerations for winter maintenance.

### **Biking Time Indications on Signs**

Suggestions were made to include the biking time to destinations on the signs.

- The project team recognized this as an area for further discussion.

### **Information Kiosks as Potential Hazards**

Concerns about information kiosks being hazards were discussed.

- The team specified that kiosks are planned for placement in non-travel areas, like plazas or trailheads, for a safe information access.

### **Maintenance of Signs**

Discussions on sign maintenance occurred, with a focus on material durability.

- Participants noted that stainless steel and



aluminum are preferable for ease of maintenance and cleaning, especially in combating graffiti.

## Conclusion

In Phase Two of engagement for the Durham Cycling Wayfinding and Signage Strategy, stakeholder feedback was pivotal in refining the project's direction. This feedback led to the refinement and finalization of Concept 1 of the sign family. **The finalized sign design marks a significant milestone.**



## Summary of Phase Three of Engagement

This summary captures the activities carried out during Phase Three of engagement for the Durham Cycling Wayfinding and Signage Strategy. This phase included two key meetings: a technical meeting with the PRT (Meeting #5) and an in-person Public Information Centre (PIC) (#2).

The objective of this engagement phase was to showcase the draft strategy and the final outcomes of this work. It involved presenting the latest developments of the project and reviewing previously developed elements such as the sign family concept, branding guidelines, and the destination database. The project team used this opportunity to introduce the final strategy document and guide the audience through its sections.

## Summary of Work Sessions

### Public Information Centre #2

On June 5, 2024, Alta Planning + Design, in partnership with the Region, hosted the second and final Public Information Centre for this project. The meeting was held

in person at Durham Regional Headquarters in Whitby.

For this session, 18 boards were prepared, printed, and displayed at the venue. A mock-up of the information kiosk and a decision sign was made and presented at the event to showcase the signs in real-time.

### Discussion Topics

- General Introduction to Wayfinding.
- Project's Vision, Goals and Objectives.
- Project Timeline and Progress to Date.
- Engagement Summary of Past Phases.
- Destinations.
- Branding Guideline.
- Final Sign Family.
- Implementation and Maintenance (including phasing and materials).

### Post-Meeting Follow-Up

The boards were shared on the project webpage for those who couldn't join the meeting to provide feedback.



## Engagement Details

Various tactics were used for promotion, leading to a turnout that resulted in meaningful public interaction.

## Project Webpage

- The Project Webpage was updated before the event with details of the event.
- A Public Service Announcement about the session was posted on [Durham.ca](http://Durham.ca) on May 22.

## Email Communications

- An email blast was sent on May 31 to the PRT, which includes:
  - Regional staff from various departments.
  - Federal and provincial government representatives.
  - Staff from all eight area municipalities in Durham Region.
  - Conservation Authorities (i.e., Toronto Region Conservation Authority and Central Lake Ontario Conservation Authority).

- Advisory Committee members (i.e., DATC and Cycling Coalition).
- The project team reach out to members of the Equity Steering Committee, extending invitations to the meeting.

## Social Media

- Durham Region promoted the event on [Facebook](#), Twitter and LinkedIn three times: one week prior, three days prior, and one day prior to the event
- Alta Planning + Design shared the event on LinkedIn one week and one day prior to the event.

## Key Metrics

### Project Webpage and social media

- Throughout the promotion of the PIC period from May 22 to June 5, there were 172 visitors to the project page.
- The social media promotion generated strong interest and engagement with the in the project and resulted in 9290 impressions and 102 engagements with posts.



## Project Review Team #5

On June 19, 2024, project team conducted the fifth and final Project Review Team meeting.

### Discussion Topics

- Project Progress Update.
- Strategy Outline.
- Chapter Highlights.
- Destinations and Sign Family.
- Brand Development and Sign Concepts.
- Implementation and Maintenance.

### Post-Meeting Follow-Up

Presentation materials were shared with participants to solicit further feedback.

### Engagement Details

#### Promotion and Communication

The project team utilized email communications to promote this round of engagement.

## Email Communications

Two email blasts were sent targeting:

- Regional staff from various departments.
- Federal and provincial government representatives.
- Staff from all eight area municipalities in Durham Region.
- Conservation Authorities (TRCA and CLOCA).
- Advisory Committee members (DATC and Cycling Coalition).

This meeting facilitated a conversation around the implementation and maintenance, highlighting the newest developments of the project that the team had not previously explored. Feedback from this session enabled the project team to refine the draft strategy and prepare a final version to be shared with all stakeholders for additional feedback.







## Appendix E: Final List of Destinations



## Destination Database for Durham Cycling Wayfinding and Signage Strategy

| Name                 | Name (Shortened)     | Category    | Municipality | Hierarchy | PCN_1km_Buffer |
|----------------------|----------------------|-------------|--------------|-----------|----------------|
| Leaskdale            | Leaskdale            | Communities | Uxbridge     | Primary   | Yes            |
| Macedonian Village   | Macedonian Village   | Communities | Whitby       | Primary   | Yes            |
| Myrtle               | Myrtle               | Communities | Whitby       | Primary   | Yes            |
| Dagmar               | Dagmar               | Communities | Whitby       | Primary   | Yes            |
| Brooklin             | Brooklin             | Communities | Whitby       | Primary   | Yes            |
| Myrtle Station       | Myrtle Station       | Communities | Whitby       | Primary   | No             |
| Ashburn              | Ashburn              | Communities | Whitby       | Primary   | Yes            |
| Downtown Whitby      | Downtown Whitby      | Communities | Whitby       | Primary   | Yes            |
| Greenwood            | Greenwood            | Communities | Pickering    | Primary   | Yes            |
| Brougham             | Brougham             | Communities | Pickering    | Primary   | Yes            |
| Whitevale            | Whitevale            | Communities | Pickering    | Primary   | Yes            |
| Claremont            | Claremont            | Communities | Pickering    | Primary   | Yes            |
| Balsam               | Balsam               | Communities | Pickering    | Primary   | Yes            |
| Goodwood             | Goodwood             | Communities | Uxbridge     | Primary   | No             |
| Glasgow              | Glasgow              | Communities | Uxbridge     | Primary   | No             |
| Altona               | Altona               | Communities | Uxbridge     | Primary   | Yes            |
| Coppins Corners      | Coppins Corners      | Communities | Uxbridge     | Primary   | Yes            |
| Glen Major           | Glen Major           | Communities | Uxbridge     | Primary   | No             |
| Siloam               | Siloam               | Communities | Uxbridge     | Primary   | Yes            |
| Roseville            | Roseville            | Communities | Uxbridge     | Primary   | Yes            |
| Sandy Hook           | Sandy Hook           | Communities | Uxbridge     | Primary   | Yes            |
| Sandford             | Sandford             | Communities | Uxbridge     | Primary   | Yes            |
| Udora                | Udora                | Communities | Uxbridge     | Primary   | Yes            |
| Zephyr               | Zephyr               | Communities | Uxbridge     | Primary   | Yes            |
| Nestleton            | Nestleton            | Communities | Scugog       | Primary   | No             |
| Nestleton Station    | Nestleton Station    | Communities | Scugog       | Primary   | No             |
| St Christopher       | St Christopher       | Communities | Scugog       | Primary   | Yes            |
| Viewlake             | Viewlake             | Communities | Scugog       | Primary   | Yes            |
| Cadmus               | Cadmus               | Communities | Scugog       | Primary   | No             |
| Blackstock           | Blackstock           | Communities | Scugog       | Primary   | Yes            |
| Caesarea             | Caesarea             | Communities | Scugog       | Primary   | Yes            |
| Purple Hill          | Purple Hill          | Communities | Scugog       | Primary   | No             |
| Shirley              | Shirley              | Communities | Scugog       | Primary   | No             |
| Prince Albert        | Prince Albert        | Communities | Scugog       | Primary   | Yes            |
| Manchester           | Manchester           | Communities | Scugog       | Primary   | No             |
| Utica                | Utica                | Communities | Scugog       | Primary   | Yes            |
| Prospect             | Prospect             | Communities | Scugog       | Primary   | No             |
| Epsom                | Epsom                | Communities | Scugog       | Primary   | Yes            |
| Marsh Hill           | Marsh Hill           | Communities | Scugog       | Primary   | No             |
| Seagrave             | Seagrave             | Communities | Scugog       | Primary   | Yes            |
| Victoria Corners     | Victoria Corners     | Communities | Brock        | Primary   | No             |
| Greenbank            | Greenbank            | Communities | Scugog       | Primary   | No             |
| Saintfield           | Saintfield           | Communities | Scugog       | Primary   | Yes            |
| Vallentyne           | Vallentyne           | Communities | Brock        | Primary   | No             |
| Vroomanton           | Vroomanton           | Communities | Brock        | Primary   | No             |
| Wilfrid              | Wilfrid              | Communities | Brock        | Primary   | Yes            |
| Derryville           | Derryville           | Communities | Brock        | Primary   | No             |
| Wick                 | Wick                 | Communities | Brock        | Primary   | No             |
| Layton               | Layton               | Communities | Brock        | Primary   | No             |
| Sonya                | Sonya                | Communities | Brock        | Primary   | No             |
| Blackwater           | Blackwater           | Communities | Brock        | Primary   | No             |
| Pinedale             | Pinedale             | Communities | Brock        | Primary   | No             |
| Manilla              | Manilla              | Communities | Brock        | Primary   | No             |
| Port Bolster         | Port Bolster         | Communities | Brock        | Primary   | Yes            |
| Maple Beach          | Maple Beach          | Communities | Brock        | Primary   | Yes            |
| Cannington           | Cannington           | Communities | Brock        | Primary   | Yes            |
| Beaverton            | Beaverton            | Communities | Brock        | Primary   | No             |
| Sunderland           | Sunderland           | Communities | Brock        | Primary   | No             |
| Gamebridge           | Gamebridge           | Communities | Brock        | Primary   | No             |
| Uxbridge             | Uxbridge             | Communities | Uxbridge     | Primary   | Yes            |
| Port Perry           | Port Perry           | Communities | Scugog       | Primary   | Yes            |
| Raglan               | Raglan               | Communities | Oshawa       | Primary   | Yes            |
| Mount Carmel         | Mount Carmel         | Communities | Oshawa       | Primary   | Yes            |
| Columbus             | Columbus             | Communities | Oshawa       | Primary   | Yes            |
| Taunton              | Taunton              | Communities | Clarington   | Primary   | Yes            |
| Newtonville          | Newtonville          | Communities | Clarington   | Primary   | Yes            |
| Port Granby          | Port Granby          | Communities | Clarington   | Primary   | No             |
| Bond Head            | Bond Head            | Communities | Clarington   | Primary   | No             |
| Newcastle Village    | Newcastle Village    | Communities | Clarington   | Primary   | Yes            |
| Brownsville          | Brownsville          | Communities | Clarington   | Primary   | Yes            |
| Mitchells Corners    | Mitchells Corners    | Communities | Clarington   | Primary   | No             |
| Enfield              | Enfield              | Communities | Clarington   | Primary   | No             |
| Burketon             | Burketon             | Communities | Clarington   | Primary   | Yes            |
| Enniskillen          | Enniskillen          | Communities | Clarington   | Primary   | Yes            |
| Haydon               | Haydon               | Communities | Clarington   | Primary   | No             |
| Solna                | Solna                | Communities | Clarington   | Primary   | No             |
| Hampton              | Hampton              | Communities | Clarington   | Primary   | Yes            |
| Gaud Corners         | Gaud Corners         | Communities | Clarington   | Primary   | Yes            |
| Maple Grove          | Maple Grove          | Communities | Clarington   | Primary   | Yes            |
| Downtown Bowmanville | Downtown Bowmanville | Communities | Clarington   | Primary   | Yes            |
| Port Darlington      | Port Darlington      | Communities | Clarington   | Primary   | Yes            |
| Wilmot Creek         | Wilmot Creek         | Communities | Clarington   | Primary   | No             |
| Tyrone               | Tyrone               | Communities | Clarington   | Primary   | Yes            |
| Leskard              | Leskard              | Communities | Clarington   | Primary   | Yes            |
| Kirby                | Kirby                | Communities | Clarington   | Primary   | Yes            |
| Kendal               | Kendal               | Communities | Clarington   | Primary   | Yes            |
| Starkville           | Starkville           | Communities | Clarington   | Primary   | Yes            |
| Crooked Creek        | Crooked Creek        | Communities | Clarington   | Primary   | Yes            |
| Courtice             | Courtice             | Communities | Clarington   | Primary   | Yes            |

|                     |                     |             |                       |         |     |
|---------------------|---------------------|-------------|-----------------------|---------|-----|
| Orono               | Orono               | Communities | Clarington            | Primary | Yes |
| Green River         | Green River         | Communities | Pickering             | Primary | Yes |
| Cherrywood          | Cherrywood          | Communities | Pickering             | Primary | Yes |
| Pickering Village   | Pickering Village   | Communities | Ajax                  | Primary | Yes |
| Lakeside Beach      | Lakeside Beach      | Communities | Scugog                | Primary | Yes |
| Kinsale             | Kinsale             | Communities | Pickering             | Primary | Yes |
| Mount Zion          | Mount Zion          | Communities | Pickering             | Primary | No  |
| Deckers Hill        | Deckers Hill        | Communities | Pickering             | Primary | Yes |
| Dixie               | Dixie               | Communities | Pickering             | Primary | Yes |
| Clarkes Hollow      | Clarkes Hollow      | Communities | Pickering             | Primary | Yes |
| Dunbarton           | Dunbarton           | Communities | Pickering             | Primary | Yes |
| Liverpool           | Liverpool           | Communities | Pickering             | Primary | Yes |
| Rosebank            | Rosebank            | Communities | Pickering             | Primary | Yes |
| Bay Ridges          | Bay Ridges          | Communities | Pickering             | Primary | Yes |
| Fairport            | Fairport            | Communities | Pickering             | Primary | Yes |
| Rouge Park          | Rouge Park          | Communities | Pickering             | Primary | Yes |
| Squires Beach       | Squires Beach       | Communities | Pickering             | Primary | No  |
| Pickering Beach     | Pickering Beach     | Communities | Ajax                  | Primary | No  |
| Riverside           | Riverside           | Communities | Ajax                  | Primary | Yes |
| Audley              | Audley              | Communities | Ajax                  | Primary | Yes |
| Port Whitby         | Port Whitby         | Communities | Whitby                | Primary | No  |
| Coronation Gardens  | Coronation Gardens  | Communities | Whitby                | Primary | Yes |
| West Lynde          | West Lynde          | Communities | Whitby                | Primary | Yes |
| North Oshawa        | North Oshawa        | Communities | Oshawa                | Primary | Yes |
| Harmony             | Harmony             | Communities | Oshawa                | Primary | Yes |
| Cedar Dale          | Cedar Dale          | Communities | Oshawa                | Primary | Yes |
| New Park            | New Park            | Communities | Outside Durham Region | Primary | No  |
| Brown Hill          | Brown Hill          | Communities | Uxbridge              | Primary | No  |
| Thorah Beach        | Thorah Beach        | Communities | Brock                 | Primary | Yes |
| Cedarhurst Beach    | Cedarhurst Beach    | Communities | Brock                 | Primary | Yes |
| Cedar Beach         | Cedar Beach         | Communities | Brock                 | Primary | Yes |
| Alsops Beach        | Alsops Beach        | Communities | Brock                 | Primary | No  |
| Ethel Park          | Ethel Park          | Communities | Brock                 | Primary | No  |
| Saginaw             | Saginaw             | Communities | Brock                 | Primary | Yes |
| Port View Beach     | Port View Beach     | Communities | Scugog                | Primary | Yes |
| Honeys Beach        | Honeys Beach        | Communities | Scugog                | Primary | No  |
| Cedar Shores        | Cedar Shores        | Communities | Scugog                | Primary | Yes |
| Sunrise Beach       | Sunrise Beach       | Communities | Scugog                | Primary | No  |
| Fralicks Beach      | Fralicks Beach      | Communities | Scugog                | Primary | No  |
| Carnegie Beach      | Carnegie Beach      | Communities | Scugog                | Primary | No  |
| Aldreds Beach       | Aldreds Beach       | Communities | Scugog                | Primary | No  |
| Sunset View         | Sunset View         | Communities | Scugog                | Primary | Yes |
| Pine Point          | Pine Point          | Communities | Scugog                | Primary | No  |
| Highland Beach      | Highland Beach      | Communities | Scugog                | Primary | Yes |
| Williams Point      | Williams Point      | Communities | Scugog                | Primary | No  |
| Scugog Point        | Scugog Point        | Communities | Scugog                | Primary | Yes |
| Burton              | Burton              | Communities | Scugog                | Primary | No  |
| Fairport Beach      | Fairport Beach      | Communities | Outside Durham Region | Primary | Yes |
| Rouge Hill          | Rouge Hill          | Communities | Outside Durham Region | Primary | No  |
| Port Union          | Port Union          | Communities | Outside Durham Region | Primary | No  |
| Highland Creek      | Highland Creek      | Communities | Outside Durham Region | Primary | No  |
| Cedar Grove         | Cedar Grove         | Communities | Outside Durham Region | Primary | No  |
| Box Grove           | Box Grove           | Communities | Outside Durham Region | Primary | No  |
| Locust Hill         | Locust Hill         | Communities | Outside Durham Region | Primary | No  |
| Mongolia            | Mongolia            | Communities | Outside Durham Region | Primary | No  |
| Ringwood            | Ringwood            | Communities | Outside Durham Region | Primary | No  |
| Stouffville         | Stouffville         | Communities | Outside Durham Region | Primary | No  |
| Lincolnville        | Lincolnville        | Communities | Outside Durham Region | Primary | Yes |
| Bloomington         | Bloomington         | Communities | Outside Durham Region | Primary | No  |
| Musselmans Lake     | Musselmans Lake     | Communities | Outside Durham Region | Primary | No  |
| Ballantrae          | Ballantrae          | Communities | Outside Durham Region | Primary | No  |
| Vivian              | Vivian              | Communities | Outside Durham Region | Primary | No  |
| West Franklin       | West Franklin       | Communities | Outside Durham Region | Primary | No  |
| Holt                | Holt                | Communities | Outside Durham Region | Primary | No  |
| Mount Albert        | Mount Albert        | Communities | Outside Durham Region | Primary | No  |
| Cedarbrae           | Cedarbrae           | Communities | Outside Durham Region | Primary | No  |
| Egypt               | Egypt               | Communities | Outside Durham Region | Primary | No  |
| Pefferlaw           | Pefferlaw           | Communities | Outside Durham Region | Primary | No  |
| Marina Estates      | Marina Estates      | Communities | Outside Durham Region | Primary | No  |
| Holmes Point        | Holmes Point        | Communities | Outside Durham Region | Primary | No  |
| Riverview Beach     | Riverview Beach     | Communities | Outside Durham Region | Primary | No  |
| Duclos Point        | Duclos Point        | Communities | Outside Durham Region | Primary | No  |
| Gamebridge Beach    | Gamebridge Beach    | Communities | Outside Durham Region | Primary | No  |
| Point of Mara Beach | Point of Mara Beach | Communities | Outside Durham Region | Primary | No  |
| Brechin Beach       | Brechin Beach       | Communities | Outside Durham Region | Primary | No  |
| Brechin             | Brechin             | Communities | Outside Durham Region | Primary | No  |
| Talbot              | Talbot              | Communities | Outside Durham Region | Primary | No  |
| Argyle              | Argyle              | Communities | Outside Durham Region | Primary | No  |
| Lorneville          | Lorneville          | Communities | Outside Durham Region | Primary | No  |
| Woodville           | Woodville           | Communities | Outside Durham Region | Primary | No  |
| Bolsover            | Bolsover            | Communities | Outside Durham Region | Primary | No  |
| Eldon               | Eldon               | Communities | Outside Durham Region | Primary | No  |
| Crestwell           | Crestwell           | Communities | Outside Durham Region | Primary | No  |
| Salem Corners       | Salem Corners       | Communities | Outside Durham Region | Primary | No  |
| Newmans Beach       | Newmans Beach       | Communities | Outside Durham Region | Primary | No  |
| Fingerboard         | Fingerboard         | Communities | Outside Durham Region | Primary | No  |
| Gillsons Point      | Gillsons Point      | Communities | Outside Durham Region | Primary | No  |
| Starrs Beach        | Starrs Beach        | Communities | Outside Durham Region | Primary | No  |
| Oakdene Point       | Oakdene Point       | Communities | Outside Durham Region | Primary | No  |
| Valentia            | Valentia            | Communities | Outside Durham Region | Primary | No  |
| Glamorgan           | Glamorgan           | Communities | Outside Durham Region | Primary | No  |
| Pontypool           | Pontypool           | Communities | Outside Durham Region | Primary | No  |
| Manvers             | Manvers             | Communities | Outside Durham Region | Primary | No  |
| Lotus               | Lotus               | Communities | Outside Durham Region | Primary | No  |

|                                                      |                            |                       |                       |           |     |
|------------------------------------------------------|----------------------------|-----------------------|-----------------------|-----------|-----|
| Janetville                                           | Janetville                 | Communities           | Outside Durham Region | Primary   | No  |
| Yelverton                                            | Yelverton                  | Communities           | Outside Durham Region | Primary   | No  |
| Elizabethville                                       | Elizabethville             | Communities           | Outside Durham Region | Primary   | No  |
| Decker Hollow                                        | Decker Hollow              | Communities           | Outside Durham Region | Primary   | No  |
| Osaca                                                | Osaca                      | Communities           | Outside Durham Region | Primary   | No  |
| Zion                                                 | Zion                       | Communities           | Outside Durham Region | Primary   | No  |
| Wesleyville                                          | Wesleyville                | Communities           | Outside Durham Region | Primary   | No  |
| Ontario Tech University                              | Ontario Tech U             | Post-secondary Campus | Oshawa                | Secondary | Yes |
| Ontario Tech University, Downtown Oshawa Campus      | Ontario Tech U DT Oshawa   | Post-secondary Campus | Oshawa                | Secondary | Yes |
| Durham College                                       | Durham College Oshawa      | Post-secondary Campus | Oshawa                | Secondary | Yes |
| Durham College Whitby Campus                         | Durham College Whitby      | Post-secondary Campus | Whitby                | Secondary | Yes |
| Trent University Durham                              | Trent U Durham             | Post-secondary Campus | Oshawa                | Secondary | Yes |
| Oshawa GO Train Station                              | Oshawa GO                  | Transportation Hub    | Oshawa                | Secondary | Yes |
| Ajax GO Station                                      | Ajax GO                    | Transportation Hub    | Ajax                  | Secondary | Yes |
| Whitby GO Station                                    | Whitby GO                  | Transportation Hub    | Whitby                | Secondary | Yes |
| Pickering GO Station                                 | Pickering GO               | Transportation Hub    | Pickering             | Secondary | Yes |
| Oshawa Bus Terminal                                  | Oshawa Bus Terminal        | Transportation Hub    | Oshawa                | Secondary | Yes |
| Oshawa Airport                                       | Oshawa Airport             | Transportation Hub    | Oshawa                | Secondary | Yes |
| Courtice GO Park & Ride                              | Courtice GO P&R            | Transportation Hub    | Clarington            | Secondary | Yes |
| Bowmanville GO Park & Ride                           | Bowmanville GO P&R         | Transportation Hub    | Clarington            | Secondary | Yes |
| Harmony Terminal                                     | Harmony Terminal           | Transportation Hub    | Oshawa                | Secondary | Yes |
| Baldwin Street GO Park & Ride                        | Baldwin St GO P&R          | Transportation Hub    | Whitby                | Secondary | Yes |
| Pickering Parkway Terminal                           | Pickering Pkwy Terminal    | Transportation Hub    | Pickering             | Secondary | Yes |
| Brock Road GO Park & Ride                            | Brock Rd GO P&R            | Transportation Hub    | Pickering             | Secondary | Yes |
| Pickering Public Library - George Ashe Library       | Pickering Library - Ashe   | Library               | Scugog                | Secondary | Yes |
| Oshawa Public Library - Delpark Homes Centre Branch  | Oshawa Library - Delpark   | Park/Recreation       | Scugog                | Secondary | Yes |
| Ajax Public Library - McLean Branch                  | Ajax Library - McLean      | Park/Recreation       | Scugog                | Secondary | Yes |
| Scugog Memorial Public Library                       | Rossland Public Library    | Park/Recreation       | Scugog                | Secondary | Yes |
| Brock Township Public Library - Beaverton Branch     | Beaverton Public Library   | Healthcare Facility   | Uxbridge              | Secondary | No  |
| Pickering Public Library - Central Library           | Central Public Library     | Healthcare Facility   | Ajax                  | Secondary | Yes |
| Oshawa Public Library - McLaughlin Library           | McLaughlin Public Library  | Healthcare Facility   | Scugog                | Secondary | Yes |
| Pickering Public Library - Claremont Branch          | Claremont Public Library   | Healthcare Facility   | Oshawa                | Secondary | Yes |
| Clarington Public Library - Orono Branch             | Orono Public Library       | Healthcare Facility   | Clarington            | Secondary | Yes |
| Clarington Public Library - Newcastle Village Branch | Newcastle Public Library   | Healthcare Facility   | Whitby                | Secondary | Yes |
| Clarington Public Library - Bowmanville Branch       | Bowmanville Public Library | Healthcare Facility   | Whitby                | Secondary | Yes |
| Ajax Public Library - Main Branch                    | Ajax Main Library          | Trail Access          | Uxbridge              | Secondary | Yes |
| Whitby Public Library - Rossland Branch              | Rossland Public Library    | Trail Access          | Uxbridge              | Secondary | Yes |
| Brock Township Public Library - Sunderland Branch    | Sunderland Public Library  | Trail Access          | Uxbridge              | Secondary | No  |
| Oshawa Public Library - Jess Hann Branch             | Jess Hann Public Library   | Trail Access          | Uxbridge              | Secondary | Yes |
| Ajax Public Library - Village Branch                 | Village Public Library     | Trail Access          | Uxbridge              | Secondary | Yes |
| Brock Township Public Library - Cannington Branch    | Cannington Public Library  | Trail Access          | Uxbridge              | Secondary | Yes |
| Uxbridge Public Library                              | Uxbridge Public Library    | Trail Access          | Oshawa                | Secondary | Yes |
| Clarington Public Library - Courtice Branch          | Courtice Public Library    | Trail Access          | Oshawa                | Secondary | Yes |
| Oshawa Public Library - Northview Branch             | Northview Public Library   | Trail Access          | Scugog                | Secondary | Yes |
| Whitby Public Library - Dundas Branch                | Dundas Public Library      | Trail Access          | Scugog                | Secondary | Yes |
| Uxbridge Public Library - Zephyr Branch              | Zephyr Public Library      | Trail Access          | Uxbridge              | Secondary | Yes |
| Whitby Public Library - Brooklin Branch              | Brooklin Public Library    | Trail Access          | Scugog                | Secondary | Yes |
| Ajax Public Library - Audley Branch                  | Audley Public Library      | Trail Access          | Whitby                | Secondary | Yes |
| Durham Indoor Soccer Centre                          | Durham Soccer Ctr.         | Trail Access          | Uxbridge              | Secondary | No  |
| Haydon Hall                                          | Haydon Hall                | Trail Access          | Pickering             | Secondary | No  |
| Bowmanville Indoor Soccer / Lacrosse Bowl            | Bowmanville Soccer Ctr     | Trail Access          | Pickering             | Secondary | Yes |
| Centennial Community Centre                          | Centennial Community Ctr   | Trail Access          | Pickering             | Secondary | Yes |
| Exeter Park                                          | Exeter Park                | Trail Access          | Pickering             | Secondary | Yes |
| Peel Park                                            | Peel Park                  | Trail Access          | Brock                 | Secondary | Yes |
| Willow Park                                          | Willow Park                | Trail Access          | Brock                 | Secondary | Yes |
| Nestleton Hall & Cartwright Fields                   | Nestleton Hall             | Trail Access          | Uxbridge              | Secondary | No  |
| Mitchell Park                                        | Mitchell Park              | Trail Access          | Uxbridge              | Secondary | Yes |
| Betty Bujold Park                                    | Betty Bujold Park          | Trail Access          | Uxbridge              | Secondary | Yes |
| Dunmoore Park                                        | Dunmoore Park              | Trail Access          | Uxbridge              | Secondary | Yes |
| Whitby Civic Recreation Complex                      | Whitby Rec Ctr             | Trail Access          | Uxbridge              | Secondary | Yes |
| Iroquois Park Sports Centre                          | Iroquois Sports Ctr        | Trail Access          | Uxbridge              | Secondary | Yes |
| Valley View Park                                     | Valley View Park           | Trail Access          | Outside Durham Region | Secondary | Yes |
| Forestbrook Park                                     | Forestbrook Park           | Trail Access          | Outside Durham Region | Secondary | Yes |
| Westney Heights Park                                 | Westney H Park             | Trail Access          | Clarington            | Secondary | Yes |
| Birdseye Aquatic Facility (Outdoor)                  | Birdseye Aquatic Ctr       | Trail Access          | Uxbridge              | Secondary | Yes |
| Brockridge Park                                      | Brockridge Park            | Trail Access          | Oshawa                | Secondary | Yes |
| Applecroft Park                                      | Applecroft Park            | Trail Access          | Oshawa                | Secondary | Yes |
| Victoria Fields                                      | Victoria Fields            | Trail Access          | Oshawa                | Secondary | Yes |
| Kinsmen Park                                         | Kinsmen Park               | Trail Access          | Oshawa                | Secondary | Yes |
| Diana, Princess of Wales Park                        | Princess of Wales Park     | Trail Access          | Oshawa                | Secondary | Yes |
| Forest Ridge Park                                    | Forest Ridge Park          | Trail Access          | Oshawa                | Secondary | Yes |
| Nottingham Park                                      | Nottingham Park            | Trail Access          | Oshawa                | Secondary | Yes |
| McLean Community Centre                              | McLean Community Ctr       | Trail Access          | Oshawa                | Secondary | Yes |
| Southcott Park                                       | Southcott Park             | Trail Access          | Oshawa                | Secondary | Yes |
| Sunderland Memorial Arena                            | Sunderland Arena           | Trail Access          | Oshawa                | Secondary | No  |
| Rick MacLeish Memorial Community Center              | Rick MacLeish Ctr          | Trail Access          | Oshawa                | Secondary | Yes |
| Beaverton King Street Park                           | Beaverton King st Park     | Trail Access          | Oshawa                | Secondary | No  |
| Beaverton / Thorah Community Centre                  | Beaverton/Thorah Comm. Ctr | Trail Access          | Oshawa                | Secondary | No  |
| Beaverton Mill Gateway and Centennial Park           | Beaverton Mill Park        | Trail Access          | Whitby                | Secondary | No  |
| Uxbridge Seniors Centre                              | Uxbridge Seniors Ctr       | Trail Access          | Whitby                | Secondary | Yes |
| Cannington MacLeod Park                              | Cannington.M Park          | Trail Access          | Whitby                | Secondary | Yes |
| Blackstock Recreation Complex                        | Blackstock Ctr             | Trail Access          | Whitby                | Secondary | Yes |
| Country Lane Park                                    | Country Lane Park          | Trail Access          | Whitby                | Secondary | Yes |
| Diane Hamre Recreation Complex                       | Diane Hamre Rec Ctr        | Trail Access          | Ajax                  | Secondary | Yes |
| Sportsplex Park                                      | Sportsplex Park            | Trail Access          | Whitby                | Secondary | Yes |
| Memorial Outdoor Pool                                | Memorial Pool              | Trail Access          | Ajax                  | Secondary | Yes |
| Amberlea Park                                        | Amberlea Park              | Trail Access          | Ajax                  | Secondary | Yes |
| D'Hillier Park                                       | D'Hillier Park             | Trail Access          | Pickering             | Secondary | Yes |
| Village East Park                                    | Village East Park          | Trail Access          | Ajax                  | Secondary | Yes |
| J McPherson Park                                     | J McPherson Park           | Trail Access          | Ajax                  | Secondary | Yes |
| Pickering Recreation Complex                         | Pickering Rec Ctr          | Trail Access          | Pickering             | Secondary | Yes |
| Portage Park                                         | Portage Park               | Trail Access          | Ajax                  | Secondary | Yes |
| Scugog Community Recreation Centre                   | Scugog Comm. Rec Ctr       | Trail Access          | Pickering             | Secondary | Yes |
| Claremont Park                                       | Claremont Park             | Trail Access          | Pickering             | Secondary | Yes |



