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www.durhamsafecycling.ca

Promoting Safe Cycling Throughout Durham Region

Ministry of Transportation
3rd Floor, Ferguson Block
77 Wellesley Street West
Toronto, Ontario
M7A 1Z8

Bruce MacDonald

November 6, 2015

Attention: The Honourable Steven Del Duca, Minister of Transportation

Dear Minister,

Re: Durham Region – Hwy 407, 412 and 418 bridges (MTO correspondence to the DRCC on Sept 10, 2015)

We would like to thank you for your correspondence to the Durham Region Cycling Coalition (DRCC) on Sept 10, 2015

In your letter you mentioned several provincially funded projects that we acknowledge are commendable. Our local issue, mentioned on page two of your letter, is with the various bridges over the **new** 407, 412 and 418 highways in the Durham Region. What seems to be missed by the MTO/ETR project planners is that cyclists DO NOT feel safe cycling on extremely busy roads, e.g., Brock Road in Pickering, Simcoe Street in Oshawa, Regional Road 57 in Bowmanville, where new interchanges with ETR roads will be constructed. Interchanges on busy roads make them additionally dangerous for cyclists who have to negotiate extra lanes of traffic including large trucks. Also, all the roads you mentioned do NOT have any new cycling infrastructures that the MTO Book 18, Cycling Facilities, would suggest (pages 147-152).

We do, however, feel safer cycling on more secondary roads where NO interchanges with the new ETR roads will be built. Examples are Audley Road, Rossland Road and Westney Road in Ajax/Pickering; Coronation Road, Ashburn Road and Anderson Street in Whitby and Thornton Road and Ritson Road in Oshawa. Similarly, in Phase 2, secondary roads such as Nash Road, Bloor Street, Old Scugog Road, etc. are roads where cyclists will pass over/under the new ETR highways without meeting higher speed traffic at interchanges. At this point, it appears that the bridge decks are all wide enough to accommodate a 1.5m-2.0 m cycling lane, but the approaches on both sides will only have 0.5 m shoulders. Vehicles overtaking a cyclist going uphill do so blind to oncoming traffic. Without a double white center line or a cycling lane there is an increased chance of a serious or fatal accident.



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We have heard *rumors* that the MTO maybe considering, after Phase 1 of the ETR project is complete, coming back to the new bridges and including paved shoulders on some (or all?) of the bridge approaches on the less travelled roads that we have mentioned. This would be a tremendous improvement in safety and we sincerely hope that the rumours prove to be true.

The Anderson Street Bridge over Highway 407 in Whitby is a perfect example of what can be done and is an ideal standard to follow. Our last point is that the government's initiative #CycleON has a clear message and that is to improve cycling throughout the Province. What we have pointed out above is one example where safety on the road can be implemented at a relatively low cost and we sincerely hope these measures can be put in place.

Yours truly,

Bruce MacDonald

For the Durham Region Cycling Coalition

CC: Christine Elliott (retired), MPP Eleanor McMahon, MPP Burlington Tracy MacCharles, MPP
Granville Anderson, MPP Jennifer French, MPP Joe Dickson, MPP