



**Oshawa Active Transportation
Advisory Committee
Meeting Agenda**

**Wednesday, December 7, 2022, 6:30 p.m.
Committee Room**

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Pages

Additional Agenda Items

(As may be presented at the meeting)

Declarations of Pecuniary Interest

(As may be presented by Council Members)

Presentations

Region of Durham - Durham Meadoway Visioning Study Status Update

Alia Tulloch, Transportation Planning Analyst, Region of Durham to provide a presentation concerning the Durham Meadoway Visioning Study Status Update.

Delegations

None.

Referrals from Council and Committees

None.

Correspondence

None.

Reports

**OATAC-22-24 - Oshawa Active Transportation Advisory Committee 2023 Meeting
Schedule**

Recommendation

That the Oshawa Active Transportation Advisory Committee 2023 Meeting Schedule as set out in Report OATAC-22-24 be adopted as recommended.

OATAC-22-25 - 2022 O.A.T.A.C. Projects Working Group Report - Review of Cross Rides Report December 2022

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Recommendation

That Report OATAC-22-25, concerning the 2022 O.A.T.A.C. Projects Working Group Report Review of Cross Rides Report for December 2022 be received for information.

OATAC-22-26 - 2022 O.A.T.A.C. Projects Working Group Report - Review of E-bikes Report December 2022

9

Recommendation

That Report OATAC-22-26, concerning the 2022 O.A.T.A.C. Projects Working Group Report Review of E-bikes Report for December 2022 be received for information.

Items Introduced by Members

Adjournment

Oshawa Active Transportation Advisory Committee 2023 Meeting Schedule

JANUARY							FEBRUARY							MARCH						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7				1	2	3	4				1	2	3	4
8	9	10	11	12	13	14	5	6	7	8	9	10	11	5	6	7	8	9	10	11
15	16	17	18	19	20	21	12	13	14	15	16	17	18	12	13	14	15	16	17	18
22	23	24	25	26	27	28	19	20	21	22	23	24	25	19	20	21	22	23	24	25
29	30	31					26	27	28					26	27	28	29	30	31	
APRIL							MAY							JUNE						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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23	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30	
JULY							AUGUST							SEPTEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
						1				1	2	3	4	5					1	2
2	3	4	5	6	7	8				1	2	3	4	5					1	2
9	10	11	12	13	14	15	6	7	8	9	10	11	12	3	4	5	6	7	8	9
16	17	18	19	20	21	22	13	14	15	16	17	18	19	10	11	12	13	14	15	16
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30	31						27	28	29	30	31			24	25	26	27	28	29	30
OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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15	16	17	18	19	20	21	12	13	14	15	16	17	18	10	11	12	13	14	15	16
22	23	24	25	26	27	28	19	20	21	22	23	24	25	17	18	19	20	21	22	23
29	30	31					26	27	28	29	30			24	25	26	27	28	29	30

To: Oshawa Active Transportation Advisory Committee

From: O.A.T.A.C. 2022 Projects Working Group

Subject: Review of where Cross-Rides are appropriate in Oshawa.

1.0 Purpose

To respond to O.A.T.A.C. resolution adopted Sept. 7, 2022 requesting the 2022 Projects Working Group to provide comments on cross-rides in Oshawa.

Definition: A cross-ride permits a cyclist to remain on their bike and ride across a street. They are generally used when a boulevard multi-use path or trail crosses a street.

Without a cross-ride a cyclist is required, by law, to dismount their bicycle and push it across the street. This prohibits cycling from being competitive with auto driving and Oshawa from being competitive with other municipalities for recreational cycling.

2.0 Comments

2.1 Thornton Road From Taunton Rd. to King St.

Cross-rides exist at Bermuda Ave., Prestwick Dr., Apple Valley La., Tarn Cr., Tatra Dr., Adelaide Ave., Thornton Rd. and Castlegrove Ave.

The only street to cross without a cross-ride is Rossland Road. Cyclists, pedestrian and other active transportation people use the existing sidewalk, from Rossland Road to Prestwick Dr. in front of a shopping centre due to a lack of sufficient width to construct the three meter MUP at this time. The temporary lack of width should not require people to push their bicycles across Rossland Road, and should not be a reason to not provide notification to drivers of cyclists crossing the plaza driveway.