|                                                   |                              |                         |                       |           |     |
|---------------------------------------------------|------------------------------|-------------------------|-----------------------|-----------|-----|
| Kelloryn Park                                     | Kelloryn Park                | Trail Access            | Pickering             | Secondary | Yes |
| John A Murray Park                                | John A Murray Park           | Trail Access            | Pickering             | Secondary | Yes |
| Palmerston Park                                   | Palmerston Park              | Trail Access            | Pickering             | Secondary | Yes |
| Donevan Recreation Complex                        | Donevan Rec Ctr              | Trail Access            | Pickering             | Secondary | Yes |
| Beverley Morgan Park                              | Beverley.M Park              | Trail Access            | Pickering             | Secondary | Yes |
| Joe Fowler Memorial Park                          | Joe Fowler Park              | Trail Access            | Uxbridge              | Secondary | Yes |
| Columbus Community Centre                         | Columbus Comm. Ctr           | Trail Access            | Pickering             | Secondary | Yes |
| Major Oaks Park                                   | Major Oaks Park              | Trail Access            | Whitby                | Secondary | Yes |
| General Motors Centre                             | General Motors Ctr           | Trail Access            | Whitby                | Secondary | Yes |
| McKinney Centre                                   | McKinney Centre              | Trail Access            | Oshawa                | Secondary | Yes |
| Luther Vipond Memorial Arena                      | Luther.V Arena               | Trail Access            | Oshawa                | Secondary | Yes |
| Rick Hull Park                                    | Rick Hull Park               | Trail Access            | Oshawa                | Secondary | Yes |
| Beachfront Park / Millennium Square               | Beachfront Park              | Trail Access            | Clarington            | Secondary | No  |
| Seagrave Club House                               | Seagrave Club House          | Trail Access            | Clarington            | Secondary | Yes |
| Roland Michener Park                              | Roland Michener Park         | Trail Access            | Clarington            | Secondary | Yes |
| Mullen Park                                       | Mullen Park                  | Trail Access            | Clarington            | Secondary | Yes |
| Optimist Park                                     | Optimist Park                | Trail Access            | Clarington            | Secondary | Yes |
| Harman Park Arena                                 | Harman Park Arena            | Trail Access            | Clarington            | Secondary | Yes |
| Paradise Park                                     | Paradise Park                | Trail Access            | Clarington            | Secondary | No  |
| Harkins Park                                      | Harkins Park                 | Trail Access            | Clarington            | Secondary | Yes |
| Pringle Creek Park                                | Pringle Creek Park           | Trail Access            | Brock                 | Secondary | Yes |
| YWCA of Durham                                    | YWCA of Durham               | Trail Access            | Scugog                | Secondary | Yes |
| Arts Resource Centre                              | Arts Resource Ctr            | Trail Access            | Scugog                | Secondary | Yes |
| Lakefront West Park                               | Lakefront West Park          | Trail Access            | Scugog                | Secondary | No  |
| Orono Arena                                       | Orono Arena                  | Trail Access            | Scugog                | Secondary | Yes |
| Brooklin Optimist Park                            | Brooklin Optimist Park       | Trail Access            | Uxbridge              | Secondary | Yes |
| Campus Ice Centre                                 | Campus Ice Ctr               | Trail Access            | Uxbridge              | Secondary | Yes |
| YMCA in Port Perry                                | Port Perry YMCA              | Trail Access            | Uxbridge              | Secondary | Yes |
| Brock Soccer Fields                               | Brock Soccer Fields          | Trail Access            | Ajax                  | Secondary | Yes |
| Dunbarton Indoor Pool                             | Dunbarton Pool               | Trail Access            | Pickering             | Secondary | Yes |
| Consumers Soccer Field                            | Consumers Soccer Field       | Trail Access            | Pickering             | Secondary | Yes |
| St Mary's Park                                    | St Mary's Park               | Park/Recreation         | Scugog                | Secondary | Yes |
| St Andrew's Park                                  | St Andrew's Park             | Park/Recreation         | Scugog                | Secondary | Yes |
| Don Beer Arena                                    | Don Beer Arena               | Trail Access            | Brock                 | Secondary | Yes |
| Hermitage Park                                    | Hermitage Park               | Trail Access            | Brock                 | Secondary | Yes |
| Greenwood Community Centre                        | Greenwood Comm. Ctr          | Trail Access            | Brock                 | Secondary | Yes |
| David Farr Memorial Park                          | David Farr Park              | Trail Access            | Clarington            | Secondary | Yes |
| Uxpool                                            | Uxpool                       | Trail Access            | Clarington            | Secondary | Yes |
| South Oshawa Community Centre & Stone Street Park | South Oshawa Comm. Ctr       | Trail Access            | Clarington            | Secondary | No  |
| Mclaughlin Park                                   | Mclaughlin Park              | Trail Access            | Clarington            | Secondary | Yes |
| North Oshawa Community Centre & Park              | North Oshawa Comm. Ctr       | Trail Access            | Clarington            | Secondary | Yes |
| South Courtice Arena                              | South Courtice Arena         | Trail Access            | Clarington            | Secondary | Yes |
| Darlington Sports Centre                          | Darlington Sports Ctr        | Trail Access            | Clarington            | Secondary | Yes |
| Alexandra Park                                    | Alexandra Park               | Trail Access            | Clarington            | Secondary | Yes |
| Ritson Fields                                     | Ritson Fields                | Trail Access            | Clarington            | Secondary | Yes |
| Connaught Community Centre                        | Connaught Comm. Ctr          | Trail Access            | Clarington            | Secondary | Yes |
| Garnet B Rickard Recreation Complex               | Garnet B Rickard Rec Ctr     | Conservation Area - CLO | Whitby                | Secondary | Yes |
| Hampton Hall                                      | Hampton Hall                 | Trail Access            | Clarington            | Secondary | Yes |
| Cordova Valley Park                               | Cordova Valley Park          | Trail Access            | Clarington            | Secondary | Yes |
| Lake Vista Community Centre                       | Lake Vista Comm. Ctr         | Trail Access            | Clarington            | Secondary | No  |
| Storie Community Centre & Park                    | Storie Comm. Ctr             | Trail Access            | Pickering             | Secondary | Yes |
| Courtice Community Complex                        | Courtice Comm. Ctr           | Trail Access            | Pickering             | Secondary | Yes |
| Newcastle Memorial Arena                          | Newcastle Arena              | Trail Access            | Pickering             | Secondary | Yes |
| Port Perry Curling Club                           | Port Perry Curling Club      | Trail Access            | Uxbridge              | Secondary | Yes |
| Alan Strike Aquatic and Squash Centre             | Alan Strike sports Centre    | Trail Access            | Uxbridge              | Secondary | Yes |
| Mackenzie Park                                    | Mackenzie Park               | Park/Recreation         | Outside Durham Region | Secondary | Yes |
| Art Thompson Arena                                | Art Thompson Arena           | Park/Recreation         | Outside Durham Region | Secondary | Yes |
| Farewell Park / Knights of Columbus               | Farewell Park                | Park/Recreation         | Outside Durham Region | Secondary | Yes |
| Oshawa Curling Club                               | Oshawa Curling Club          | Trail Access            | Pickering             | Secondary | Yes |
| Fernhill / Nipigon Park Association               | Fernhill/Nipigon Park Assoc. | Trail Access            | Pickering             | Secondary | Yes |
| Southmead Community Centre & Park                 | Southmead Comm. Ctr & Park   | Trail Access            | Pickering             | Secondary | Yes |
| Uxbridge Arena and Community Centre               | Uxbridge Arena & Comm. Ctr   | Trail Access            | Pickering             | Secondary | Yes |
| Orono Park Pool                                   | Orono Park Pool              | Trail Access            | Ajax                  | Secondary | Yes |
| Glen Stewart Park                                 | Glen Stewart Park            | Trail Access            | Ajax                  | Secondary | Yes |
| Children's Arena & Kinsmen/Valleyview Gardens     | Kinsmen/Valleyview Gardens   | Trail Access            | Ajax                  | Secondary | Yes |
| Eastview Park                                     | Eastview Park                | Trail Access            | Clarington            | Secondary | Yes |
| Jubilee Pavilion & Lakeview Park                  | Jubilee Pav. & Lakeview Park | Park/Recreation         | Clarington            | Secondary | No  |
| Canlan Ice Sports                                 | Canlan Ice Sports            | Park/Recreation         | Ajax                  | Secondary | No  |
| Ted McComb Field                                  | Ted McComb Field             | Park/Recreation         | Ajax                  | Secondary | No  |
| Camp Samac Outdoor Pool                           | Camp Samac Pool              | Trail Access            | Oshawa                | Secondary | Yes |
| Glengrove Park                                    | Glengrove Park               | Trail Access            | Oshawa                | Secondary | Yes |
| Delpark Homes Centre                              | Delpark Homes Ctr            | Trail Access            | Oshawa                | Secondary | Yes |
| Lester B Pearson Park                             | Lester B Pearson Park        | Trail Access            | Oshawa                | Secondary | Yes |
| Shadybrook Park                                   | Shadybrook Park              | Trail Access            | Oshawa                | Secondary | Yes |
| Civic Recreation Complex                          | Civic Rec Ctr                | Trail Access            | Oshawa                | Secondary | Yes |
| Lord Elgin Park                                   | Lord Elgin Park              | Library                 | Pickering             | Tertiary  | Yes |
| Maple Ridge Park                                  | Maple Ridge Park             | Library                 | Oshawa                | Tertiary  | Yes |
| East Shore Community Centre                       | East Shore Comm. Ctr         | Library                 | Ajax                  | Tertiary  | Yes |
| Lakeside Park                                     | Lakeside Park                | Library                 | Brock                 | Tertiary  | No  |
| Scugog Soccer Fields                              | Scugog Soccer Fields         | Library                 | Pickering             | Tertiary  | Yes |
| Durham YMCA                                       | Durham YMCA                  | Library                 | Oshawa                | Tertiary  | Yes |
| Ajax Community Centre                             | Ajax Comm. Ctr               | Library                 | Pickering             | Tertiary  | Yes |
| Radio Park                                        | Radio Park                   | Library                 | Clarington            | Tertiary  | Yes |
| Rotary Park                                       | Rotary Park                  | Library                 | Clarington            | Tertiary  | Yes |
| Conant Park                                       | Conant Park                  | Library                 | Clarington            | Tertiary  | Yes |
| Kinsmen Stadium                                   | Kinsmen Stadium              | Library                 | Ajax                  | Tertiary  | Yes |
| Lakeview Park                                     | Lakeview Park                | Library                 | Whitby                | Tertiary  | No  |
| Northway Court Park                               | Northway Court Park          | Library                 | Brock                 | Tertiary  | Yes |
| Alex Robertson Community Park                     | Alex Robertson Comm. Park    | Library                 | Oshawa                | Tertiary  | Yes |
| Brougham Park                                     | Brougham Park                | Library                 | Ajax                  | Tertiary  | Yes |
| Centennial Park                                   | Centennial Park              | Library                 | Brock                 | Tertiary  | Yes |
| Claremont Park                                    | Claremont Park               | Library                 | Uxbridge              | Tertiary  | Yes |
| Douglas Park                                      | Douglas Park                 | Library                 | Clarington            | Tertiary  | Yes |
| East Woodlands Park                               | East Woodlands Park          | Library                 | Oshawa                | Tertiary  | Yes |

|                                                    |                                      |                 |            |          |     |
|----------------------------------------------------|--------------------------------------|-----------------|------------|----------|-----|
| Greenwood Park                                     | Greenwood Park                       | Library         | Whitby     | Tertiary | Yes |
| Steeple Hill Park                                  | Steeple Hill Park                    | Library         | Uxbridge   | Tertiary | Yes |
| Woodsmere Park                                     | Woodsmere Park                       | Library         | Whitby     | Tertiary | Yes |
| Village Arena                                      | Village Arena                        | Library         | Ajax       | Tertiary | Yes |
| Thornton Community Centre                          | Thornton Comm. Ctr                   | Park/Recreation | Oshawa     | Tertiary | Yes |
| Woodview Community Centre and Park                 | Woodview Park                        | Park/Recreation | Clarington | Tertiary | Yes |
| Caesarea Community Hall                            | Caesarea Comm. Hall                  | Park/Recreation | Clarington | Tertiary | Yes |
| Mount Zion Community Centre                        | Mount Zion Comm. Ctr                 | Park/Recreation | Whitby     | Tertiary | Yes |
| West Shore Community Centre                        | West Shore Comm. Ctr                 | Park/Recreation | Ajax       | Tertiary | Yes |
| Brooklin Community Centre                          | Brooklin Comm. Ctr                   | Park/Recreation | Whitby     | Tertiary | Yes |
| Brownsdale Community Centre                        | Brownsdale Comm. Ctr                 | Park/Recreation | Whitby     | Tertiary | Yes |
| Town Hall 1873                                     | Town Hall 1874                       | Park/Recreation | Pickering  | Tertiary | Yes |
| Latcham Community Centre                           | Latcham Comm. Ctr                    | Park/Recreation | Ajax       | Tertiary | Yes |
| Bowmanville Older Adult Association                | Bowmanville Older Adult Assoc.       | Park/Recreation | Pickering  | Tertiary | Yes |
| Wilfrid Hall                                       | Wilfrid Hall                         | Park/Recreation | Whitby     | Tertiary | Yes |
| Uxbridge Historical Centre                         | Uxbridge Historical Ctr              | Park/Recreation | Whitby     | Tertiary | Yes |
| Goodwood Community Centre                          | Goodwood Comm. Ctr                   | Park/Recreation | Pickering  | Tertiary | No  |
| Elgin Park                                         | Elgin Park                           | Park/Recreation | Pickering  | Tertiary | Yes |
| Siloam Community Centre                            | Siloam Comm. Ctr                     | Park/Recreation | Ajax       | Tertiary | Yes |
| Beaverton Town Hall                                | Beaverton Town Hall                  | Park/Recreation | Scugog     | Tertiary | No  |
| Cannington Town Hall                               | Cannington Town Hall                 | Park/Recreation | Pickering  | Tertiary | Yes |
| Sunderland Town Hall                               | Sunderland Town Hall                 | Park/Recreation | Ajax       | Tertiary | No  |
| Manilla Hall                                       | Manilla Hall                         | Park/Recreation | Whitby     | Tertiary | No  |
| Uxbridge Music Hall                                | Uxbridge Music Hall                  | Park/Recreation | Pickering  | Tertiary | Yes |
| Scott Zephyr Hall                                  | Scott Zephyr Hall                    | Park/Recreation | Pickering  | Tertiary | Yes |
| Sandford Community Centre                          | Sandford Comm. Ctr                   | Park/Recreation | Ajax       | Tertiary | Yes |
| Nestleton Hall                                     | Nestleton Hall                       | Park/Recreation | Ajax       | Tertiary | No  |
| Ajax Community Centre                              | Ajax Comm. Ctr                       | Park/Recreation | Ajax       | Tertiary | Yes |
| Uxpool Hall                                        | Uxpool Hall                          | Park/Recreation | Pickering  | Tertiary | Yes |
| Pickering Civic Complex                            | Pickering Civic Complex              | Park/Recreation | Brock      | Tertiary | Yes |
| McLean Community Centre                            | McLean Comm. Ctr                     | Park/Recreation | Brock      | Tertiary | Yes |
| Seagrave Park                                      | Seagrave Park                        | Park/Recreation | Brock      | Tertiary | Yes |
| South Oshawa Community Centre                      | South Oshawa Comm. Ctr               | Park/Recreation | Brock      | Tertiary | No  |
| Claremont Community Centre                         | Claremont Comm. Ctr                  | Park/Recreation | Brock      | Tertiary | Yes |
| Northview Community Centre                         | Northview Comm. Ctr                  | Park/Recreation | Uxbridge   | Tertiary | Yes |
| Courtice Community Complex                         | Courtice Comm. Ctr                   | Park/Recreation | Brock      | Tertiary | Yes |
| Greenwood Community Centre                         | Greenwood Comm. Ctr                  | Park/Recreation | Whitby     | Tertiary | Yes |
| Brougham Community Hall                            | Brougham Comm. Hall                  | Park/Recreation | Clarington | Tertiary | Yes |
| Scout Hall                                         | Scout Hall                           | Park/Recreation | Ajax       | Tertiary | Yes |
| Petticoat Creek Library & Community Centre         | Petticoat Creek Library              | Park/Recreation | Ajax       | Tertiary | Yes |
| Utica Memory Hall                                  | Utica Memory Hall                    | Park/Recreation | Pickering  | Tertiary | Yes |
| st Andrew's Community Centre                       | st Andrew's Comm. Ctr                | Park/Recreation | Whitby     | Tertiary | Yes |
| Greenbank Hall                                     | Greenbank Hall                       | Park/Recreation | Pickering  | Tertiary | No  |
| Prince Albert Hall                                 | Prince Albert Hall                   | Park/Recreation | Pickering  | Tertiary | Yes |
| Ashburn Community Centre                           | Ashburn Comm. Ctr                    | Park/Recreation | Pickering  | Tertiary | Yes |
| Whitevale Community Centre                         | Whitevale Comm. Ctr                  | Park/Recreation | Whitby     | Tertiary | Yes |
| Village Community Centre                           | Village Comm. Ctr                    | Park/Recreation | Pickering  | Tertiary | Yes |
| Bathe Community Centre                             | Bathe Comm. Ctr                      | Park/Recreation | Whitby     | Tertiary | Yes |
| Rotary Park Pavilion                               | Rotary Park Pavilion                 | Park/Recreation | Ajax       | Tertiary | No  |
| Rundle Community Centre                            | Rundle Comm. Ctr                     | Park/Recreation | Whitby     | Tertiary | Yes |
| Valleyview Community Centre                        | Valleyview Comm. Ctr                 | Park/Recreation | Oshawa     | Tertiary | Yes |
| Sunnyside Community Centre                         | Sunnyside Comm. Ctr                  | Park/Recreation | Pickering  | Tertiary | Yes |
| Heydenshore Pavillion                              | Heydenshore Pavillion                | Park/Recreation | Scugog     | Tertiary | No  |
| Scugog Island Community Hall                       | Scugog Island Comm. Hall             | Park/Recreation | Oshawa     | Tertiary | Yes |
| Green River Community Centre                       | Green River Comm. Ctr                | Park/Recreation | Pickering  | Tertiary | Yes |
| Bowmanville Memorial Park Clubhouse                | Bowmanville Park Clubhouse           | Park/Recreation | Oshawa     | Tertiary | Yes |
| Kendal Community Centre                            | Kendal Comm. Ctr                     | Park/Recreation | Whitby     | Tertiary | Yes |
| Newcastle Community Hall                           | Newcastle Comm. Hall                 | Park/Recreation | Whitby     | Tertiary | Yes |
| Newtonville Hall                                   | Newtonville Hall                     | Park/Recreation | Pickering  | Tertiary | Yes |
| Orono Town Hall                                    | Orono Town Hall                      | Park/Recreation | Pickering  | Tertiary | Yes |
| Solina Hall                                        | Solina Hall                          | Park/Recreation | Scugog     | Tertiary | No  |
| Tyrone Hall                                        | Tyrone Hall                          | Park/Recreation | Ajax       | Tertiary | Yes |
| Lookout Point Park                                 | Lookout Point Park                   | Park/Recreation | Ajax       | Tertiary | Yes |
| City of Pickering Municipal Office                 | City of Pickering                    | Park/Recreation | Whitby     | Tertiary | Yes |
| Uxbridge / Scugog Animal Shelter                   | Uxbridge/Scugog Animal Shelter       | Park/Recreation | Oshawa     | Tertiary | Yes |
| Township of Brock Municipal Office                 | Township of Brock Office             | Park/Recreation | Ajax       | Tertiary | Yes |
| Municipality of Clarington Municipal Office        | Municipality of Clarington           | Park/Recreation | Ajax       | Tertiary | Yes |
| Newcastle Town Hall                                | Newcastle Town Hall                  | Park/Recreation | Whitby     | Tertiary | Yes |
| Town of Ajax Municipal Office                      | Town of Ajax                         | Park/Recreation | Oshawa     | Tertiary | Yes |
| Town of Whitby Municipal Office                    | Town of Whitby                       | Park/Recreation | Oshawa     | Tertiary | Yes |
| Oshawa Animal Services Centre                      | Oshawa Animal Services Ctr           | Park/Recreation | Oshawa     | Tertiary | Yes |
| Township of Uxbridge Municipal Office              | Township of Uxbridge                 | Park/Recreation | Clarington | Tertiary | Yes |
| City of Oshawa Municipal Office                    | City of Oshawa                       | Park/Recreation | Whitby     | Tertiary | Yes |
| Orono Town Hall                                    | Orono Town Hall                      | Park/Recreation | Oshawa     | Tertiary | Yes |
| Ajax Municipal Housing Corporation                 | Ajax Housing Corp                    | Park/Recreation | Scugog     | Tertiary | Yes |
| Elexicon                                           | Elexicon                             | Park/Recreation | Brock      | Tertiary | Yes |
| Oshawa PUC Networks Inc                            | Oshawa PUC Networks Inc              | Park/Recreation | Pickering  | Tertiary | Yes |
| Township of Scugog Municipal Office                | Township of Scugog                   | Park/Recreation | Whitby     | Tertiary | Yes |
| Town of Ajax Operations and Environmental Services | Town of Ajax Ops & Env Services      | Park/Recreation | Pickering  | Tertiary | Yes |
| Township of Brock Dench Animal Shelter             | Dench Animal Shelter                 | Park/Recreation | Ajax       | Tertiary | Yes |
| Beaverton Town Hall                                | Beaverton Town Hall                  | Park/Recreation | Pickering  | Tertiary | No  |
| Sunderland Town Hall                               | Sunderland Town Hall                 | Park/Recreation | Ajax       | Tertiary | No  |
| City of Oshawa - Parks Services                    | City of Oshawa - Parks Services      | Park/Recreation | Pickering  | Tertiary | Yes |
| Markham Stouffville Hospital Uxbridge Site         | Markham Stouffville Hospital         | Park/Recreation | Pickering  | Tertiary | Yes |
| Lakeridge Health Ajax Pickering Hospital           | Lakeridge Health Ajax                | Park/Recreation | Uxbridge   | Tertiary | Yes |
| Lakeridge Health Port Perry                        | Lakeridge Health Port Perry          | Park/Recreation | Oshawa     | Tertiary | Yes |
| Lakeridge Health Oshawa                            | Lakeridge Health Oshawa              | Park/Recreation | Oshawa     | Tertiary | Yes |
| Lakeridge Health Bowmanville                       | Lakeridge Health Bowmanville         | Park/Recreation | Oshawa     | Tertiary | Yes |
| Lakeridge Health Whitby                            | Lakeridge Health Whitby              | Park/Recreation | Clarington | Tertiary | Yes |
| Ontario Shores Centre for Mental Health Sciences   | Ontario Shores Ctr for Mental Health | Park/Recreation | Clarington | Tertiary | No  |
| Bowmanville Westside Marshes Conservation Area     | Bowmanville Marshes Cons. Area       | Park/Recreation | Oshawa     | Tertiary | No  |
| Crow's Pass Conservation Area                      | Crow's Pass Cons. Area               | Park/Recreation | Oshawa     | Tertiary | No  |
| Enniskillen Conservation Area                      | Enniskillen Cons. Area               | Park/Recreation | Oshawa     | Tertiary | No  |
| Heber Down Conservation Area                       | Heber Down Cons. Area                | Park/Recreation | Clarington | Tertiary | Yes |

