



**Oshawa Active Transportation  
Advisory Committee  
Meeting Agenda**

**Wednesday, April 5, 2023, 6:30 p.m.  
Committee Room**

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**Pages**

**Additional Agenda Items**

(As may be presented at the meeting)

**Presentations**

**Engineering Services - Update on the Micro-Mobility System Pilot Program**

Shanthi Sambasivam, Transportation Engineer, Engineering Services, to provide a presentation concerning an Update on the Micro-Mobility System Pilot Program.

**Delegations**

None.

**Referrals from Council and Committees**

None.

**Correspondence**

None.

**Reports**

**OATAC-23-09 - OATAC 2023 Projects Working Group Report - Review of the Integrated Columbus Part 2 Planning Act and Municipal Class Environmental Assessment Act Study**

Recommendation

That Report OATAC-23-09, dated February 20, 2023 being the OATAC 2023 Projects Working Group Report be endorsed as the Oshawa Active Transportation Advisory Committee's recommendations on the review of the Integrated Columbus

**OATAC-23-10 - OATAC 2023 Projects Working Group Report - Review of the Durham Meadoway Visioning Study**

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**Recommendation**

That Report OATAC-23-10, dated March 10, 2023 being the OATAC 2023 Projects Working Group Report be endorsed as the Oshawa Active Transportation Advisory Committee's recommendations on the review of the Durham Meadoway Visioning Study.

**OATAC-23-11 - OATAC 2023 Projects Working Group Report - Review of the Integrated Major Station Area Study**

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**Recommendation**

That Report OATAC-23-11, dated March 20, 2023 being the OATAC 2023 Projects Working Group Report be endorsed as the Oshawa Active Transportation Advisory Committee's recommendations on the review of the Integrated Major Station Area Study.

**Items Introduced by Members**

**Adjournment**

To: Oshawa Active Transportation Advisory Committee (OATAC)

From: Projects Working Group 2023 02-20

**Subject:** Integrated Columbus Part 2 Planning Act and Municipal Class Environmental Assessment Act Study

**Report:**

**1.0 Purpose:**

To respond to the City's request for comments regarding the Integrated Columbus Part 2 Planning Act and Municipal Class Environmental Assessment Act Study.

**2.0 Transportation Master Plan:**

2.1 The Transportation Plan introduces the concept of Mobility Hubs to Oshawa. This land use concept provides the opportunity changes in mode of travel and combined with small scale commercial provides an excellent opportunity to encourage walking, cycling and transit use. This concept should be fully supported at the locations shown on Exhibit 5-14 of the Transportation Plan.

2.2 The Transportation Plan quotes the existing city standards as found in the City's Engineer Design Criteria Manual and the City's policy of constructing sidewalks on both sides of all arterial and collector roads. These standards are obsolete, not followed by the city and are currently being revised by the city. The city has been building multi-use paths on one side of arterial and collector roads and a sidewalk on the other side for some time. The Transportation Plan requires revision to reflect the concept that sidewalks and multi-use paths are required on all arterial and collector roads. The text, including recommendations for each road and all the typical midblock cross-section diagrams should reflect the following.

Type "A" arterial roads in urban areas require a sidewalk and class 1 multi-use facility on both sides of the roads. With transit requirements and separation required between the auto travel lanes and pedestrian and multi-modal facilities the width of the right of way requirements should be checked. It is noted that all designs should have both facilities on both sides of the road, the initial construction will be a sidewalk on one side and a multi-use path on the other side to not increase costs until the levy requirements are reviewed and adjusted. In rural areas the Type "A" arterial road requires a multi-use path on one side of the road. There should never be a bike lane built on a Type "A" arterial road or the use of such lane will interfere with the intended function of the road.

Type “B” arterial roads should have the same active transportation facilities as Type “A” arterial roads except the distance between the curb and the active transportation facilities may be reduced.

