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Advocating for Safe Cycling Throughout Durham Region

Share the Road Cycling Coalition
2048 Broadleaf Crescent
Burlington ON,
L7L 6S4

Via E-Mail

Attention: Aleksander Duric, Bike Friendly Community Program Manager

May 14, 2026

Re: Bicycle Friendly Community – Ajax Application for Recertification

Dear Aleksandar,

The Durham Region Cycling Coalition (DRCC) is a Durham based, not for profit organization, promoting safe cycling throughout Durham Region. We are supported by Durham based cycling clubs and individual cyclists sharing the same vision.

Since 2015 we have actively engaged with Durham Region and lower tier regional municipalities seeking to improve cycling infrastructure which has largely been successful and, to some extent, this has been reflected in the recent award of bronze status to the Region of Durham which we fully endorse.

It has recently come to our attention that the Town of Ajax will be applying for BFC Silver recertification before the May 31st deadline. Although the town's original application for silver status was endorsed by DRCC, over the last number years we have seen a marked decline in support for cycling infrastructure improvements by the Town.

As such, we ask that our unsolicited feedback, as noted below, be taken into consideration as the application is reviewed.

- Although the Town has an Active Transportation Coordinator - with whom we have good communications - the disbandment of the Citizen Active Transportation Committee, that had previously reported on active transportation matters to council, effectively silenced this citizen led feedback forum to council which we understand, is a key requirement for BFC applications.



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- In 2025, the town removed the buffered separated bike lanes located on Harwood Ave. S. and reinstated the low volume vehicle four lanes configuration while adding a single 3 metre MUP to offset the bike lane removal. Despite opposition from the cycling community, local residents, a signed petition with 200 plus signatures as well as a Town Staff recommendation by report to council to not remove the Bike Lanes, all were ignored. Ultimately, at a council meeting largely attended by cycling advocates and community members, a presentation by local advocates was made in favour of retaining the bike lanes. Following this, council then voted to remove the Harwood Ave. S. bike lanes with no **valid reason** ever being provided to support this decision.
- DRCC participated in an Environmental Assessment meeting to review the widening of Rossland Rd. from two to 4-lanes from Westney Rd. to Lake Ridge Rd., a distance of approximately 7 km. The Town's 2019 Integrated Transportation Plan had recommended buffered bike lanes in each direction for this section of Rossland Rd.; however, the Town has rejected this in favour of multi-use paths (MUPs) which does not reflect all users who transit across the corridor.
- Range Road, a gravel road from Ashbury Blvd. to Lake Ridge Rd., was paved some two years ago. Ashbury Blvd. has on-road bike lanes and the Integrated Transportation Plan showed the bike lanes continuing along Range Rd. However, when the road was paved, no bike lanes or other cycling supported infrastructure was included.
- The new MUP, recently added to Bayly St. from Salem Rd. to Harwood Ave. S. was located on the north side of the road versus the existing south side, 7 km continuous MUP currently in place thus creating an unsupported double intersection crossing for cyclists. Further to this, Ajax High School, located on the south side, would have been the primary user had the MUP been continued on the south side of Bayly St. which is now a missed opportunity to support a key Active Transportation user base. The rationale provided to not support the high school was never clearly explained other than "road allowance issues".



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- We have observed some improvements namely;
 - Approximately 305 m of Waterfront Trail adjacent to Lakeview Blvd was twinned to separate cyclists from pedestrians;
 - A 3.0 m MUP was added to Westney Rd. S. from Lake Driveway W. to Bayley St. Unfortunately, the MUP did not extend approximately 340 m to O'Brien Ct. with its back road access to the Ajax GO station.

In summary, although Ajax has a current BFC Silver rating, we have noticed a gradual decline in support of cycling infrastructure construction over the last number of years. In addition to this, it would appear community feedback is no longer a priority given the disbandment of the active transportation committee and the removal of established bike lanes at the behest of DRCC and the community at large.

Though some modest improvements in the form of MUP's and Waterfront Trails have occurred over the last number of years, the overall general direction in support of active transportation has not been favourable from a user's perspective.

As such, we ask that our comments be taken into consideration as Share the Road reviews the Ajax BFC Silver application renewal.

Respectfully,

A handwritten signature in black ink, appearing to read "Ron Lalonde".

Ron Lalonde

Executive Director, Durham Region Cycling Coalition

C.C. Eleanor McMahon, Executive Director, Share the Road Cycling Coalition
Armi de Francia, Active Transportation Coordinator, Town of Ajax