



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

The Town of Whitby
575 Rossland Road East
Whitby, ON
L1N 2M8
Attention: Commissioner Beale

Via E-Mail: beales@whitby.ca

March 4, 2021

Re: Draft Active Transportation Plan

Dear Commissioner Beale,

As a registered stakeholder, Durham Region Cycling Coalition (DRCC) is pleased to offer feedback with respect to the draft Active Transportation Plan presently available for public review. In consultation with our broad-based membership, we have completed an extensive review of the draft plan and would first off like to say THANK YOU for undertaking this long over due plan update.

Upon analysis, we see a significant number of goals have been established which are very comprehensive, inclusive and wide reaching. From a user's perspective - and in the interest of keeping our most vulnerable segment of the population safe - we would like to suggest the following as priorities for consideration as the plan transitions from draft format to Town policy.

- **Continuous and Connected Core Spine Network Section 2.2 C-1**
 - Today, we see significant gaps within the proposed core network which remain a barrier to increasing ridership rates due to unsafe cycling connections. As a priority goal, DRCC would strongly recommend the Town focus on closing the major core spine network gaps over the next three years based on available funding. By prioritizing this objective, remaining goals become more achievable with the end result being a wider user acceptance across all demographics as they view bikes as a safe, connected alternative means of transportation.
Please see Appendix A with further detailed suggestions.



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

- **Best Practices in Design and Management Section 2.2 C-10**

- As we reviewed this goal, we note the commentary includes broad based references such as engineering standards and safe infrastructure for all ages and abilities. Our concern is the lack of detail and would recommend the following measurable improvements.
 - OTM Book 18 and Ontario Traffic Council as supplements to engineering standards thereby becoming guiding principals which have clearly defined expectations in support of cyclists.
 - Complete Streets which include all ages and abilities and presently in place with the new “Whitby Green Standards” and adopted by Town Council.
 - Vision Zero playing a more important municipal role while working in unison with the Region to achieve a common outcome.
- Building upon this goal - and the interest of safety – we would also recommend existing legacy infrastructure be subject to a year 2021 compliance review using OTM Book 18 guidelines as follows.
 - Core spine network trails be reviewed to include a centre line, user symbol asphalt markings as well as mid block crossing support such as on the HEPC corridor where it crosses both municipal and regional roads. In addition to this, we would also recommend the implementation of trail etiquette signage across the trail network similar to what is already in place in neighbouring communities.
 - In boulevard core spine MUP’s be reviewed to include centre lines, user symbol asphalt markings as well commercial driveway conflict zone treatment. Further to this – **and a critical safety measure** - would be for all MUP intersections both signalized and non signalized to be upgraded to a fully marked cycling cross ride. On this last point, DRCC is now aware of four incidents involving cyclists being struck by a vehicle at various intersections across the Taunton Road MUP corridor which has no cross-ride support. The danger is real and the need is now as we know intersections are one of the biggest hazards a cyclist will encounter.
 - On road identified cycle route lanes be reviewed and moved to a fully marked cycle lane supported with No Parking restrictions. Three easy examples of many for implementation would be Kendalwood Rd., Garrard Road north of Taunton and Conlin Rd.



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

In closing, although we only touched on goals, we are of the opinion that the overall plan is well conceived, comprehensive and addresses all modes of active transportation throughout the Town.

On behalf of every-one at DRCC, thank you for taking our feedback into consideration. We hope you find our comments constructive and are always available to provide additional input and support.

Yours truly for DRCC.

A handwritten signature in black ink, appearing to be "Derek Lee", written over a horizontal line.