Type “C” arterial roads with direct frontage require a multi-use path on one side of the road and a sidewalk on the other side of the road and cycle lanes or protected cycle lanes. This boulevard multi-use path will accommodate young cyclists going to school, stores, friend’s houses or other activities before they have the judgement and cycling skills to be on the roads. The bike lanes will accommodate experienced cyclists making utilitarian trips at speeds too fast to stop for a car backing out of the driveway and stopping across the multi-use path to check traffic on the street. Type “C” arterial roads with no direct frontage require a multi-use path on one side of the road and a sidewalk on the other side. Cycle lanes are not as necessary as Type “C” roads without direct frontage.

Collector roads require the same facilities as Type “C” arterial roads with direct frontage.

The city standard for local streets in residential areas of a sidewalk on one side of the road should remain the same unless there is a need for a multi-use path such as access to a school or a significant other attraction.

Given the above, the recommended active transportation facilities for each road link in Columbus may need to change. OATAC would provide comments at this level of detail if requested.

- 2.3 Simcoe Street is a Type “B” arterial road with a four lane cross-section over Hwy.407. The Ontario Traffic Manual for cycling states that it is preferable to avoid cycling crossings at free-flow on and off ramps. The first alternative is grade separation. Columbus development area people West of Simcoe Street will have a freeway interchange to cross either at Thornton Road or Simcoe Street. Simcoe Street have an in- boulevard multi-use trail south of Hwy. 407. This trail should be extended as a grade separated crossing of Hwy. 407 on the West side of Simcoe Street with a link through the proposed park back to Simcoe Street and to the Hub where Street EW.2 meets Street NS.2.
- 2.4 The Consultant recommends that an extension of a Type “C” Arterial road in Columbus to Carnwith Drive in Brooklin is not required to serve Columbus but the City and Region may continue to protect for the Carnwith Drive Extension in the longer term. For Type “C” arterial roads to perform their intended function they should not be long and generally not provide inter-municipal linkages. The City and Region should not protect for this connection as it is contrary to the intended function of these Type “C” Arterial roads and would reduce their ability to provide multi-modal safe travel within each community.

The concept of three levels of arterial roads is not wide spread and may not be well understood in some areas. To clarify the intended function of each level of arterial road, it is suggested that the text in the Part 2 plan for Columbus include a definition of each level of arterial road. Exhibit 1 provides clues to the arterial roads functions and their relationship to abutting development.

### **3. Columbus Draft Policy Text**

- 3.1 Could policy 8.8.8.1.3; be worded to consider the requirements of other active transportation needs on multi-use paths in boulevards as well as pedestrians? It is likely that a sidewalk and multi-use path are going to be required on each side of Type "A" and "B" arterial roads in the long term.
- 3.2 Could policy 8.8.8.2.3 f; also consider appropriate locations for pedestrian and other active transportation crossings of arterial and collector roads?
- 3.3 Contrary to policy 8.8.9.2.2 c and policy 8.8.9.2.4; Care should be taken to maintain the function of Type "C" arterial roads as outlined in comments on the Transportation Master Plan.
- 3.4 The City is complemented by OATAC for recognizing the need for bicycle parking as indicated in policy 8.8.9.3.1 a. To our knowledge, this is the first time bicycle parking is included in a part 2 plan for Oshawa.
- 3.5 The City is complemented by OATAC for recognizing in policy 8.8.9.4.1 5<sup>th</sup>. paragraph that walkways need to be wide. As active transportation grows, the width provided in this policy will likely be required to provide a separation of pedestrians from faster moving wheeled active transportation vehicles.
- 3.6 Policy 8.8.9.4.2 indicates an extensive, integrated system of off-road active transportation facilities has been identified in the C.T.M.P., as shown on Schedule "B" - Columbus Transportation Plan. Schedule "B" appears to show only one off road trail. Schedule "B" requires revision to identify the extensive, integrated system of off-road active transportation facilities identified in this policy. Schedule "B" also needs revision to comply with the road related active transportation facilities recommended by OATAC.
- 3.7 Policy 8.8.9.4.3 and Policy 8.8.9.4.4  
The type of safe cycling facilities on each road should be identified as part of the preparation of the Part 2 plan. OATAC has considerable concerns that providing for changes to the level of active transportation facility on roads without amendment to the Part 2 plan provides no restrictions on lowering the level of active transportation facility to save right-of-way dedication, facility construction cost and who pays for the active transportation facility. It provides no notification when a change is made to the design of a cycling facility. As was done when the agreement on who pays for active transportation facilities between the Region

