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Advocating for Safe Cycling Throughout Durham Region

The City of Pickering
One the Esplanade
Pickering, ON
L1V 6K7

Via E-Mail: ITMP@pickering.ca

Attention: Nadeem Zahoor P. Eng., M. Eng.

May 21, 2021

RE: INTEGRATED TRANSPORTATION MASTER PLAN

Dear Nadeem,

As a community stakeholder, Durham Region Cycling Coalition (DRCC) is pleased to offer feedback with respect to the City's Integrated Transportation Plan (ITMP) dated January 2021. DRCC was a stake holder involved in the ITMP development and had the opportunity to provide input with respect to Active Transportation and we are pleased to note the inclusion of many of our recommendations.

In consultation with our broad-based membership, we have completed an extensive review of the proposed plan and have listed our comments on the pages that follow. Our major recommendation would be that each of the proposed cycling and trails projects be listed with the assigned capital cost and applicable short, medium or long-term time frame.

In addition, we have also included a series of comments from local cyclists that speaks more to the detailed implementation of the Plan but none-the-less are extremely relevant.

Overall, we found the Plan well thought out and comprehensive. Our underlying hope is that the recommendations, particularly with respect to the active transportation component, come to fruition in a timely manner and not be rejected or delayed purely on the financial merits. In other words, the benefits to health, the environment and life style are given full consideration.

We are encouraged with the in-progress of the Whites Road extension north to Highway 7 which includes HOV lanes and bicycle lanes and a Multi-use Path on Taunton Road. Although Regional projects they form an integral and important part of the IMTP.



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When fully implemented the network of safe roads and trails will be a credit to the City and will allow cyclists of all types, ages and abilities to cycle with confidence while exploring the many aspects of the City of Pickering.

Yours truly,

A handwritten signature in black ink, appearing to be "Derek Lee". The signature is stylized with a large loop at the top and a long horizontal stroke at the bottom.

Derek Lee, Director

CC: John Kemp, IBI Group - john.kemp@ibigroup.com



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Pickering ITMP, January 2021 – DRCC Comments

Ref. No.	Report Reference	Comment
1	Page 20, Active Transportation Network	Suggest including cyclists as well as pedestrians on new bridges over Highway 401.
2	Page 26, Exhibit 4.1	Cycling between parked cars and moving cars is extremely dangerous. Consider a cycle track at the curb or relocate the bike lanes from the road to be between the sidewalk and landscaping.
3	Page 27, Operation and Maintenance	Maintenance of trails and cycle lanes to keep them free of debris, sand, gravel and snow is essential to encourage year-round use.
4	Page 32, Twyn Rivers Dr.	Twyn Rivers Dr includes a challenging hill (steep and blind curves) that is avoided by most cyclists and should not be considered a preferred connecting route to Toronto for cyclists.
5	Page 39, What does Pickering do now?	<ol style="list-style-type: none"> 1. The Trans-Canada Trail between the 5th and 6th Concession Rds. is poorly maintained. Resources are required to bring the trail up to acceptable standards, including clearing and surface repair. 2. Also, where the trail passes under Hwy 407, realignment and proper drainage is required to prevent wash-out.
6	Page 40, Exhibit 5.1	We whole heartily agree with the statement <i>“This lack of a cohesive network limits opportunities for cyclists in Pickering.”</i> We would suggest that closing these gaps as detailed in Exhibit 5.5 is a priority.
7	Page 41, Exhibit 5.2	The map appears to be a repeat of Exhibit 5.3 and not the pedestrian network as titled.
8	Page 44, Upgrading the Existing Network	In addition to referencing the Ontario Traffic Manual Book 18: Cycling Facilities, we would suggest reference also be made to the 2019 NACTO (National Association of City Transportation Officials) – Don’t Give Up at the Intersection. As noted in the guide, poorly designed intersections



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		represent a high rate of pedestrian and cycling accidents exacerbated by vehicles making right turns on red lights. Both references are a must for improved road safety for all vulnerable road users.
9	Page 45, Exhibit 5.5	We would suggest the Potential Improvements for Existing Cycling Facilities be included in the 2021-2024 time-frame and added to Appendix A as noted in Ref No 14.
10	Page 46, Recommended Actions	Asphalt paved Multi-use Paths (MUPs) are becoming more widespread as trails and side walks accommodate increasing numbers of pedestrians and cyclists. MTO Book 18 suggests a minimum width of 3.0 m. Some municipalities are adopting a minimum width of 4.0 m with a continuous centre line marking to delineate direction of travel and thereby reducing pedestrian/cyclist conflict.
for	Page 47, Improving Awareness	A common complaint among cyclists is the inconsistency in wayfinding signage from municipality to municipality. The Region is aware of this issue and may be suggesting consistent signage across the region. Co-ordination with the Region and adjacent municipalities is recommended.
12	Page 48, Network Amenities, Bike Parking and End-of-Trip Facilities	Consider including e-bike charging stations. E-bikes are becoming more and more popular especially with the older generations.
13	Page 48, Recommended Actions	Inaugurate an Active Transportation Committee made up from local citizens. The Region and some municipalities already have these in place and they provide valuable input to their respective jurisdictions. An ATC can provide valuable support to an application for Bike-Friendly status for the City.
14	Page 64, Exhibit 7.1	The total capital costs for road and trail cycling infrastructure are shown for the Short-Term, Medium-Term and Long-Term. However, there is no detail as to what has been included in each phase.



