

To: Oshawa Active Transportation Advisory Committee (OATAC)

From: Projects Working Group Draft 2023-03-10

Subject: Durham Meadoway Visioning Study

Report:

1. Purpose:

To respond to the Region of Durham request for comments regarding the Region of Durham Meadoway 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 Meadoway 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

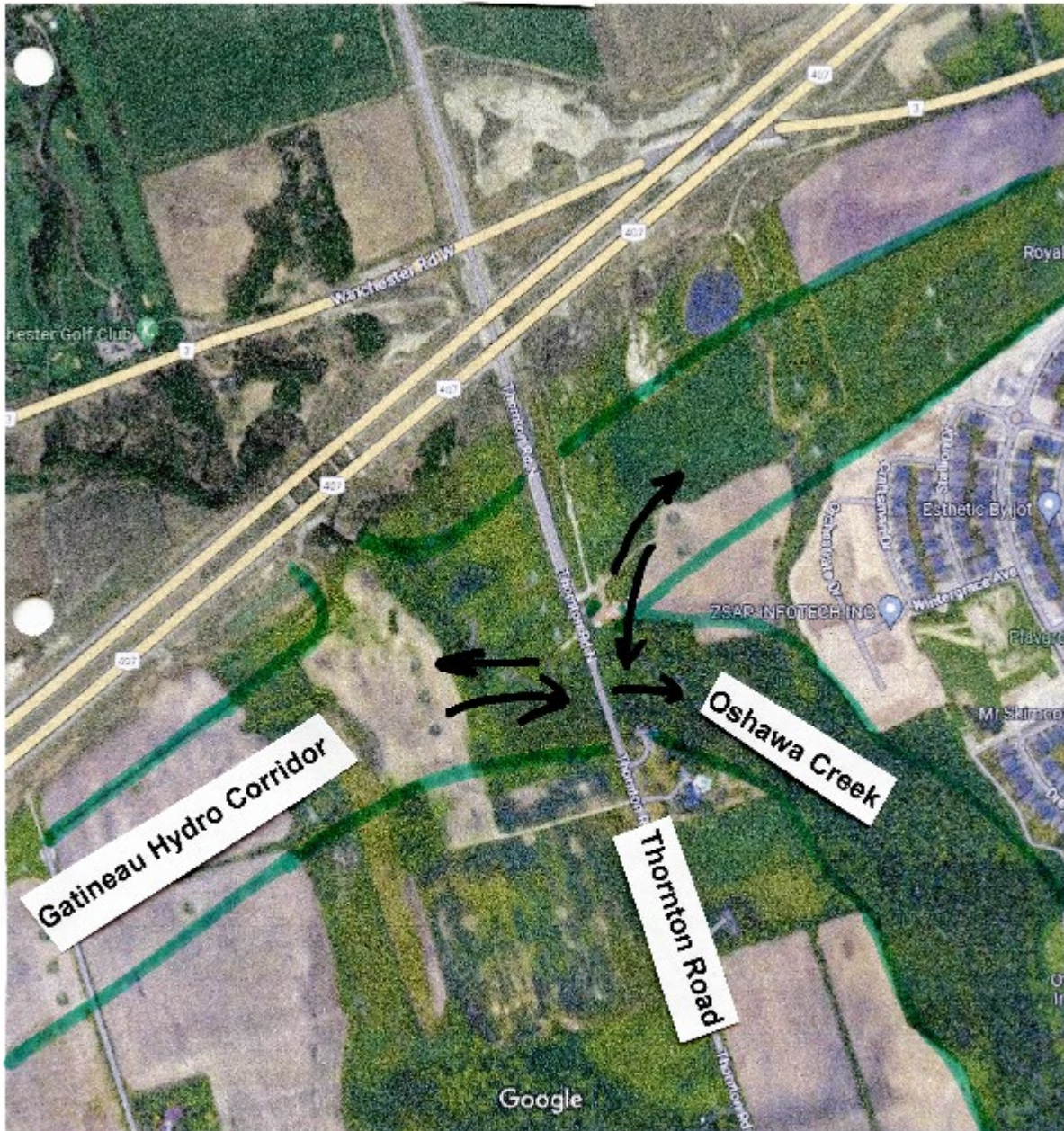


Exhibit 2



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Google Maps

Exhibit 3