and area municipalities, the type of facility may be changed to avoid cost. That is what appears to have happened to the Gibb Street, Olive Avenue active transportation facilities.

“On-road cycling lanes may include the following:”

Besides intersections, the weaving of cyclists in and out of traffic to avoid cars parked in cycle lanes or lined cycle routes is one of the most dangerous designs. There should be no parking in cycle lanes or lined cycle routes and signs to that effect should be installed on streets with existing cycle routes.

It has been found that painted decals (“sharrows”) within widen travel lanes to indicate joint use of the travel lane by motorists and cyclists is not making cycling any safer and the sharrows are being removed in the areas of California where they were first introduced. They may be of some benefit in Oshawa as they are new but the reliance on sharrows should not be over rated.

### 3.8 Policy 8.8.10.8

It has been found that the growth in active transportation is causing congestion on several trails and a considerable number of people; particularly seniors, mothers with prams and the physically challenged are no longer using the trails to walk. There is a requirement such as on the Harmony Creek Trail south of Rossland Road, the Oshawa Creek Trail in several sections and the waterfront Trail to provide a separation of faster moving wheeled vehicles from walkers. The width of land for off road trails will need to provide for two trails in most areas in the long term. Is 7 meters adequate for two trails?

## 4. Previous OATAC Comments

The OATAC provided comments regarding the Columbus Plan to the City on October 28, 2021 as report OATAC-21-30. The following is a review of the consideration given to these comments.

- 4.1 “Cycling signage including directional should be included on trails.”  
No mention in the Part 2 Plan but could be covered latter.
- 4.2 “Connecting family friendly MUPs be created throughout the subdivisions.”  
The text supports this concept but the Schedule “B” only shows one MUP in the valleys. The network of MUP on roads needs revision as noted in this report.
- 4.3 “Major routes such as Thornton, Simcoe, Ritson and Columbus have 4 metre wide MUPs as well as cycling lanes with either barrier or rumble strip protection.”  
This recommendation appears to be ignored and only one facility is recommended for the routes and any MUP’s are not 4 meter’s wide.
- 4.4 “Wider sidewalks that would allow heavy set individuals to walk side by side, or two moms with strollers, suggested width is minimum 4 feet.”

Although not covered in the Columbus Plan, the Oshawa Engineering Design Criteria Manual is under review and may consider these comments.

- 4.5 “Collector roads have a sidewalk on one side and an MUP with centre lane on the school side of the road as well as bike lanes on both sides of the roads.”  
There does not appear to be any consideration of additional active transportation facility requirements for access to schools. This should be standard for all collector roads whether accessing schools or not. The current plan puts sidewalks on both sides of the road.
- 4.6 “Adequate house setback for vehicle parking of multi-generational families so that street parking is reduced or eliminated. An example of problem parking which forces cyclists into a dangerous situation is Mary St.”  
This aspect does not appear to be discussed except to allow the dangerous condition of allowing parking on cycling routes, even when the cycling facility is painted on the road.
- 4.7 “Reduce speed on local streets to 40 kmh.”  
It is mentioned that the best practices from a draft Traffic Calming Guidelines should be considered where possible but there does not appear to be any consideration of road speed, particularly local streets being posed at 40 kmh. It is recommended that the definitions of arterial, collector and local road functions be included in the transportation section and these definitions include reference to appropriate speeds for the function the roads are to serve including a 40 kmh for local residential streets.
- 4.8 “Two N/S routes unimpeded by 407 interchanges with MUPs one on either side of Simcoe St. on the west side please consider a route with no future 407 interchange between what is currently showing “open space” and “industrial park” to run at the very minimum from Columbus to Winchester Rd.”  
Ritson Road, which does not have an interchange, provides a crossing of Hwy. 407 on the East side of Simcoe St. There is no provision for a safe crossing at Simcoe Street or Thornton Road as both will have interchanges. The Highway Traffic Manual recommends a grade separated crossing of a freeway instead of crossing freeway ramps. This grade separated crossing of Hwy. 407 should be a continuation of the Simcoe Street boulevard MUP and north of Hwy. 407 provide access to the Simcoe St. Class 1 bikeway and access to the cycle facilities proposed for street NS-2.
- 4.9 “Access points with curb cutouts from subdivisions to MUPs”  
This guideline is not mentioned but could be included in the update of the Oshawa Engineering Design Criteria Manual.