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		We would suggest an expansion of Appendix A to include all the components of the Cycling Network and thus provide a baseline for measuring progress.
15	Appendix B, Map 5	The WFT at the foot of Liverpool Rd has been rerouted along Commerce St east to Sandy Beach Rd via Colmar Ave. The original beach route has been eliminated with the removal of the boardwalk.
16	Appendix B, Map 5	The WFT shown around Frenchman’s Bay is shown as an existing Off-Road Multi-use Trail. In fact, the only the section with this designation is on Bayly St. and short sections on the west side of the bay. The rest is on residential streets.
17	Appendix B, Map 5	The Region of Durham, in it’s Regional Cycling Plan 2020, includes the Durham Meadowway which is a trail within the hydro corridor extending from the Rouge Urban National Park to Oshawa. It is our understanding that the Region will take the lead on developing this trail. Map 5 shows the trail exiting the corridor at the Third Concession Rd and re-entering the trail at Brock Rd. The Region’s concept is to continue within the corridor to Brock Rd.



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Pickering ITMP, January 2021 – Pickering Resident Comments

The short-term network makes good use of existing local/collector street network. In many cases, these roads provide a wide pavement area to install dedicated cycling infrastructure with limited time and cost constraints. Ultimately, Pickering suffers from a large grid network of Regional facilities that act as significant barriers for cyclists with less experience riding with or near traffic, e.g., vulnerable road users such as children. Although Pickering has a strong network of local north-south roads, e.g., Rosebank Road, Dixie Road, Fairport Road, and Valley Farm Road, there are limited east-west routes. In addition, these east-west routes tend to be disconnected, offset, or require a detour to avoid the busier Regional Road network. North-south routes suffer from a lack of connectivity across Highway 401, with only one out of four existing crossings providing full separation from Highway 401 and its interchanges.

The proposed long-term urban cycling network makes strong use of the City's 'C' arterial network. However, stronger use of the collector road network may provide better short-term connectivity, considering the more medium-term to long-term nature of projects on 'B' arterial and 'A' arterial roads. Although the Regional Road network provides the most direct route between destinations, the lack of protected facilities and the long-term horizon to receive separated facilities, leaves a significant gap in the cycling network for those riders who are not considered "strong, fearless, enthused and/or confident." Recognizing the capability of the lower tier 'C' arterial network and collector network to provide strong and immediate connectivity in the short-term can likely increase local cycling trips in lieu of the future projects on the Regional road network. This lower tier network also takes advantage of key crossing locations at Regional roads which already include traffic signals and thus a protected crossing facility.

More robust use of the existing lower class road network may provide a stronger use case for those cyclists who are 'Interested but Concerned.' This can aim to provide a connected short-term network, with the long-term network focusing on reducing trip times through more direct routes.



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Recommendations/Comments by Neighbourhood

Rouge Park

- Consider a paved shoulder between Woodview Avenue and York Durham Line, existing cross-section narrows approximately 200 metres west of Woodview Avenue.

Highbush

- Consider provision of cycling facilities on Waterford Gate. Limited east-west routes from Highbush to Pickering City Centre other than Sheppard Avenue. Is there an opportunity for a cyclist connection on Altona Road at Waterford Gate (MPS, PXO, or TCS) to connect to Stroud's Lane via the MUP on the east side of Altona Road?

Rougemount

- Is there an opportunity for a signed route on Woodview Drive, connecting to Rouge Valley Drive via the trail near Rouge Valley Park? Provides connectivity to Littleford Street, and then Rougemount Drive at Altona Road, as an alternative to Sheppard Avenue.

Rosebank

- Existing on-road facility on Dyson Road leads to a staircase/physical barrier for cyclists. Consider routing cyclists along Rosebank Road to the Waterfront Trail or consider an alternative connection at the end of Dyson Road to connect to Waterfront Trail. Connection via Rosebank Road includes a level train crossing, frequented by GO Transit and VIA Rail, which may be a safety hazard.
- Sign additional routes through Petticoat Creek, if possible.

