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Promoting Safe Cycling Throughout Durham Region

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Via E-Mail

Envision Durham  
Planning and Economic Development  
605 Rossland Road East  
Whitby ON, L1N 6A3

Feb. 26, 2021

**RE: Envision Durham – Major Transit Station Areas Policy Direction Report #2020-P-7**

Dear Reader,

As a strategic stakeholder, Durham Region Cycling Coalition (DRCC) is pleased to have the opportunity to provide feedback pertaining to the above noted discussion paper. As such, our comments and feedback will be confined to cycling support only.

Upon completing a comprehensive review, DRCC is very encouraged to see cycling forming an integral component of the review process. As a viable option, DRCC would encourage cycling policies and directives be prioritized within the planning process as key alternative to single use vehicles within the MTSA study.

In consideration we would suggest the following be taken into consideration:

**Legacy Go Stations:**

- Constructing a co-ordinated Municipal / Regional cycling network route into the four identified legacy MTSA mobility hubs.
  - Incorporating this strategy into the **Regional Cycling Plan Update** which is presently under review would be key starting point.
  - Adopting OTM Book 18 Guidelines as the primary cycling design resource.
  - Dedicating immediate financial funding support within the planning and budgeting process.

Regarding Section 2.1 Growth Plan, we see the potential to expand the cycling support catchment zone beyond the 500 / 800 metre walking distance to include cyclists within a 5 KM radius which equates to the same identified travel time of 10 minutes.

Adopting this cycling specific approach for cycling infrastructure would also support Section 3.2 and Section 3.3 by providing a safe cycling transportation alternative to single use vehicles.



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Further more - specific to Section 2.2 Metrolinx Regional Transportation Plan - we note a number of goals supporting cycling. As such, in support of facility upgrades at the four Legacy Go Stations our recommendations to Metrolinx include:

- Create a safe identified cycling network across Go Station parking lots from the street entrances to dedicated parking zones.
- Upgrading Bike Parking to a secure holding zones within each station complex. Bike theft is real and has a high rate of occurrence at Go Stations due to lack of support.
- Provide a wheel guide on stairwells allowing cyclist to roll their bikes to and from platforms.
- Collaborate design and concept strategies with local municipalities to arrive at an end use cycling infrastructure network supporting the *First Mile – Last Mile* concept with all being equal partners to success.
  - Dedicating immediate Metrolinx financial funding support within the planning and budgeting process.

Looking to the future four green field MTSA sites, we would recommend a similar approach be taken in support of cyclists as an alternative mode of transportation.

In closing, it is our belief that these recommendations will provide a healthy life style alternative for mobility hub commuters as well as reducing green house gas emissions.

On behalf of every-one at DRCC, thank you for taking time to review our feedback. We are optimistic our suggestions will be helpful as the planning process unfolds.

Respectfully,

Ron Lalonde  
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C.C. Bruce MacDonald, Executive Director, Durham Region Cycling Coalition