**Exhibit 1     Arterial Road Functions and Their Relationship to Abutting Land**

Active transportation facilities must fit with the other uses of the road and complement the intended function of the road. The consultant identifies the classification of the roads in Columbus as defined in the Official Plans as Type “A”, “B” and “C” arterial roads but does not describe the function of these roads or their relationship to the abutting neighbourhoods, nor the tools that are available to have the roads function as they are intended. The function of each type of arterial road and how they are to be achieved should be included in transportation section of the Columbus Part 2 Plan. An example of such a description is provided below and provides a guideline on the type of active transportation facilities required to achieve multi-modal transportation on the designated arterial roads.

Type “A” arterial roads are the highest level of arterial road and are to be designed to operate at 70 km./hr. in urban areas with controlled access and large spacing between traffic lights. They are to accommodate heavy volumes of auto and truck traffic and provide higher speed transit service. By their nature, higher speeds and five lanes wide with long turning lanes, they will divide a community and community level facilities such as high schools and community centres should be located central to the community to be served not on the Type “A” arterial road. No schools should be located on Type “A” arterial roads. Traffic lights should be located for two way traffic flow. To achieve their objective Type “A” arterial roads require wide boulevards with both walking and cycling facilities on each side of the road separated by boulevard from the traffic lanes. In rural areas walking and cycling facilities should be behind the ditch.

Type “B” arterial roads are to be a balance between moving people and community focus. They are to operate at a lower speed than Type “A” arterial roads in urban areas and are to be four lanes wide with shorter turning lanes and more interruption in traffic flow by traffic lights. Although they are to be a friendlier road for pedestrians and cyclist they should have walking and cycling facilities behind the curb on each side of the road in urban areas and behind the ditch in rural areas.

Type “C” arterial roads are to be walking, cycling and transit friendly. They are to be more related to the neighbourhood than the function of moving autos. Their traffic volume is to be controlled by reduced speed and intersection design. With the traditional intersection auto volumes may be controlled by frequency of traffic lights, reduced number of turning lanes and other means. New innovative measures must be used to reduce traffic volumes and speed with roundabouts. Pedestrian facilities should remain behind the curb. For Type “C” arterial roads with direct frontage, bicycle facilities are required both between the curbs and in the boulevard. For Type “C” arterial roads without direct frontage walking and cycling facilities should be in the boulevards.



To: Oshawa Active Transportation Advisory Committee (OATAC)

From: Projects Working Group                      Draft 2023-03-10

**Subject:** Durham Meadowway Visioning Study

**Report:**

**1. Purpose:**

To respond to the Region of Durham request for comments regarding the Region of Durham Meadowway Visioning Study.

