

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.