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Advocating for Safe Cycling Throughout Durham Region

Shawn Brown
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Via E-Mail: sbrown@oshawa.ca

February 16, 2021

RE: Notice of Public Consultation Conlin Road West Reconstruction

Dear Shawn,

Thank you for taking time to review and respond to our most recent comments regarding the above noted project. We appreciate the positive engagement in support of a mutual cause, that being safe cycling. As such, DRCC has had an opportunity to review your comments and explanations in detail and are pleased to provide additional feedback for consideration as the project moved forward.

Regarding the roundabout question, we now understand your response being the roundabout proposal will be a non controlled intersection (yield only).

For consideration - and in the view of safety and future urbanization - we would like to suggest a Single Lane Pedestrian Priority PXO be considered as shown in attachment #1 versus the planned non controlled option. From a hierarchy perspective, this alternative configuration leads with pedestrians and cyclists as the top priority within the roundabout versus automobiles as presently proposed. We believe this would be a minor upgrade from a cost perspective while delivering major safety improvements for our roadways most vulnerable users.

Please note, we accessed attachment #1 from the planned OTM Book 18 update scheduled for final approval in 2021 as presented by WSP Canada at the recent OBS2020 event.

Further to this, we note in your commentary the encouragement of cyclists to transverse with vehicle traffic into the roundabout upon approach. It is our assumption you are referencing cyclists entering the roundabout from the identified-on road cycle lane which we agree with given "Cycle Sharrows" will be added to the roundabout supporting road cyclists. From a MUP perspective within the roundabout, the option we have proposed would require MUP cyclists to dismount and walk thru the intersection noting this user group is not comfortable being on a roadway with their bike.

Of note, as we reviewed the OTM Book 18 proposed updates specific to roundabouts supporting cyclists, we could not identify guidelines in support of a cycle cross ride within a roundabout which is concerning given the growing trend towards roundabouts across the Region. In the interest of learning more, DRCC will be reaching out to the consult WSP Canada regarding the non support of cycle cross rides within a roundabout.

Lastly, regarding the placement of user symbols on the MUP - and the potential to be slippery - we reference OTM Book 18 as shown below which supports this type of MUP marking. Although plastic stencil markings may be a concern, in our view their composition would be no different than laddered pedestrian cross walks now in use across the Region as per OTM Book 15. Given the consults comment, perhaps yellow paint would be an acceptable alternative which should have a similar longevity life span given the type of traffic a MUP encounters.

Figure 4.98 – Typical Pavement Markings for Two-Way In-Boulevard Shared Use Paths



We are also encouraged to learn the “Shared Pathway” sign on the eastern edge of the MUP will be added, thank you.



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In closing, DRCC is very pleased to see the positive pro-cycling approach being adopted by the City of Oshawa. We appreciate all you are doing in support of safe cycling.

On behalf of every-one at DRCC, thank you.

Respectfully,

Ron Lalonde
Corporate Secretary
Durham Region Cycling Coalition
ron@durhamsafecycling.ca

C.C. Nathaniel Andres, Project Engineer, Regional Municipality of Durham
Bruce MacDonald, Executive Director, Durham Region Cycling Coalition
Mike Harrington, City of Oshawa
Steve Taylor, BT Engineering
Darcie Dillon, BT Engineering

Attachment 1.

Source. WSP Canada Presentation - OBS2020 - OTM Book 18 Proposed Update

Roundabouts

Single-lane, Pedestrian Priority (PXO)

Single-lane, Motor Vehicle Priority

Uncontrolled