Derek Lee, Director.

derek@durhamsafecycling.ca

C.C. Tara Painchaud Senior Manager Transportation Services, Town of Whitby
Chris Potvin Active Transportation Supervisor, Town of Whitby



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

APPENDIX A

Detailed Comments Re: Whitby Draft Active Transportation Plan

1. **Spine Routes - Priority Projects:** Maps 4 and 5 in Appendix A indicate priority projects, basically filling in the missing gaps. Appendix B, Table 1 shows some of these projects scheduled for 5-10 years and 10+ years. In our view a priority project should be scheduled within 0-5 years.
2. **Annes St/Cochrane St:** The ATP recognizes the missing infrastructure on Annes St. and Cochrane St (Priorities 8 and 6 respectively in Appendix A, Map 4). We believe this is one of the most important routes in the Town as it forms part of the Waterfront Trail - Green Belt Trail connection. Referring to Appendix B, Table 1 we would suggest that all the proposed bike lanes be completed within the 0–3 year time frame.
3. **Henry St:** The proposed MUP from Burns St W to the IPSC is scheduled, according to Appendix B, for the period 5-10 years. Appendix A, Map 4 shows the southerly section as a priority project. We would recommend that the full length of this MUP be brought forward to 0-3 years because this is a significant section of a commuter route to the GO station and the IPSC as well as connecting to the Waterfront Trail at Victoria St W.
4. **Halls Rd:** Please include a cross ride at Victoria St W. This is urgent since Halls Road will be the location of a new parking facility for Lynde Shores. A cross ride is also required at the entrance to O’Flaherty’s Landscape on the MUP west of Halls Road.
5. **Cochrane St:** South of Winchester Rd W to the Heber Down entrance Appendix A, Map 3 shows MUPs whereas Appendix B, Table B1 shows this as a paved shoulder. Also, this route will cross Winchester Rd, a fast, 4-lane highway where presently no crossing facilities exist. Does MTO plan a signalized intersection some time in the future to facilitate a safe crossing?
6. **Off- Road Trail:** Appendix A, Map 3 shows an off-road trail crossing Hwy 407 and Winchester Rd W just east of Cochran St. Is it really intended to provide trail crossing facilities at these major highways particularly as the trail dead ends just south of Winchester Rd?
7. **Columbus Rd** is a major cycling route extending east from Lake Ridge Rd to beyond Oshawa. Appendix B, Table B1 shows a mix of bike lane and cycle tracks on this road. We would suggest not to vary the types of infrastructure and to provide a continuous bike lane and preferably a buffered bike lane.
8. **Annual Cost:** From Table 10.8 the total estimated cost for bike lanes, buffered bike lanes and cycle tracks totals to \$709,000 for the first five years. For the same period MUPs are costed at \$7,835,000. We would suggest a more balanced approach between the various types of facilities.
9. **Multi-Use Paths:** Table B.3 shows unit cost for 3.0 wide MUPs. 3.0 m is a minimum width recommended in Book 18. The need to separate wheeled users from pedestrians suggests a minimum of 4.0 m is required and should be the adopted standard. We believe the width of the imminent reconstruction of the Waterfront Trail east of the harbour is 4.0 m.



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

10. **Amenities:** In Table 10.2, top of P.82: consider including charging stations for e-bikes and electric mobility vehicles. This would provide an opportunity to extend trips.
11. **Construction Pitfalls:** Although not specific to the Plan we would like to add the following observations when it comes to the actual implementation of the work.
 - a) *Catch basins often cause cyclist to swerve to avoid potholes and settlement around the gratings. When roads are to be reconstructed to include on-road cycling infrastructure consideration should be given to recessing the grating behind the curb line or an in-curb design both of which the Region has recently installed on various roads.*
 - b) *Curb cut-outs that leave a lip of 5 cm or more can cause a cyclist to fall if taken at an oblique angle. Perhaps this can be borne in mind when making cut-outs.*
 - c) *Transitions to/from on-road facilities to MUPs before or after intersections should be provided. Cyclists should not be expected to make transitions within a cross walk or cross ride.*
 - d) *Bike lanes should not cease at approaches to intersections. Currently there are many examples of this in the Town, including on Anderson St and Garrard Rd, where cyclists and motorists suddenly have to share the same lane. We would recommend that the solid line marking the edge of a bike lane be continued as a dotted line, possibly including a sharrow, up to the intersection and continue on the other side. This would provide a clear indication that the lane is a shared facility. Green paint in this area would also be a further indication that there is conflict zone.*
 - e) *All MUPs should include a center line marking and chevrons indicating direction of travel.*