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Advocating for Safe Cycling Throughout Durham Region

Town of Whitby
575 Rossland Road East
Whitby, ON
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Via E-Mail:

Attention: Planning and Development

April 29, 2024

RE: Engineering Projects- Columbus Rd & Henry Street

Thank you for the opportunity to attend the Friday, April 5th workshop presentation regarding the above noted projects.

As requested, Durham Region Cycling Coalition is pleased to provide feedback for consideration from a cycling perspective for each project as follows:

Columbus Road

Our overall assessment of the proposal was a well planned “Complete Streets” approach which recognizes the need to design future space by user group. We fully support the inclusion of a MUP and a raised cycle track which eliminates conflict zones and improves overall safety.

Regarding the intersection design, we would suggest the following:

- Revise the design from a “Combined Crossride” to a “Separated Crossride”.
 - Benefit would be a dedicated zone within the intersection for by-directional MUP users and single directional Cycle Track users to co-exist.
- Add Leading Bike Indicator (LBI) and Leading Pedestrian Indicator (LPI).
- Implement a No Right Turn on red for motorized vehicles entering Columbus Rd. which will prevent creep into intersections thus avoiding cyclist collisions.

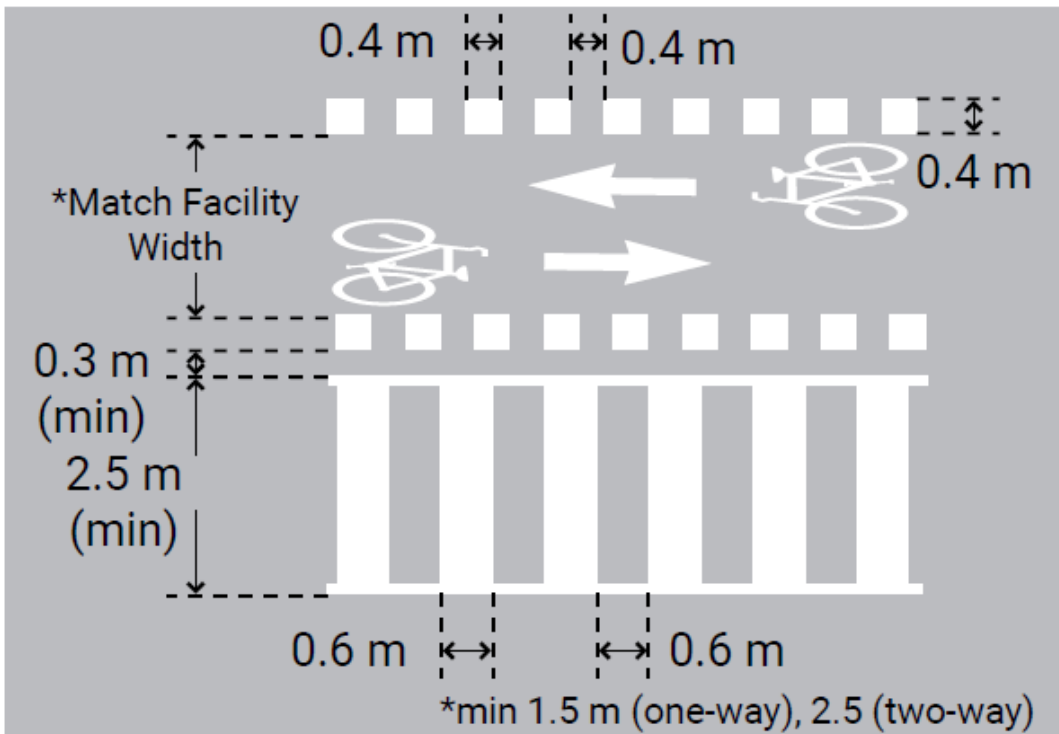


Figure 6.2 – Separate Crossride

Further to this, we would request a review of Durham Transit stop locations to mitigate potential conflict zones with cycle track users; given this group will be traveling in excess of 20km/h.

Lastly, we would encourage underpass trail space be provided at all water crossings in support of future off road trail networks.



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Henry St.

Given the complexity of three separate bridge structures from recent to aged, we understand the challenges the town is facing and appreciated hearing possible solutions (Option 1 and 2) in support of cycling design by user group.

As a background reminder, Henry St. is the primary north / south corridor for *road cyclists* transversing over Highway #401 and CN Rail / Metrolinx to points along the waterfront and beyond. In addition to this, Henry St. also supports *road cyclists* traveling to Whitby GO. Lastly, Henry St. is the identified *road cyclist* route connecting the Waterfront Trail with the Greenbelt Cycle Route- the only one in Durham Region with connections to Whitby GO.

As such, maintaining and preserving road cycling space should be a top priority. Should option #2 move forward with a wider CN Bridge replicating the MTO Bridge, we would fully support the proposed design with possible solutions for the MX Bridge which are referenced below.

However, should Option #1 move forward to rehabilitate the CN Bridge and MX Bridge, we do have a concern with the narrowing of the “identified on-road shoulder” from the recently improved width of approximately 1.25m to the proposed 0.68m which is step backwards.

Referencing Option #1 - given the predominant users for this corridor are “road cyclists” - we would suggest the east sidewalk not be expanded to 1.8m as there is no connectivity or demand south of the bridge. Further to this, we would suggest the proposed MUP be reduced in width to 2.5m with signage posted – lane narrows. From a precedence perspective, the City of Oshawa is proposing a narrower MUP on the Conlin Rd. bridge east of Simcoe.St.

By adopting this approach, space recaptured could then be repositioned back to on-road shoulder lanes. Although not ideal, this give and take approach would provide space in support of all user groups.

Further to this, we would ask that the scope of the project be expanded from the southern point of the CN Bridge to the signaled intersection at the Iroquois Park / Whitby GO entrance.



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Recommendations here include expanding the MUP on the west side of Henry from the intersection to the bridge deck as well as expanding the paved shoulders on both sides of the road to 2m.

Lastly, we would suggest a transition zone for road cyclists through the intersection from on-road to the existing MUP network or vice versa. In so doing, connectivity will be in place from this intersection south to Victoria St. which has an identified cycle crossride.

In closing, we appreciated the invitation to participate in the open meeting format seeking community feedback. Upon review of the material provided, it was evident cycling support was given full consideration.

Thank you for supporting safe cycling.

If we can offer additional support in any way or provide clarity in our comments, please feel free to reach out at your convenience.

We look forward to learning more as both projects unfold.

Respectfully,

Ron Lalonde

A handwritten signature in black ink that reads "Ron Lalonde".

Derek Lee

A handwritten signature in black ink that reads "Derek Lee".