



Website: [durhamsafecycling.ca](http://durhamsafecycling.ca)  
Email: [durhamrcc@gmail.com](mailto:durhamrcc@gmail.com)  
Mail: 1B-701 Rossland Road East  
Suite # 629  
Whitby ON, L1N 9K3

Advocating for Safe Cycling Throughout Durham Region

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The Town of Ajax  
Planning and Development Services  
65 Harwood Avenue South  
Ajax, ON  
L1S 2H9

Via E-Mail  
[stephen.ruddy@ajax.ca](mailto:stephen.ruddy@ajax.ca)

Attention: Stephen Ruddy, P. Eng.

June 30, 2022

**Re: Rossland Road Widening – Environmental Study Report June 2022**

Dear Stephen,

At the virtual TAC Meeting #2 on October 29, 2020, we expressed concerns regarding the design of MUPs for the proposed widening of Rossland Road. We followed this with a letter dated November 6, 2020 listing 13 points for consideration. It would appear that many points have largely been brushed aside in the current EA which we find extremely disappointing. As a consequence, we have the following specific comments on the EA which we believe has overlooked the basics for the interaction of pedestrians and cyclists with vehicular traffic.

The Ajax Integrated Active Transportation Plan (ITMP) recognizes Rossland Road as a key east – west cycling route linking Pickering to Whitby and beyond. The ITMP recommended, as noted in the EA, that a buffered bike lane is the preferred option for Rossland Road. The EA rejected this recommendation as well as an off-road cycle track in favour of 3.0 m wide Multi-use Paths (MUPs). We do not agree with this option for the following reasons:

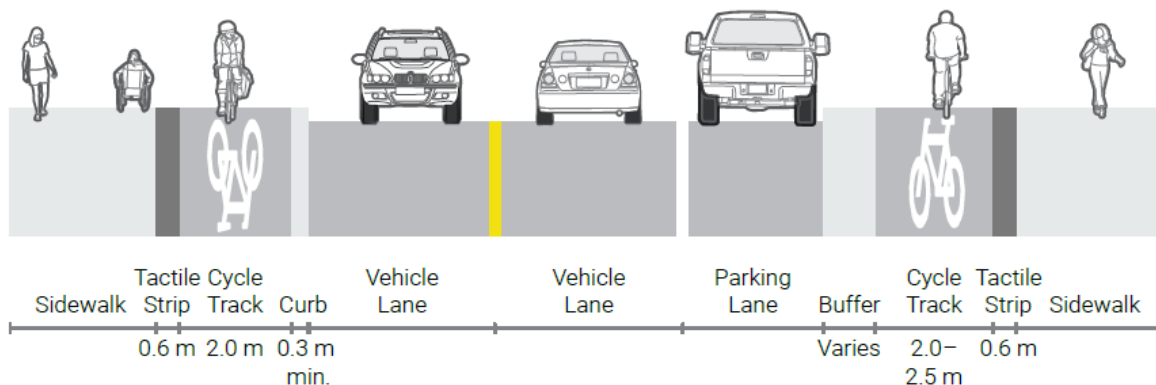
- a) MUPs have to accommodate users of all ages including: pedestrians, infant strollers, dog walkers, mobility vehicles, electric powered kick-scooters, roller bladers and all types of cyclists, including those on power assisted bicycles moving at speeds of 15 to 30 km/h.
- b) A 3.0 m wide MUP cannot safely accommodate all user types travelling in opposite directions. As noted in our previous letter there is no better example of the shortcomings of a 3.0 m MUP than at the Ajax Waterfront Trail.
- c) Evaluation criteria presented in Tables 8.5 and 8.6 contains flawed reasoning thus:
  - i. *Table 8-5 Alternative 1: “Greater conflict points at driveways, entrances, and intersections with on-street bike lanes, ...”*. In our experience vehicles are **more**

- conscious** of bicycles when they are on the road rather than when they are set back on an MUP especially when they make right turns.
- ii. *Table 8-5 Alternatives 2, 3 and 4: “MUPs have potential conflicts between pedestrians and cyclists due to shared facilities”.* Despite this stated disadvantage of MUPs (which we concur with) for all the alternatives it has not been recognized in the final recommendation.
  - iii. *Table 8-6:* The same comments apply as stated for Table 8-5. Basically a 3.0 m wide MUP is not the solution especially when the MUP is on one side of the roadway.

It is our considered opinion that the optimum solution for accommodating active transportation on Rossland Road is a modified Alternative 2 consisting of a raised cycle track adjacent to a sidewalk as shown in Appendix A attached.

From Westney Road to Audley Road the cycle track would be one-way in the direction of traffic on the north and south sides of Rossland Road. From Audley Road to Lake Ridge Road the cycle track would be two-way on the south side of Rossland Road only.

Figures 4.39 and 4.40 from MTO Traffic Manual Book 18, which are similar in context, are shown below.