|                                                           |                                          |                  |            |          |     |
|-----------------------------------------------------------|------------------------------------------|------------------|------------|----------|-----|
| Long Sault Conservation Area                              | Long Sault Cons. Area                    | Park/Recreation  | Clarington | Tertiary | No  |
| Lynde Shores Conservation Area                            | Lynde Shores Cons. Area                  | Park/Recreation  | Oshawa     | Tertiary | Yes |
| Purple Woods Conservation Area                            | Purple Woods Cons. Area                  | Park/Recreation  | Oshawa     | Tertiary | No  |
| Stephen's Gulch Conservation Area                         | Stephen's Gulch Cons. Area               | Park/Recreation  | Oshawa     | Tertiary | No  |
| Durham Regional Forest - Timbers Tract                    | Durham Regional Forest - Timbers         | Park/Recreation  | Clarington | Tertiary | Yes |
| Durham Regional Forest - Main Tract                       | Durham Regional Forest - Main            | Park/Recreation  | Clarington | Tertiary | No  |
| Durham Regional Forest - Norton Tract                     | Durham Regional Forest - Norton          | Park/Recreation  | Scugog     | Tertiary | Yes |
| Durham Regional Forest - Roseville Tract                  | Durham Regional Forest - Roseville       | Park/Recreation  | Clarington | Tertiary | No  |
| Durham Regional Forest - Brookdale Tract                  | Durham Regional Forest - Brookdale       | Park/Recreation  | Oshawa     | Tertiary | Yes |
| Beaverton Dam Conservation Area -                         | Beaverton Dam Cons. Area                 | Park/Recreation  | Pickering  | Tertiary | No  |
| Beaver River Wetland Conservation Area - Newton           | Beaver River Cons. Area - Newton         | Park/Recreation  | Oshawa     | Tertiary | No  |
| Durham Regional Forest - West Tract                       | Durham Regional Forest - West            | Park/Recreation  | Oshawa     | Tertiary | No  |
| Clubine                                                   | Clubine                                  | Park/Recreation  | Oshawa     | Tertiary | No  |
| Glen Ravine Park                                          | Glen Ravine Park                         | Park/Recreation  | Oshawa     | Tertiary | Yes |
| Brock South                                               | Brock South                              | Park/Recreation  | Uxbridge   | Tertiary | Yes |
| Altona Forest                                             | Altona Forest                            | Park/Recreation  | Clarington | Tertiary | Yes |
| Dagmar                                                    | Dagmar                                   | Park/Recreation  | Oshawa     | Tertiary | No  |
| North Walker Woods                                        | North Walker Woods                       | Park/Recreation  | Oshawa     | Tertiary | Yes |
| Claremont Field Centre                                    | Claremont Field Ctr                      | Park/Recreation  | Oshawa     | Tertiary | Yes |
| Glen Major                                                | Glen Major                               | Park/Recreation  | Oshawa     | Tertiary | No  |
| Glen Major                                                | Glen Major                               | Park/Recreation  | Oshawa     | Tertiary | Yes |
| Walker Woods Tract                                        | Walker Woods Tract                       | Park/Recreation  | Oshawa     | Tertiary | Yes |
| Major Creek Open Space                                    | Major Creek Open Space                   | Park/Recreation  | Oshawa     | Tertiary | Yes |
| Brock North                                               | Brock North                              | Park/Recreation  | Pickering  | Tertiary | Yes |
| Greenwood Conservation Area                               | Greenwood Cons. Area                     | Park/Recreation  | Oshawa     | Tertiary | Yes |
| Major Creek Open Space                                    | Major Creek Open Space                   | Park/Recreation  | Ajax       | Tertiary | Yes |
| Brock North                                               | Brock North                              | Park/Recreation  | Pickering  | Tertiary | Yes |
| Altona Forest                                             | Altona Forest                            | Park/Recreation  | Oshawa     | Tertiary | Yes |
| Plesure Valley Forest                                     | Plesure Valley Forest                    | Park/Recreation  | Ajax       | Tertiary | Yes |
| Glen Major                                                | Glen Major                               | Park/Recreation  | Pickering  | Tertiary | Yes |
| Wilder Forest and Wildlife Area                           | Wilder Forest Area                       | Park/Recreation  | Pickering  | Tertiary | Yes |
| Westen Gateway                                            | Westen Gateway                           | Park/Recreation  | Ajax       | Tertiary | Yes |
| Goodwood                                                  | Goodwood                                 | Park/Recreation  | Scugog     | Tertiary | No  |
| Secord                                                    | Secord                                   | Park/Recreation  | Oshawa     | Tertiary | No  |
| Walker Woods Tract                                        | Walker Woods Tract                       | Park/Recreation  | Ajax       | Tertiary | Yes |
| Petticoat Creek Conservation Area                         | Petticoat Creek Cons. Area               | Park/Recreation  | Oshawa     | Tertiary | Yes |
| Walker Woods Tract                                        | Walker Woods Tract                       | Park/Recreation  | Oshawa     | Tertiary | Yes |
| 2549 Concession Road                                      |                                          | Park/Recreation  | Oshawa     | Tertiary | No  |
| 10 Elizabeth St                                           |                                          | Park/Recreation  | Oshawa     | Tertiary | Yes |
| Greenwood Conservation Area                               | Greenwood Cons. Area                     | Park/Recreation  | Oshawa     | Tertiary | Yes |
| Paulynn Park                                              | Paulynn Park                             | Park/Recreation  | Oshawa     | Tertiary | Yes |
| Rotary Frenchman's Bay West Park                          | Rotary Frenchman Park                    | Park/Recreation  | Pickering  | Tertiary | Yes |
| Grand Valley                                              | Grand Valley                             | Park/Recreation  | Pickering  | Tertiary | Yes |
| Bruce Handscomb Park                                      | Bruce Handscomb Park                     | Park/Recreation  | Pickering  | Tertiary | Yes |
| Trans Canada Trail @ Main Street                          | Trans Canada Trail - Main st             | Park/Recreation  | Pickering  | Tertiary | Yes |
| Maple Bridge Trail @ Main Street                          | Maple Bridge Trail - Main st             | Park/Recreation  | Pickering  | Tertiary | Yes |
| Trans Canada Trail @ Brock Street                         | Trans Canada Trail - Brock st            | Park/Recreation  | Pickering  | Tertiary | Yes |
| Trans Canada Trail @ Toronto Street                       | Trans Canada Trail - Toronto st          | Park/Recreation  | Pickering  | Tertiary | Yes |
| Trans Canada Trail @ Centennial Drive                     | Trans Canada Trail - Centennial Dr       | Park/Recreation  | Pickering  | Tertiary | Yes |
| Quaker Trail @ Brock Street                               | Quaker Trail at Brock st                 | Park/Recreation  | Pickering  | Tertiary | Yes |
| Harmony Creek Trail @ Rossland Road                       | Harmony Creek Trail - Rossland Rd        | Park/Recreation  | Ajax       | Tertiary | Yes |
| Harmony Creek Trail @ Wilson Road                         | Harmony Creek Trail - Wilson Rd          | Community Centre | Oshawa     | Tertiary | Yes |
| Oak Ridges Trail @ Old Scugog Street                      | Oak Ridges Trail - Old Scugog st         | Community Centre | Oshawa     | Tertiary | Yes |
| Oak Ridges Trail @ Ashburn Road                           | Oak Ridges Trail - Ashburn Rd            | Community Centre | Scugog     | Tertiary | Yes |
| Trans Canada Trail @ Brookdale Road                       | Trans Canada Trail - Brookdale Rd        | Community Centre | Pickering  | Tertiary | Yes |
| Oak Ridges Trail @ Simcoe Street                          | Oak Ridges Trail - Simcoe st             | Community Centre | Pickering  | Tertiary | Yes |
| Railway Trail @ Meadoway                                  | Railway Trail - Meadoway                 | Community Centre | Whitby     | Tertiary | Yes |
| MTO / Trans Canada Trail @ Westney Road                   | Trans Canada Trail - Westney Rd          | Community Centre | Clarington | Tertiary | Yes |
| Trans Canada Trail @ Ninth Concession Road                | Trans Canada Trail - 9th Concession Rd   | Community Centre | Scugog     | Tertiary | Yes |
| Trans Canada Trail @ Highway 7                            | Trans Canada Trail - Highway 7           | Community Centre | Scugog     | Tertiary | Yes |
| Trans Canada Trail @ Seventh Concession Road              | Trans Canada Trail - 7th Concession Rd   | Community Centre | Clarington | Tertiary | Yes |
| Trans Canada Trail @ Highway 7                            | Trans Canada Trail - Highway 7           | Community Centre | Brock      | Tertiary | Yes |
| MTO / Beaver River Wetlands Trail @ Regional Road 12      | Beaver River Wetlands Trail - Rd 12      | Community Centre | Uxbridge   | Tertiary | Yes |
| MTO @ Cameron Street                                      | MTO - Cameron st                         | Community Centre | Uxbridge   | Tertiary | Yes |
| Ewen Trail @ Main Street                                  | Ewen Trail - Main st                     | Community Centre | Uxbridge   | Tertiary | Yes |
| Ewen Trail @ Reach Street                                 | Ewen Trail - Reach st                    | Community Centre | Uxbridge   | Tertiary | Yes |
| Trail-Historic @ Pond Street                              | Trail-Historic - Pond st                 | Community Centre | Brock      | Tertiary | Yes |
| Trans Canada Trail @ Brookdale Road                       | Trans Canada Trail - Brookdale Rd        | Community Centre | Brock      | Tertiary | Yes |
| MTO / Trans Canada Trail @ Brookdale Road                 | Trans Canada Trail - Brookdale Rd        | Community Centre | Brock      | Tertiary | Yes |
| Oak Ridges Trail @ Regional Road 30                       | Oak Ridges Trail - Regional Rd 30        | Community Centre | Uxbridge   | Tertiary | Yes |
| Oak Ridges Trail @ Regional Road 30                       | Oak Ridges Trail - Regional Rd 30        | Community Centre | Uxbridge   | Tertiary | Yes |
| Waterfront Trail @ East Shore Drive                       | Waterfront Trail - East Shore Dr         | Community Centre | Uxbridge   | Tertiary | Yes |
| Oak Ridges Trail @ Brock Road                             | Oak Ridges Trail - Brock Rd              | Community Centre | Scugog     | Tertiary | Yes |
| Harmony Creek Trail @ Olive Avenue                        | Harmony Creek Trail - Olive Avenue       | Community Centre | Ajax       | Tertiary | Yes |
| Michael Starr Trail @ King Street E                       | Michael Starr Trail - King st            | Community Centre | Uxbridge   | Tertiary | Yes |
| Michael Starr Trail @ Olive Street                        | Michael Starr Trail - Olive st           | Community Centre | Pickering  | Tertiary | Yes |
| Joseph Kolodzie Oshawa Creek Bike Path @ Wentworth Street | Joseph Kolodzie Bike Path - Wentworth st | Community Centre | Ajax       | Tertiary | Yes |
| Joseph Kolodzie Oshawa Creek Bike Path @ Bloor Street     | Joseph Kolodzie Bike Path - Bloor st     | Community Centre | Scugog     | Tertiary | Yes |
| Joseph Kolodzie Oshawa Creek Bike Path @ Gibb Street      | Joseph Kolodzie Bike Path - Gibb st      | Community Centre | Oshawa     | Tertiary | Yes |
| Harmony Creek Trail @ Adelaide Avenue                     | Harmony Creek Trail - Adelaide Ave       | Community Centre | Pickering  | Tertiary | Yes |
| Joseph Kolodzie Oshawa Creek Bike Path @ Bloor Street     | Joseph Kolodzie Bike Path - Bloor st     | Community Centre | Oshawa     | Tertiary | Yes |
| Joseph Kolodzie Oshawa Creek Bike Path @ Adelaide Avenue  | Joseph Kolodzie Bike Path - Adelaide Ave | Community Centre | Clarington | Tertiary | Yes |
| Waterfront Trail @ Wentworth Street                       | Waterfront Trail - Wentworth st          | Community Centre | Pickering  | Tertiary | Yes |
| Alexandra Park Trail @ Midland Ave                        | Alexandra Park Trail - Midland Ave       | Community Centre | Pickering  | Tertiary | Yes |
| Alexandra Park Trail @ Alexandra Street                   | Alexandra Park Trail - Alexandra st      | Community Centre | Scugog     | Tertiary | Yes |
| Waterfront Trail @ Farewell Street                        | Waterfront Trail - Farewell St           | Community Centre | Pickering  | Tertiary | Yes |
| Waterfront Trail @ Thickson Road                          | Waterfront Trail - Thickson Rd           | Community Centre | Scugog     | Tertiary | Yes |
| Waterfront Trail @ Victoria Rd                            | Waterfront Trail - Victoria Rd           | Community Centre | Ajax       | Tertiary | Yes |
| Waterfront Trail @ Victoria St W                          | Waterfront Trail - Victoria St W         | Community Centre | Scugog     | Tertiary | Yes |
| D'Hillier Park Trail @ Dundas Street                      | D'Hillier Park Trail - Dundas st         | Community Centre | Scugog     | Tertiary | Yes |
| Waterfront Trail @ Watson Street                          | Waterfront Trail - Watson st             | Community Centre | Whitby     | Tertiary | Yes |
| MTO / Trans Canada Trail @ Old Kingston Road              | Trans Canada Trail - Old Kingston Rd     | Community Centre | Pickering  | Tertiary | Yes |
| Waterfront Trail @ Regional Road 22                       | Waterfront Trail - Regional Rd 23        | Community Centre | Ajax       | Tertiary | Yes |

|                                                |                                               |                                 |            |          |     |
|------------------------------------------------|-----------------------------------------------|---------------------------------|------------|----------|-----|
| MTO / Trans Canada Trail @ Kingston Road       | Trans Canada Trail - Kingston Rd              | Community Centre                | Oshawa     | Tertiary | Yes |
| MTO / Trans Canada Trail @ Bayly Street        | Trans Canada Trail - Bayly st                 | Community Centre                | Ajax       | Tertiary | Yes |
| Waterfront Trail @ Brock Road                  | Waterfront Trail - Brock Rd                   | Community Centre                | Oshawa     | Tertiary | Yes |
| Waterfront Trail @ Harwood Ave S               | Waterfront Trail - Harwood Ave                | Community Centre                | Oshawa     | Tertiary | Yes |
| MTO / Trans Canada Trail @ Westney Road        | Trans Canada Trail - Westney Rd               | Community Centre                | Oshawa     | Tertiary | Yes |
| Trans Canada Trail @ Fifth Concession Road     | Trans Canada Trail - 5th Concession Rd        | Community Centre                | Whitby     | Tertiary | Yes |
| MTO / Trans Canada Trail @ Rossland Road W     | Trans Canada Trail - Rossland Rd              | Community Centre                | Scugog     | Tertiary | Yes |
| Seaton Trail @ Whites Rd                       | Seaton Trail - Whites Rd                      | Community Centre                | Pickering  | Tertiary | Yes |
| Seaton Trail @ Whites Rd                       | Seaton Trail - Whites Rd                      | Community Centre                | Clarington | Tertiary | Yes |
| Seaton Trail @ Taunton Road                    | Seaton Trail - Taunton Rd                     | Community Centre                | Clarington | Tertiary | Yes |
| Seaton Trail @ Whitevale Road                  | Seaton Trail - Whitevale Rd                   | Community Centre                | Clarington | Tertiary | Yes |
| Duffins - GPS @ Brock Road                     | Duffins - GPS - Brock Rd                      | Community Centre                | Clarington | Tertiary | Yes |
| Waterfront Trail @ Rodd Ave                    | Waterfront Trail - Rodd Ave                   | Community Centre                | Clarington | Tertiary | Yes |
| Waterfront Trail @ Petticoat Creek             | Waterfront Trail - Petticoat Creek            | Community Centre                | Clarington | Tertiary | Yes |
| Trail-Historic @ Mill St                       | Trail-Historic - Mill St                      | Community Centre                | Clarington | Tertiary | Yes |
| Seaton Trail @ 3rd Concession                  | Seaton Trail - 3rd Concession                 | Community Centre                | Pickering  | Tertiary | Yes |
| Railway Trail @ Meadoway                       | Railway Trail - Meadoway                      | Municipal Office                | Pickering  | Tertiary | Yes |
| Biodiversity Trail @ Cochrane St               | Biodiversity Trail - Cochrane St              | Municipal Office                | Scugog     | Tertiary | Yes |
| Michael Starr Trail @ Albert St                | Michael Starr Trail - Albert St               | Municipal Office                | Brock      | Tertiary | Yes |
| Michael Starr Trail @ Llviv Blvd               | Michael Starr Trail - Llviv Blvd              | Municipal Office                | Clarington | Tertiary | Yes |
| Unnamed Trail @ Conlin Rd E                    | Unnamed Trail - Conlin Rd                     | Municipal Office                | Clarington | Tertiary | Yes |
| Waterfront Trail @ Courtice Road               | Waterfront Trail - Courtice Rd                | Municipal Office                | Ajax       | Tertiary | Yes |
| Courtice Millenium Trail @ Trulls Road         | Courtice Millenium Trail - Trulls Rd          | Municipal Office                | Whitby     | Tertiary | Yes |
| Courtice Millenium Trail @ Nash Road           | Courtice Millenium Trail - Nash Rd            | Municipal Office                | Oshawa     | Tertiary | Yes |
| Waterfront Trail @ Bowmanville Avenue          | Waterfront Trail - Bowmanville Ave            | Municipal Office                | Uxbridge   | Tertiary | Yes |
| Waterfront Trail @ Mill Street                 | Waterfront Trail - Mill St                    | Municipal Office                | Oshawa     | Tertiary | Yes |
| Lions Trail @ Edward Street                    | Lions Trail - Edward St                       | Municipal Office                | Clarington | Tertiary | Yes |
| Waterfront Trail @ Newtonville Road            | Waterfront Trail - Newtonville Rd             | Municipal Office                | Ajax       | Tertiary | Yes |
| Waterfront Trail @ Lambs Road                  | Waterfront Trail - Lambs Rd                   | Municipal Office                | Ajax       | Tertiary | Yes |
| Unnamed Trail @ Sideroad 17                    | Unnamed Trail - Sideroad 17                   | Municipal Office                | Oshawa     | Tertiary | Yes |
| MTO / Trans Canada Trail @ Scugog Line 14      | Trans Canada Trail - Scugog Line 14           | Municipal Office                | Scugog     | Tertiary | Yes |
| Canterbury Common Loop @ Simcoe St             | Canterbury Common Loop - Simcoe St            | Municipal Office                | Ajax       | Tertiary | Yes |
| Port Perry Waterfront Trail @ Beech St         | Port Perry Waterfront Trail - Beech St        | Municipal Office                | Brock      | Tertiary | Yes |
| Port Perry Waterfront Trail @ Scugog St        | Port Perry Waterfront Trail - Scugog St       | Municipal Office                | Brock      | Tertiary | Yes |
| Quaker Trail @ Brock St W                      | Quaker Trail - Brock St W                     | Municipal Office                | Brock      | Tertiary | Yes |
| Oak Ridges Trail @ Brock Road                  | Oak Ridges Trail - Brock Rd                   | Municipal Office                | Oshawa     | Tertiary | Yes |
| Oak Ridges Trail @ 6th Concession              | Oak Ridges Trail - 6th Concession             | Conservation Area - CLO         | Clarington | Tertiary | Yes |
| Trans Canada Trail @ Church St                 | Trans Canada Trail - Church St                | Conservation Area - CLO         | Scugog     | Tertiary | Yes |
| Waterfront Trail @ Bayly Street                | Waterfront Trail - Bayly St                   | Conservation Area - CLO         | Clarington | Tertiary | Yes |
| Waterfront Trail @ Bayly Street                | Waterfront Trail - Bayly St                   | Conservation Area - CLO         | Whitby     | Tertiary | Yes |
| Palmer Park                                    | Palmer Park                                   | Conservation Area - CLO         | Clarington | Tertiary | Yes |
| Scugog Shores Museum Village                   | Scugog Museum Village                         | Conservation Area - CLO         | Whitby     | Tertiary | Yes |
| Apple Valley Park                              | Apple Valley Park                             | Conservation Area - CLO         | Oshawa     | Tertiary | Yes |
| Couves Park                                    | Couves Park                                   | Conservation Area - CLO         | Clarington | Tertiary | No  |
| Herbert A. Bruce Park                          | Herbert A. Bruce Park                         | Conservation Area - LSRQxbridge |            | Tertiary | Yes |
| Peace Park                                     | Peace Park                                    | Conservation Area - LSRQxbridge |            | Tertiary | No  |
| Perry Glen Park                                | Perry Glen Park                               | Conservation Area - LSRQxbridge |            | Tertiary | Yes |
| Poplar Park                                    | Poplar Park                                   | Conservation Area - LSRQxbridge |            | Tertiary | Yes |
| Putsey Park                                    | Putsey Park                                   | Conservation Area - LSRQxbridge |            | Tertiary | Yes |
| Roy Carter Park                                | Roy Carter Park                               | Conservation Area - LSRQxbridge |            | Tertiary | Yes |
| View Lake Park                                 | View Lake Park                                | Conservation Area - LSRQxbridge |            | Tertiary | No  |
| Port Perry Off-Leash Dog Park                  | Port Perry Dog Park                           | Conservation Area - LSRQxbridge |            | Tertiary | Yes |
| Canecrest Tract                                | Canecrest Tract                               | Conservation Area - TRC         | Uxbridge   | Tertiary | Yes |
| Beaver River Wetland Trail Access - Cannington | Beaver River Trail Access - Cannington        | Conservation Area - TRC         | Pickering  | Tertiary | Yes |
| Beaver River Wetland Trail Access - Blackwater | Beaver River Trail Access - Blackwater        | Conservation Area - TRC         | Ajax       | Tertiary | No  |
| Beaver River Wetland Trail Access - Sunderland | Beaver River Trail Access - Sunderland        | Conservation Area - TRC         | Pickering  | Tertiary | No  |
| Orono Crown Lands Access                       | Orono Crown Lands Access                      | Conservation Area - TRC         | Uxbridge   | Tertiary | Yes |
| Bond Head Boat Launch and Parkette             | Bond Head Boat Launch and Parkette            | Conservation Area - TRC         | Uxbridge   | Tertiary | No  |
| Bowmanville Boat Launch and Dog Park           | Bowmanville Boat Launch and Dog Park          | Conservation Area - TRC         | Pickering  | Tertiary | Yes |
| Bowmanville Valley Trail @ Baseline Road       | Bowmanville Vly. Trail - Baseline Rd          | Conservation Area - TRC         | Uxbridge   | Tertiary | Yes |
| Bowmanville Valley Trail @ Spry Avenue         | Bowmanville Vly. Trail - Spry Ave             | Conservation Area - TRC         | Uxbridge   | Tertiary | Yes |
| Bowmanville Valley Trail @ Nelson Street       | Bowmanville Vly. Trail - Nelson St            | Conservation Area - TRC         | Uxbridge   | Tertiary | Yes |
| Bowmanville Valley Trail @ Roenigk Drive       | Bowmanville Vly. Trail - Roenigk Dr           | Conservation Area - TRC         | Pickering  | Tertiary | Yes |
| Soper Creek Trail @ Simpson Avenue             | Soper Creek Trail - Simpson Ave               | Conservation Area - TRC         | Pickering  | Tertiary | Yes |
| Soper Creek Trail @ King Street E              | Soper Creek Trail - King St E                 | Conservation Area - TRC         | Pickering  | Tertiary | Yes |
| Farewell Creek Trail @ Old Kingston Road       | Farewell Creek Trail - Kingston Rd            | Conservation Area - TRC         | Pickering  | Tertiary | Yes |
| Lions Trail @ King Avenue W                    | Lions Trail - King Ave W                      | Conservation Area - TRC         | Pickering  | Tertiary | Yes |
| Lions Trail @ Sunset Boulevard                 | Lions Trail - Sunset Blvd                     | Conservation Area - TRC         | Pickering  | Tertiary | Yes |
| Lynde Shores Conservation Area - Halls Road    | Lynde Shores Conserv. Area - Halls Rd         | Conservation Area - TRC         | Uxbridge   | Tertiary | Yes |
| Bowmanville Valley Trail @ Rotary Park         | Bowmanville Vly. Trail - Rotary Park          | Conservation Area - TRC         | Uxbridge   | Tertiary | Yes |
| Courtice Millennium Trail @ King Street E      | Courtice Millennium Trail - King St E         | Conservation Area - TRC         | Uxbridge   | Tertiary | Yes |
| Clarington Toyota Trail @ Lambs Road           | Clarington Toyota Trail - Lambs Rd            | Conservation Area - TRC         | Pickering  | Tertiary | Yes |
| Ganaraska Forest Centre                        | Ganaraska Forest Centre                       | Conservation Area - TRC         | Uxbridge   | Tertiary | No  |
| Ganaraska Forest @ Boundary Road (P2)          | Ganaraska Forest - Boundary Rd                | Conservation Area - TRC         | Uxbridge   | Tertiary | No  |
| Ganaraska Forest @ Carscaden Road (P7)         | Ganaraska Forest - Carscaden Rd               | Conservation Area - TRC         | Uxbridge   | Tertiary | No  |
| Northeast Trail Access @ 9th Concession        | Northeast Trail Access - 9th Concession       | Conservation Area - TRC         | Pickering  | Tertiary | Yes |
| Northeast Trail @ Uxbridge-Pickering Townline  | Northeast Trail - Uxbridge-Pickering Townline | Conservation Area - TRC         | Uxbridge   | Tertiary | Yes |
| Northeast Trail @ 8th Concession               | Northeast Trail - 8th Concession              | Conservation Area - TRC         | Uxbridge   | Tertiary | No  |
| Northeast Trail @ Concession Road 2            | Northeast Trail - Concession Rd 3             | Conservation Area - TRC         | Ajax       | Tertiary | No  |
| Northeast Trail @ Webb Road                    | Northeast Trail - Webb Rd                     | Conservation Area - TRC         | Ajax       | Tertiary | No  |
| Rouge Beach                                    | Rouge Beach                                   | Conservation Area - TRC         | Ajax       | Tertiary | Yes |
| Beare Hill Park                                | Beare Hill Park                               | Conservation Area - TRC         | Pickering  | Tertiary | Yes |
| Rouge Park Visitor Centre                      | Rouge Park Visitor Ctr                        | Conservation Area - TRC         | Pickering  | Tertiary | No  |
| Durham Meadoway @ Altona Road                  | Durham Meadoway - Altona Rd                   | Conservation Area - TRC         | Pickering  | Tertiary | Yes |
| Durham Meadoway @ Finch                        | Durham Meadoway - Finch                       | Park/Recreation                 | Scugog     | Tertiary | Yes |
| Durham Meadoway @ Whites Road                  | Durham Meadoway - Whites Rd                   | Park/Recreation                 | Scugog     | Tertiary | Yes |
| Durham Meadoway @ Brock Road                   | Durham Meadoway - Brock Rd                    | Park/Recreation                 | Scugog     | Tertiary | Yes |
| Meadoway @ TransCanada Trail                   | Meadoway - TransCanada Trail                  | Park/Recreation                 | Scugog     | Tertiary | Yes |
| Durham Meadoway @ Westney Road                 | Durham Meadoway - Westney Rd                  | Park/Recreation                 | Scugog     | Tertiary | Yes |
| Durham Meadoway @ Taunton Road                 | Durham Meadoway - Taunton Rd                  | Park/Recreation                 | Scugog     | Tertiary | Yes |
| Cullen Park                                    | Cullen Park                                   | Park/Recreation                 | Scugog     | Tertiary | Yes |
| Waterfront Trail @ Bowmanville Creek Trail     | Waterfront Trail - Bowmanville Trail          | Park/Recreation                 | Scugog     | Tertiary | Yes |
| Cross Forest                                   | Cross Forest                                  | Park/Recreation                 | Scugog     | Tertiary | No  |
| Darlington Provincial Park                     | Darlington Provincial Park                    | Park/Recreation                 | Scugog     | Tertiary | No  |

Pat Bayly Square  
Carruthers Marsh Pavillion  
st Francis Centre for Community, Arts and Culture  
Veteran's Point Gardens  
Brick Valley Park  
Centennial Park  
Ed Broadbent Park  
Easton Park  
Memorial Park  
Ridge Valley Park  
McLaughlin Bay Wildlife Reserve  
Harmony Creek Trail @ Hillcroft St  
Harmony Creek Trail @ King St E  
Harmony Creek Trail @ Bond St E  
Michael Starr Trail @ Adelaide Ave E  
Michael Starr Trail @ Hillcroft St  
Michael Starr Trail @ Rossland Rd E  
Canadian Automotive Museum  
Ontario Regiment Museum  
Oshawa Museum  
The Robert McLaughlin Gallery  
Parkwood Estate: National Historic Site

Pat Bayly Square  
Caruthers Marsh Pavillion  
St Francis Comm. Ctr  
Veteran's Point Gardens  
Brick Valley Park  
Centennial Park  
Ed Broadbent Park  
Easton Park  
Memorial Park  
Ridge Valley Park  
McLaughlin Bay Reserve  
Harmony Creek Trail - Hillcroft St  
Harmony Creek Trail - King St E  
Harmony Creek Trail - Bond St E  
Michael Starr Trail - Adelaide Ave E  
Michael Starr Trail - Hillcroft St  
Michael Starr Trail - Rossland Rd E  
Canadian Automotive Museum  
Ontario Regiment Museum  
Oshawa Museum  
Robert McLaughlin Gallery  
Parkwood Estate

|                         |            |
|-------------------------|------------|
| Conservation Area - CLO | Clarington |
| Park/Recreation         | Clarington |
| Park/Recreation         | Clarington |
| Conservation Area       | Clarington |
| Conservation Area       | Clarington |
| Conservation Area       | Clarington |
| Park/Recreation         | Whitby     |
| Conservation Area       | Scugg      |
| Community Centre        | Ajax       |
| Park/Recreation         | Ajax       |
| Park/Recreation         | Oshawa     |
| Park/Recreation         | Oshawa     |
| Park/Recreation         | Oshawa     |
| Park/Recreation         | Oshawa     |
| Park/Recreation         | Oshawa     |
| Park/Recreation         | Oshawa     |
| Museum                  | Oshawa     |
| Museum                  | Oshawa     |
| Museum                  | Oshawa     |
| Museum                  | Oshawa     |
| Museum                  | Oshawa     |

|          |     |
|----------|-----|
| Tertiary | Yes |
| Tertiary | No  |
| Tertiary | Yes |
| Tertiary | Yes |
| Tertiary | Yes |
| Tertiary | Yes |
| Tertiary | Yes |
| Tertiary | Yes |
| Tertiary | Yes |
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| Tertiary | Yes |
| Tertiary | Yes |
| Tertiary | Yes |
| Tertiary | Yes |
| Tertiary | Yes |
| Tertiary | No  |
| Tertiary | Yes |
| Tertiary | Yes |





## Appendix F: Development of Sign Family

|                                              |            |
|----------------------------------------------|------------|
| <b>Identifying the Elements .....</b>        | <b>F-1</b> |
| Methodology .....                            | F-1        |
| Sign Family and Types .....                  | F-3        |
| Final Sign Types for Durham Wayfinding ..... | F-7        |

## Identifying the Elements

This section provides an overview of the methodology used for the selection of the elements for the sign family as part of the Durham Region Cycling Wayfinding and Signage Strategy. These elements play an important role in guiding cyclists within the Primary Cycling Network (PCN) of Durham.

