

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.