**2. Recommendations**

- 2.1 That the Region be advised that the City of Oshawa supports the development of Gatineau Hydro Corridor into a linear park as outlined in the information provided on the Visioning Study.
- 2.2 That the City request the consultant for the Thornton Road design to provide an estimate of the cost of providing a grade separated underpass for walking and cycling under Thornton Road for both the users of the Oshawa Creek Valley and Gatineau Hydro Corridor. Exhibit 1.
- 2.3 That the Region be requested to extend the Durham Meadowway to a more appropriate Eastern connection at Harmony Road. Exhibit 2.
- 2.4 That an active transportation structure be constructed over Hwy. 407 close to but West of Simcoe Street to provide a safe crossing of the Simcoe Street multi-use path over Hwy. 407 and to provide the necessary active transportation link between the future residents of Columbus the Gatineau Hydro Corridor and Oshawa south of Hwy. 407. Exhibit 3.

**3. Comments**

- 3.1 The development of this hydro right of way into a continuous park will benefit the residents of Oshawa in numerous ways. Residents enjoy outings in the creek valleys along the waterfront trail and will greatly appreciate time in this long hydro corridor when developed into a park. The Gatineau Hydro Corridor provides the opportunity to link the north-south active transportation facilities in the City to make a more complete system. The City should support the development of this hydro corridor into a park. One lesson learned from development in the creek valleys and waterfront is that there will need to be at least two paths to separate faster moving wheeled vehicles from pedestrians.

- 3.2 Thornton Road is the most westerly road intersecting this hydro corridor in Oshawa. The road is under design for both a two and four lane cross-section. One branch of the Oshawa Creek Valley runs under Thornton Road adjacent to this hydro corridor. The opportunity exists to design the Oshawa Creek underpass of Thornton Road to accommodate both the Oshawa Creek trail users and the Hydro Corridor patrons. The consultants for the Thornton Road design should be requested to identify the cost of providing a grade separated crossing for active transportation in the Oshawa Creek Valley to accommodate both trail users.
- 3.3 The Visioning Study East limit of the Durham Meadoway appears to be Simcoe Street. Simcoe Street has a boulevard multi-use path on the West side of the road running south of the hydro corridor, however, this facility is crossed by many roads and driveways and is not a friendly environment for family walking or cycling. North of the hydro corridor is the Hwy. 407 interchange with Simcoe Street. The East limit of the Durham Meadoway should be the Harmony Road boulevard MUP.

The Ontario Traffic Manual was reviewed to identify the best method to have a multi-use path cross a freeway interchange. Book 15 of the Ontario Traffic Manual provides instruction on Pedestrian Crossing Treatments but appears not to provide any specific information on freeway ramp crossings. Book 18 of the Ontario Traffic Manual provides instruction on Cycling Facilities and recommends where turning motorists permissively cross the path of people cycling, a turning speed of 15km/h or less is recommended. Book 18 applies the AAA “All Ages and Abilities” philosophy to cycling design. Book 18 also states that where there are a high volume of conflicts between people riding bikes and turning motor vehicles is present, or where motor vehicle speed cannot be reduced through geometric design techniques, protected signal phasing is an effective way of mitigating conflicts. Protected phasing should be considered for all two-way cycling facilities due to the increased risk associated with these facilities at intersections. Book 18 also deals with channelized right turns at typical intersections but not specifically at freeway ramps. It indicates that they feature a generous corner radius that allows turning motor vehicles to operate at relatively high speeds. This type of intersection is being eliminated at many jurisdictions since it increases risk exposure for both cyclists and pedestrians. The freeway ramp has many and perhaps creates a more dangerous design than at the typical intersection.

The west side of Simcoe Street has two ramps for south bound traffic to enter Hwy. 407 one for westbound traffic and one for eastbound traffic. Although not covered by the Highway Traffic Manual, it appears that these ramps must be revised to be sharp corners to reduce speed to 15 k/h or less and have signals. The Province of Ontario is not likely to implement such a design change. Even if Simcoe Street is not the Eastern terminus of the Durham Meadoway a better design is required to cross Hwy. 407 at Simcoe Street.