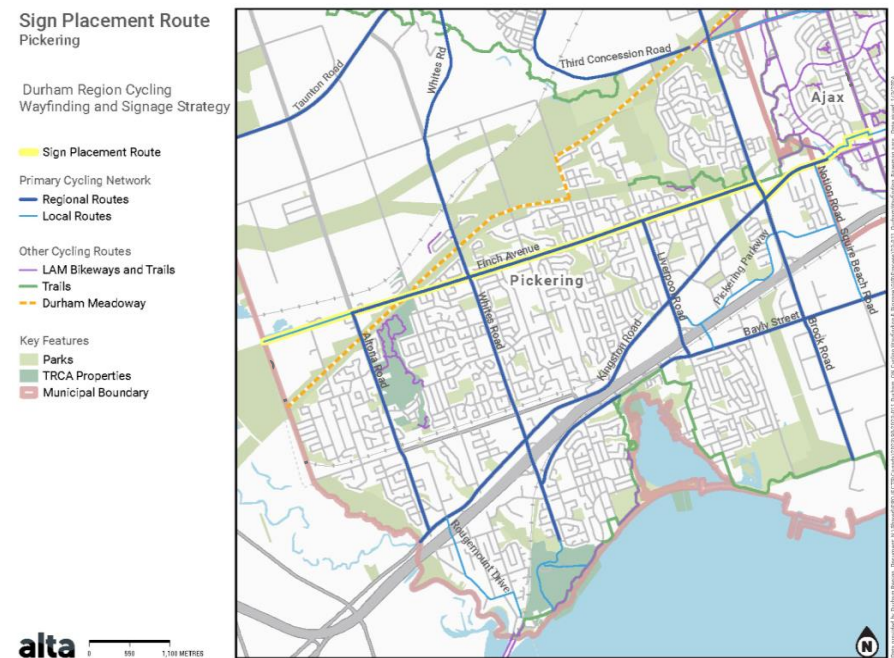
## Methodology

For this assignment, Alta in collaboration with the project team from Durham Region chose two sample routes for a preliminary sketching exercise. The goal of this exercise was to determine which elements should be part of this project's sign family. It is important to note that this exercise was solely focused on identifying elements (signs), without considering their placement or design.

The routes were selected based on a list of criteria including encompassing both rural and urban segments, being part of PCN with connections to local PCN routes and existing cycling infrastructure, offering access to GO stations, maintaining a balance between existing and

planned routes, and including various facility types along the corridor.

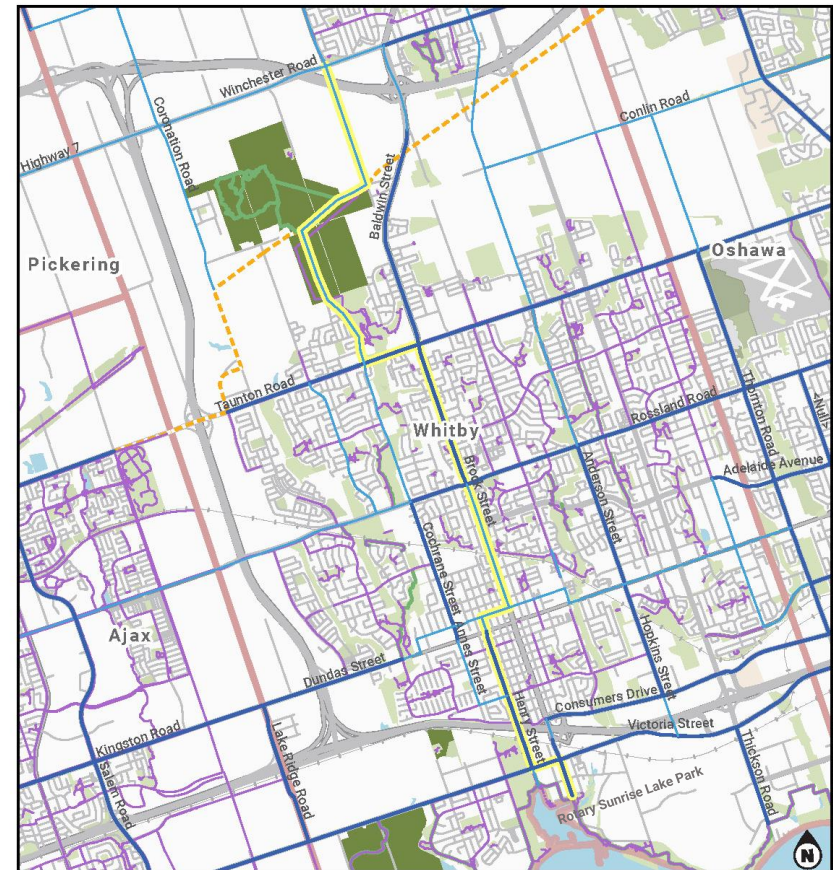
### Route 1: Finch Ave – From Scarborough Pickering Townline in City of Pickering to Church Street in the Town of Ajax (Urban Commute) (Map 3)



This route is a typical urban commuter route, characterized by some traffic, numerous intersections, and destinations.

## Route 2: Whitby GO North / South Route - From Rotary Sunrise Lake Park Waterfront Trail to Winchester Rd (Map 4)

The second route (Map 4) serves the purpose of the north/south route connected to the Whitby GO station. It connects to the WFT in the south and up to Winchester Road in the north.



### Sign Placement Route Whitby

Durham Region Cycling Wayfinding  
and Signage Strategy

alta 0 550 1,100 METRES

- Sign Placement Route
- Primary Cycling Network
- Regional Routes
- Local Routes
- Other Cycling Routes
  - LAM Bikeways and Trails
  - Trails
  - Durham Meadoway

- Key Features
  - Parks
  - CLOCA Conservation Areas
  - Municipal Boundary

Map 4. Route 2 - Whitby GO North / South Route - From Rotary Sunrise Lake Park (WFT) to Winchester Rd.



## Sign Family and Types

After completing the exercise, a list of elements was compiled into three categories that are needed to direct people along the routes. This section outlines the signage elements that can be incorporated into the cycling wayfinding and signage strategy. This draws on signage types detailed in the Best Practices Report. The elements identified suitable for this project are briefly summarized below. Figure 41 shows this sign family schematic. Please note that the schematic focuses on the type of elements and does not incorporate the branding and signage design being developed as part of this project.

### Category 1: Access Elements

#### Information Kiosk Sign Type

Information kiosks provide valuable navigation assistance, especially at locations where users might pause to gather more information, such as at transit stations (i.e., GO stations), or trailheads. Typical elements to include on kiosks could include area municipality or regional maps, highlighting the cycling network, transit stations, and popular destinations. Additionally, kiosks could include

route names and numbers for easy identification, turn-by-turn navigation, and distance markers to assist cyclists in navigating and planning their journey. For added utility, kiosks could also provide information on local amenities, safety guidelines, and points of interest in the vicinity. Elements like lighting for night visibility and interactive features such as QR codes for accessing more detailed information might also be considered to enhance the user's experience.

**Considerations:** The maintenance and fabrication costs of information kiosks are important considerations when deciding on elements for the sign family. As content changes, it is crucial to update items like maps and route information for accuracy and usefulness. Fabrication of these elements is generally more expensive than that of other components.

### Category 2: Fundamental Navigational Elements

#### Decision Sign

Decision signs should be placed at junctions where two or more PCN routes meet. They guide users on how to reach



nearby destinations, showing directions and distances, and sometimes travel times. These signs help users navigate by highlighting important destinations.

Characteristics of decision signs:

- Mark junctions of cycling facilities (in this project, convergence of two PCN routes).
- Guide users to key destinations.
- Provide directions and distances.
- Use intuitive icons for easy understanding or route options.

### Confirmation Sign

Confirmation signs identify designated bike routes. These signs are spaced periodically along a route to maintain a consistent level of confidence that users are still travelling along the same route. In addition, they increase awareness of cyclists by informing motorists of their presence. These signs are placed after entry points, as well as after decision or turn signs.

Characteristics of confirmation signs:

- Do not indicate a change in direction.
- May have informational or branding content such as the name of the route.
- May include up to one directional destination (i.e., downtown).

### Turn Sign

Turn signs indicate where a PCN route changes from one street onto another street, offering only one route option. They are strategically placed at critical navigation points for users. These signs direct cyclists where to turn to stay on the route.

Characteristics of turn signs:

- Installed before turns to prepare and guide cyclists.
- Clearly communicates the direction of upcoming turn.





### Category 3: Enhanced Navigational Elements (Additional elements identified for this Project)

#### Street Intersection Sign

Mark access or entry points to alternative routes with cycling facilities, trails, or paths that are not part of the PCN. This sign provides cyclists with information about connections within the network and facilitates better navigation through the PCN using other existing facilities. Street intersection signs are already being utilized by some area municipalities. Incorporating these into the region's network would complement and build on the existing sign family types familiar to users, enhancing overall navigational coherence.

#### Example of where this sign can be used:

**Location:** The intersections of Finch Ave with Woodview Ave (Refer to Map 5 for details).

Although Woodview Ave is not a designated PCN route, it has existing cycling facilities. Cyclists can use these to travel north/south into and from the adjacent residential neighbourhood.



**Considerations:** These signs can be standalone signs mounted on poles or minor enhancements, such as small supplementary panels attached to existing street signs.

Sign Placement Route  
Pickering

Durham Region Cycling  
Wayfinding and Signage Strategy

Sign Placement Route

Primary Cycling Network

Regional Routes

Local Routes

Other Cycling Routes

LAM Bikeways and Trails

Trails

Durham Meadoway

Key Features

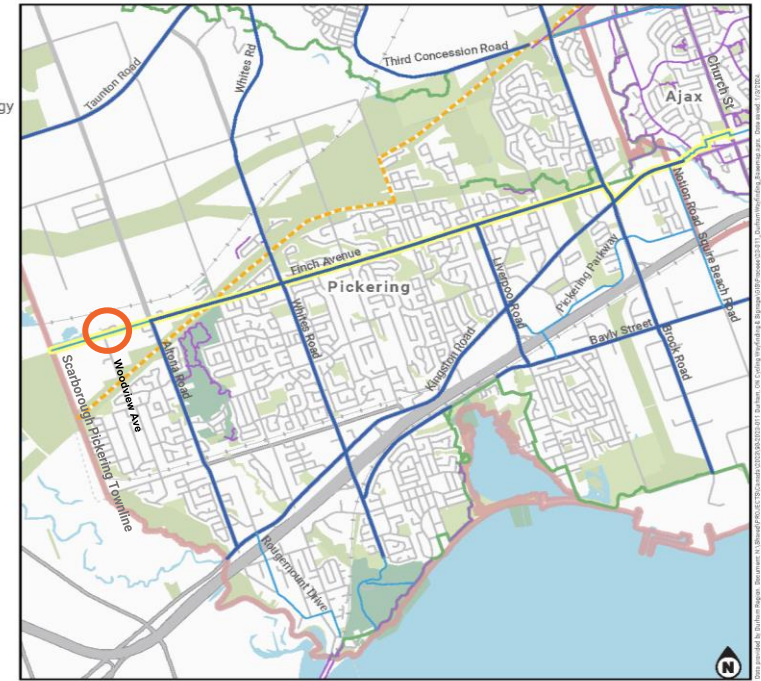
Parks

TRCA Properties

Municipal Boundary

alta

0 500 1,000 METRES



Map 5. Location of the intersection of Finch Ave and Woodview Ave.



## Destination Map Sign

These signs could be categorized as "Decision Sign Type Two" due to their resemblance to standard decision signs, with the added feature of a local area map. They are particularly useful in areas where more than three destinations need to be displayed – surpassing the standard capacity of a conventional decision sign. The upper section of each sign functions in the traditional decision sign manner, displaying major destinations within a certain distance. The map provides comprehensive information about alternative cycling facilities beyond the PCN, key destinations, and other relevant details similar to the information kiosk.

### **Example of where this sign can be used:**

**Location:** On Route 2, the intersection of Brock St and Mary St.

This location holds a central position in Whitby's cycling network, making it an optimal spot to offer cyclists additional information necessary for navigating within the network. This junction marks the endpoint of the Brock St

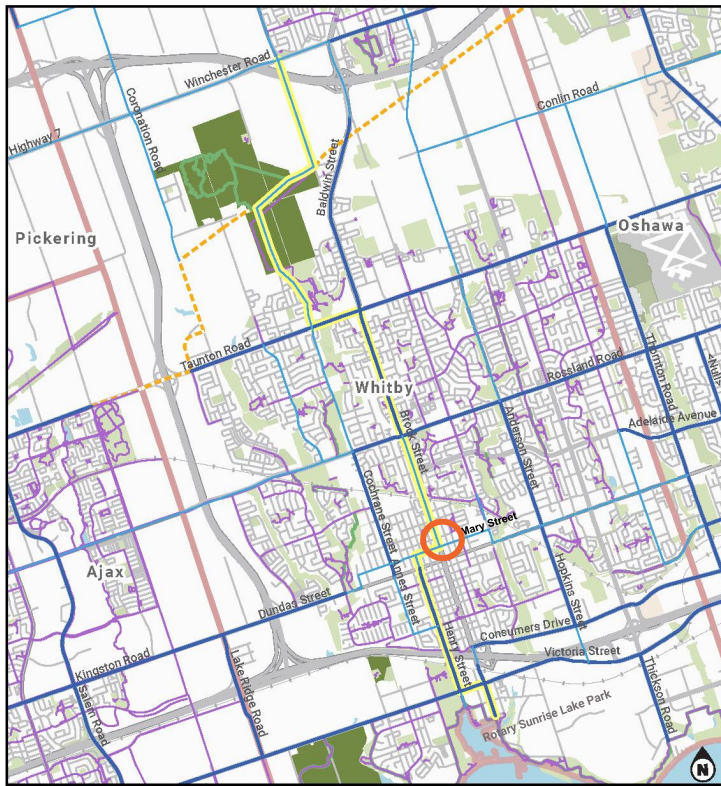
PCN facility, where it intersects with another PCN route along Mary St. With existing cycling facilities on the east and west, this strategic point provides an ideal opportunity to offering extra information about various alternative routes in the vicinity.

**Considerations:** The maps on these signs are not intended for use while in motion, as they require cyclists to pause for consultation. Cyclists familiar with their route can quickly glance at the upper section of the sign and continue their journey, while those requiring more detailed orientation within the broader network will need to stop and read the map. As such, these signs are best placed in locations similar to information kiosks, rather than directly on roadways. This approach surrounds them with standard space and prevents them from obstructing other cyclists.

Additionally, it is important to consider maintenance aspects of these signs. Regular updates are essential so that the maps remain accurate and useful. Consequently, it is recommended to limit the number of these signs to facilitate easier and more efficient maintenance.

These signs are good replacements for Information kiosks.





Map 6. Location of the intersection of Brock Street and Mary Street.

## Pavement Markers

Pavement markers are impactful in enhancing safety and aiding navigation by complementing signage. These markers are particularly useful on shared roadways and multi-use paths. Considering the variety of cycling facilities in Durham, incorporating pavement markers into the sign family would be beneficial for helping cyclists navigate through and between different facility types.

## Final Sign Types for Durham Cycling Wayfinding and Signage Strategy

In collaboration with the project team, five sign types were selected as the core elements of the Durham Cycling Wayfinding and Signage Strategy. These five signs were to be enhanced with supplementary elements, identified in future steps as needed:

- Information Kiosk Sign
- Decision Sign
- Confirmation Sign
- Turn Sign
- Street Intersection Sign



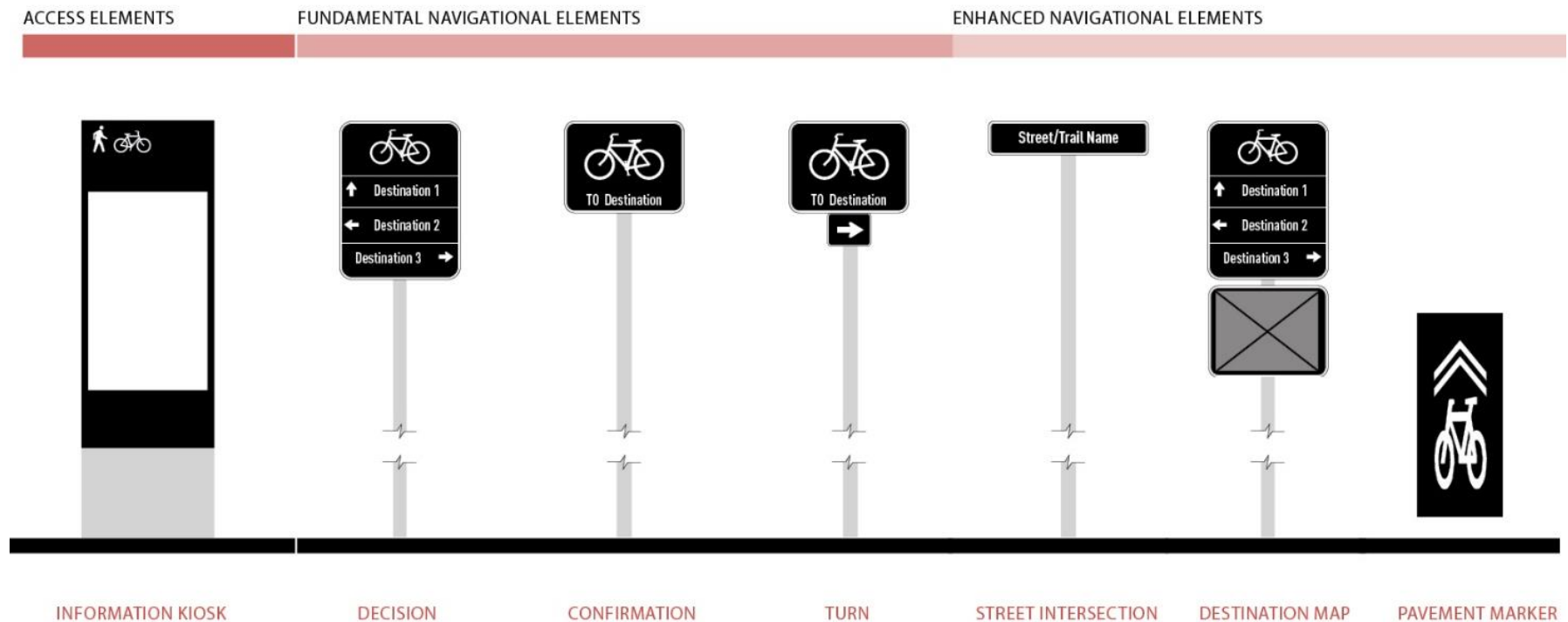


Figure 41. Generic Representation of the Identified Wayfinding Elements.



Maps 7 and 8 show the results of this sign placement exercise and the different sign types suggested for the two pilot routes.

Map 7. Sign Placement on Route 1: Finch Ave – From Scarborough Pickering Townline in City of Pickering to Church Street in the Town of Ajax (Urban Commute).

### Sign Placement Route Pickering

Durham Region Cycling  
Wayfinding and Signage Strategy

Sign Placement Route

Sign Type

- Confirmation
- Decision
- Turn
- Kiosk
- Street

Primary Cycling Network

- Existing
- Planned

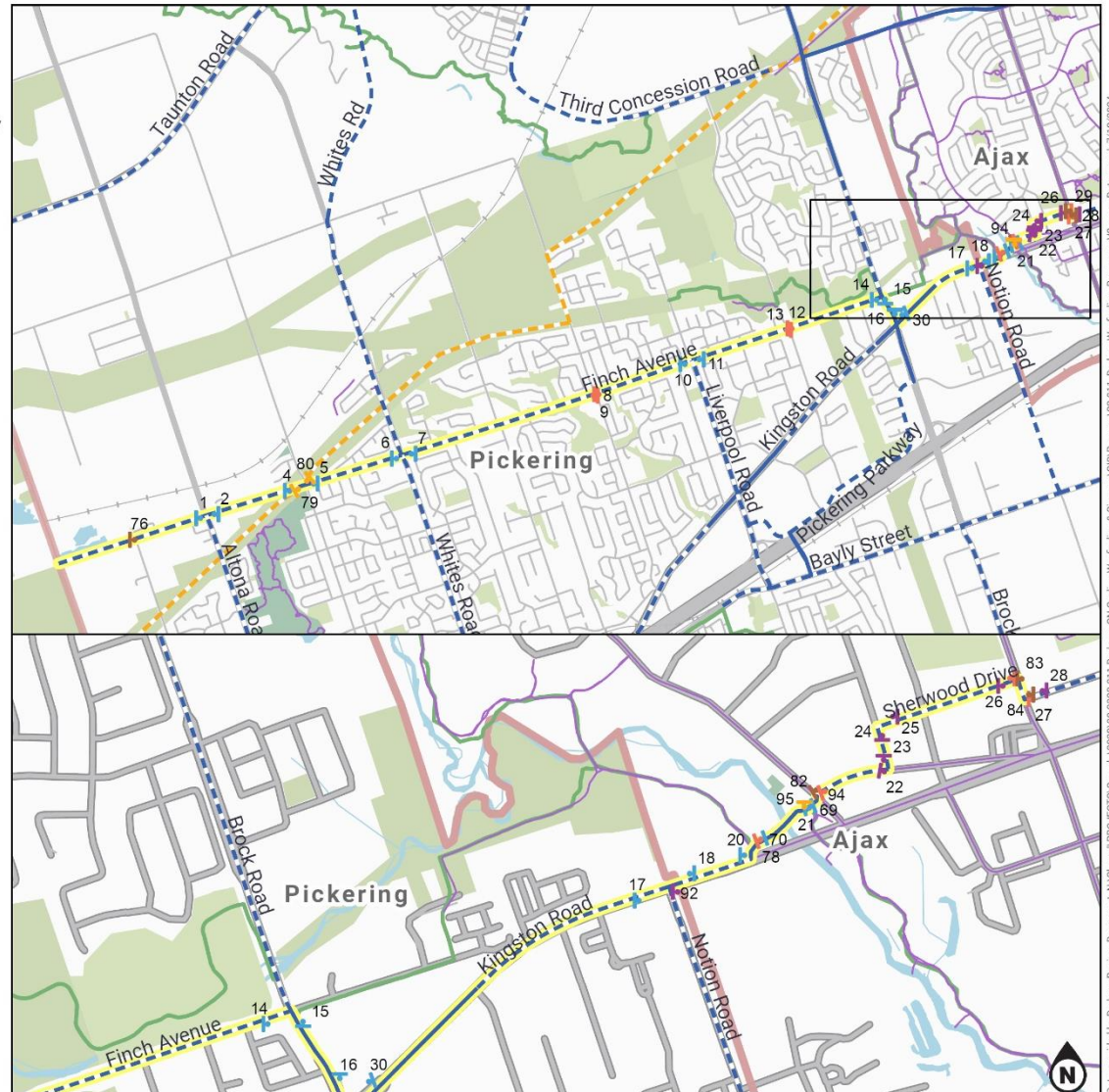
Other Cycling Routes

- Local Bike Routes
- Trails
- Durham Meadowway

Key Features

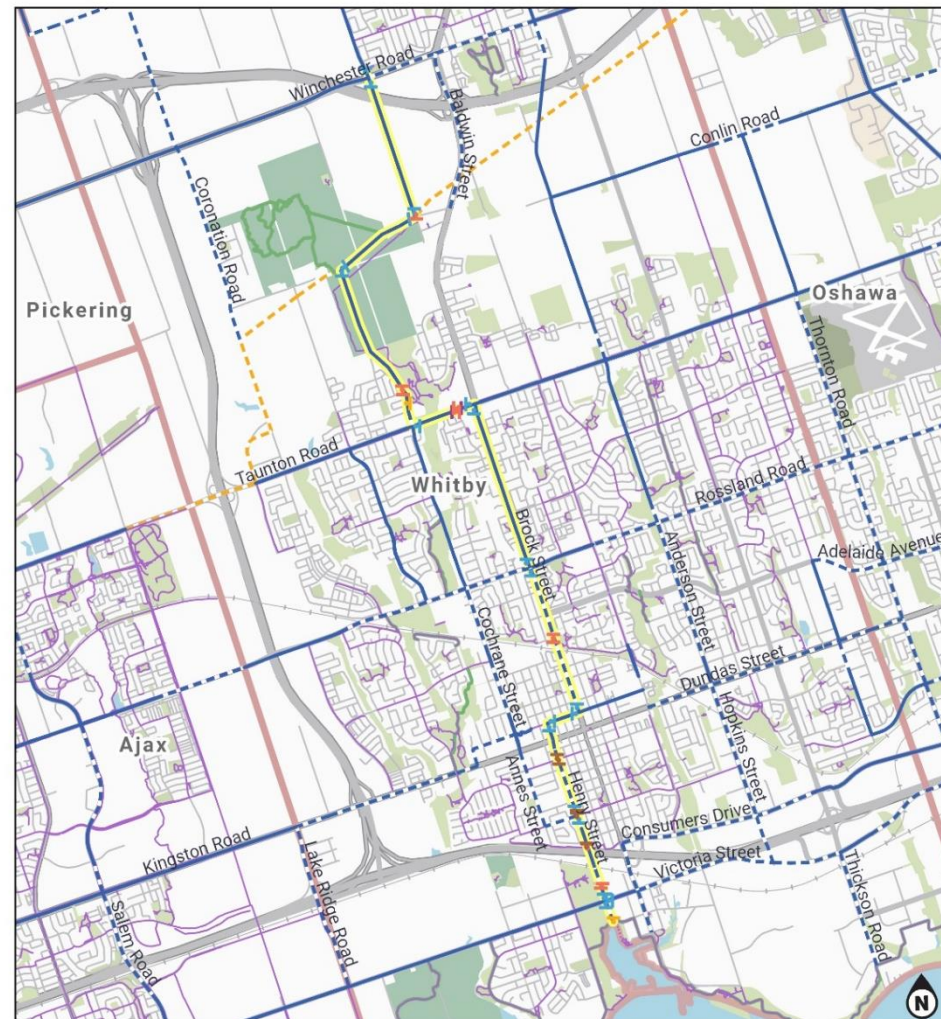
- Parks
- TRCA Properties
- Municipal Boundary

**alta** 0 500 1,000 METRES





Map 8. Sign Placement on Route 2: Whitby  
GO North / South Route - From Rotary  
Sunrise Lake Park Waterfront Trail to  
Winchester Rd.



### Sign Placement Route Whitby

Durham Region Cycling Wayfinding  
and Signage Strategy



### Sign Placement Route

#### Sign Type

- Confirmation
- Decision
- Turn
- Kiosk
- Street

#### Primary Cycling Network

- Existing
- Planned

### Other Cycling Routes

- Local Bike Routes
- Trails
- Durham Meadowway

#### Key Features

- Parks
- CLOCA Conservation Areas
- Municipal Boundary







## Appendix G: Branding and Design Concept Development

|                                       |      |
|---------------------------------------|------|
| <b>Summary of Tactics Used</b> .....  | G-1  |
| Branding Questionnaire .....          | G-1  |
| Visual Preference Survey Summary..... | G-3  |
| Branding Look and Feel.....           | G-13 |
| Icon Concept Development.....         | G-13 |
| <b>Branding Guidelines</b> .....      | G-19 |
| Icon .....                            | G-19 |
| Brand Colours.....                    | G-23 |
| Typography.....                       | G-25 |
| Final Sign Family.....                | G-26 |

## Summary of Tactics Used

### Branding Questionnaire

A branding questionnaire was designed to delve deeper into expectations for the project. The objective is to develop an impactful signage system that not only communicates information effectively but also captures the unique essence of the Durham Region. Durham Region possesses distinctive characteristics that we strive to incorporate into this project. The aim is to highlight what sets the Region apart, making it noteworthy, special, and a source of pride for its residents. The insights on the distinct qualities of Durham Region greatly influenced the branding and sign design. Additionally, this questionnaire assisted with assessing the intended target audience for the project and gaining valuable insights into their expectations and requirements.

### Questions:

1. How will you measure “success” for the branding and wayfinding project?
2. Who is the intended audience for this brand and wayfinding system? Are there groups (demographic, age, or another category) that aren't currently using the Primary Cycling Network (PCN) routes that you'd like to attract?
3. What does your intended audience care about? Why are they interested in these priority routes?
4. Top sites where network signage should be improved: trails, transit stations, cycling routes and key commercial areas.
5. What is unique/notable/special about Durham Region that you would like this project to reflect? What would a local resident say they were most proud of?



6. What is the exact text that needs to be included in the logo? It is critical a final name/text is approved before moving into logo design.
7. Are there any local images, icons, historical, geographic, or archeological elements we could consider as potential starting points or inspiration for the branding and sign design?
8. Are there colours or colour palettes (perhaps that are currently in use by Durham Region or an associated brand or agency) that we should consider using in our design? (In the data request spreadsheet submitted to you, specifically on line 6, we requested the “Regional Design Standard” to align the colour themes of this project with Regions preferred palettes).
9. Are there any symbols, icons, or colour palettes that we should avoid using?
10. Are there existing signs, marketing materials, or collateral in use that we should consider aligning the new sign design with? (In the data request

spreadsheet we submitted to you, specifically on line 11 (“Area municipal wayfinding and signage plans, active transportation plans, or Integrated Transportation Master Plans in progress.”), we requested any existing documents or projects (completed or in progress) that could inform this strategy.