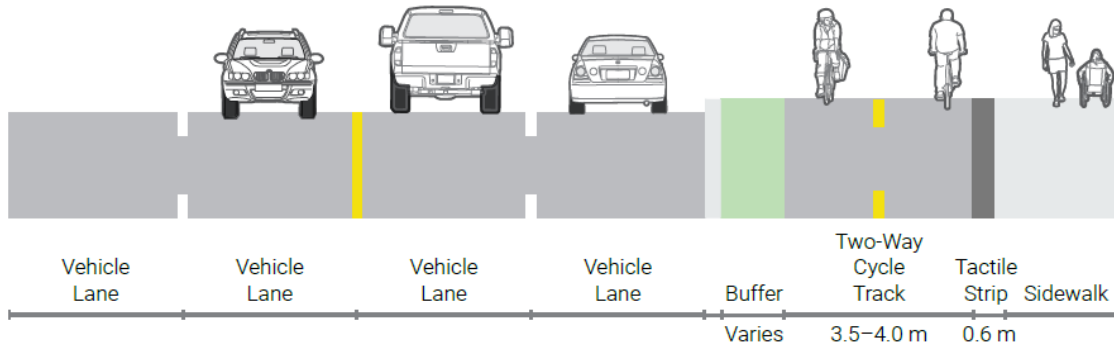


**Figure 4.39 – Cross-Section of One-Way Cycle Tracks**



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**Figure 4.40 – Cross-Section of Two-Way Cycle Track**

One additional comment. Pavement marked crossrides should also be installed at business entrances where the same conflict issues exist as at road intersections.

We trust you will give full consideration to our recommendations and include them in the final submission of the Environmental Assessment. Should you have any questions or would like to arrange a meeting to discuss the alternative active transportation designs we would be more than willing to accommodate either.

Respectfully for DRCC,

A handwritten signature in black ink, appearing to read "Derek Lee".

Derek Lee, Director.

Cc: Ron Lalonde, Executive Director, Durham Region Cycling Coalition.

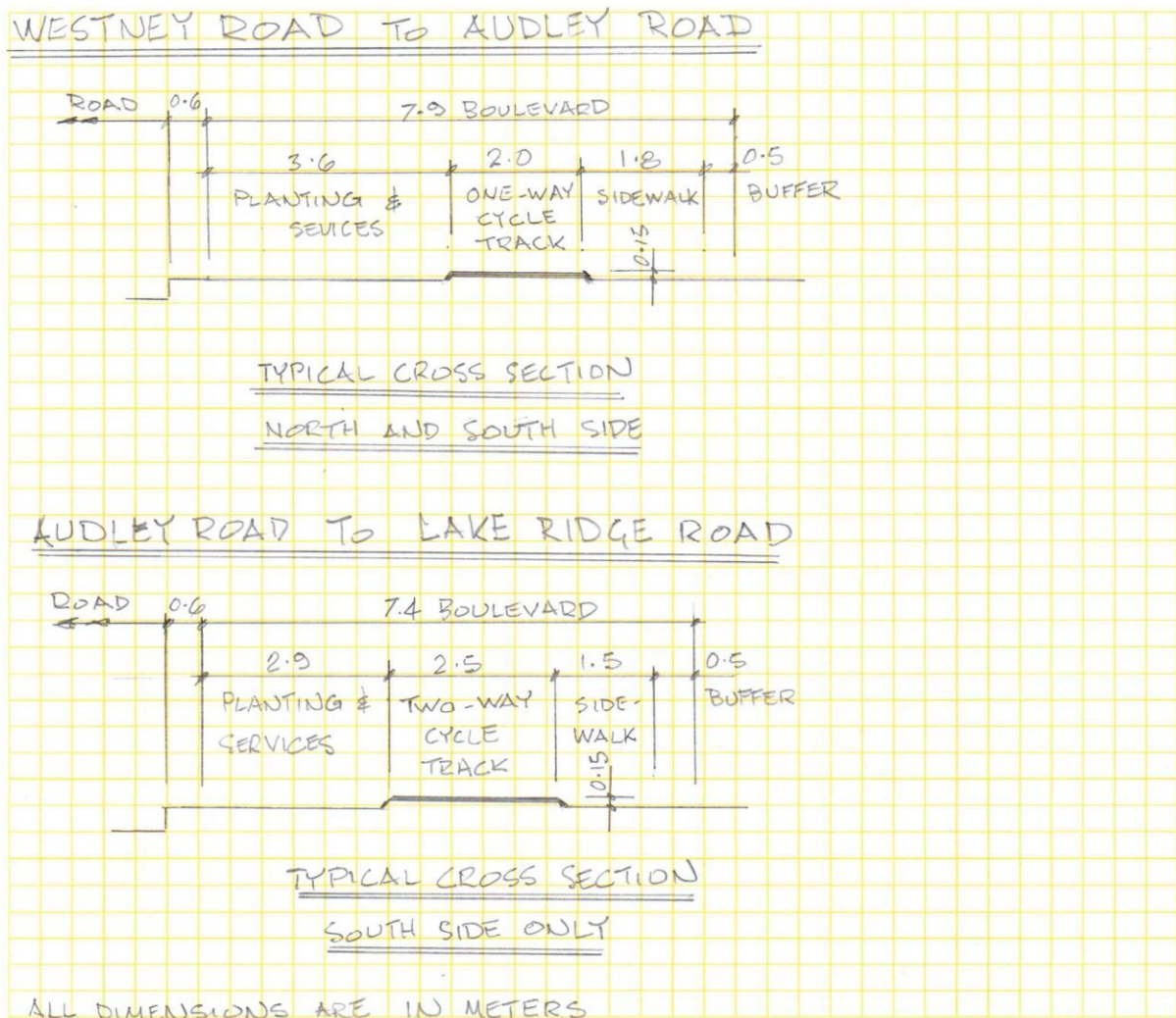


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## APPENDIX A

### Alternate Active Transportation Accommodation



A-1



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