

RCPU Phase 2 Report Comment Sheet

Comments due: March 19, 2021

Phase 2 Report Comments

Comment #	Chapter and section / page number	Commenter	Organization / Section	Comment
1	General Comment	Bruce/Derek	DRCC	"infill projects" as a planning strategy will continue to create gaps in the network . Build a complete Route as soon as possible.
2	General Comment	Bruce/Derek	DRCC	You can't promote cycle tourism without safe infrastructure in place. There are very few safe ways to get over/under Hwys 401, 407, 412 and 418. The Region is boxed in my MTO roads.
3	General Comment	Bruce/Derek	DRCC	A clear Regional/Municipal policy is needed for electric motorcycles (that market themselves as E-Bikes) using the WFT, other trails and MUPs.
4	General Comment	Bruce/Derek	DRCC	Vision Zero and its specific applications to cycling should be referenced and relevant recommendations included in the RCPU.
5	General Comment	Bruce/Derek	DRCC	Most of the RCPU relates to 2030 and beyond (nothing will be connected short term). Sadly the same strategy that was used in the 2010 plan. Will this plan be any different with work being continually pushed back?
6	General Comment	Bruce/Derek	DRCC	Several trails and on-road routes require serious maintenance. Budget should be allocated to bring existing facilities up to standard and identified in the plan.
7	Chapter 2, P 55	Bruce/Derek	DRCC	No reference to mid-block crossings.
8	Chapter 2, P 58	Bruce/Derek	DCCC	Existing bridges require modification to accommodate cycling infrastructure. Prime examples on the proposed Durham Scarborough Bus Rapid Transportation System at the Rouge River and Duffins Creek in Pickering.
9	Chapter 2, Section 2.2.3	Bruce/Derek	DRCC	The federal government may want their recent "cycling grant" money back? These infill projects should receive priority and lock-in funding.
10	Chapter 4, Action #1, P 50	Bruce/Derek	DRCC	We must have complete cycling routes, <i>without gaps</i> , in order "to truly promote and educate cyclists.." FYI, the photo is on the 181 km of mountain bike trails (south of Uxbridge) all built and maintained by local MB club volunteers with NO regional support including support to build parking lots at Dagmar Forest. The statement "the Region maintains a key role in guaranteeing their success." is somewhat hollow.
11	Chapter 4, Action #3, P 56	Bruce/Derek	DRCC	
12	Chapter 4, P 1	Bruce/Derek	DRCC	No reference to using Strava Heat map data for great hints to where cyclists are actually are riding.
13	Chapter 4, P 2	Bruce/Derek	DRCC	No reference to region supporting northern municipalities - they have no DC funding and so can not afford bigger improvements (like Ashburn north of Whitby Town line road, etc.). They can not even pay for 80/20 grants.
14	Chapter 4, P 2	Bruce/Derek	DRCC	Consider adding reference to funding AT/Cycling as a percentage of road budget in Durham
15	Chapter 4, P18	Bruce/Derek	DRCC	GO stations: Region needs to work with Metrolinx to ensure safe infrastructure is in place from the street to bike racks, ie, through the parking lots.
16	Chapter 4, P 24, P 40	Bruce/Derek	DRCC	Build signage and wayfinding soon (we agree it should be Regional lead). Local municipalities like Oshawa/Ajax are ahead now and much of it is confusing. Region needs to take the lead immediately (but 10 pages in the plan?)
17	Chapter 4, P 54	Bruce/Derek	DRCC	Missing any reference for Regional support of local on-street municipal cycling infrastructure through intersections (Whitby: Gerrard at Rossland/Taunton or Ajax: Delaney at Westney or Kerrison at Harwood or Clarington: Green at Baseline/Hwy 2 and many, many other spots)

Phase 2 Mapping Comments

Comment #	Map Reference	Commentor	Organization / Section	Comment
-----------	---------------	-----------	------------------------	---------