11. Please list five or more words that describe your desired visual impression for branding. (For example: innovative, bold, warm, modern, approachable, etc.)
12. Please provide examples of logos and wayfinding signs that you feel are successful or are similar to what you hope to achieve, and describe why you feel each is successful. (Please provide links to these files).
13. As we begin to define the sign types, we will decide what signs are most appropriate for this project. Some sign types include custom building materials. Are there building materials (stone, metal, wood, concrete, fabric, plastic) that are



especially representative of the area, or native to the land, or that are expected to be used extensively in the project?

14. Is there anything else you think is important to consider for this project?

### Visual Preference Survey Summary

As a part of the process, a "visual preference survey," consisting of a series of interactive visual exercises, was conducted to better explore the desired look and feel of the brand and wayfinding family. These exercises were based on answers to a preliminary branding and wayfinding questionnaire shared with stakeholders. The purpose of the survey was to gather stakeholders' preferences, which will inspire the conceptual process.

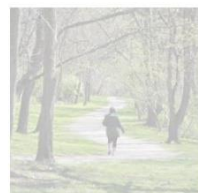


## Visual Preference Survey: Experience

What is the primary or dominant experience of being on the Primary Cycling Network?

### NOTES:

- Non-vehicle transportation in general is quiet so it's all interconnected.
- 2 votes for "other" = multiple experiences.
- Transportation corridor = dedicated lane for cycling.



Peace and quiet



Active recreation



Transportation corridor



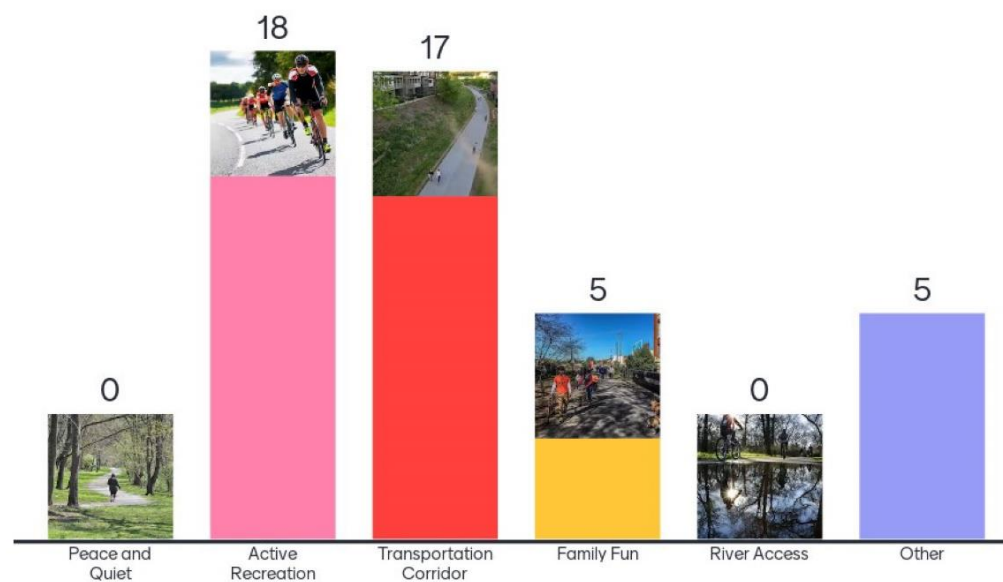
Family fun



Lake access



Other

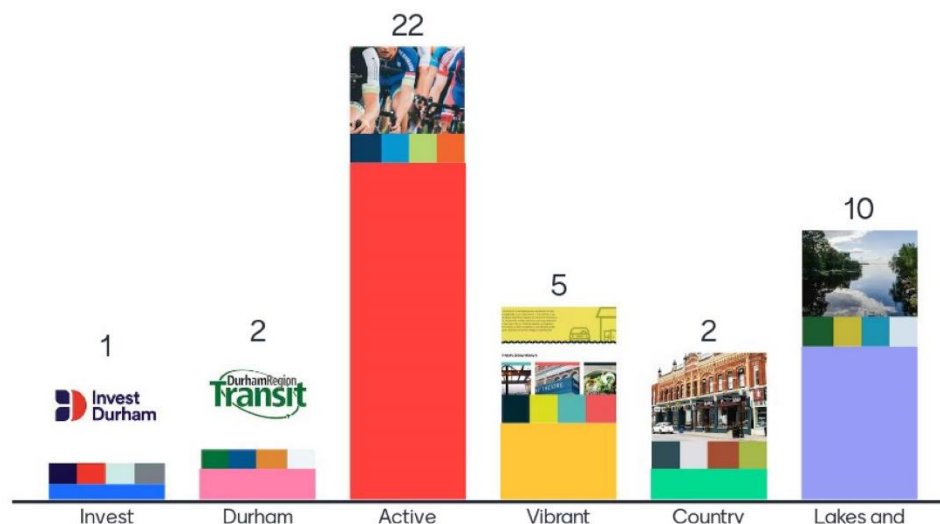
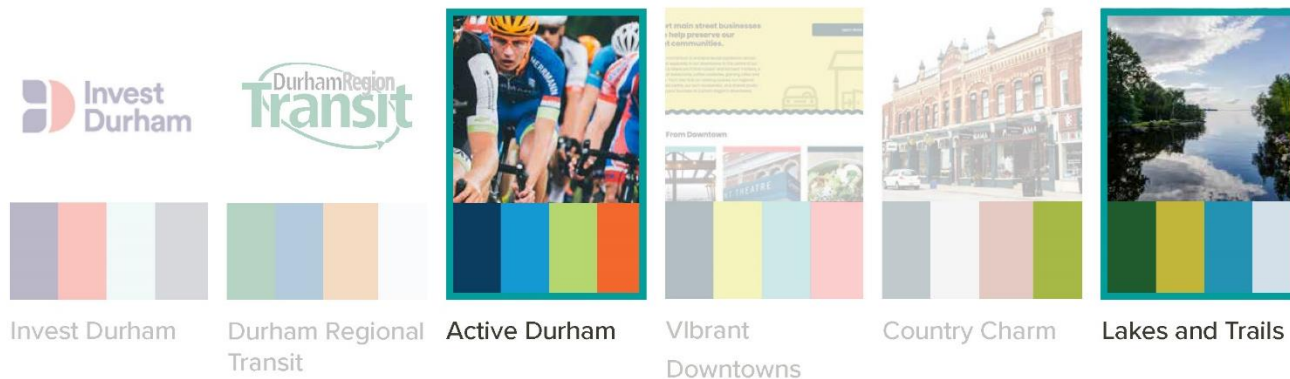


## Visual Preference Survey: Colour

Are there colours or colour palettes (perhaps that are currently in use by Durham Region or an associated brand or agency) that we should use as inspiration for our design?

### NOTES:

- Other: Durham Tourism color palette.
- Bolder color choices stand out.
- Vibrant Downtowns—the contrast, accessibility colors, expanded color palette.
- Commuters may be integrating active transportation with transit to get to their destination so could be benefit to coordinating the brand colours.





## Wordplay

NOTES:

- 
- A word cloud of 100 terms related to good design. The most prominent words are 'clear', 'accessible', and 'simple'. Other significant words include 'bold', 'friendly', 'unique', 'consistent', 'attractive', 'attention grabbing', 'legible', 'recognizable', 'easy to read', 'inclusive', 'distinct colours', 'placemaking', 'evocative', 'large enough', 'activity-oriented', 'eye catching', 'communicates', 'calming', 'simple wording', 'warm', 'eye-catching', 'future', 'noticeable', 'identity', 'fun', 'distinct', 'attractive', 'safety', 'motivating', 'distinct words', 'place making', 'good colour contrast', 'understandable', 'contextually relevant', 'safe', 'connect', 'uniform', 'equity', 'accurate', 'informative', 'distinctive', 'sustainable', 'creative', 'intuitive', 'read in dark', 'aesthetic', 'large fonts', 'strong', 'impactful', 'transferrable', 'easy', 'clean', 'wow', 'adaptable', 'cool', 'memorable', 'aoda compliant', 'readable', 'utility trips', 'easily identifiable', 'distinct', 'legible', 'recognizable', 'design', 'visible', 'eye-catching', 'future', 'noticeable', 'identity', 'fun', 'distinct', 'attractive', 'safety', 'motivating', 'distinct words', 'place making', 'good colour contrast', 'understandable', 'contextually relevant', 'safe', 'connect', 'uniform', 'equity', 'accurate', 'informative', 'distinctive', 'sustainable', 'creative', 'intuitive', 'read in dark', 'aesthetic', 'large fonts', 'strong', 'impactful', 'transferrable', 'easy', 'clean', 'wow', 'adaptable', 'cool', 'memorable', 'aoda compliant', 'readable', 'utility trips', 'easily identifiable'.

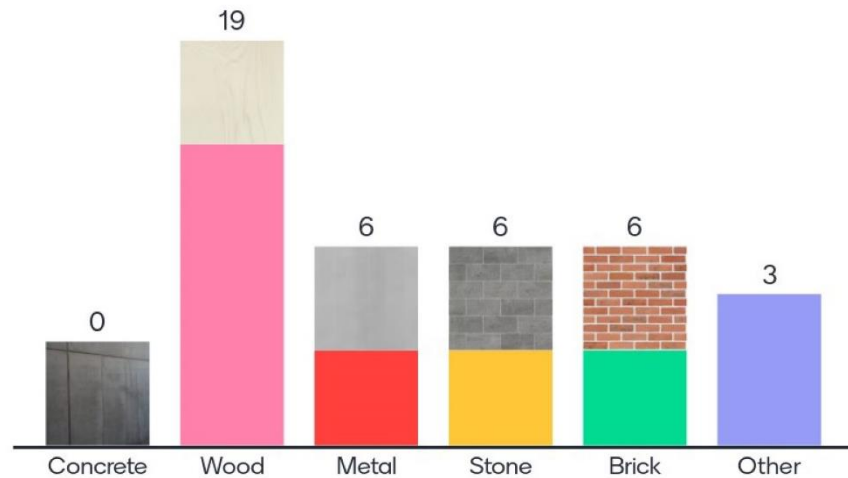


## Visual Preference Survey: Material

Are there materials that are especially representative of the area, native to the land, or meaningful to the community?

### NOTES:

- Maintainable materials.
- Oshawa's gateway sign—tactile representation, recycled timbers from buildings (pulling from history).



## Visual Preference Survey: Existing Signage

Are there existing signs, marketing materials, or collateral in use that we should consider aligning the new sign design with?

### NOTES:

- Large print signage is ideal.
- TODS Symbols.
- Waterfront trail signs.
- Durham Tourism's icon set.
- Forthcoming Whitby Wayfinding plan. This project is at a similar stage.
- DRT route signage.
- Oshawa Trail Head Signage.
- Waterfront trail and Great Trail/TCT.
- Forthcoming Clarington Wayfinding System Strategy (just awarded).
- Universal icons for accessibility, wayfinding studies from local municipalities (Whitby).
- Traditional.
- Great Lakes Waterfront Trail, Greenbelt Route, Trans Canada Trail, Trail to GO routes.
- Existing regional/pan regional trails eg. TCT, Great Lakes Waterfront Trail, Greenbelt Route.
- Existing regional trail networks.
- Ajax Wayfinding Strategy.
- I find the blue on blue used in Durham to be difficult to read (sometimes) and using colors that might not be distinct to those who are colour blind can be a problem.
- When riding a bike, signs go by fast, so large fonts and signs that are easy to view from the trail/road are critical.
- Provincial Signage used by MTO, Durham Region Transit, AODA.
- Identifiable by trail and specific area.
- It would be worth considering glow in the dark signage, or lighting to illuminate the signs at dawn and dusk.
- I would also suggest that signs can be painted directly onto the trails and pavement. This is very helpful to cyclists. Scandinavian countries also have light signs to reflect on the snow in the winter.

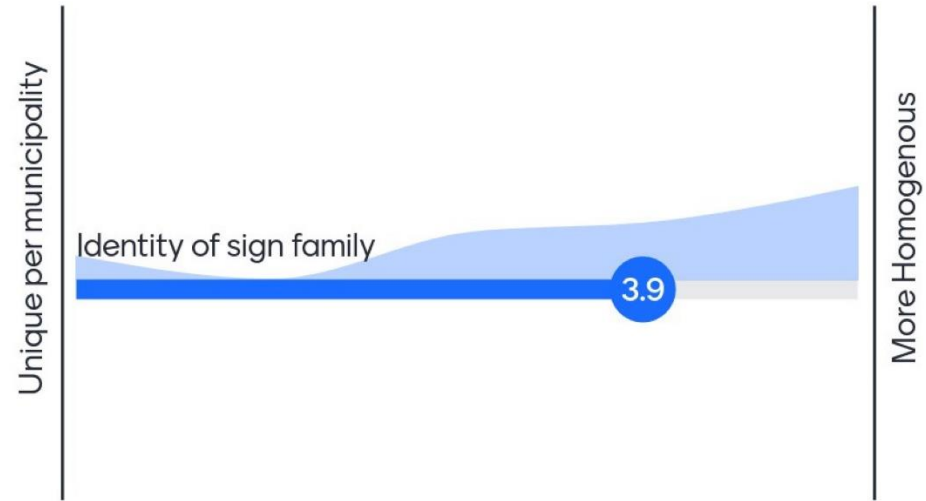


## Visual Preference Survey: Identity of Sign Family

How unique do you envision the wayfinding signs to be throughout the Primary Cycling Network?

### NOTES:

- People don't live in region borders. We recently looked at Oregon—state wide system.
- Ontario wide (more homogenous).
- We should consider the user perspective. No matter where they are in the network they can navigate and orient themselves.

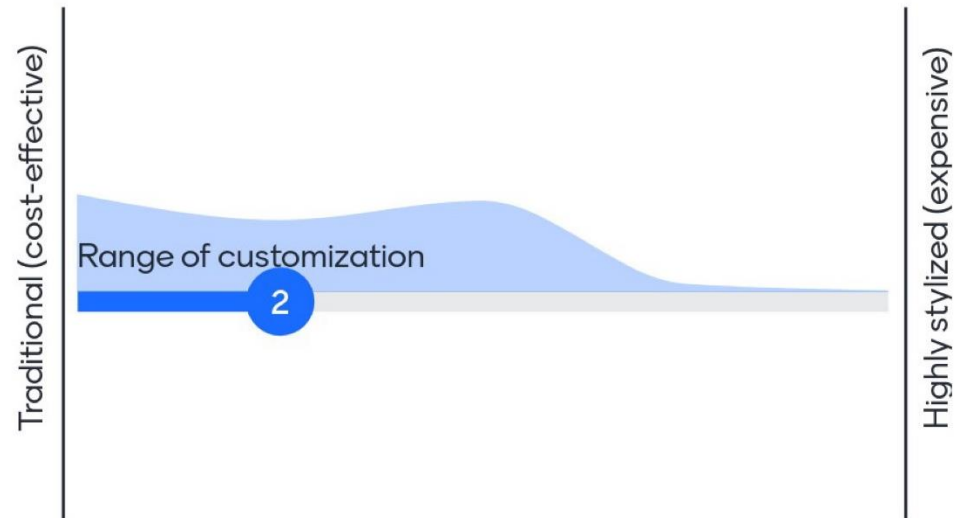


## Visual Preference Survey: Range of Customization

How traditional or stylized do you envision the wayfinding signs to be throughout the Primary Cycling Network?

### NOTES:

- Traditional—easy to store, replace, replicate.
- Oval (not quite traditional nor stylized) (shapes other than squares and rectangles).
- Room to do stylized shapes if it means something.
- Without reviewing the Regional Cycling Plan in detail, I assume the Primary Cycling Network would be following the road network as opposed to trail networks where “stylized” signage would be more appropriate. Therefore I think more traditional signage is appropriate.





## Visual Preference Survey: Icons

Are there any local brands or icons we could consider as potential starting points or inspiration for the branding and sign design?

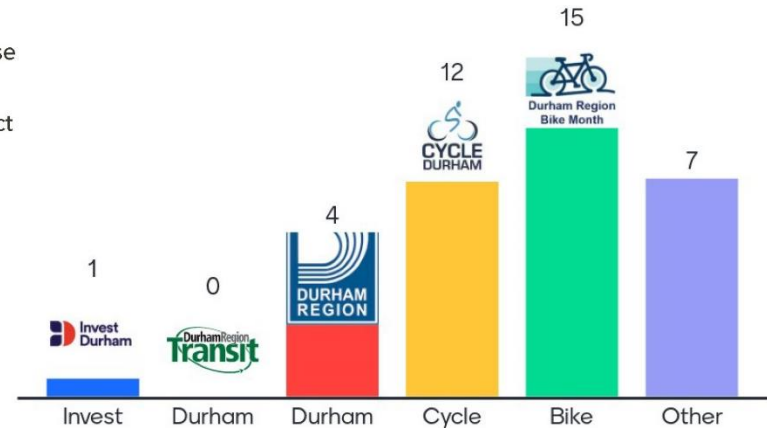


### NOTES:

- I like the bicycle, however, I wonder about other types of mobility apparatus that people use.
- The image of a bike helps draw out the purpose and indicates to other road and network users who they can expect to share the network with. The bike month logo infers movement.
- Bike parts to infer a bike.
- Would like to see an image that includes other modes of transportation as well

if intended to be a shared or multi-use path. This icon would hopefully also direct the safety for all users. Abstract images are more challenging to understand.

- Integrating the existing Durham D branding would be preferred in any icon we move forward with—as this is an established and known brand throughout Durham.





## Visual Preference Survey: Architectural

Are there any architectural styles we could consider as inspiration for the structural design of larger wayfinding elements?

### NOTES:

- Durham doesn't really have an architectural style. Possibly something that fits all municipalities.



Downtown  
Port Perry



Brooklin  
Community  
Centre



Lynde House



Pickering Village



Durham Regional  
Police Complex



Other?



## Branding Look and Feel

Based on the visual preferences that were indicated by the PRT following mood boards were prepared. They were intended to evoke reactions to specific aesthetics, to help the design team gain a deeper understanding of the PRT's vision for the brand.

Visual elements included in the mood boards for consideration:

- Overall character
- Colours
- Fonts
- Materials
- Map and illustration styles
- Logo and graphic styles

## Icon Concepts Development

Based on the feedback received from all stakeholder groups on the visual preference survey and the mood boards, the following concepts were prepared.

Combination Mark and Badge were the two icon styles that were preferred. Figure 42, Figure 43 and

Figure 43 show case options for Concept 1, Combination Mark and Figure 45 and Figure 46, show options for Concept 2, Badge.

The icons were further refined into one single icon, based on engagement from the Equity Steering Committee (ESC) and Project Review Team, which was based on Concept 1, Option 1.



This option features a cropped bicycle within the letter D. The letter D is inspired by the shape within the Durham Region logo and ties itself with the region.

Various colour options derived from the Regional Cycling Plan colour palette.



Cropped bicycle to represent the intended user of this wayfinding system



The D shape is a nod to the Durham Region logo and gives a unique identity to the Primary Cycling Network

**Primary  
Cycling  
Network**

Title case and sans-serif typeface with a large x-height to improve legibility and accessibility.

Figure 42. Concept 1, Combination Mark, Option 1 (Preferred Option).



This option is similar to the previous option but it includes lines to represent movement of the Primary Cycling Network.



Cropped a cycle to represent the intended user of the wayfinding system



The D shape is a nod to the Durham Region logo and gives a unique identity to the Primary Cycling Network.

Lines represent motion and the movement of users on the network.

Title case and sans serif typeface with a large x-height to improve legibility and accessibility.

Figure 43. Concept 1, Combination Mark, Option 2.





This option incorporates elements from the Cycle Durham and Durham Region Bike Month logos. This icon shows a stylized bike to represent motion and purpose of the Primary Cycling Network.



Lines to represent motion and the movement of users on the network

8 lines to represent each municipality in the Durham Region



Step through bike for a friendlier approach and to appeal to a variety of users



Title case and sans serif typeface with a large x-height to improve legibility and accessibility.

Figure 44. Concept 1, Combination Mark, Option 3.





This option is inspired by bicycle components such as the chainring, as the framework for the badge appearance. In the center is an icon of a cyclist to represent the activity of the Primary Cycling Network.

In Option B, there is an icon of a step-through bike to make the icon feel more approachable.



Bicycle chainring

DIN 2014 typeface, used for the title page of the Regional Cycling Plan



Step through bike for a friendlier approach and to appeal to a variety of users

Figure 45. Concept 2, Badge, Option 1.





This option is similar to the previous option except with a more stylized chainring. The stylized chainring divides the negative space into eight parts, representing each municipality of the Durham region.

In Option B, Primary Cycling Network is on one line and Durham Region is added to the bottom to balance the composition and to further reiterate the location.

The alternates below include a step-through bike instead of a cyclist to make the icon more approachable.



#### ALTERNATES



Bicycle chainring  
8 sections to represent each municipality within the Durham region

DIN 2014 typeface, used for the title page of the Regional Cycling Plan



Step through bike for a friendlier approach and to appeal to a variety of users

Figure 46. Concept 2, Badge, Option 2.

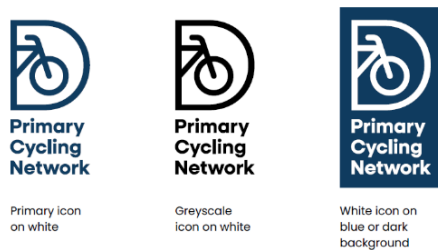


## Branding Guidelines

This document presents the final icon, brand colours, typography and Wayfinding signs designed for this project based on the feedback received on all previous activities and components.

### Icon

#### Primary Icons



#### Alternative Icons

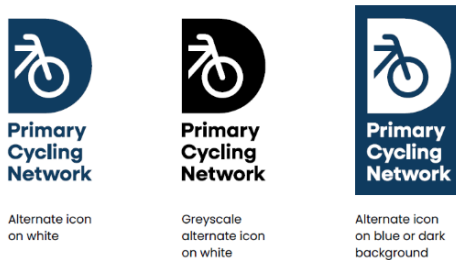


Figure 47. The PCN Primary Icon and Its Alternative Versions.



## Icon Usage Rules

The PCN icon is provided in various formats for different uses: print, online, full-colour, and in a single colour. The icon should never be changed from its original specifications. It can be used without the Primary Cycling Network wordmark only in situations where the name appears separately. An example of this is as a social media avatar, where the icon is placed next to the name in the profile. Figure 48 shows the PCN primary icon and its alternative versions.



Figure 48. The PCN Primary Icon and Its Alternative Versions.

The primary icon should be used on white or light-coloured backgrounds (Figure 49). We encourage the alternate icon to be used on dark-coloured backgrounds for more contrast.



Figure 49. Icon Usage Rules (Background Colour).

For brand consistency and recognition, the PCN icon must be used in a uniform manner. AODA accessibility should be considered when using the icon (Figure 50).

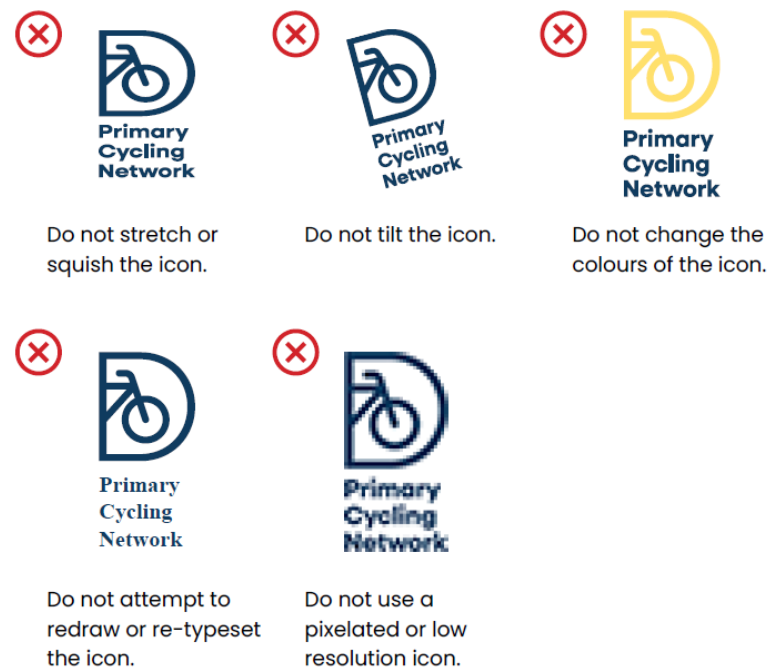


Figure 50. Rules and Use of the PCN Icon.

Avoid using icons over a picture or coloured background where the icon or wordmark is difficult to read. If the icon must appear on a dark background, use the white logo. When placing the icon on a photo or image, place it on a part of the image that is simple and uncomplicated, avoiding 'busy' areas. Sufficient contrast should always be maintained (Figure 51).

You can use the [WebAIM](#) online tool to check the contrast ratio between two colours.

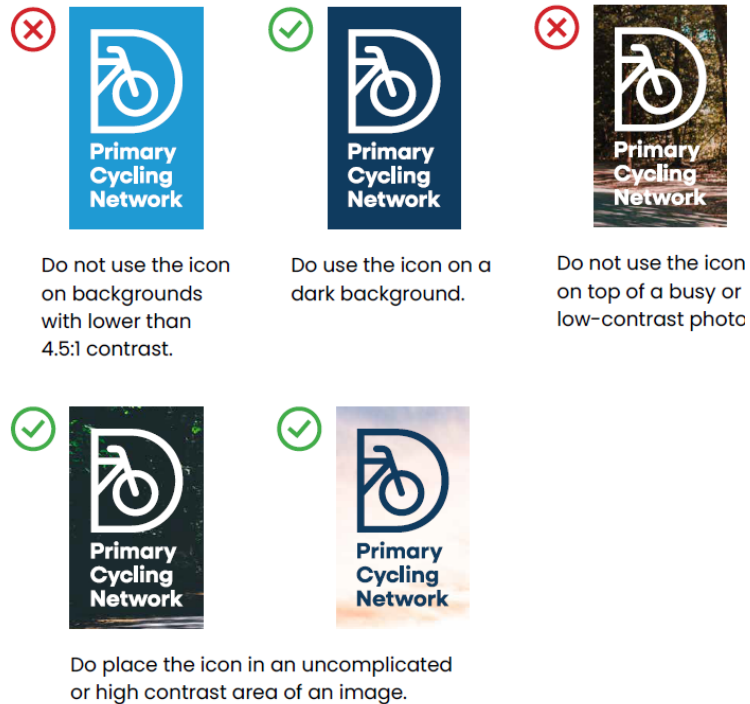


Figure 51. Use of the Icon on Different Backgrounds.

### Co-branding

For wayfinding signage along the network, the PCN icon must be present because it represents the entire network (Figure 52). Other local icons or logos cannot be used in

place of the PCN icon. When the PCN is part of a local jurisdiction, the local logo can be used in tandem to achieve a co-branded look. The PCN icon should be placed first or on the left of the accompanying icon (reading from left to right). There should never be more than one logo placed directly next to the PCN icon.

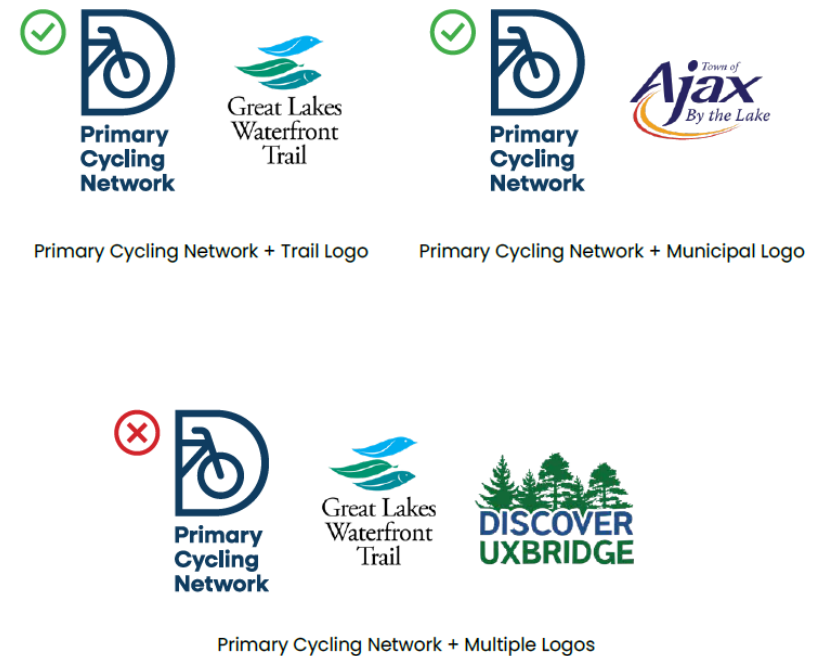


Figure 52. Icon Usage Rules, Co-Branding.