West Shore

- Is there an opportunity for a signed route along Downland Drive between Whites Road and the trail connection to Cliffview Road?
- The hill on Oklahoma Road may not be a preferred route for all user types. Consider signed routes along local streets with lower gradient.



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Woodlands

- The hill on Rosebank Road may not be preferred route for all user types. Consider signed route along Edmunds Drive and Steeple Hill. Route on Steeple Hill would connect to existing commercial development on Kingston Road and planned redevelopment of National Sport lands.
- Carry cycle track on Kingston Road through Whites Road to replace painted bike lane.

Amberlea

- Is there an opportunity to provide cycling facilities on Highview Road between Rosebank Road and Whites Road or connect along New Street and Aspen Road to Stroud's Lane? Parallel route to Stroud's Lane with direct access to St. Mary's Catholic Secondary School. Tie into cycling facilities on Amberlea Road.
- Is there an opportunity to install buffered bike lanes on Rosebank Road between Sheppard Avenue and Finch Avenue?
- Is there an opportunity to re-stripe Stroud's Lane between Altona Road and Rosebank Road to support buffered bike lanes? This would connect with the proposed buffered bike lanes on Stroud's Lane between Rosebank Road and Whites Road which are to be carried to Fairport Road. Remove existing turn lanes and pavement marking median. Explore opportunity to provide on-street parking one side of the street as a compromise, if deemed necessary (area does get busy during school drop-off/pick-up at St. Elizabeth Seaton Catholic School).
- Possible connection to Off-Road Multi-Use Trail via Napeen Road/Whiskey Gate through Amaretto Park?

Dunbarton

- Consider a cross-ride at Dixie Road/Kingston Road on the north approach to support cyclist crossing activities between Dunbarton Road and Dixie Road.
- Recommend buffered bike lanes on Dixie Road between Finch Avenue and Kingston Road through a road diet/pavement marking exercise. Existing roadway width sufficient to accommodate buffered facilities.



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Liverpool

- Opportunity for a signed route on Walnut Lane? Provide continuity between existing Walnut Lane and future Walnut Lane extension.
- Is it possible to connect Pickering Parkway directly to the future Walnut Lane extension, without the offset at Liverpool Road? Private property ownership may be an issue at this location.
- Use Culross Avenue as connection between Dixie Road and Kingston Road until such time that Kingston Road is upgraded.
- Signed route on Storrington Street to connect to walkway/trail to Bronte Square.
- Consider Glendale Avenue or Bowler Drive as a short-term route. Alternative to Liverpool Road, and Glendale Road already includes traffic calming. Existing IPS at Finch Avenue/Bowler Road provides a protected crossing across Finch Avenue, with connectivity to Dixie Road via Maple Ridge.
- Consider small connection on Kitley Avenue to connect Dixie Road to Bowler Road.
- Consider Maple Gate Road as alternative signed route connecting to the Hydro Corridor Trail.
- Consider Rosefield Road as a short-term north-south route in-lieu of Liverpool Road and Valley Farm Road. Traffic signal on Finch Avenue at Rosefield Road provides a protected crossing location.

City Centre

- Consider opportunity for buffered bike lanes on Pickering Parkway, Glenanna Road, and Valley Farm Road.
- Facility on The Esplanade North does not have protected crossing locations at either intersection with Glenanna Road or Valley Farm Road. Consider using The Esplanade South as the east-west connection road. Install bicycle detection equipment (if not already installed) and/or intersection cycling facilities (bike boxes) at existing traffic signals at Glenanna Road/The Esplanade South and Valley Farm Road/The Esplanade South.



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Bay Ridges

- Consider signed route on Tatra Drive as an east-west alternative to Bayly Street.
- Consideration of future off-set on Sandy Beach Road between Clements Road extension and Krosno Boulevard.

Village East

- Lack of short-term connectivity. Consider Pickering Parkway as a short-term improvement.
- Is there an opportunity for a MUP on the north side of Kingston Road between Bainbridge Drive and Finch Avenue, to get around the existing Honda dealership? Intention would be to connect to the trail network on the north side of Finch Avenue leading into Ajax. Use traffic signal at Bainbridge Road/Kingston Road as a protected crossing location.

Brock Ridge

- Formalize Wildwood Trail connecting to Wildwood Crescent.
- Lack of protected crossing facility on Valley Farm Road to connect River Trail and Wildwood Trail.

Pickering North

- Is it possible for the Region to add paved shoulders on Brock Road south of Concession 7 (Regional Road 31) in the short-term? Approximately 320 metres lack paved shoulder.