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Advocating for Safe Cycling Throughout Durham Region

Arnold Mostert, OALA
Manager, Landscape and Parks Development
City of Pickering
1 The Esplanade
Pickering, Ontario
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Via E-mail: amostert@pickering.ca

July 28, 2021

RE: Beachfront Park Revitalization and Needs Assessment Study

Dear Mr. Mostert,

The Durham Region Cycling Coalition (DRCC) is pleased to submit comments on the Virtual Public Meeting launched in June 2021 relating to the revitalization of Beachfront Park. As an advocacy group in support of safe cycling, DRCC is a Durham Region based not-for-profit volunteer organization representing the six cycling clubs in the Region, as well as local cycling enthusiasts.

The Waterfront Trail serves as one of the primary east-west active transportation links through the City of Pickering. It is also almost exclusively separated from vehicular traffic and provides a safe space for cyclists. It is also the only continuous active transportation link connecting the City of Toronto and the Town of Ajax.

We have reviewed the two design options contained in the June 2021 Virtual Public Meeting presentation and offer the following comments for the Active and Passive options, respectively.

Active Option

- Although the passive option generally matches the existing Waterfront Trail cross-section throughout Durham Region, separation of user groups is preferred in high volume areas, or locations with a potential for conflict between different user groups. DRCC supports the active option as means of providing dedicated spaces for cyclists and pedestrians;
- Ontario Traffic Manual Book 18¹ recommends a desired width of 4.0 metres for a two-way cycle track, as opposed to 3.0 metres as presented in the Virtual Public Meeting. DRCC suggests a widening of the cycle-track to the desired width of 4.0 metres;
- DRCC suggests a transition zone be considered approaching the east end of the study area. This is intended to introduce the change from shared to separated facilities and reduce the potential for conflicts between user groups;
- The active option illustrates observation platforms on the north side of the elevated trail. This location will require pedestrians to cross the cycle track. In lieu of removing these observation decks altogether,

¹ Ministry of Transportation. *Ontario Traffic Manual Book 18: Cycling Facilities*. December 2013.



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DRCC suggests including pavement markings and signage at crossing locations, and limiting crossings of the cycle track only at observation decks;

- In support of reducing conflict points, DRCC suggests carrying the landscaped buffer between crossing locations. DRCC also suggests the landscaped buffer include low-profile curbs, as opposed to above-grade planters, which may pose a hazard to cyclists;
- As an additional design element, DRCC suggests contrasting pavement colours between the pedestrian realm and the two-way cycle track; and
- Independent of improvements to the Waterfront Trail, DRCC suggests concurrent improvements to the detour route via Annland Street, Colmar Avenue and Parkham Crescent. This route along with an improved Beachfront Park trail can serve differing cycling groups and riding styles;

Passive Option

Based on the presentation, we offer the following comments regarding the Passive Option:

- DRCC suggests a wider trail cross-section to better accommodate multiple user groups in the shared space; and
- DRCC suggests providing illumination along both sides of the pathway through the study area. We recognize the example images are not representative of a final or draft design; however, they do not illustrate illumination along the trail deck.

In summary, we are very pleased to see the project has given due consideration to active transportation. Our comments are based on the experience of active cyclists who ride on the road (with or without bike lanes), on trails, or on the sidewalk (as legally permitted). Our primary goal, in line with Vision Zero, is to minimize potential conflict between cyclists and other users of the trail network. After extensive review, our recommendation would be in support of the active option, which we see as being the best design for all user groups by separation.

We sincerely hope the foregoing comments will be considered constructive and taken into consideration as the project moves forward.

Yours truly,

A handwritten signature in black ink, appearing to read "Andrew Steinsky".

Andrew Steinsky
Community Ambassador, Pickering

cc. Bruce MacDonald, Executive Director, Durham Region Cycling Coalition