



Website: durhamsafecycling.ca
Email: durhamrcc@gmail.com
Mail: 1B-701 Rossland Road East
Suite # 629
Whitby ON, L1N 9K3

Advocating for Safe Cycling Throughout Durham Region

Town of Whitby
3050 Garden Street
Suite # 102
Whitby, ON
L1R 2G6

Via e-mail: beales@whitby.ca

Attention: Commissioner Beales, Public Works

January 17, 2020

RE: Victoria Street W Multi Use Path (MUP)

Dear Commissioner Beales,

As an advocacy group in support of safe cycling, Durham Region Cycling Coalition (DRCC) is a not for profit volunteer organization representing the five cycle clubs located in Durham Region as well as cycling enthusiasts in general across the region.

With this in mind, DRCC would like to take this opportunity to provide feedback to the Town of Whitby regarding the above noted MUP located on the south side of Victoria Street West.

DRCC is very pleased to see that the Town has upgraded this east/west corridor to include an MUP in support of active transportation (AT). We see this corridor as an important and necessary AT route across the southern portion of Whitby as well as supporting the Water Front Trail.

In particular, DRCC is pleased to note some major safety improvements including:

- Fully marked Cross Rides at most intersections are now in place.
- The addition of a parapet safety wall separating the MUP from vehicle traffic at the East Lynde Creek Bridge, a first in Durham Region.
- Guard Rails separating the MUP from Class A Road vehicle traffic in select sections.
- New signage warning vehicles that they are crossing an MUP.
- Shared Pathway and Safety Signs for MUP users.

DRCC sees these progressive improvements by the Town as fully supporting AT safety.

Since the opening of the MUP we have received feedback from AT users with comments and suggestions for further improvements. We would like to share those with you and hope you will give full consideration to these points.



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Marked and Marketed Approach to MUPs.

A marked and marketed approach is now becoming the standard in support of AT across North America and Europe. Using this approach, an MUP would include a centre line marking, user symbols, high conflict zone markings, stop bars with stop signs as well signage. Further to this, user rates improve dramatically when a safe environment is presented.

Center Line and Users Symbols (Harwood Ave, Ajax)



DRCC is recommending both be applied across the MUP Whitby network starting with Victoria Street and the Waterfront Trail.



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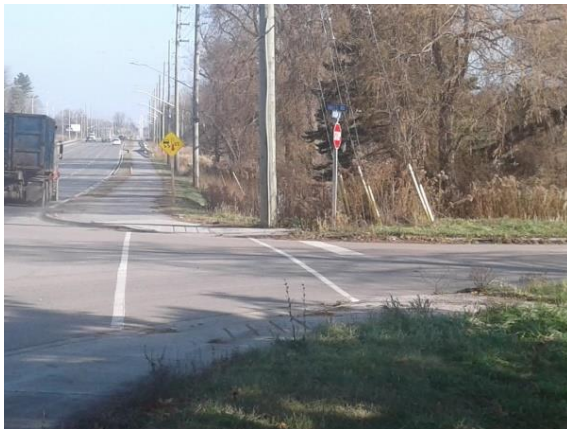
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Missing Cross Rides:

We note a first in Durham with the new Cross Ride treatment applied at most of the intersections along the MUP. However, there are two locations where Cross Rides are missing, namely:

- Halls Road at Victoria. (Town of Whitby Intersection)
- Lakeridge Road at Victoria (Regional Intersection)

Halls Road - Missing



Seaboard Gate - in Place



DRCC is recommending that all intersections be upgraded to include Cross Ride treatment across the full Victoria MUP.



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Halls Road at Victoria - Site Line Improvement

This intersection is very dangerous and places AT users at risk of injury due to poor site lines compounded with no Cross Ride.



DRCC is recommending vegetation management as a simple solution in addition to Cross Ride treatment supported with sign placement indicating vehicles are crossing an MUP.



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MUP Signage:

The new MUP guidance signs across most of the MUP, as well as portions of Henry Street, are welcome additions. Presently, these signs measure 120 inches from the ground to the sign top. By comparison, the same type of sign located elsewhere in the region measures 96 inches from the ground to the top.



DRCC recommends lowering the signs on Victoria to a standard of 96 inches.



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Water Front Trail Signage

Between Havenwood Place and Lynde Shores the Victoria MUP shares the route with the Water Front Trail. Way finding signage for the Water Front Trail was removed for construction of the MUP but was never replaced.

DRCC is requesting that the Water Front Trail signage be reinstated.

Whitby Shores Retail Plaza Entrance / Exit - Site Line Improvement

The entry/exit from Victoria to this plaza has been marked with Cross Rides including stop bars and signage. Unfortunately, vehicles exiting the plaza have their sight lines restricted by brick piers and railings. As a result, vehicles are encroaching into the cross ride without a clear view of cyclists and pedestrians with the potential of causing an accident.



DRCC is asking the Town of Whitby to reach out to the Plaza owner asking for design improvements with removal / reconstruction of the decorative piers thus increasing site line visibility.



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Dangerous Sign

Located just east of Lakeridge on the south side of Victoria is a Town of Whitby By-Laws sign. The challenge with this sign is that it encroaches into the MUP and is low enough to cause a head injury to cyclists.



DRCC recommends that this sign to be moved further away from the edge of the MUP.



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MUP Intersection Victoria / Havenwood

At this trail intersection there is a steep decline approaching Victoria. A temporary barrier has been installed to prevent cyclists over shooting the intersection into the live traffic lane.



DRCC is recommending that this T intersection be converted to a Y intersection to facilitate cornering and that a permanent barrier device be installed.

In closing, DRCC truly appreciates all the great work The Town of Whitby has put into this new MUP.

With user safety in mind, we are optimistic our suggestions will be considered to have merit for implementation.

On behalf of the entire DRCC team, thank you for reviewing our unsolicited feedback comments.

Respectfully,

Derek Lee

Director.