## Wayfinding

For wayfinding signs that people use when they are in motion (i.e., directional signs or confirmation signs), simplicity is a must. The simpler the sign is, the easier the user can comprehend the content quickly. In these instances, the PCN icon should be used alone.



Figure 53. Icon Usage Rules, Wayfinding (\*Sign examples are for guidance purposes).



## Multiple Icons

For materials that the user can pause to look at (i.e., a wayfinding kiosk or a marketing flyer), multiple logos can be used, but the PCN icon must be visually dominant over the partnering logos. It should be at least twice the height of the other icons and visually separated from them. For example, the PCN icon can be placed in the upper area of the sign, while the partnering icons are placed in the lower portion.

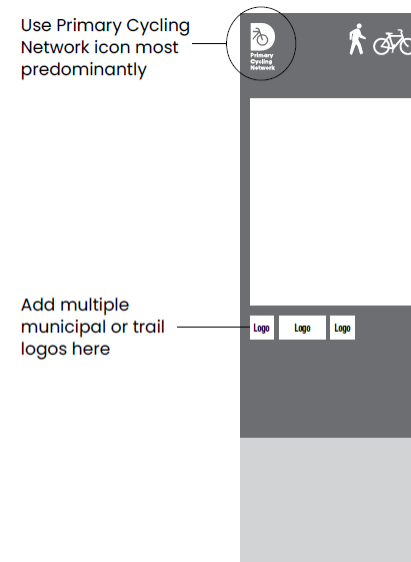


Figure 54. Icon Usage Rules, Multiple Icons (\*Sign examples are for guidance purposes).

## Icon Sizing and Spacing

A space equivalent to at least two capital 'P's from 'Primary' surrounding the icon should be kept free of any other graphics, text, or imagery. The size of the 'P' varies and is equivalent to the height of the letter 'P' in 'Primary'.



Figure 55. Icon Sizing and Spacing.



## Brand Colours

Colour is a primary means of visual identification. The colour palette, as shown in Figure 56 for the Region's cycling wayfinding system is inspired by the Durham RCP for cohesion with existing Regional branding. The palette meets AODA accessibility requirements by being colour-blind friendly. The primary colour is designated for the signs themselves, serving as the main identifying colour. The secondary colours are intended to complement the primary colour without overshadowing the primary messaging.

The secondary colours were proposed in the sign family concept alternatives and were meant to act as complementary to the primary colour. However, during the engagement phase, the chosen sign family concept excluded the secondary colours from the signs. The main reason for that is maintenance; these colours tend to fade faster than the dark blue. Nevertheless, the secondary colours retain value for future use in materials related to the project, such as reports, educational resources, and marketing materials.



|           |                                                                                     |                             |                          |                       |                          |  |
|-----------|-------------------------------------------------------------------------------------|-----------------------------|--------------------------|-----------------------|--------------------------|--|
| Primary   |    | <b>Dark Blue</b>            |                          |                       |                          |  |
|           |                                                                                     | <b>CMYK</b><br>100-79-38-27 | <b>RGB</b><br>10-59-96   | <b>Hex</b><br>#0A3B60 | <b>Pantone</b><br>2188 C |  |
| Secondary |    | <b>Blue</b>                 |                          |                       |                          |  |
|           |                                                                                     | <b>CMYK</b><br>75-25-1-0    | <b>RGB</b><br>30-154-212 | <b>Hex</b><br>#1E9AD4 | <b>Pantone</b><br>2170 C |  |
| Tertiary  |    | <b>Orange</b>               |                          |                       |                          |  |
|           |                                                                                     | <b>CMYK</b><br>2-75-93-0    | <b>RGB</b><br>238-101-44 | <b>Hex</b><br>#EE652C | <b>Pantone</b><br>7579 C |  |
|           |    | <b>Green</b>                |                          |                       |                          |  |
|           |                                                                                     | <b>CMYK</b><br>61-6-100-0   | <b>RGB</b><br>114-181-68 | <b>Hex</b><br>#73B544 | <b>Pantone</b><br>7737 C |  |
|           |  | <b>Teal</b>                 |                          |                       |                          |  |
|           |                                                                                     | <b>CMYK</b><br>79-21-31-0   | <b>RGB</b><br>23-155-171 | <b>Hex</b><br>#179BAB | <b>Pantone</b><br>2220 C |  |

Figure 56. Brand Colours for Durham Wayfinding and Signage Strategy.



## Typography

Two typefaces were selected for this Wayfinding and Signage Strategy. The main goal was to make them AODA compliant, accessible, and visually appealing.

### Primary Typeface: Poppins

Poppins (Figure 57) is a geometric sans serif typeface from Google that is used for both print and digital applications. To comply with AODA standards, use a minimum font size of 12 pt, avoid using all caps, and a contrast ratio of at least 4.5:1. For emphasizing important information, opt for a bold font style.

[Download Poppins typeface here!](#)

### Alternate Typeface: Arial

Arial (Figure 58) should only be used if the primary typeface is not available.

|                                                                                                             |                                                                                                                 |
|-------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| <b>Poppins Light</b><br>abcdefghijklmnopqrstuvwxy<br>ABCDEFGHIJKLMNOPQRSTUVWXYZ<br>1234567890!@#%&*         | <b>Poppins Bold</b><br>abcdefghijklmnopqrstuvwxy<br>ABCDEFGHIJKLMNOPQRSTUVWXYZ<br>1234567890!@#%&*              |
| <b>Poppins Regular</b><br>abcdefghijklmnopqrstuvwxy<br>ABCDEFGHIJKLMNOPQRSTUVWXYZ<br>1234567890!@#%&*       | <b>Poppins Bold Italic</b><br>abcdefghijklmnopqrstuvwxy<br>ABCDEFGHIJKLMNOPQRSTUVWXYZ<br>1234567890!@#%&*       |
| <b>Poppins Italic</b><br>abcdefghijklmnopqrstuvwxy<br>ABCDEFGHIJKLMNOPQRSTUVWXYZ<br>1234567890!@#%&*        | <b>Poppins Extra Bold</b><br>abcdefghijklmnopqrstuvwxy<br>ABCDEFGHIJKLMNOPQRSTUVWXYZ<br>1234567890!@#%&*        |
| <b>Poppins Medium</b><br>abcdefghijklmnopqrstuvwxy<br>ABCDEFGHIJKLMNOPQRSTUVWXYZ<br>1234567890!@#%&*        | <b>Poppins Extra Bold Italic</b><br>abcdefghijklmnopqrstuvwxy<br>ABCDEFGHIJKLMNOPQRSTUVWXYZ<br>1234567890!@#%&* |
| <b>Poppins Medium Italic</b><br>abcdefghijklmnopqrstuvwxy<br>ABCDEFGHIJKLMNOPQRSTUVWXYZ<br>1234567890!@#%&* | <b>Poppins Black</b><br>abcdefghijklmnopqrstuvwxy<br>ABCDEFGHIJKLMNOPQRSTUVWXYZ<br>1234567890!@#%&*             |

Figure 57. Poppins Typeface.

|                                                                                                     |                                                                                                         |
|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| <b>Arial Regular</b><br>abcdefghijklmnopqrstuvwxy<br>ABCDEFGHIJKLMNOPQRSTUVWXYZ<br>1234567890!@#%&* | <b>Arial Bold</b><br>abcdefghijklmnopqrstuvwxy<br>ABCDEFGHIJKLMNOPQRSTUVWXYZ<br>1234567890!@#%&*        |
| <b>Arial Italic</b><br>abcdefghijklmnopqrstuvwxy<br>ABCDEFGHIJKLMNOPQRSTUVWXYZ<br>1234567890!@#%&*  | <b>Arial Bold Italic</b><br>abcdefghijklmnopqrstuvwxy<br>ABCDEFGHIJKLMNOPQRSTUVWXYZ<br>1234567890!@#%&* |

Figure 58. Arial Typeface.



## Final Sign Family

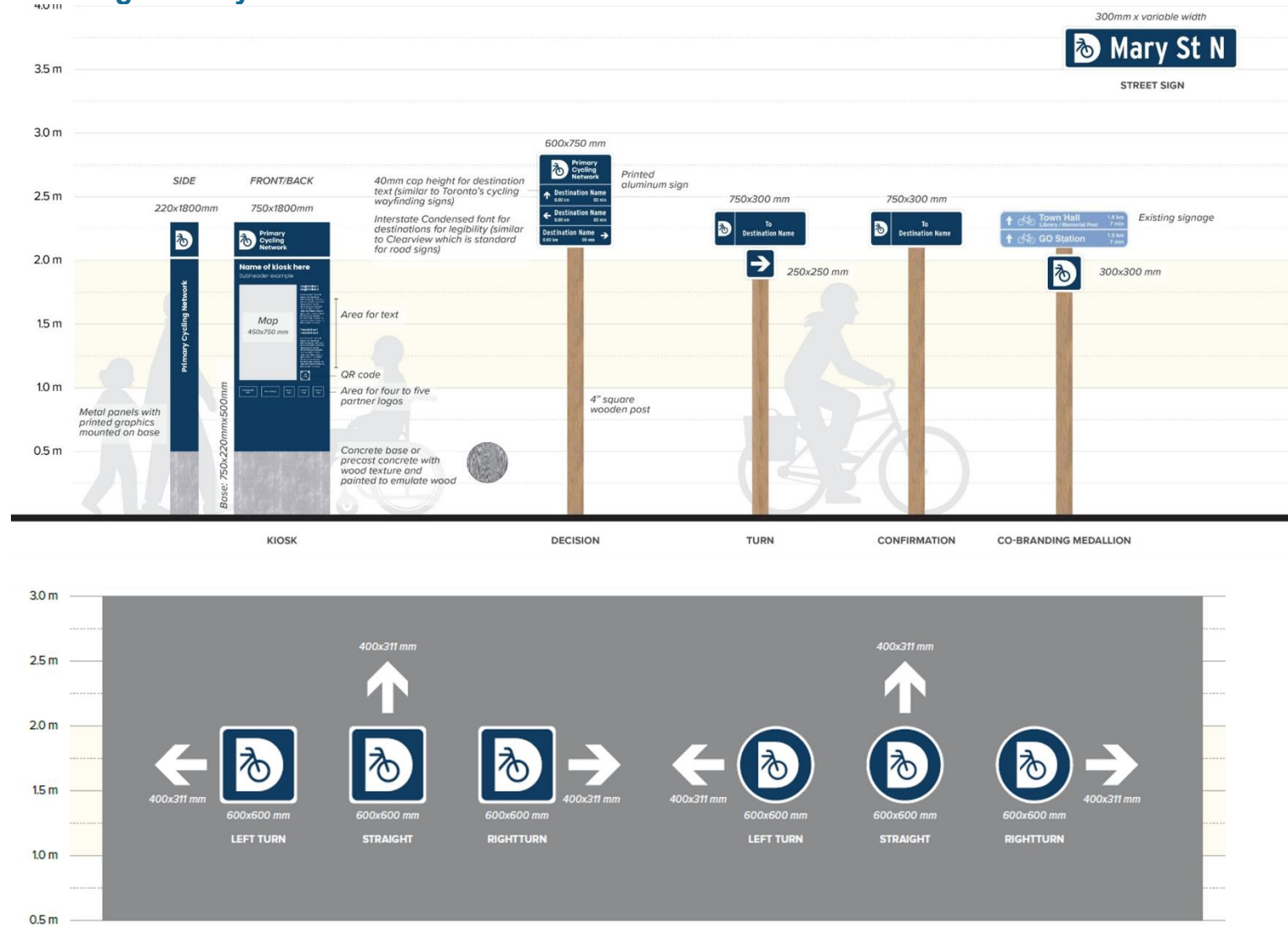


Figure 59. Durham Cycling Wayfinding and Signage Strategy's Sign Family (Wayfinding Elements).





## Appendix H: Design Intent Drawings

# DESIGN INTENT

# DRAWINGS

Durham, Ontario  
Cycling Wayfinding  
Strategy

May 2024

DRAFT



The purpose of these drawings is to illustrate design intent. Drawings are not for construction. Written dimensions on these drawings have precedence over scaled dimensions.

The further development and engineering of these drawings shall be submitted as shop drawings to the Project Owner. Contractors shall verify and be responsible for all final quality, dimensions, materials and conditions on the job.

Project owner shall be notified of any variations from the dimensions and conditions shown by these drawings prior to the execution of any work, including changes to graphic designs or typography.

Drawing scale shown on plans is for full size plans only. Alta shall not be responsible for scale discrepancies caused by reduced or enlarged drawings.

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|-------------------|---|-------------------------------|----|
| Graphic Standards | 2 | Decision Sign Detail          | 8  |
| General Notes     | 3 | Confirmation/Turn Sign        | 9  |
| System Overview   | 4 | Confirmation/Turn Sign Detail | 10 |
| Kiosk Sign Kiosk  | 5 | Co-Branding Medallion         | 11 |
| Sign Detail       | 6 | Street Sign                   | 12 |
| Decision Sign     | 7 |                               |    |



MATERIALS PALETTE

Contractor shall be responsible for supplying samples for all colors and materials within the palette.

|            |                                                                                         |                                                                                        |                                                                                                      |
|------------|-----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|            |        |       |                    |
|            |  White |  Navy |  White - Reflective |
| Color:     | White                                                                                   | Color match: 15, 60, 96                                                                |                                                                                                      |
| Materials: | Matthews Paint                                                                          | Matthews Paint                                                                         | 3M 3930 High Intensity Retroreflective                                                               |
| Process:   | Surface painted, with Matthews Polyurethane Clear Coat Protectant                       | Surface painted, with Matthews Polyurethane Clear Coat Protectant                      |                                                                                                      |

TYPOGRAPHY

Fabricator is responsible for acquiring project related fonts.

|                                                                                          |
|------------------------------------------------------------------------------------------|
| Poppins Bold                                                                             |
| Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm Nn Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz 1234567890 |
| Poppins Medium                                                                           |
| Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm Nn Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz 1234567890 |
| Poppins Light                                                                            |
| Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm Nn Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz 1234567890 |
| Interstate Cn Bold                                                                       |
| Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm Nn Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz 1234567890 |

ARTWORK

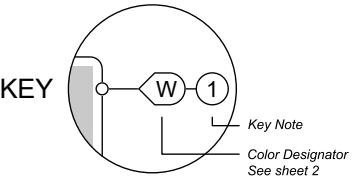
All artwork illustrated on this page shall be provided by Project Owner as electronic vector art.

Do NOT substitute with any other artwork

|                                                                                     |                                                                                     |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|  |  |
| PCN Icon                                                                            | Arrow                                                                               |



DRAFT



This drawing is intended to illustrate design intent only and is not for construction. All final engineering and conditions of the project are the responsibility of the fabricator. Shop drawings by the fabricator must be submitted for approval, prior to proceeding with fabrication.

NOTES

Region of Durham

CLIENT

Durham, Ontario  
Cycling Wayfinding Strategy

PROJECT

May 2024

DOCUMENT ISSUE

Graphic Standards

SHEET TITLE

2

SHEET NUMBER

FABRICATION SPECIFICATIONS

A. Quality Standards

The materials, products, equipment and performance specifications described within, establish a standard of required function, dimension, appearance, performance and quality to be met by the Fabricator.

B. Structural Design

Details on design intent drawings indicate a design approach for sign structure but do not necessarily include all fabrication details required for the complete structural integrity of the signs, including consideration for static, dynamic and erection loads during handling, erecting, and service at the installed locations, nor do they necessarily consider the preferred shop practices of the individual Fabricators. Therefore, it shall be the responsibility of the Fabricator to perform the complete structural design and engineering of the signs and to incorporate all the safety features necessary to adequately support the sign for its intended use and purpose and to protect the Owner. Fabricator shall also be responsible for ensuring that all signs meet local, state and federal codes.

C. Vandalism Design

Fabrication and installation design is to withstand severe abuse and souvenir theft vandalism, but not less than the equivalent of resisting simple hand implements and tools (screwdrivers, knives, coins, keys, and similar items), and adult physical force. All hardware and fasteners within reach shall be vandal resistant.

D. Substitution

No substitution will be considered unless the Owner has received written request for approval. Fabricator may recommend equal or better equipment or method, but will be required, prior to the bid submittal, to provide full documentation establishing such a substitution's equality or superiority as measured in the following:

- compliance with the visual design intent;
- cost;
- ease of maintenance; and
- performance.

The burden of proof of the merit of the proposed substitute is upon the Fabricator. The Owner's decision of approval or disapproval of a proposed substitution shall be final.

E. Material Handling

The Fabricator is to pack, wrap, crate, bundle, box, bag, or otherwise package, handle, transport, and store all fabricated work as necessary to provide protection from damage by every cause. Fabricator shall provide clear and legible identifying information on all product packaging to ensure proper on-site identification and installation.

F. Sign Specifications: Construction Methodology

The drawings call for a variety of fabrication techniques. Fabricators are given leeway to fabricate the signs to meet the intent of the designs depicted by the drawings.

1. Because different systems of extrusions may result in slightly different dimensional requirements, the total height and width dimensions described in the sign construction on the drawings may be considered "nominal" for the purposes of cost quote.
2. Sign faces are to be fabricated using aluminum plate of varying thicknesses, as specified on design intent drawings, with a minimum thickness of .125 inches (approx 3 millimeters) unless otherwise noted.
3. Sign cabinet seams shall be sealed to ensure they are watertight.
4. All finishes are to be satin finish, free from fading, peeling or cracking. Paint preparation of all exterior metal surfaces of the sign to include removal of all scratches and imperfections, sanding and chemical etching. Substrate cleaning, preparation, paint application and paint thickness to be in strict compliance with Matthews Paint or AkzoNobel published recommendations. Acceleration of the drying process is not allowed.
5. Except where approved otherwise by Owner, conceal fasteners.
6. Exposed welded joints must be filled and ground smooth so that there is no seam visible when painted.
7. Any sign faces smaller than 8' by 20' (approx 2.5m by 6m) are to be fabricated from 1 piece of seamless material.
8. On welded joints, dimensional and structural welding defects will not be accepted, including but not limited to: poor weld contours, including excessive bead convexity and reinforcement, and considerable concavity or undersized welds; cracks; undercutting; porosity; incomplete fusion; inadequate penetration; spatter; and non-metallic inclusions. Welding is to be performed by AWS (or similar/Canadian equivalent) certified personnel, following AWS Standard Welding Procedure Specifications (SWPSs, or Canadian equivalent) for steel, aluminum, and stainless steel as appropriate.
9. Non-welded joints between various portions of signs must have a tight, hairline-type appearance, without gaps. Provide sufficient fastenings to preclude looseness, racking, or similar movement. Provide drain holes as needed to prevent accumulation of water within signs. Holes must be inconspicuous and be in inconspicuous locations; holes must be located such that drainage does not occur onto signs, or other surfaces subject to staining. Provide internal system of baffles to prevent "light leaks" through drain holes of illuminated signs. Provide color-coordinated insect screening over drain holes.

10. Non-illuminated sign faces are to have lettering and graphics created as mask and spray or surface-applied vinyl typography using Avery or 3M exterior grade, minimum 5-year warranty. Certain applications are to be engineer-grade reflective vinyl as specified on the design intent drawings.

11. Visible metal joints must adhere to a fit tolerance of .01" (approx .25mm).

G. Fonts/Typefaces

The fonts used for this project were selected specifically for this project by the Owner, and include those listed in the graphic standards. It is the responsibility of the fabricator to purchase the fonts. No substitution of any other typefaces may be made. Under no circumstances are typefaces to be electronically distorted ("squeezed" or "extended") for purposes of fitting to the specified sign or general alteration of the sign face composition unless noted in the drawings. This includes (but is not limited to) stretching, squeezing, tilting, outlining or shadowing.

1. All letterforms, symbols or graphics shall be reproduced either by photographic or computer-generated means. Hand-cut characters are not acceptable. Cutting shall be done in such manner that edges and corners of finished letterforms will be sharp and true. Letterforms with nicked, cut, ragged, rounded corners, and similar disfigurements will not be acceptable.
2. All letterforms shall be made from material and gauge as indicated on design intent drawings. Typefaces shall be replicated as indicated on the drawing.
3. Ligatures are to be turned off.
4. Apostrophes are to be used, not foot marks. Note that there is a difference in most fonts.
5. Silk-screened and vinyl copy is to match the sheen of the copy panel background (satin). Edges of letters shall be straight and corners sharp. Surface of letters shall be uniform in color finish, and free from pinholes and other imperfections.
6. Silk-screened images shall be executed with photo screens prepared from original art. No hand-cut screens will be accepted. Original art shall be defined as artwork that is a first generation reproduction of the specified art.
7. Silk-screening shall be highest quality, with sharp lines and no sawtooths or uneven ink coverage. Screens shall be photographically produced. Application of inks through screens shall consist of one flood pass and one print pass. Images shall be uniform in color and ink thickness. Images shall be free from squeeze marks and lines resulting from improper print stroke or screen off contact height. Signs shall be placed in adequate drying racks with minimum of 2 inches (approx 50 millimeters) between racks for ample airflow. Sign racks shall have system of forced airflow between layers to provide proper drying and curing of inks. After signs have dried completely according to the ink manufacturer's time allowance, signs may be packaged.
8. "Pushed-through" copy must fit accurately into routed portions of cabinet with tight, hairline joints and snugly into back of formed (channel) letters.
9. The edges and corners of routed letterforms shall be sharp and Letterforms with nicked, cut, ragged, rounded (positive or negative) corners, and similar disfigurements will not be acceptable. Letterforms shall be aligned so as to maintain a base line parallel to the sign format, with margins and layout as indicated on design intent drawings and approved shop drawings. Vertical strokes shall be plumb. Mechanically fasten center of letters to acrylic plastic as described in the design intent.
10. Vinyl graphics and letterforms shall be computer-cut.

Installation

A. Permits and Variances

Fabricator shall be knowledgeable of relevant local code requirements and honor same in fabrication and installation. Where applicable, it is the responsibility of the Fabricator to secure any and all necessary permits for signage installation. It is the responsibility of the Owner to secure variances, should any be required. It is the Owner's responsibility to call the appropriate agency to have all underground utilities properly located and marked. Any damage to below-grade utilities or structures for which the Owner has provided adequate location information is the responsibility of the Fabricator.

B. Site Visit

Prior to installation of the signs, the Fabricator is to visit the proposed site to observe existing conditions and verify all signage required and its location with Owner. At this time the locations shall be staked using a non-permanent visible device such as spray chalk or nonpermanent Certain signs may be located on sloped grades and may require uneven footings for each post. Site-verify all locations to determine special requirements for footing templates, if required.

The final Sign Message Schedule and Sign Location Plan shall be consulted together and shall be approved by the Owner to determine the precise location for each sign. Any necessary adjustments will be made with the approval of the Owner.

C. Masonry/Footings

Any concrete bases for signage are to be poured in place and footings are to extend beneath the frost line, or deeper to meet local code. All footings or bases should be poured within a form and level with grade unless otherwise specified in the design intent drawings. Foundation/footings should be level with grade unless

otherwise noted or as specified by state or local code. Foundation/ footings should not extend above grade more than 2" (approx 50mm) and exposed edges should be finished with a bevel to prevent chipping. It's recommended that the concrete be floated by machine or hand before finishing in order to embed larger aggregates especially when part of the footing or base extends above ground. Concrete surface should have a smooth or brushed finish grade appearance. All concrete bases and footings should be edged to break any bond with the form and create a neat appearance. All forms should be removed once the concrete has properly cured. Concrete and reinforcement specifications shall be shown on shop drawing submittals. The Fabricator is responsible for the necessary templates, mounting plates and hardware for concrete and masonry bases. A minimum 2' (approx .6m) rock bed with landscape edging or concrete pad must be added around each concrete base as protection from landscaping maintenance as specified on the drawings.

All masonry (concrete block, poured concrete, brick, slab, veneer, mortar, etc.) is to be properly treated and protected to maintain the structural integrity of the masonry work with exposure to all environmental conditions found at the site. For exposed or visible masonry, this shall include the application of protective sealers or similar finishes to diminish the effects of close-proximity sprinkling or irrigation systems.

Signs are to be mounted on J-bolt footings, centered on the concrete base or footing and engineered per code unless otherwise specified in the design intent drawings.

D. Wind Load

Signs, banners and mounting devices shall be engineered to withstand a minimum 30-psf (approx 50Pa) wind load normal to the sign, or greater as per local code, in addition to the weight of the sign. The Fabricator shall determine appropriate method of anchoring signs to the locations specified to meet these requirements as well as all local code requirements.

E. Mounting

All signs to be mounted level and true. All exposed hardware is to be touch-up painted on site as required. It is preferred that all bolts, nuts, washers, or other fasteners shall be stainless. However galvanized steel is acceptable, so long as all exposed surfaces are sealed.

While sign type drawings may specify or indicate possible mounting and/or mounting hardware details, the Fabricator will be able to substitute equal or better hardware and techniques, based upon their experience with similar mounting situations and as long as the visual appearance of the sign is not compromised from that shown in the design intent drawings.

All signage products must be installed such that there are no misalignments between visible components. Sign elements intended to be removable or changeable after installation must function as intended without binding, sticking or blocking. It will be the responsibility of the Fabricator to correct any installation misalignments at no charge.

Fabricator and their installers are expected to have knowledge of AODA and Title 24/OSHDP (or Canadian equivalent) mounting guidelines and city zoning codes, general sign locating practices, and any particular unique installations defined by Owner. It is the desire of the Owner that the Fabricator follow these guidelines as well as architectural cues in installing for the best visual placement, keeping a reasonable distance from protruding objects. Any signage that is improperly located is to be moved to the proper location by the Fabricator, and repairs to wall surfaces and signage are to be at the Fabricator's expense.

If the installers are unable to make a decision about any sign locations, they can contact the Owner, providing a graphic representation of the questionable area, or contact the Owner for on-site options.

F. Punchlist

It is required that the Fabricator complete a walk through with the Owner immediately following installation to identify any errors, such as construction or installation issues. Such errors are to be corrected in a timely manner, and to the satisfaction of the Owner.

G. Signage Warranty

The Fabricator is to provide a written five (5) year full replacement warranty to the Owner that all signs will be free of defects due to craft work and materials including, but not limited to:

- Bubbling, chalking, rusting or other disintegration of the sign panel, graphics or of the edges.
- Corrosion appearing beneath paint surfaces of panels, brackets, posts or other support assemblies (except as an obvious result of vandalism or other external damage).
- Corrosion of fasteners.
- The assemblies not remaining true and plumb on their supports.
- Fading, chalking and discoloration of the colors and finishes within the vinyl and paint manufacturer's stated warranty period.
- Peeling, delamination or warping ("oil canning").
- Repair and reinstallation of signage due to failed mountings.

Fabricator shall also extend in writing to the Owner all manufacturers' warranties.

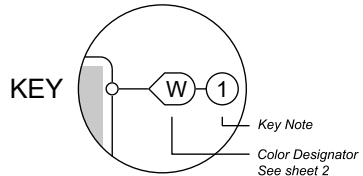
I. Repair or Replacement

Without additional cost to the Owner the Fabricator shall repair or replace, including installation, any defective signs or hardware which develop during the warranty period and repair any damage to other work due to such imperfections. The

Fabricator will be required to fully replace all signs that are in error relative to the working documents (sign message schedule and sign type drawings) that will be submitted to the Fabricator upon award of contract.



