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## Promoting Safe Cycling Throughout Durham Region

Comments on Region of Durham – TMP

Cycling network maps

Stakeholders meeting #3 - June 2016

Further to the Stakeholders Meeting #3 - June 2016 we would like to add the following comments:

- 1) The recently completed section of Highways 407 and Highway 412 has substantially weakened the overall future of the Region's cycling network due to the omission of cycling infrastructure on the new bridges. Many of these bridges are included on the Region's cycling network and now, due the lack of safe cycling infrastructure, they pose a great risk to personal safety. In effect Highway 412 has divided the Region in two as Taunton, Rossland and Dundas are no longer safe to cycle. The next phase of Highway 407 is under construction and if a similar approach in taken by the MTO Oshawa and Clarington will also suffer the same fate.
- 2) The Primary Cycling Network Plan has many flaws we would like to point out:
  - a) Primary routes are shown on major 4-lane roads with no cycling infrastructure, e.g., Brock Rd in Pickering, Westney Rd in Ajax, and Ritson Rd South in Oshawa. Cyclists typically avoid these roads because they are unsafe as they are very busy;
  - b) Regional cycling plans and municipal cycling plans need to be integrated so as to be seamless;
  - c) No east-west cycling routes exist today in Durham Region and still don't beyond 10 years;
  - d) Roads shown new or existing to be cycling routes must include safe cycling infrastructure according to MTO's Book 18 as a *minimum*;
  - e) There should be safe cycling routes to GO transit stations, colleges, universities and other central areas to encourage more commuters;
  - f) Stop-start cycling infrastructure needs to be addressed sooner to provide continuity, e.g., Conlin Rd from Whitby over to Clarington;
  - g) Cycling routes should be numbered and sign posted to correspond with tourist maps;
  - h) Many cycling routes currently used by cyclists do not appear on the plan, e.g., Columbus Rd east & west of Lake Ridge Rd, Thornton Rd north of Taunton Rd and Ritson Rd north of Taunton Rd. plus many in the Northern communities, etc.;
  - i) Sharrows and other OTM Book 18 indicators need to be added to all *existing* cycling routes as municipal cycling networks cross regional roads. Currently most just say "lane ends";



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- j) Roads on cycling routes not scheduled for reconstruction within 10 years should include provision for bike lanes or paved shoulders *added*;
- k) Durham routes need to connect to established routes from adjacent regions;
- l) The northern communities should be helped (due to their low tax base revenue) to develop their infrastructure to accommodate cycling routes in their areas. After all we are a three lake region and should recognize the tourism potential;
- m) Cycling routes need to be continuous. Routes that will not be connected until more than nine years hence will remain unsafe for the foreseeable future;
- n) Cycling routes should recognize that on-road cycling vs multi use paths and trails, as being distinct due to the different types of cyclist and the bicycles they typically use. The Region and municipalities should avoid mixing them on the same route;
- o) All of the key provincial or federal cycling trails through Durham Region, are incomplete or are well below anything close to tourism worthy or world class; Water Front Trail (Pickering & Clarington), Trans Canada and GreenBelt Route.

Whilst many of the above comments could equally apply to the municipalities we believe that regardless of jurisdictional responsibility the cycling plan for the whole region has to be coordinated to produce a coherent and safe network. Furthermore the region/municipalities should aggressively seek out federal and provincial funding provided under green initiatives which mean a cleaner environment and healthier citizens.

In closing, the planned installation time frame shows most of the regions cycling networks, “beyond” ten years, with most of the network remaining with huge gaps. As other jurisdictions around Ontario (Ottawa, York, Toronto, Niagara, Peterborough, Waterloo, etc.) are making large investments to *improve* their network, we in 10 years will still have a *mostly incomplete network*.

Thank you for your considerations.

Bruce MacDonald

Executive Director  
Durham Region Cycling Coalition