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Advocating for Safe Cycling Throughout Durham Region

City of Oshawa
50 Centre St. S
Oshawa, ON
L1H 3Z7

Attention: Pidenam Bodjona, Transportation Engineer

May 30, 2025

Re: Stevenson Road N. Study

Dear Pidenam Bodjona,

Thank you for the opportunity to provide comment on the Stevenson Road North Environmental Assessment - Environmental Study Report, dated April 2025.

The recommendations below, reflect Durham Region Cycling Coalition's (DRCC) mandate to advocate for cycling infrastructure that supports safe, utilitarian and recreational cycling in Durham Region. Please consider the following comments:

1. We are pleased to see that the Report recognizes that pedestrian and cycling connectivity is a key component of the project given that the proximity of Durham College and Ontario Tech University will generate significant pedestrian and cycling traffic with zero impact to the environment.
2. The Report specifies three design Concepts.

Design Concept 1 From a cycling perspective this is an acceptable concept. However, if there will be significant pedestrian use we would not recommend this option. Pedestrians and cyclists sharing a paved shoulder with minimal separation from a vehicle lane is inherently dangerous.

Design Concept 2 We disagree with a single MUP on one side of the road for reasons noted below and the fact that the MUP has to support opposing directional traffic.

Design Concept 3 We disagree with a bike lane on the west side and an MUP on the east side for reasons noted below.

Our objection to the inclusion of MUPs is based upon the **real** shortfalls of MUP design highlighted below. These shortfalls have led to deaths, serious accidents and numerous unreported incidents of minor injuries.



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- Pedestrians of all ages and abilities should be able to freely walk without conflict from all types of cyclists, including e-bikes and e-scooters legally permitted to reach speeds of 32 km/h.
- Cyclists and scooterists, with or without power assist, should be able to travel freely without having to swerve, slow down or stop to avoid pedestrians.
- At every road crossing there is a real danger of being hit by turning vehicles. Drivers just do not see MUP users as the MUPs are generally well set back from the curbline.
- At business entrances, the situation is the same as at road crossings plus, vehicles exiting the business tend to drive to the curbline before stopping, often failing to see users on the MUP.
- The inclusion of cross rides at intersections does not guarantee safe passage for the user.
- Many municipalities do not permit cycling on sidewalks. Does making a sidewalk 1 m wider change anything?

3. Given the opportunity that the reconstruction of Stevenson Road offers it would be amiss to overlook the safest way to accommodate vehicles, cyclists and pedestrians. Therefore, we would respectfully request that a full review be given to include a buffered cycle lane on each side of the road and a sidewalk on either one or both sides.

Thank you again for this opportunity to comment on the proposed upgrades to Stevenson Road North. We trust you will find our comments reasonable and meaningful.

Kind regards,

A handwritten signature in black ink that reads "Chris Arnott".

Chris Arnott,

Director, Durham Region Cycling Coalition.

chris@durhamsafecycling.ca

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

c.c. Catherine Voytenkov, Project Manager Gannett Flemming Canada