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NOTES

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CLIENT

Durham, Ontario  
Cycling Wayfinding Strategy

PROJECT

May 2024

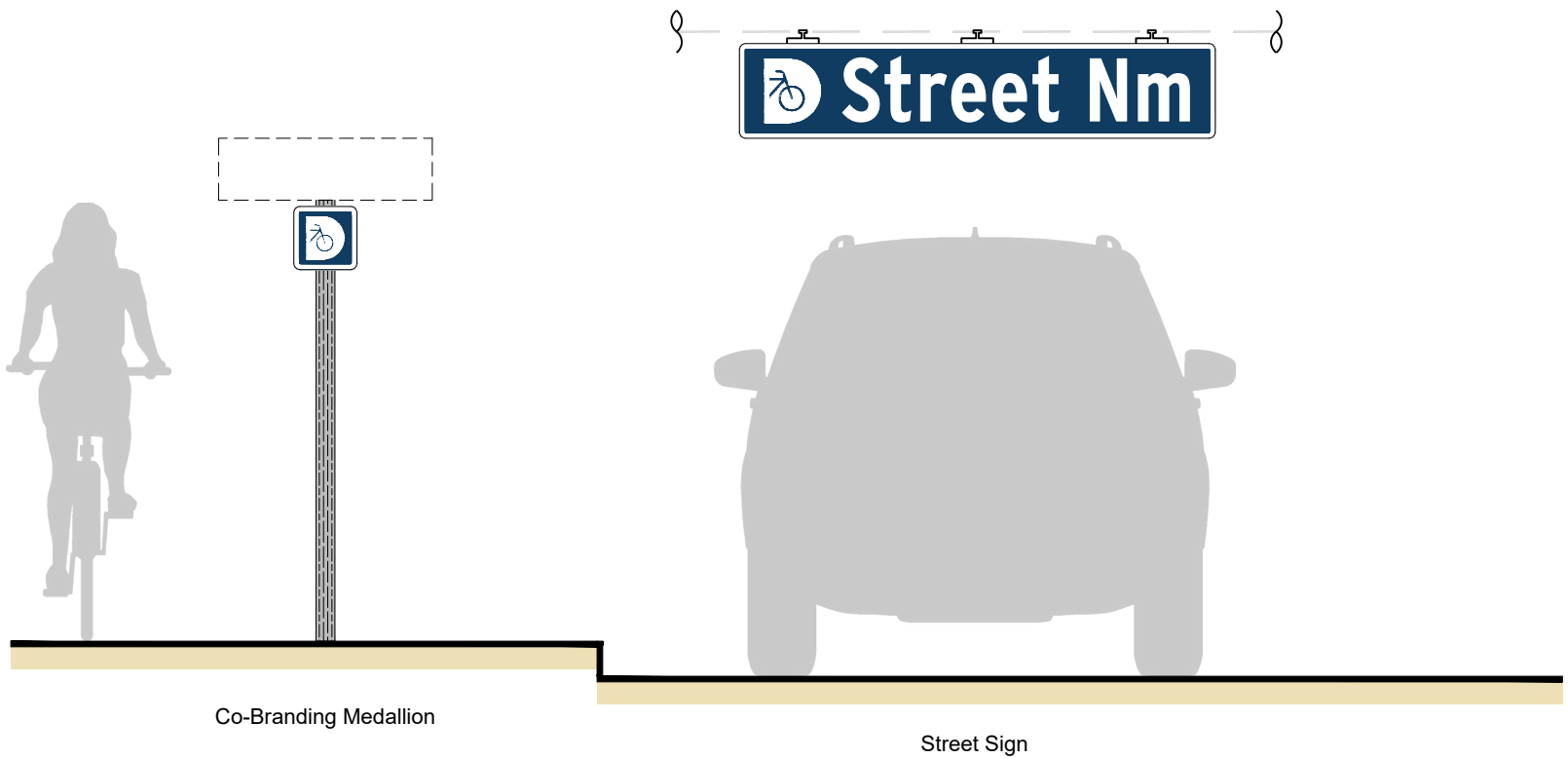
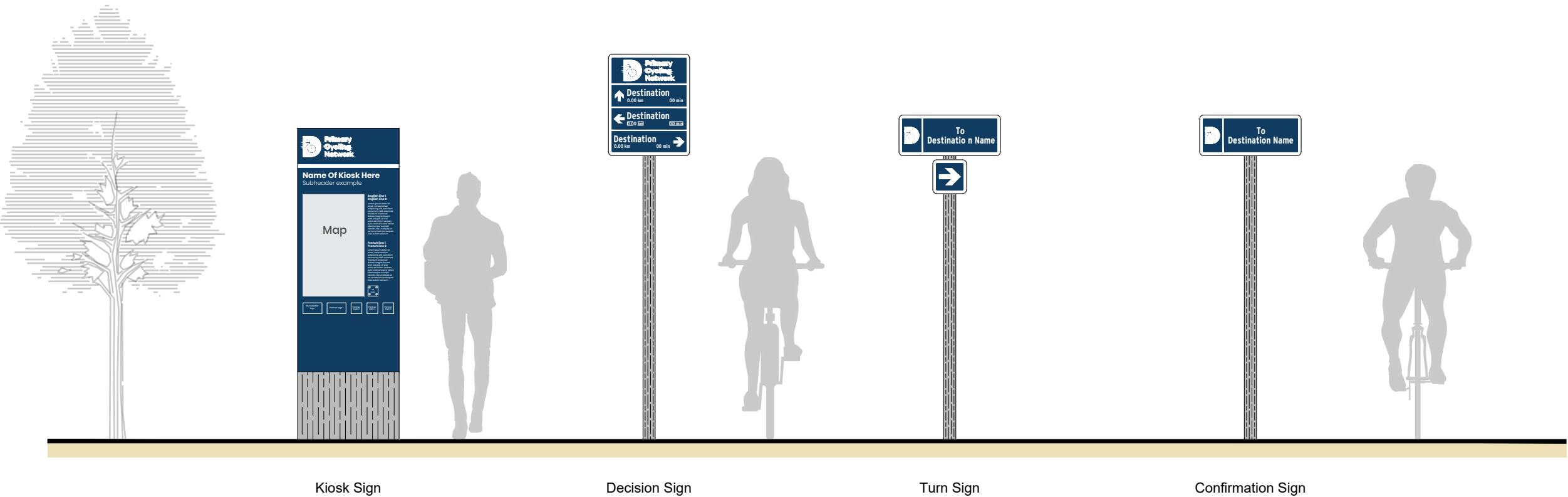
DOCUMENT ISSUE

General Notes

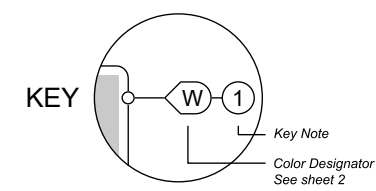
SHEET TITLE

3

SHEET NUMBER



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DOCUMENT ISSUE

System Overview

SHEET TITLE

4  
SHEET NUMBER

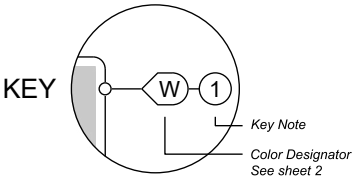
1. ALUMINUM SLEEVE AND FRAME

MATERIAL: 1/8" (3mm) thick aluminum.  
Fabricated aluminum sheet sign face, back, and top, fully welded sides, with all edges and corners neatly finished.  
FRAME: Fabricated aluminum channel internal structure to engineer's specifications. Frame to be set inside perimeter of sign sleeve.  
GRAPHICS/TEXT: Screen printed.  
COATING: Graffiti/UV protection.

2. CONCRETE FOUNDATION

MATERIAL: 3200 PSI (22.1MPa) concrete to extend below grade. Depth of concrete and footer details per sign fabricator engineer recommendations.  
FINISH: Wood texture finish painted to emulate a wood colour (grey).

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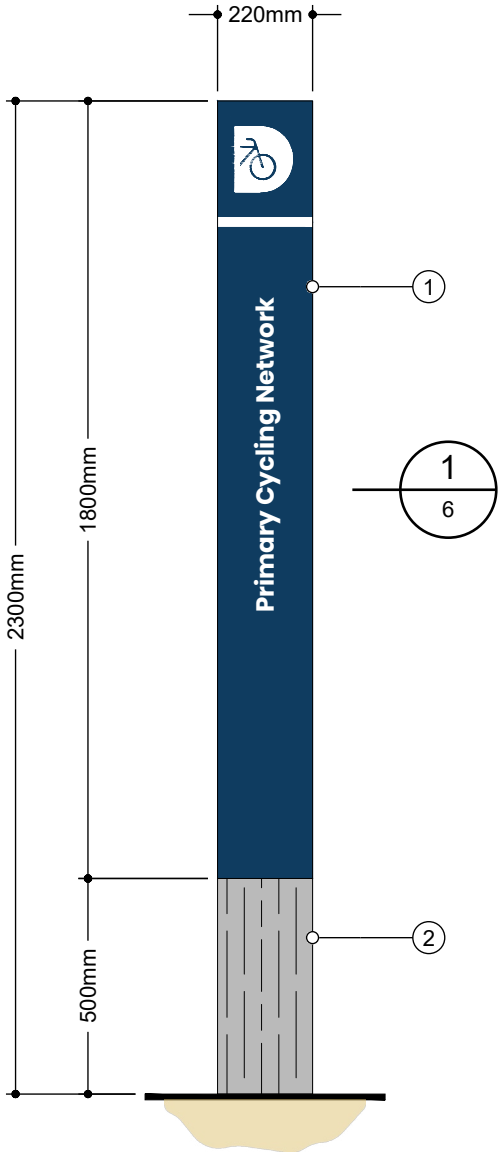
DOCUMENT ISSUE

Kiosk Sign

SHEET TITLE

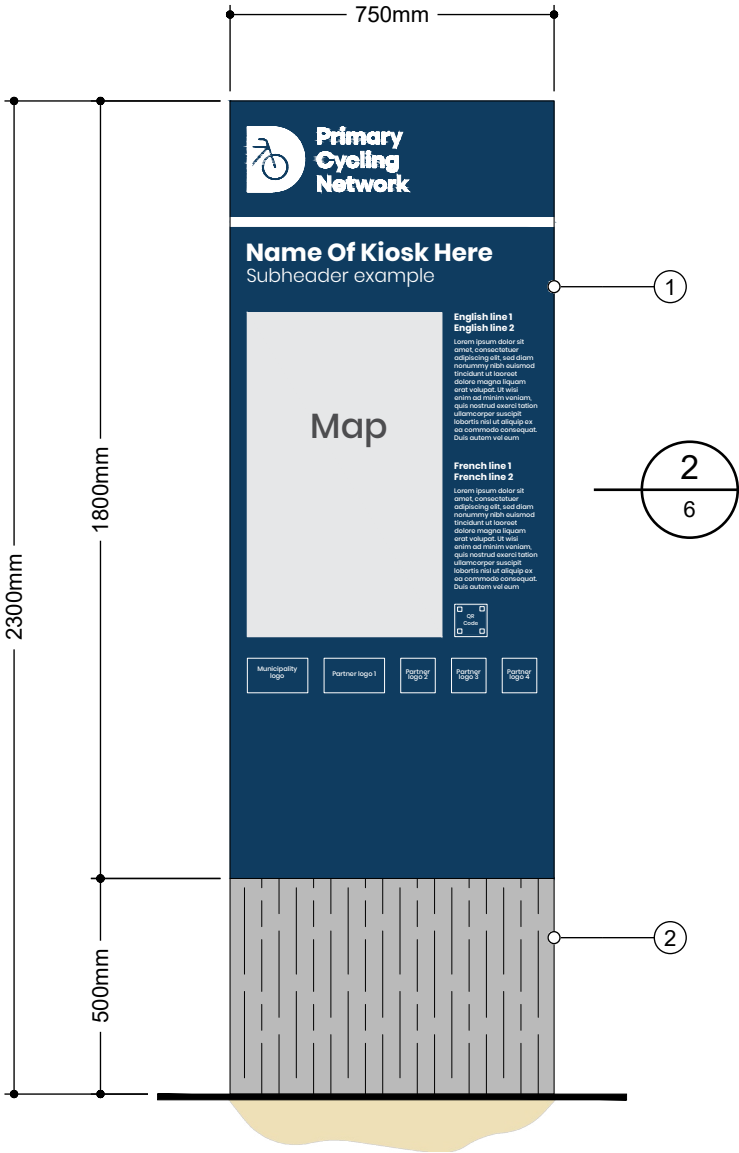
5

SHEET NUMBER



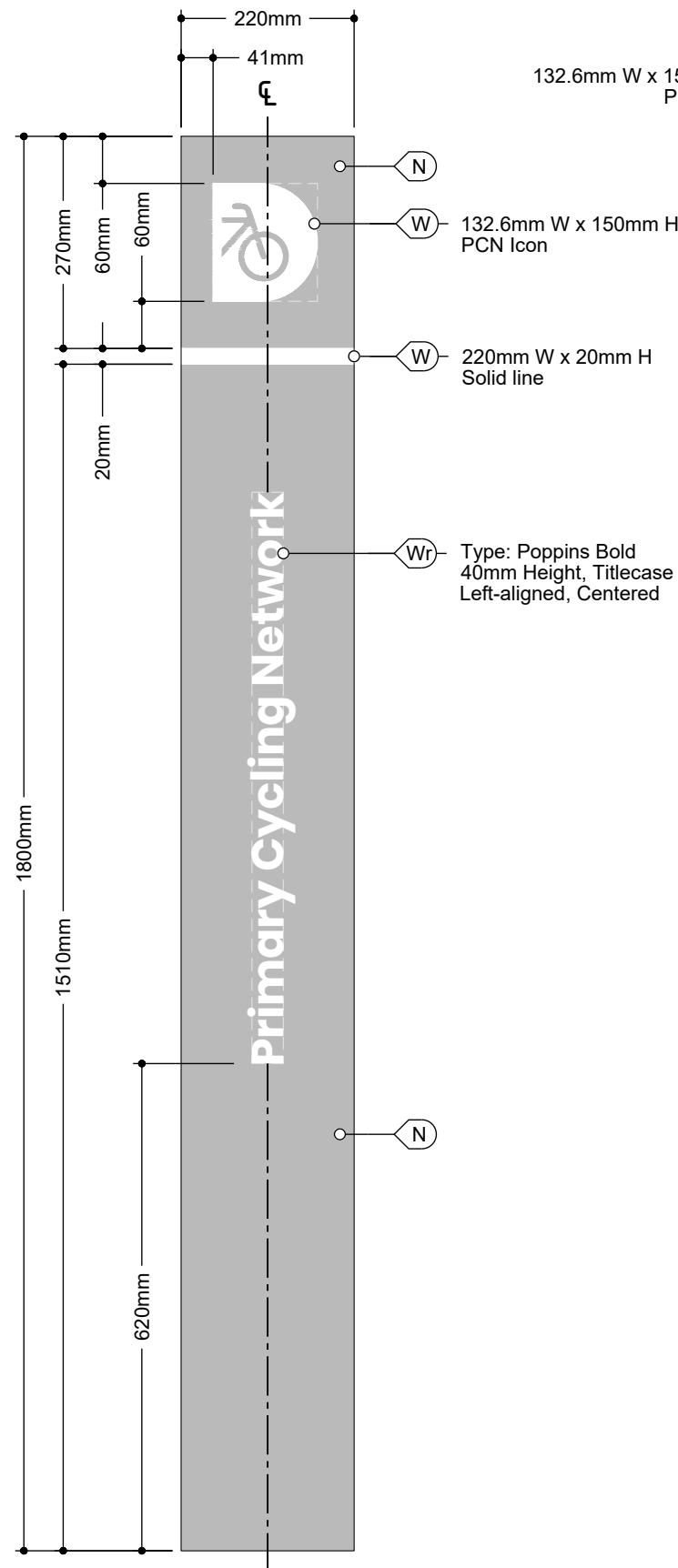
1 Side Elevation

Scale: 2.25cm = 1m

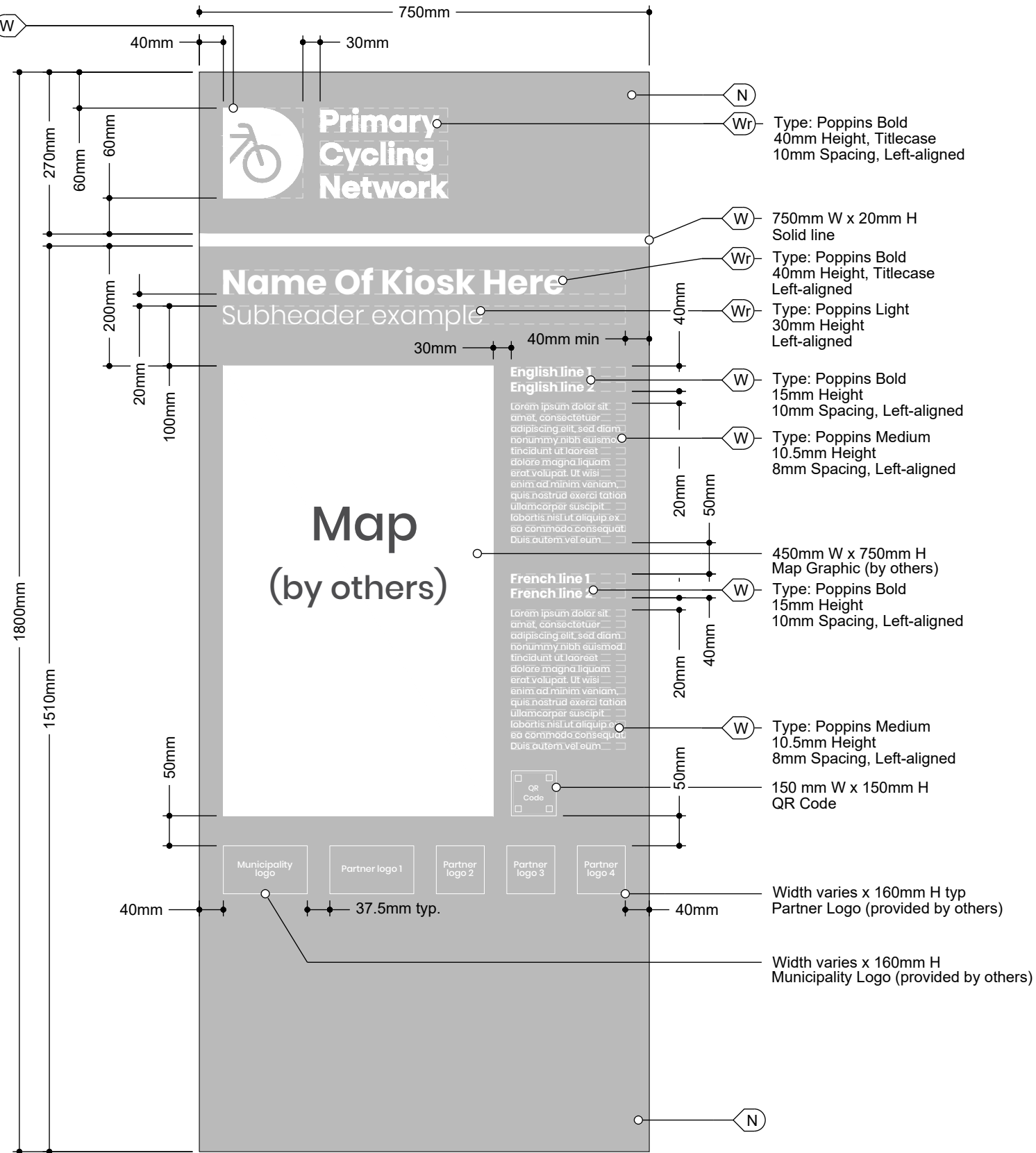


2 Front and Back Elevation

Scale: 2.25 cm = 1 m

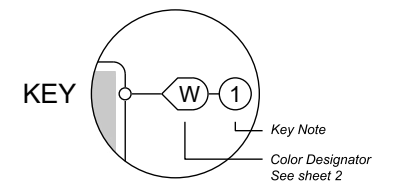


1 Side Layout  
Scale: 4.5 cm = 1 m



2 Front and Back Sign Layout  
Scale: 4.5 cm = 1 m

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DOCUMENT ISSUE

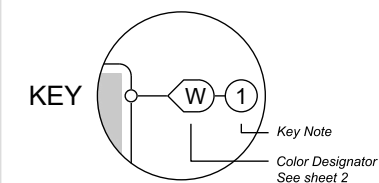
Kiosk Sign Detail

SHEET TITLE

6

SHEET NUMBER

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DOCUMENT ISSUE

Decision Sign

SHEET TITLE

7

SHEET NUMBER

**1. SIGN PANEL**

MATERIAL: 1/8" (approx 3mm) thick aluminum  
FABRICATION PROCESS: router cut  
EDGES: routed, finished smooth  
GRAPHICS/TEXT: screen printed, single sided  
COATING: UV protection

**2. POST**

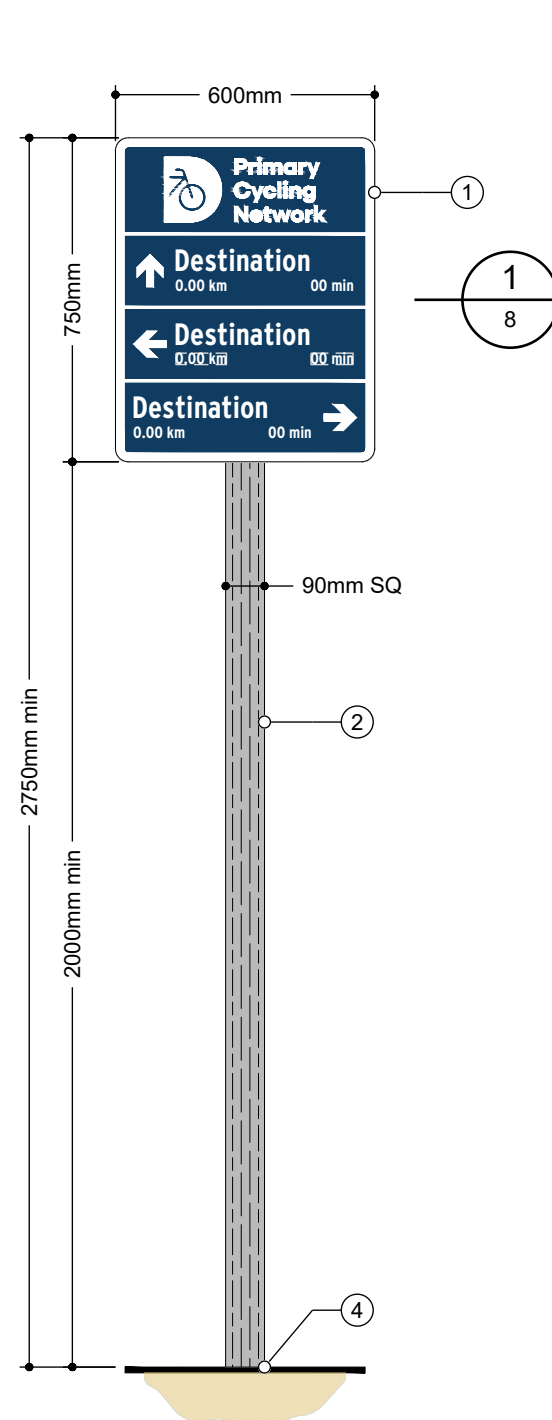
MATERIAL: 90mm (4") square wood post

**3. FASTENER**

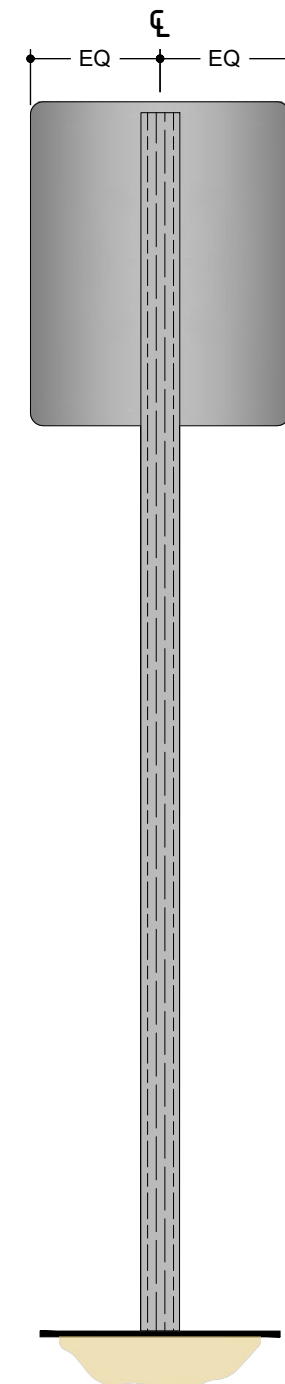
SST lag screw with washer and nylon washer.  
Fabricator to determine size

**4. CONCRETE FOUNDATION**

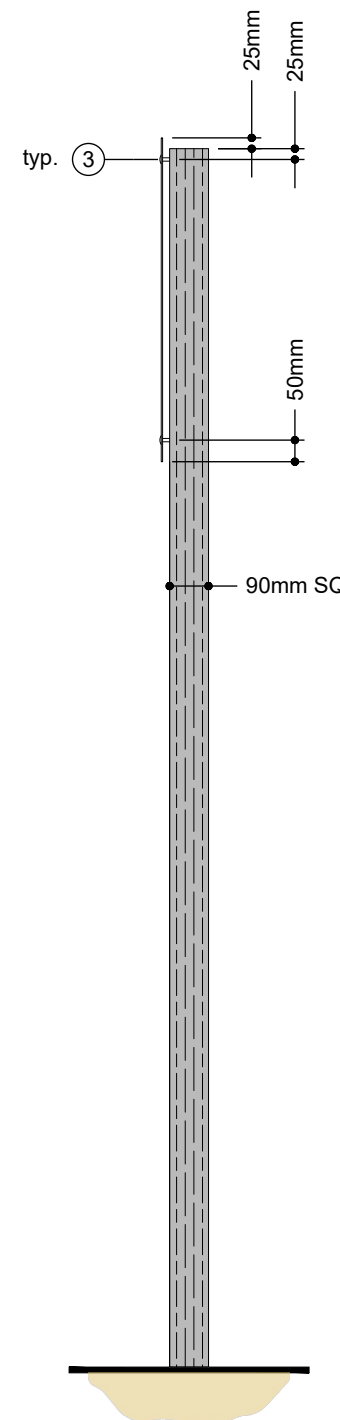
Depth and diameter per engineer's specifications



**1 Front Elevation**  
Scale: 2.25cm = 1m



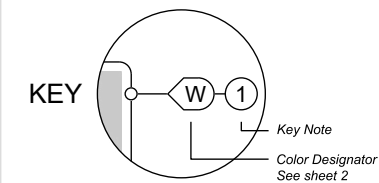
**2 Back Elevation**  
Scale: 2.25cm = 1m



**3 Right Side Elevation**  
Scale: 2.25cm = 1m



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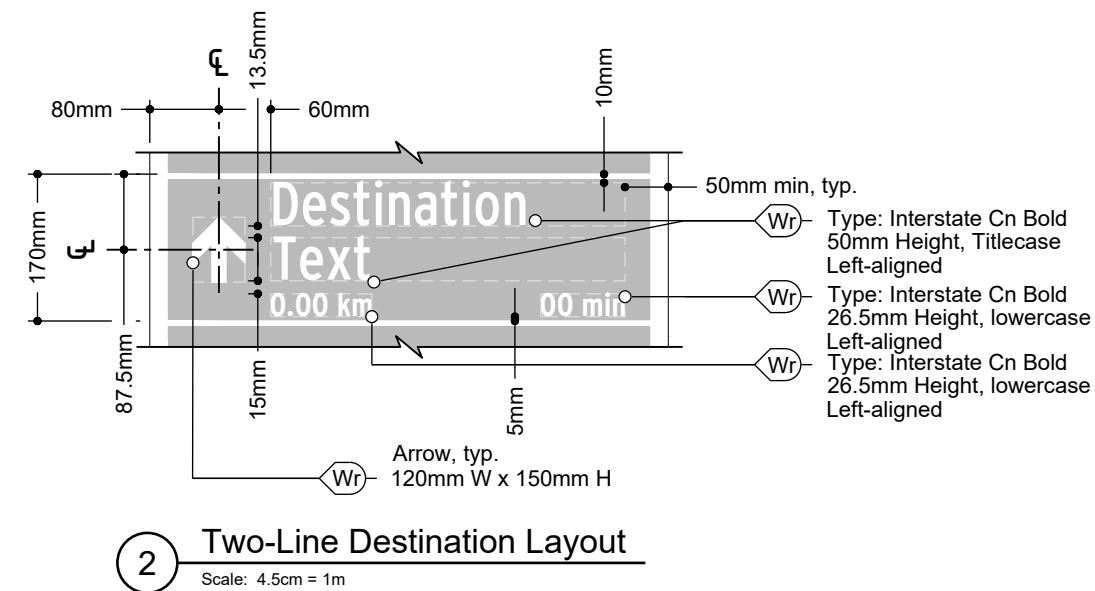
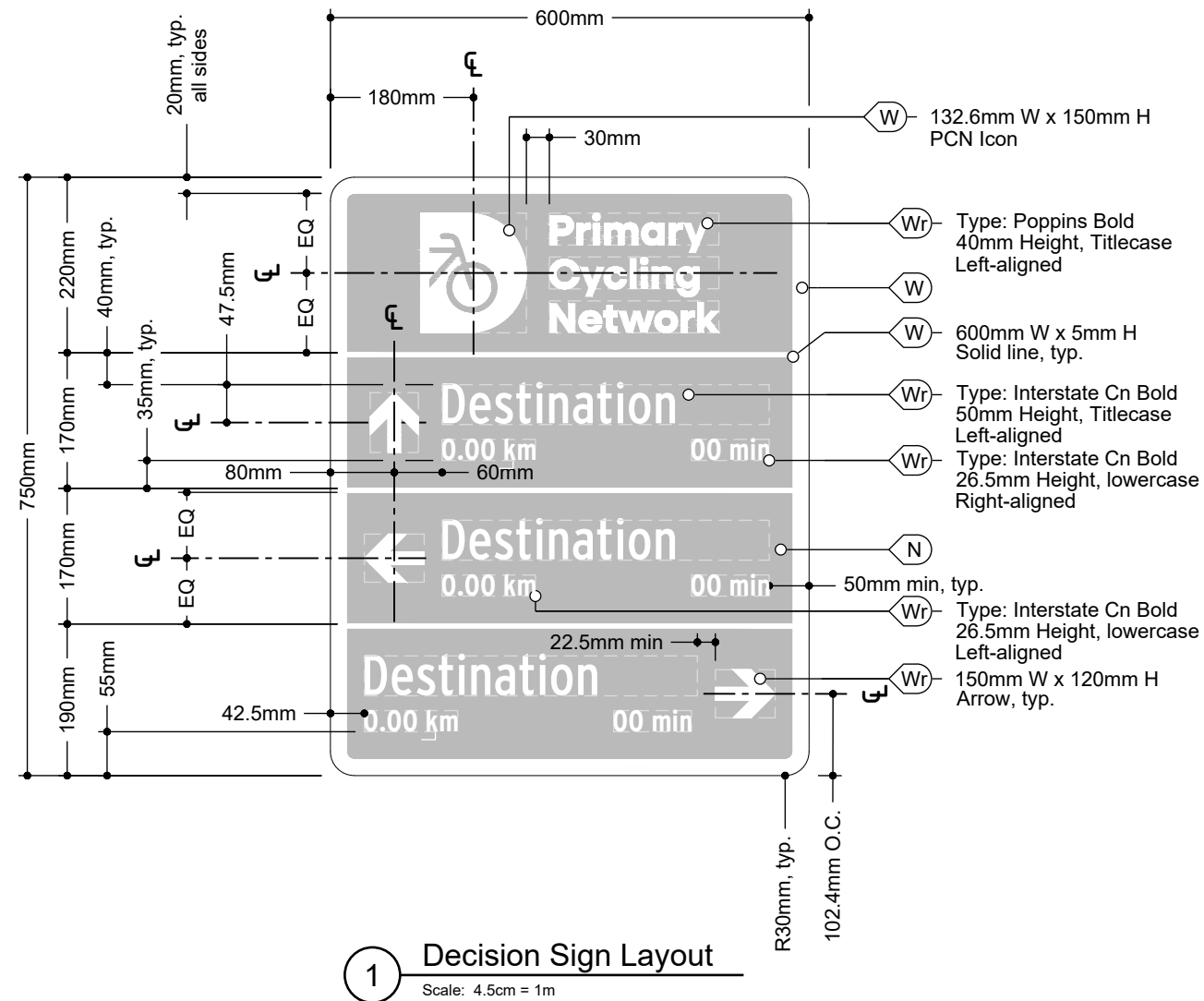
DOCUMENT ISSUE