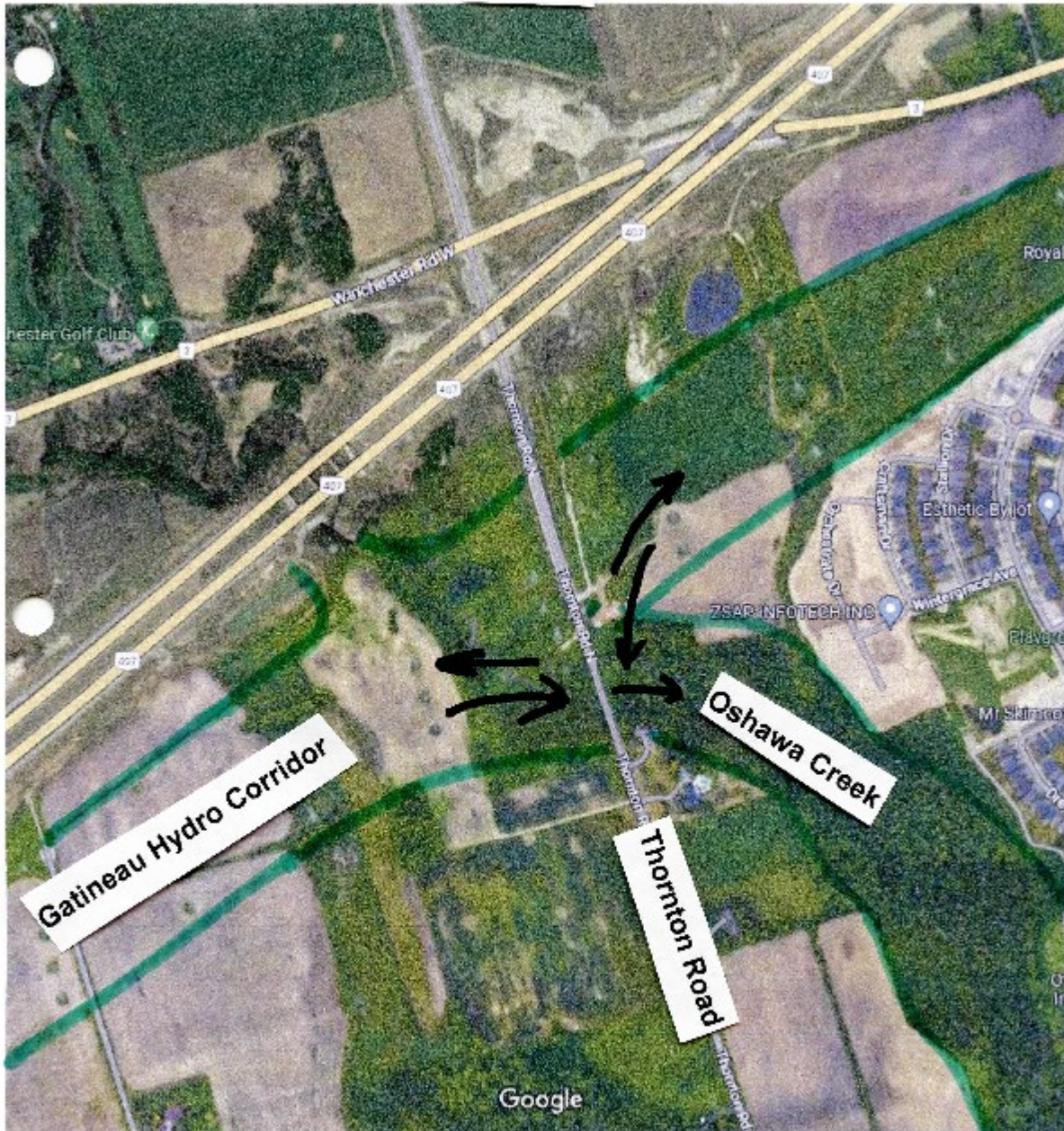
The intersection of Simcoe Street and Winchester Road is under the Hydro Corridor and provides the opportunity for pedestrians and cyclists to continue the on the Hydro Corridor to a better Easterly End. The City has developed the Harmony Creek Valley multi-use path which is grade separated from north of Rossland Road to south of King Street. The plan as outlined in the approved Active Transportation Master Plan is to extend this multi-use path south to the Waterfront Trail along the lakeshore. North of this, the approved plan is to have a multi-use path in the Hydro Corridor from the north end of the Harmony Creek Valley multi-use path to the Gatineau Hydro Corridor. The Regional involvement in the Meadoway should be at least as far east as this Hydro corridor between Ritson and Wilson Road but preferably to the Harmony Road boulevard MUP.