Rossland Road requires a cross-ride and signs are required where the three meter MUP is ended at the north side of Rossland Road and at the south side of Prestwick Drive advising that the path continues. The Plaza driveway should be painted as a high volume MUP crossing to advise motorists of cycling use of the sidewalk.

2.2 Taunton Road, South Side. From Whitby to Somerville St.

A cross-ride exists at Northbrook St.
Cross-rides are required at Thornton Road, Keith Ross Dr. and Airport Blvd.

2.3 Simcoe St. West Side From Oshawa Creek to Winchester Road

Cross-rides exist at Britannia Ave. and Windfields Farm Dr.

Cross-rides are required at Niagara Dr. (south) & Niagara Dr. (north),
Commencement Cir. and Conlin Road.

2.4 N. Conlin Rd. North Side. From the driveway access to the Campus Ice Center to Simcoe Street.

No intersecting streets

2.4 S. Conlin Rd. South Side. From Simcoe Street to Walreg Dr.

Cross-rides are required at Simcoe St. and Conlin Road (4) and Walreg Dr.

2.5 Division St. From William St. to Adelaide Avenue. No cross-rides required.**2.6 Valley Dr. From Ritson Rd. to Lakeview Park No cross-rides required.****2.7 Ritson Rd. From Waterfront Trail to Lakewoods Park. No cross-rides required.****2.8 Lakeview Park Ave. From Kluane Ave. to Simcoe St. No cross-rides required.****2.9 Wilson Rd. East Side. From Harmony Creek MUP to Beatrice St.**

Cross-rides exist at Attersley Dr. and the communal driveway.

Cross-rides are required at Wilson Road and Beatrice Street (4).

2.10 E. Harmony Rd., East Side. From Delpark Homes Recreational Centre South Driveway to Conlin Road

The North driveway to Delpark Homes Recreational Centre should be painted as a high volume driveway or cross-ride.

2.11 W. Harmony Rd. West Side from 150m. South of Taunton Rd. to 380m. South of Taunton Rd.

The plaza driveway and the private communal residential driveway should be painted as cross-rides or high volume driveways.

2.12 Townline Rd. West Side From 200m south of Adelaide Ave. to 550 m south of Adelaide Ave.

Shankel Rd has a cross-ride. Vilolet Road is similar to a driveway and does not need a cross-ride at this time.

- 2.13 Michael Starr Trail From Oshawa Creek Valley trail south of Bloor Street to Tecumseh Avenue West of Simcoe St.

A cross-ride exists at Rossland Road.

Cross-rides are required at the following streets: Simcoe St. & Bloor Street (4), First Avenue, Olive Avenue, Banting Avenue, Barrie Avenue, Wilkinson Avenue, Emma Street, John Street, Carriage Works Dr., Division Street & William Street (4), Adelaide Avenue East side, Hillcroft Street, Darcy Street, Mary Street, Beatrice Street and Simcoe Street at the pedestrian crossing near Tecumseh Ave.

- 2.14.1 Joseph Kolodzie Trail along the Oshawa Creek Valley

From the Waterfront Trail to Adelaide Avenue.

Grade separations are provided at Thomas Street, Wentworth Street, Bloor Street, Hwy. 401, Mill Street, CPR, Gibb Street and John Street. Future Grade separations are to be provided at King and Bond Streets as part of the King Street rapid transit improvement. A future grade separation should be provided at Adelaide Avenue. Should the Gibb Street underpass be closed, a pedestrian, bicycle activated signal will be required. Further grade separations should be provided further north should lands become available.

Cross-rides are required on Simcoe Street at Valley Drive, on Valley Drive at Ritson Road.

- 2.14. 2 Joseph Kolodzie Trail along the Oshawa Creek Valley from Glencairn St. to Taunton Road. (Beside the Airport)

No cross-rides are required.

- 2.15 Harmony Creek Valley Trail From Harmony Road to Wilson Road

Grade separations are provided at Wilson Road, Rossland Road, Adelaide Avenue, Bond Street and King Street. A future grade separation should be provided at Harmony Road in the Harmony Creek Valley. The northerly extension of this path should follow the Hydro Easement to the Meadoway Trail.

A cross-ride is required at Hillcroft Street.

- 2.16 Warne / Goodman Creek Valley From Oshawa Creek to Taunton Road

A cross-ride is desirable at Bermuda Avenue with better access to the valley restored south of the new culvert. It is our understanding that a cross-ride will be installed when traffic lights are installed at King Street and Waverly Street. The trail system is not sufficiently developed to identify additional cross-ride requirements at this time.