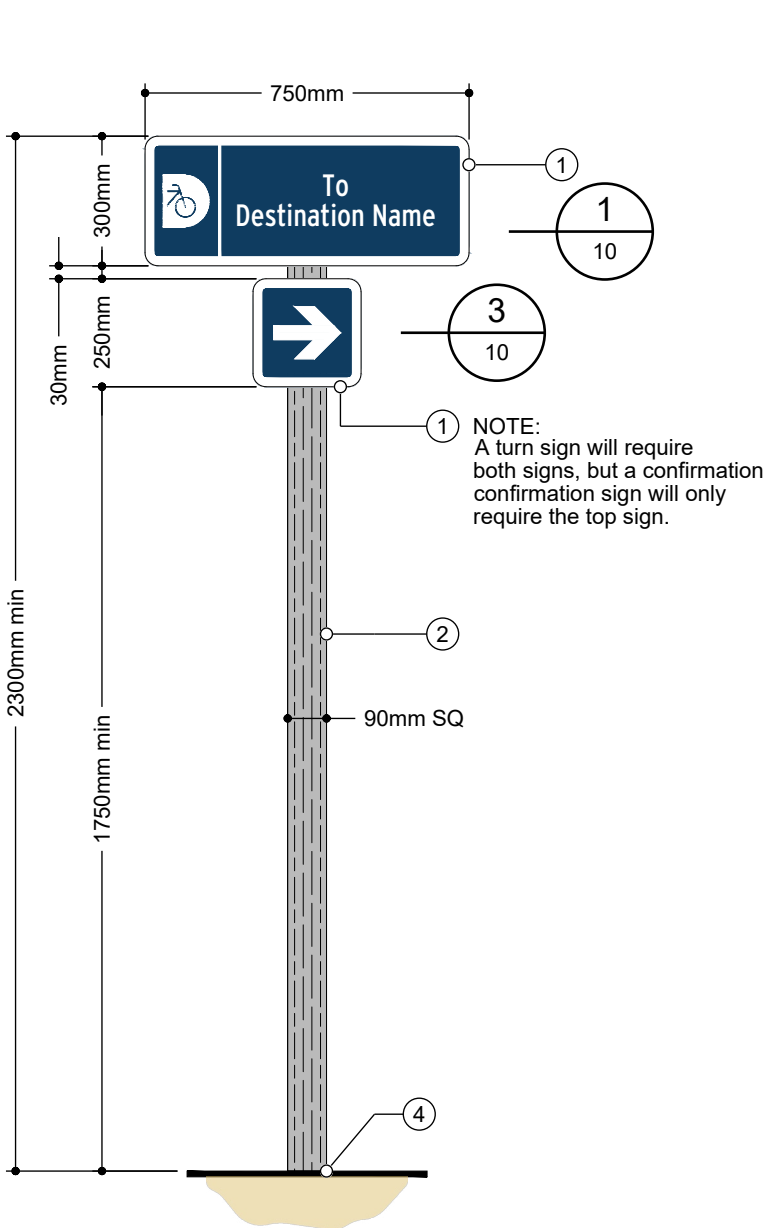
Decision Sign Detail

SHEET TITLE

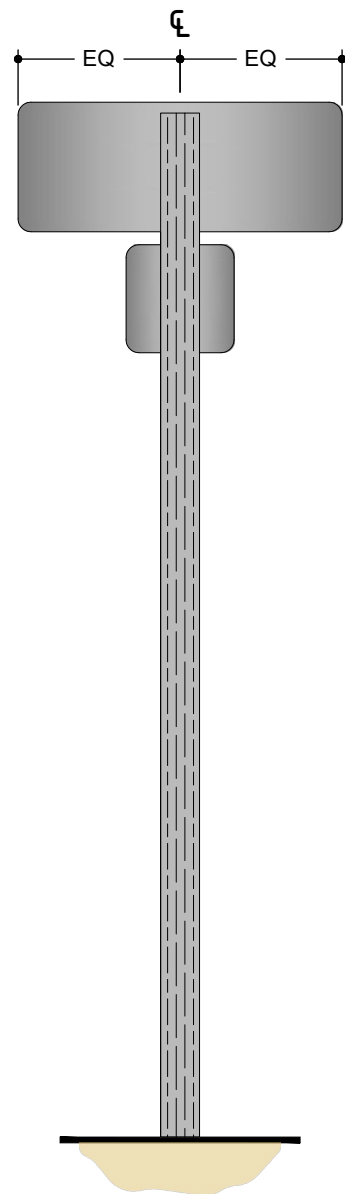
8

SHEET NUMBER

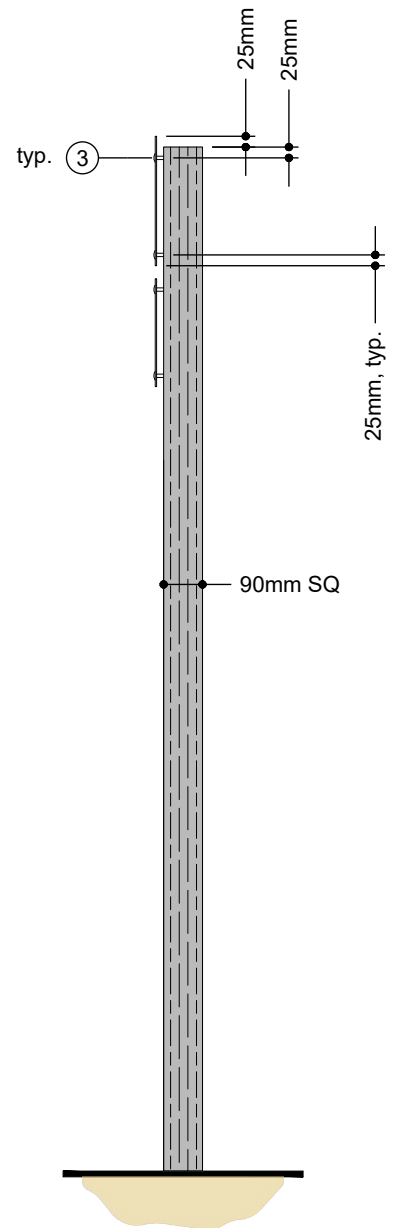




1 Front Elevation  
Scale: 2.25cm = 1m



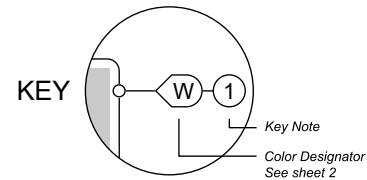
2 Back Elevation  
Scale: 2.25cm = 1m



3 Right Side Elevation  
Scale: 2.25cm = 1m

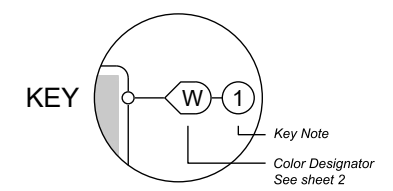
- SIGN PANEL**  
MATERIAL: 1/8" (approx 3mm) thick aluminum  
FABRICATION PROCESS: router cut  
EDGES: routed, finished smooth  
GRAPHICS/TEXT: screen printed, single sided  
COATING: UV protection
- POST**  
MATERIAL: 90mm (4") square wood post
- FASTENER**  
SST lag screw with washer and nylon washer.  
Fabricator to determine size
- CONCRETE FOUNDATION**  
Depth and diameter per engineer's specifications

DRAFT



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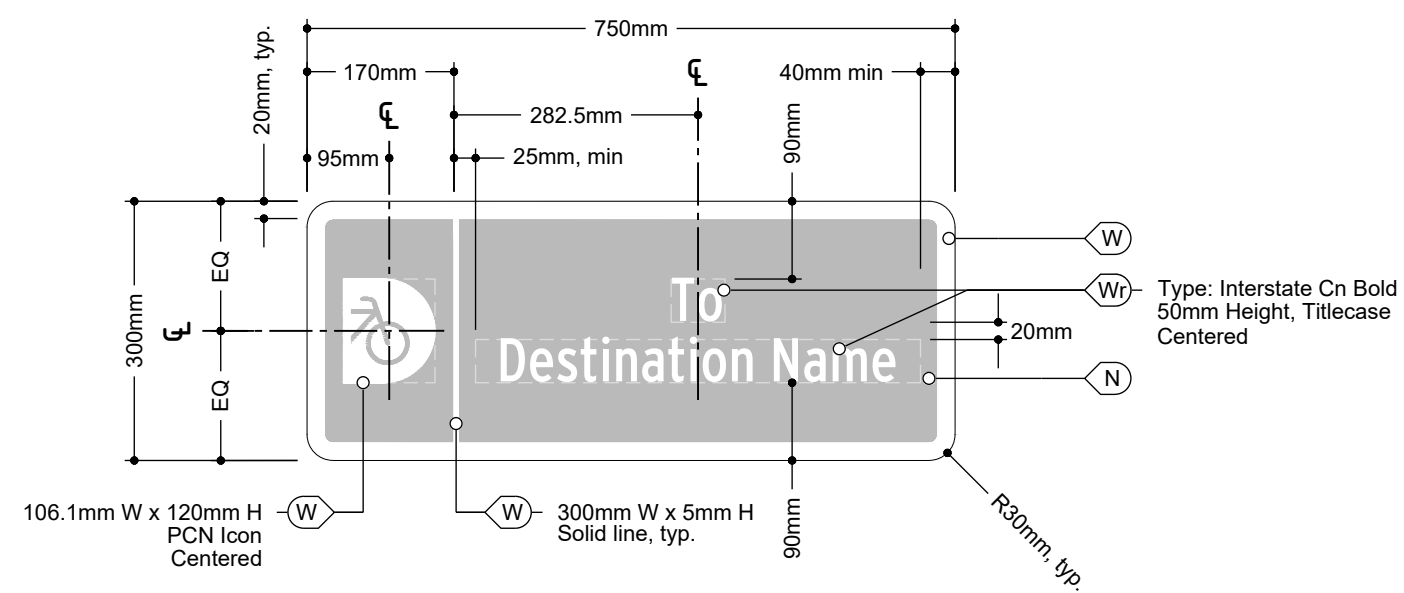
DOCUMENT ISSUE

Confirmation/Turn Sign Detail

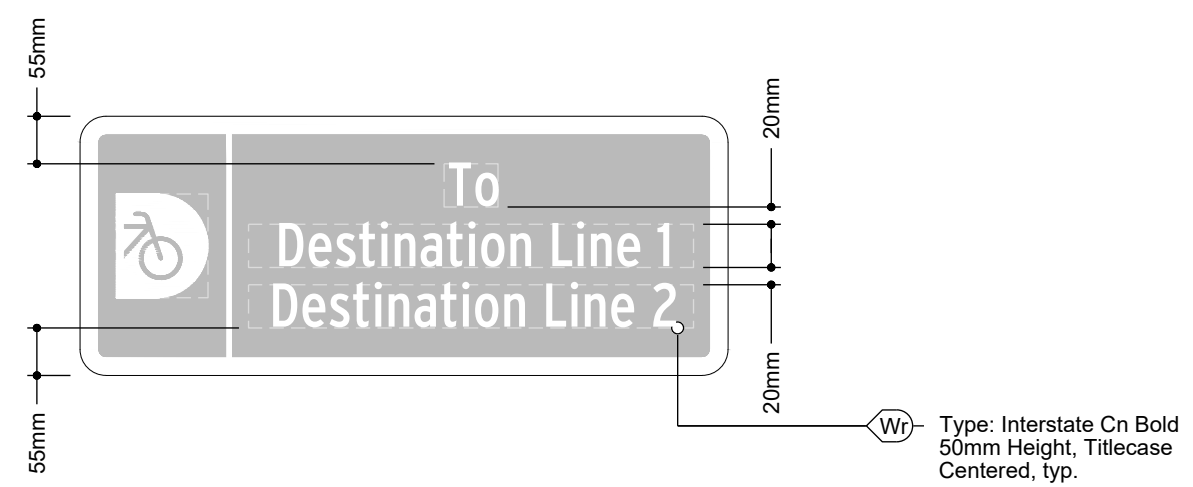
SHEET TITLE

10

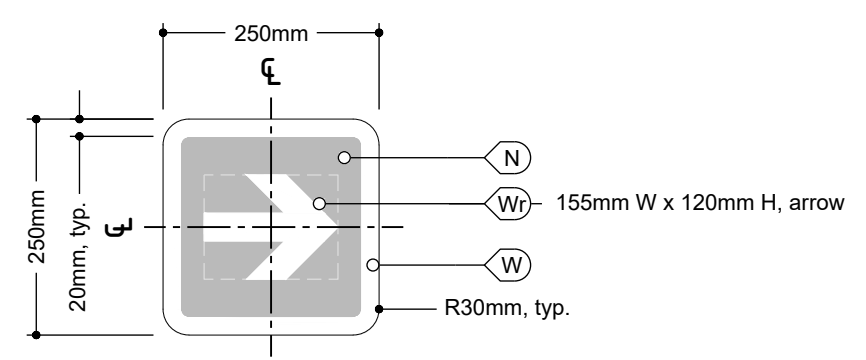
SHEET NUMBER



1 Confirmation Sign Layout  
Scale: 4.5cm = 1m

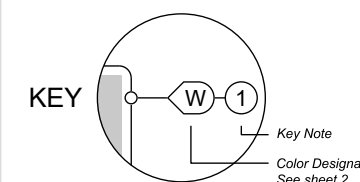


2 Confirmation Sign Layout - Two Lines  
Scale: 4.5cm = 1m



3 Turn Sign Layout  
Scale: 4.5cm = 1m

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#### NOTES

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DOCUMENT ISSUE

Co-Branding Medallion

SHEET TITLE

11

SHEET NUMBER

#### 1. SIGN PANEL

MATERIAL: 1/8" (approx 3mm) thick aluminum  
FABRICATION PROCESS: router cut  
EDGES: routed, finished smooth  
GRAPHICS/TEXT: screen printed, single sided  
COATING: UV protection

#### 2. POST

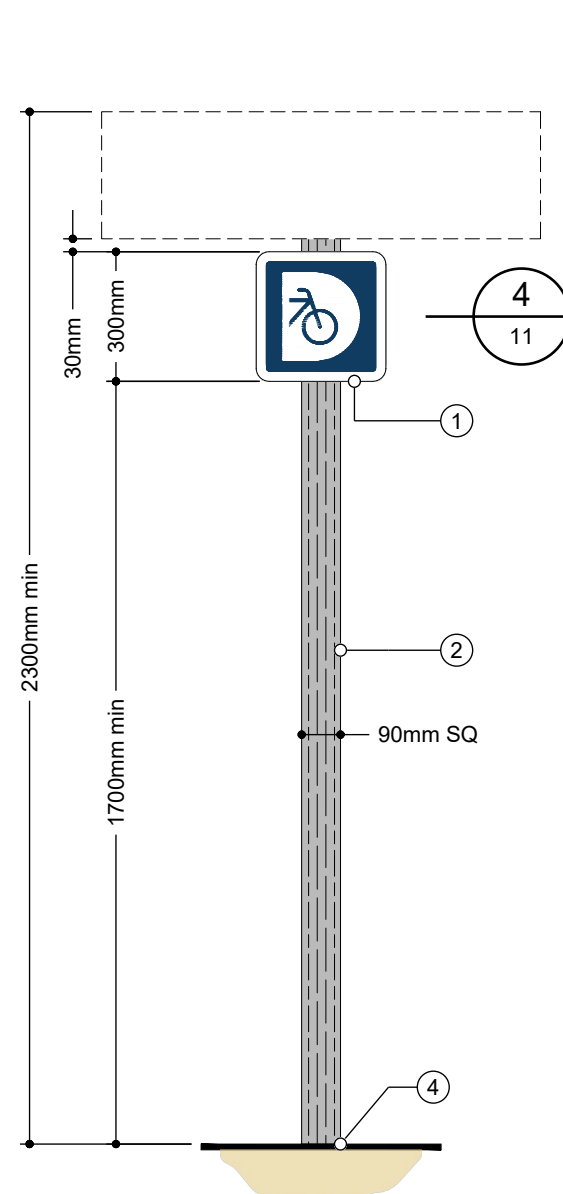
MATERIAL: 90mm (4") square wood post

#### 3. FASTENER

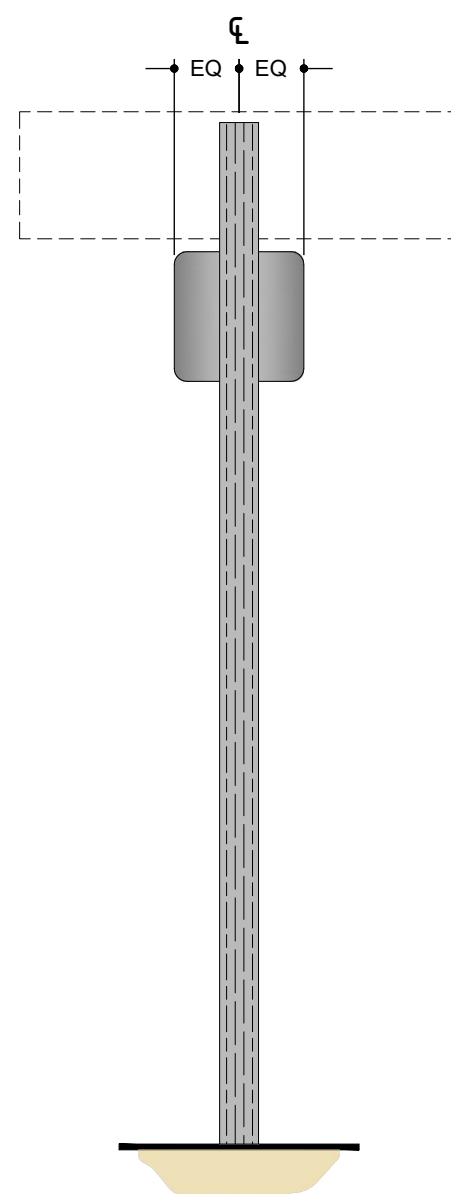
SST lag screw with washer and nylon washer.  
Fabricator to determine size

#### 4. CONCRETE FOUNDATION

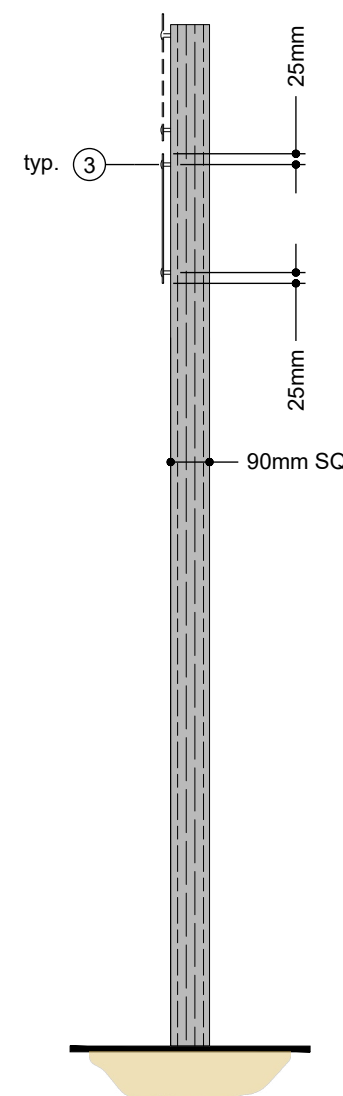
Depth and diameter per engineer's specifications



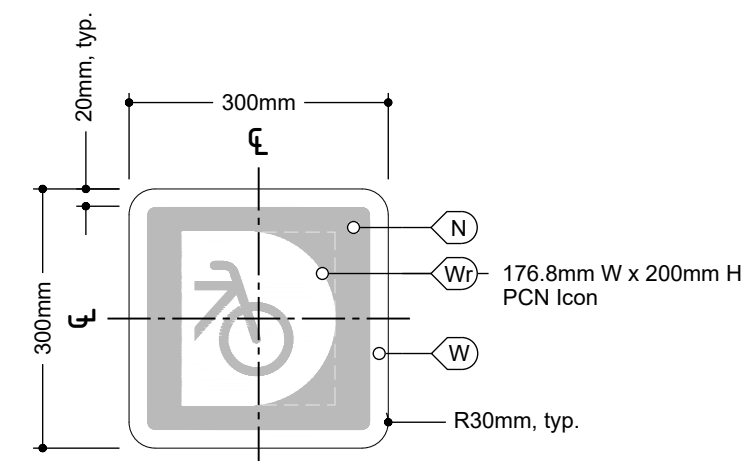
1 Front Elevation  
Scale: 2.25 cm = 1 m



2 Back Elevation  
Scale: 2.25cm = 1m



3 Right Side Elevation  
Scale: 2.25cm = 1m



4 Co-Branding Medallion Layout  
Scale: 4.5cm = 1m

KEY

Key Note

Color Designator  
See sheet 2

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## NOTES

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## Street Sign

SHEET TITLE

12

SHEET NUMBER

## 1. SIGN PANEL

**MATERIAL:** 1/8" (approx 3mm) thick aluminum

FABRICATION PROCESS: router cut

EDGES: routed, finished smooth

GRAPHICS/TEXT: screen printed

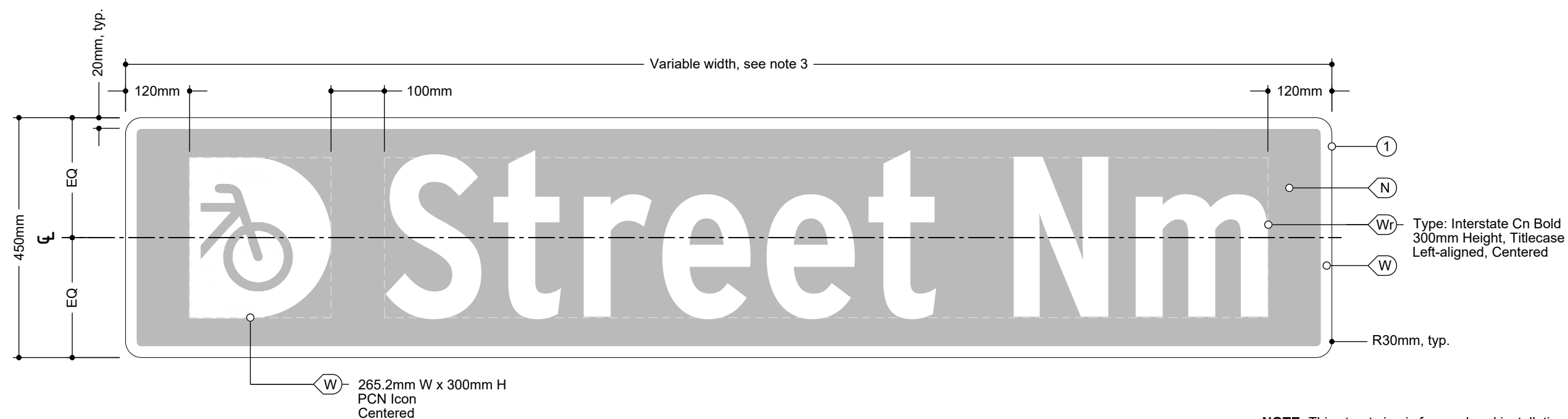
COATING: UV protection

## 2. MOUNTING BRACKET (NOT SHOWN)

Overhead span wire bracket or bracket connection to mast arm, per engineer recommendations. Number of brackets required to be determined by sign fabricator

### 3. SIGN WIDTH

Width of sign to vary depending on length of street name



**NOTE:** This street sign is for overhead installation. A smaller scale sign that conforms to MUTCDC standards would be needed for a post-mounted street sign.

## 1 Street Sign Layout





## **Appendix I: Material Options**

|                                           |            |
|-------------------------------------------|------------|
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## Overview of Material Options for the Sign Family

Table 21. Material Options Reviewed for the Sign Family.

| Category        | Material/Method              | Considerations                                                                                                                                                                                                                          |
|-----------------|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Printing Method | Vinyl Graphics and Lettering | <ul style="list-style-type: none"> <li>• Cost-effective for simple signs like route markers or warning signs, easy to apply and replace.</li> <li>• Limited to flat surfaces, may lack durability for long-term outdoor use.</li> </ul> |
|                 | Digital Printing             | <ul style="list-style-type: none"> <li>• Allows high-resolution printing of intricate designs on durable materials.</li> <li>• Requires durable, weather-resistant materials like aluminum or PVC.</li> </ul>                           |
|                 | Thermal Transfer Printing    | <ul style="list-style-type: none"> <li>• Uses heat to transfer ink from a ribbon onto materials, suitable for durable outdoor signage.</li> <li>• Requires specific printers and materials for optimal results.</li> </ul>              |
| Sign Panel      | Aluminum                     | <ul style="list-style-type: none"> <li>• Lightweight, durable, weather-resistant, commonly used as a base for traffic signs.</li> <li>• Higher initial cost compared to other materials.</li> </ul>                                     |
|                 | Polyvinyl Chloride (PVC)     | <ul style="list-style-type: none"> <li>• Lightweight, cost-effective, versatile, resistant to moisture and corrosion.</li> <li>• May warp under extreme temperatures, less durable than metal.</li> </ul>                               |
|                 | Wood                         | <ul style="list-style-type: none"> <li>• Offers a natural appearance, customizable, suits specific aesthetic preferences.</li> <li>• Requires treatment and maintenance to prevent decay, insect damage, warping.</li> </ul>            |
|                 | Steel                        | <ul style="list-style-type: none"> <li>• Strong and durable, suitable for heavy-duty use and harsh environmental conditions.</li> <li>• Heavy, requires regular maintenance to prevent rust.</li> </ul>                                 |
| Support Element | Aluminum poles/posts         | <ul style="list-style-type: none"> <li>• Lightweight yet durable, resistant to corrosion, easy to install and maintain.</li> <li>• Cost-effective with good longevity.</li> </ul>                                                       |
|                 | Steel poles/posts            | <ul style="list-style-type: none"> <li>• Known for strength and sturdiness, ideal for heavy-duty applications.</li> <li>• Needs proper coating to prevent corrosion.</li> </ul>                                                         |
|                 | Wooden poles/posts           | <ul style="list-style-type: none"> <li>• Provides a natural appearance, suitable for decorative purposes in natural areas.</li> <li>• Requires regular maintenance, less durable than metal or composite options.</li> </ul>            |



## Options for the Information Kiosks

The choice of material for the information kiosk depends on various factors, including aesthetics, durability, and functionality. Concrete kiosks offer stability and strength, making them ideal for permanent installations in high-traffic areas. They are heavy and stable, providing a secure foundation for the kiosk structure. Metal kiosks, on the other hand, are durable and can withstand outdoor elements well, making them suitable for long-term use. Wood kiosks provide a natural and aesthetic appeal, often used in parks or recreational areas. However, wood requires regular maintenance to prevent decay and warping.



## For more information please visit:

<https://yourvoice.durham.ca/cycling-wayfinding-and-signage-strategy>



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