This North-South hydro corridor runs through the Kedron Community which is under very active full development at this time. There have been partitions for development of this hydro corridor south of Conlin Road. The Easterly extension of the Meadoway past this hydro corridor would benefit all citizens in this rapidly developing Region and city. The population of the Region and City will almost double in the next 20-30 years, and the facilities should be built to reflect this, and not just build for today's use.

- 3.4 As described above, there is no reasonable safe way to have a multi-use path across Highway 407 on the west boulevard of Simcoe Street. The City of Oshawa is developing a plan for the development of Columbus. The future residents of Columbus between Thornton Road and Simcoe Street will be faced with Hwy. 407 interchanges at Thornton Road and Simcoe Street. As recommended in previous comments on the Columbus Plan, there needs to be a grade separated structure over Hwy. 407 to provide an active transportation link between Columbus and Oshawa. This active transportation structure should be as close to Simcoe Street as possible in order to also provide for the Simcoe Street multi-use path to have a safe crossing of Hwy. 407.

Google Maps

Exhibit 1



Imagery ©2023 CNES / Airbus, First Base Solutions, Maxar Technologies, Map data ©2023 100 m



Exhibit 2



Property ©2023 CNES / Airbus, First Base Satellite, Landsat, Copernicus, Maxar Technologies. Map data ©2023 Google. 500 m



Google Maps

## Exhibit 3



Imagery ©2023 CNES / Airbus, First Base Solutions, Maxar Technologies, Map data ©2023 Google 200 m

To: Oshawa Active Transportation Advisory Committee (OATAC)

From: OATC Projects Working Group 2023 03 20

Subject: Integrated Major Station Area Study

## 1.0 Purpose:

To respond to the City of Oshawa's request for preliminary comments on the proposed Integrated Major Station Area Study.

## 2.0 Recommendations

To serve this area that will be subject to intensification as well as a GO Rail station there needs to be east-west active transportation corridors both north and south of the C.P.R. and north-south Corridors providing access to these east-west corridors from the rest of the city. There will also need to be at least one corridor across the C.P.R. tracks near the GO Rail Station. Comments on these corridors are provided below.

### 2.1 East-West Corridor North of CPR: From Whitby to Clarington Burns Street, Gibb Street & Olive Avenue.

This is one of the most important active transportation corridors, not only to serve the future GO Rail Station but to serve active transportation in all of central Oshawa. This is a Type "C" arterial road. Type "C" arterial roads are to serve the community more than the move traffic through the community.

The current environmental assessment for Gibb Street/Olive Avenue proposes to widen the road to four lanes from Stevenson Road to Olive Avenue and to remove the jog at Simcoe Street to provide a continuous arterial road from Thickson Road Whitby to Townline Road Oshawa. The plan for the widening and lengthening the road was initiated when the car was king. Impacts on the community were only a minor concern, there might be objections, and there was no hierarchy of arterial roads. Given the adoption of these roads as Type "C" arterial roads and the inappropriateness of sever impacts to the community, the number of lanes on the road should not be doubled and the terminations of both roads at Simcoe Street should remain.

To provide for active transportation and other modes of travel such as scooters, roller skates, facilities should be provided for both the experienced cyclists who may use an e-bike for commuting to the Go Rail Station as well as families or children going to school, friends or the creek valleys along the route by providing a sidewalk on the north side of the road, a multi-use path on the South side of the road and cycle lanes, protected where feasible. Consideration should be give to an appropriate speed limit for this community friendly arterial road.

