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Advocating for Safe Cycling Throughout Durham Region

The Regional Municipality of Durham
Works Department
605 Rossland Road East
Whitby, ON L1N 6A3

Via E-Mail

Attention: Glyn Reedman, Project Coordinator

August 24, 2020

RE: Municipal Class E/A for Pringle Creek Bridge – Notice of Study Completion

Dear Glyn,

Durham Region Cycling Coalition (DRCC) is a not for profit volunteer organization representing the six cycling clubs and cyclists in general throughout the Region of Durham. As advocates for safe cycling and as a registered stakeholder, DRCC is pleased to have the opportunity to provide feedback to the above noted project within the established time limits.

After a comprehensive review of the available material posted on the Region's website, DRCC notes that Active Transportation (AT) has been given consideration as stated in Sections 7.5, 8.1.3 and Figure 7-1 of the Environmental Study Report.

Our review of the Report indicates four shortfalls in the proposed project.

1. On-road bicycle lanes on either side of the bridge have not been included to accommodate road cyclists;
2. A physical barrier (as on the existing bridge) has not been provided to protect vulnerable users on the MUP;
3. It is most likely that Brock Street South will be totally closed during construction and all traffic redirected to South Blair Street which is in an industrial zone with heavy industrial traffic. This brings into issue the safety of vulnerable road users;
4. Section 7.5 of the Report says "Signage will be required to reduce any potential conflicts between pedestrians and cyclists". In todays world, building something with conflict zones and then adding signage for such is regressive.



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Taking into consideration that the Ontario Waterfront Trail - which is Durham Region's most travelled AT corridor – attracts users not only from the Region, but from across Canada and internationally, any AT design shortfalls at this stage will be carried forward for many decades and should be avoided. Also of note is that the proposed increase in residential density will add even more AT users to the bridge.

Given the above concerns we would recommend the following aspects be accommodated in the final design as a minimum:

- a) Widen the bridge deck to accommodate on-road cyclists by including 1.5 metre bicycle lanes on each side;
- b) Include a barrier wall to protect vulnerable MUP users, e.g., young children moving into the path of passing vehicles.

In addition to the above, and which have not been addressed in the Report:

- i. Consider an independent AT bridge west of the road bridge. This will eliminate all conflict with vehicular traffic and, if constructed first, will negate the need to divert AT users through an industrial zone.
- ii. A 3.0-metre-wide MUP in highly travelled or constrict areas, such as bridges, are user conflict zones. Other municipalities have addressed this problem by twinning or widening the MUP. Therefore, consider a 5.0-metre-wide MUP with clear marking zones separating pedestrians and cyclists.



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In closing, we thank you for providing DRCC with an opportunity to submit feedback. Our primary goal is to bring to your attention our safety concerns with the current bridge design. We are optimistic that our comments will be given due merit as the project moves forward.

At the end of the day can anyone put a dollar value to a lost life or serious injury?

Respectfully for DRCC

Derek Lee

Director

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