2.17 East Corbett Creek From the Waterfront Trail to Roundelay Dr. (Oshawa-Whitby boundary)

A cross-ride of King Street at this creek valley would be unsafe and even more unsafe when King Street is widened to six lanes as part of the transit improvement. The Corbett Creek has been identified as needing increased hydraulic capacity. A grade separated path should be provided as part of the hydraulic expansion under this road.

2.18 Meadoway Trail

This trail follows the major hydro corridor in the central part of Oshawa, just south of Hwy. 407. The current limits as adopted by the Region of Durham are from Toronto to Simcoe Street Oshawa. To benefit the residents of Oshawa by linking the north end of many Oshawa trails, the limit should be extended easterly to at least Harmony Road.

There are no paths in Oshawa in this corridor at this time, but every effort should be made to provide a grade separation for the trail in the Thornton Road design that is currently being prepared.

To: Oshawa Active Transportation Advisory Committee

From: O.A.T.A.C. 2022 Projects Working Group

Subject: Review of safety on paths with eBikes

1.0 Purpose

To respond to O.A.T.A.C resolution adopted Sept. 7, 2022 requesting the 2022 Projects Working Group to provide comments on the safety on paths with eBikes.

2.0 Comments

EBikes are rapidly gaining in popularity as are the use of regular bicycles. In areas where rentals are available, eBikes are very popular as are scooters and other power assisted smaller modes of travel. With rentals of scooters and eBikes coming to Oshawa, existing paths and many sidewalks are going to be crowded.

These crowded paths and sidewalks will have considerable speed differences between pedestrians and eBikes, scooters and other small wheeled powered vehicles. These conflicts will occur, whether permission is granted or not for these vehicles to use the sidewalks and paths. As is the case now on the Harmony Creek Valley Trail, the Waterfront Trail and likely other areas, seniors, those with mobility challenges and even families with young children are hesitant to use these facilities do to the conflicts between fast moving wheeled vehicles and pedestrians.

To reduce this problem, the City has been moving to providing a sidewalk on one side of collector and arterial roads with a multi-use path on the other side. It would be desirable and safer to provide both facilities on both sides of the road to reduce road crossings. This would greatly encourage the move away from autos and save funds on new roads or road widening in the future. On local residential roads pedestrians can use the sidewalk while bicycles, whether power assisted or not, may share the road with autos. Eventually there will be sufficient multi-use paths on collector and arterial roads to prohibit bicycles whether power assisted or not from using sidewalks, except for a younger age group. This separation of faster moving wheeled vehicles from pedestrians will also be required along the waterfront, creek valleys and other off road locations where multi-use paths are being provided.

3.0 Conclusion

- 3.1 The problem is not eBikes on multi-use paths in the valley but the rapidly growing popularity of active transportation including walking, bicycling whether on an eBike or not and other forms power assisted smaller modes of travel on

limited facilities, leading to overcrowding and conflicts in the speed of travelers. As is being undertaken on roads, these corridors will need a separation between faster moving wheeled vehicles and pedestrians. Two sets of paths are required for this separation. The path materials must be distinctly different so their use is recognizable. Appropriate signs for each path type will be required. As part of the updating of the Active Transportation Master Plan, the consultant should identify the location for each of these paths in the Oshawa Creek Valley, Harmony Creek Valley and Waterfront. The 2022 Projects Working Group is prepared to assist in this work.

- 3.2 The current plan of having a sidewalk on one side and a multi-use path on the other side of all collector and arterial roads should be supported but consideration should be given in utility locations and road widening to provide both facilities on both sides of the road in the future.

To achieve the current plan, the City should decide which side of all collector and arterial roads the multi-use paths are to be constructed. This should be part of the work of the consultant when they are updating the Active Transportation Master Plan. When significant sections of sidewalks are being replaced on the side of the road to be a multi-use path, the multi-use path should be constructed even if it is for a short section. This would save the City considerable funds in the long term and implement the separation of pedestrians and faster moving wheeled vehicles sooner. The 2022 Projects Working Group is prepared to assist in this work.

- 3.3 In addition to this evolving provision of facilities, the City should strengthen the educational program of teaching trail etiquette.