1	Maps 3 b, c, etc			The Regional plan is planning mostly MUP's where a Cycle Track/Sidewalk might be better for commuters/tourists. For example: Bayly/Victoria/Bloor/; Anderson in Whitby; Brock S in Pickering and Rossland from Pickering to Oshawa.
2	Maps 3g	Bruce/Derek	DRCC	There are two maps labelled 3g. One is actually Whitby (3h) and Clarington should be 3i
3	Map 1			Concession Rd 3 is already a well used cycling route and should be included from the Uxbridge Town Line all the way north to Ravenshoe Rd. At the intersection with Hwy 47 there is Aninna's Bakery which is the most popular cafe cycling stop in the whole of Durham Region.
4	Map 1	Bruce/Derek	DRCC	Lake Ridge Rd: Recent reconstruction from Columbus Rd to Myrtle Rd includes a paved shoulder that cyclists are now using. If reconstruction with this design continues north it would be a primary route (including a coffee stop at Hy-Hope Farms at Town line Rd) with access to the forest trails east of Lake Ridge Rd.
5	Map 1	Bruce/Derek	DRCC	Bayly St, Victoria Rd and Bloor St is a good E-W route. But we see no progress east of Oshawa GO and none in Pickering. It has been on plans for years and is a principal commuter route to Go stations.
6	Map 1			Access to eight forests south of Uxbridge need better/safer access routes - Chalk Lake Rd, Uxbridge 7th concession, Pickering/Uxbridge town line from Lake Ridge to 7th. Lake Ridge from Whitby/Scugog town line, parking at Dagmar Forest. These forests are the most active areas in all of Durham Region (Strava Heat Maps). Uxbridge and Scugog Townships can never fund the required improvements. A big tourism opportunity for the Region - see many Quebec examples.
7	Map 3a	Bruce/Derek	DRCC	Shirley Rd/RR 19 is currently used by many cyclists and should be recognized as a primary route connecting Old Simcoe St to Old Scugog Rd.
8	Map 3b	Bruce/Derek	DRCC	Simcoe St: Coats Rd to Shirley Rd is an active cycling route (see Strava Heat map). A paved shoulder on Simco St is an urgent necessity.
9	Map 3c	Bruce/Derek	DRCC	Durham/York Line from Wagg to Aurora Rd is a busy high speed section of road. At minimum a buffered bike lane is required. A shared roadway is too dangerous.
10	Map 3d	Bruce/Derek	DRCC	Westney Rd S: Continue the on-road route to Harwood Ave S. This will pass Northern Cycle shop and a coffee shop. It will also intersect Finley Ave and Monarch Ave both with existing on-road cycling facilities.
11	Map 3d	Bruce/Derek	DRCC	Continue the route on Salem Rd south from Bayly St to the waterfront on Pickering Beach Rd (majority has existing bike lanes) rather than diverting west on Bayly St to Harwood Ave.
12	Map 3d	Bruce/Derek	DRCC	Trans Canada Trail on Church St south of Taunton Rd to the power lines is NOT existing. No cycling infrastructure exists between Rossland Rd and Taunton Rd.
13	Map 3e	Bruce/Derek	DRCC	We did not comment on Pickering maps as DRCC is still waiting to see what, if any of our comments, were included in their Master Transportation Plan update.
14	Map 3g	Bruce/Derek	DRCC	Henry St (RR 45) over 2 railway tacks needs to connect with an MUP to the existing MUP. Not as a cycling lane. Much safer way for all ages and abilities to access WFT
15	Map 3h	Bruce/Derek	DRCC	Ritson Rd: Conlin Rd to Winchester Rd is currently a popular route with cyclists (Strava Heat Map). Ritson from Conlin Rd up to Columbus Rd should be shown as a primary route preferably with some on-road infrastructure. It is a much safer route the over Hwy 407 than Simcoe St.
16	Map 3h	Bruce/Derek	DRCC	Thornton Rd north of Conlin Rd is Oshawa's other historic cycling route north (not busy Simcoe St with the 407 interchange). It should be shown as a primary route.
17	Map 3h	Bruce/Derek	DRCC	Rossland MUP from Summerville to Wilson seems like a miss?
18	Map 3h	Bruce/Derek	DRCC	Adelaide St MUP from Summerville to Wilson is another miss - using only Buckingtoham/Hillcroft on-road eliminates kids riding e/w to several schools in the area (rush hour traffic is crazy on side streets)

19	Map 3h	Bruce/Derek	DRCC	Mary Stet has cars parked all long it. Only the brave ride it. Urban paved shoulder/parked cars on one side and full bike lane with parked cars (no Enforcement) on the other. No Support at Rossland, Adelaide etc
20	Map 3h	Bruce/Derek	DRCC	Missing: Durham's only cycle track along Athol St - which also has a gap from Oshawa City Hall west to the trail system.
21	Map 3h/Report Section 2.4.2.2, page 58	Bruce/Derek	DRCC	Consider adding an AT tunnel under Baldwin at 407 for Meadoway and GO Bus stop during hwy rebuild - use more of these through out Durham (or under Taunton at Lynde Creek at Cochrane). Similar to Oshawa Creek at Bloor.
22	Map 4f	Bruce/Derek	DRCC	Henry street RR 45 (Top to bottom) remove on street parking, 401/CN/GO rail crossings - move forward in scheduled timeline - make it shovel ready. This is a major commuter route
23	Map 4f	Bruce/Derek	DRCC	Taunton Rd has a major gap in the MUP between Des Newman Blvd and Baycliffe Dr. This needs to move up in priority. MUP users are currently taking to the highway and are at risk.
24	Map 4f	Bruce/Derek	DRCC	Regional/Baldwin/407 new bus terminal (which includes bike parking), but no way to get there from Brooklin?
25	Map 4f	Bruce/Derek	DRCC	Someone just added a brand new sidewalk over 407 - why not an MUP?
26	Map 4f	Bruce/Derek	DRCC	Ashburn road north of Myrtle is already existing with bike lanes.
27	Map 4f	Bruce/Derek	DRCC	Consumers Dr from Anderson St to Thicksn Rd should be sooner otherwise creating another long term gap. Myrtle Road (east of Ashburn Rd and part of the Green Belt Cycling Route) should be upgraded to buffered paved shoulder to match OTM Book 18 due to speed/volume of traffic.