**2.2 East-West corridor south of the C.P.R. From the Oshawa Cr. to Harmony Road.**

The current plan is to use Mill Street and Simcoe Street to cycle from the Oshawa Creek Valley MUP to First Avenue. It appears; primarily because of a narrow right-of-way and slope that neither Mill Street nor Simcoe Street have the potential to be developed into a reasonable link between the Oshawa Creek Valley trail and First Avenue. It is recommended that the City explore the opportunities to provide a direct link between the Joseph Kolodzie Bike Path at Mill Street and First Avenue. Consideration could be given to a link as an extension of St. Lawrence Street or preferably a link north of the Portuguese Club. The crossing of Simcoe Street would be at the traffic lights at First Avenue. Improving the creek crossing for cycling at Mill Street should be part of this consideration.

A separate cycle facility is required in the First Avenue, McNaughton Avenue corridor. OATAC is not in a position to provide a recommendation regarding the nature of this separate cycling facility until information is available on when the Simcoe Street interchange will be constructed, whether or not the Simcoe Street – Ritson Road access to Hwy. 401 on Drew Street will be closed at that time, the scale of re-development anticipated for the area and the provision for auto parking, if any, to be accommodated south of the rail way tracks for the GO rail station.

East of Ritson Road it appears Dean Avenue could accommodate on road cycle facilities to Farewell Street for the short term.

**2.3 North-South corridor West of GO Rail Station. Oshawa Creek Valley Trail**

The Oshawa Creek Valley is one of the primary cycling routes in Oshawa and can assist in providing cycling opportunities from as far north as Taunton Road to Gibb Street or First Avenue to access the future GO Rail Station.

Although it is necessary to connect the Gibbons Street cycle lanes to the Oshawa Creek Valley via Ridgeway Avenue and an underpass of Adelaide Avenue, this project is likely beyond the scope of this review.

The link that should be pursued at this time is connecting the Warren / Goodman Creek valley MUP that uses Marquette Ave to the Oshawa Creek Valley MUP across the south limits of the Village Union Public School grounds along the north side of the C.P.R. tracks.

The facility that is past due is the cross-Ride, traffic lights and activation buttons for the Oshawa Creek Valley MUP that now must cross Gibb Street at Grade.



From the South, the Oshawa Creek Trail links with Bloor Street. A MUP is required on the south side of Bloor Street from the trail to Simcoe Street. Cross-Rides are required at Bloor Street and Simcoe Street and a MUP is required on the north side of Bloor Street from Simcoe Street to the path leading to Albert Street. These improvements are required whether the GO Rails Station is constructed or not.

The current intention is to provide cycling facilities on Lviv Boulevard from Albert Street to the Michael Starr Trail. Even without the introduction of a new GO Rail Station, the Michael Starr Trail will become too busy to accommodate faster moving bicycles, scooters and other wheeled vehicles and pedestrians. It will become essential to separate pedestrian traffic from faster moving wheeled vehicles and consideration should be given to restricting the use of the Michael Starr Trail to pedestrians and slower moving wheeled vehicles such as baby carriages and unpowered wheel chairs and provide for faster moving wheeled vehicles on Albert Street. The Albert Street Bridge over the C.P.R. should not provide for auto, truck or bus traffic. Albert Street should be classified as a collector Street from Bloor Street to King Street and with a single auto lane in each direction be designed to also accommodate faster moving active transportation vehicles as well as pedestrians. There should be no turning lanes in the design for Albert Street.

#### **2.4 North-South corridor East of GO Rail Station**

The Oshawa 2015 plan has designated two significant north-south cycle facilities east of the GO Rail Station, one on Central Park Boulevard and the other on Wilson Road. Although there are considerable comments that could be made regarding these facilities, it is likely sufficient to say that they will provide a connection to East-West facilities.