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Advocating for Safe Cycling Throughout Durham Region

Via E-Mail: emobility@durham.ca

Region of Durham
Planning and Economic Development
605 Rossland Road East
Whitby ON, L1N 6A3

January 21, 2022

RE: Regional E-Scooter Draft By-Law

Dear Reader,

As a strategic stakeholder, Durham Region Cycling Coalition (DRCC) is pleased to have the opportunity to provide feedback pertaining to the above noted by-law proposal.

Although DRCC is an advocacy group in support of safe cycling, we are pleased to see Durham Region taking further action to address our climate emergency. Along with the hybrid buses, DRCC is very encouraged to see the Region moving towards accepting and regulating E-Scooters as an alternative mode of transportation thus improving the Regions climate resilience.

Upon completing a comprehensive review of the draft by-law, we do have some serious safety concerns as follows;

- With the added traffic to our MUP network, we are recommending future MUP'S be built to a 4-metre width. This will allow for safer passing and two-way traffic.
 - Further to this, we would strongly recommend the adoption of OTM Book 18 Guidelines relating to the marking and signing of current and future in-boulevard MUP's given the anticipated increase in MUP user traffic
 - Please reference attachment # 1.
- As stated in the Region's Vision Zero Plan, the most common type of collision takes place at an intersection. As such, we are recommending the in-boulevard MUP network be upgraded with cross ride treatment in place at every intersection as per OTM Book 18 established guidelines,
 - Additionally, there is a need for intersection improvements to include a tighter turn radius and prohibited right hand turn on red light. We suggest roads with bike lanes and MUP's be given top priority.



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- Noting provision 9.1(c) the need for more safe & secure facilities for parking scooters and bicycles, will see an increase in demand. How will the Region - in conjunction with Municipal partners - support this need?
- Recognizing the recently approved RCP– 2021, will funding be appropriated to expanding Cycle tracks and/or protected bike lanes in the near term?
- Regarding provision 7.1 (a,b,c,d) enforcement of the highway traffic and Regional/City bylaws is already a serious problem.
 - Is the Region now willing to place resources and training in place to address enforcing the new by-law?
- Referencing section 2.4(a)
 - Some kick e-scooters have a double rear wheel. How will this by-law apply to them if they meet the requirements (b) to (e)? Is a separate by-law required to include them as well electric powered skateboards and unicycles?
- Concerning section 4.2
 - Should a paved shoulder on roads with a speed limit in excess of 50 km/h be included? Cyclists use them.

In closing, thank you for providing DRCC with an opportunity to provide feedback. As cross-users of the same active transportation network, we are encouraged with what we are seeing and are optimistic our suggestions will be helpful as the by-law moves to final approval.

Respectfully,

Bob Astley
DRCC Director

c.c. Ron Lalonde, Executive Director, Durham Region Cycling Coalition

Attachment # 1

- OTM Book 18 Guidelines referenced for MUP Centre Line, Symbol paint marking and conflict zones.



Figure 4.19 – Typical Pavement Markings for Two-Way In-Boulevard Multi-Use Paths



Figure 4.16 – Yellow Contraflow Lane Line

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- OTM Book 18 Guidelines - Crossride configuration.

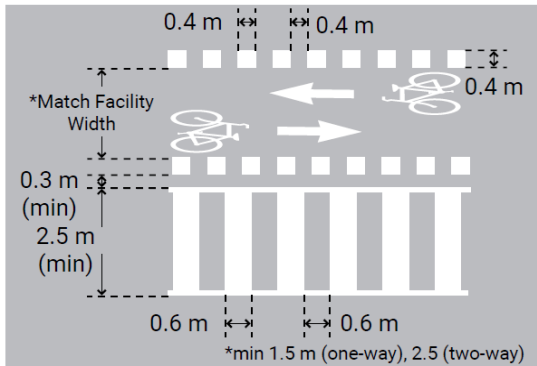


Figure 6.2 – Separate Crossride

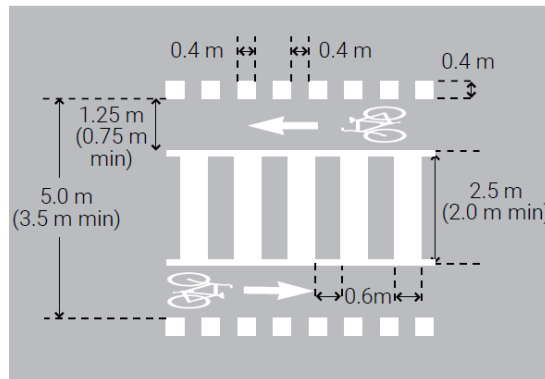


Figure 6.3 – Combined Crossride

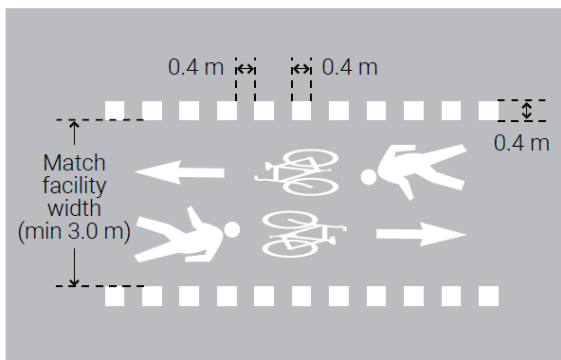


Figure 6.4 – Mixed Crossride

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- OTM Book 18 referenced for MUP Signs configurations currently in use.



- OTM Book 18 referenced for Road Signs.



**TRAIL
CROSSING**

WC-44T (TAC)
(300 x 600 mm)

**PATH
CROSSING**

Wc-32T (Variant)
(300 x 600 mm)

Figure 6.17 – Trail/Path Crossing Tab Sign