

To: Oshawa Active Transportation Advisory Committee

From: Integrated Major Transit Station Area Study Working Group 2023 07 12

Regarding: Integrated Major Station Area Study, Phase 2

**1.0 Purpose:**

To respond to the City of Oshawa's request for comments on Stage 2 of the proposed Integrated Major Station Area Study.

**2.0 Background:**

Following a presentation, the City requested OATAC's preliminary comments regarding the above study. These comments were provided in Report OATAC-23-11.

The City and their consultants have developed three land use scenarios and subsequent to their presentation to OATAC on June 7, 2023 have requested OATAC comments.

**3. Comments:**

The three land use scenarios are described as:

Alternative 1 GO Station TOD Centre

Alternative 2 Mid-Rise High Street & TOD Centre

Alternative 3 Bridging to Downtown

It is OATAC's observation that central Oshawa has been subject to considerable development activity for the last few years and this development pressure will likely continue and is supported by the province. It would seem that good development should be encouraged throughout the central area of Oshawa, including north of King Street and not be concentrated or restricted to a specific part of the central area. OATAC is currently not in a position to estimate the number of micro-mobility users that will need to be accommodated, but no matter which land use scenario is adopted, a network of micro-mobility transportation corridors is required now and will be required throughout central Oshawa no matter which land use scenario is promoted.

Therefore OATAC is providing comments on the current and future micro-mobility needs for Central Oshawa no matter which land use scenario is adopted.

**4. Micro-Mobility and the Defined Road Functions**

4.1 **Roads** should perform the function intended in the Official Plan. They require the correct length, width and facilities to perform that function. The transportation system will work best for multi-modal travel, traffic distribution and community support if roads provide their intended and necessary function. The overbuilding of road capacity will discourage multi-modal travel and have unnecessary impacts on the community they are to serve.

Durham was one of the first Regions to adopt three levels of arterial road in their Official Plan. The concept is still not well understood and there are still some traffic engineers that look at the growth in traffic (auto volumes) from traffic counts or modeling and build more lanes on any arterial road. There are examples in central Oshawa where the forecasted auto volumes did not materialise but they still plan on building a wider, longer road that will carry more cars but be contrary to the Official Plan and diminish the ability for the road to benefit the community it is to serve and provide its intended function by being multi-modal. Freeways, the three levels of arterial roads, collector and local roads are intended to function as follows:

- 4.2 **Freeways** are to be multi-lane depending upon demand, fastest safe speed, as long as required and restricted to autos, trucks and buses with micro mobility including walking prohibited.
- 4.3 **Type “A”** arterial roads are the next level of road facility be connected to the freeways with restrictions on connections to collector and local road roads, provide for inter-municipal travel, including bus service. For a Type “A” arterial road to perform its function micro-mobility needs must be accommodated behind the curb. In Oshawa that is evolving to be a multi-use path on one side of the road and a sidewalk on the other side of the road. New sections of Type “A” arterial roads in urban areas are normally designed for 70 km/hr. and posted at 60 km/hr. The road design in developing urban areas is a five lane cross section with the centre lane for left turning movements.
- 4.4 **Type “B”** arterial roads are to provide the middle level of arterial road function with a balance between serving the community and their function of carrying and distributing traffic. They are to provide traffic distribution within a municipality with some extension to abutting municipalities. They provide more access to other arterial and some collector roads. For Type “B” arterial roads, the micro-mobility needs should almost always be accommodated behind the curb. As noted for Type “A” arterial roads this is evolving in Oshawa to be a sidewalk on one side of the road and a multi-use path on the other side of the road. Type “B” arterial roads are normally posted at 50km/hr. The road design should not exceed a four lane cross section with turning lanes at significant intersections.
- 4.5 **Type “C”** arterial roads are to relate more to the community than provide through traffic movement. Their length should normally be half the municipality’s width. The road design should not exceed two lanes unless it is serving a significant City or Regional attraction and only be wider than the two lanes in the vicinity of the attraction. The multi-modal travel needs to be accommodated differently for different cases. Where there is no direct frontage and there are no driveways, micro-mobility may be accommodated with a sidewalk on one side and a multi-modal path on the other side of the road. Where there is direct frontage the autos backing out of their driveways and stopping across the multi-use path to check

for traffic on the street create too much of a hazard for commuters and other utility bicycle riders or scooters. In this case, there needs to be a multi-use path for children and inexperienced cyclists to go to school, parks, friends or other activities without traveling between the curbs and on road cycle lanes or buffered cycle lanes. These roads should be one lane in each direction with widening in the vicinity of major attractions. To keep traffic volumes down on these older Type “C” arterial roads and create safer conditions for micro-mobility travel consideration should be given to lowering the speed limit to 40 km./hr. where direct frontage is present.

- 4.6 **Collector Roads** are to provide connections between local roads and arterial roads. Care must be taken that they do not provide a through link that is used to drive from one arterial road to another. Local and Collector Roads could provide the micro-mobility network for travel to schools, parks, stores and transit stops. Collector Roads should be single lane in each direction, have painted cycle lanes, and one side should have a multi-use path while the other side should have a sidewalk. If the transition to multi-modal travel is to succeed, this is the place to start.
- 4.7 **Local Streets** in residential areas should a single lane in each direction, be 40 km./hr. or less, have a sidewalk on one side and if necessary measures to prevent through traffic. The current provision of not allowing overnight parking greatly enhances the ability of these streets to be safe for multi-modal travel. The City’s move to 40km/hr. neighbourhoods is a giant step forward and very much appreciated by OATAC.
5. **Review of East/West Streets for Micro-Mobility Corridors**  
For the Central area to be served by more than autos, a network for micro-mobility corridors is needed to be developed throughout the City. For purposes of this study, OATAC is providing comments on the area bounded by Adelaide Avenue on the North, Ritson Road on the East, Bloor Street on the South and Park Road on the West. The comments will be first on east –west corridors starting at the north.
- 5.1 **Adelaide Avenue:** Adelaide Avenue is a Type “C” arterial road. Type “C” arterial roads are the lowest level of arterial road and are to relate more to the community they serve than to provide for through traffic movement. If Adelaide Avenue is connected to Manning Road in Whitby it would no longer perform its intended function as defined in the Official Plan. Adelaide Avenue should remain a Type “C” arterial road and perform its intended function as identified in the Official Plan and therefore not be connected to Manning Road.

The Durham-Scarborough Bus Rapid Transit Project includes the diversion of cycling facilities from King Street at Thornton Road, north on Thornton Road and east on Adelaide Avenue to Kaiser Crescent. Adelaide Avenue has continuous driveway access from Thornton Road to Harmony Road. Children and other

inexperienced cyclist or micro-mobility users should not be riding in mixed traffic on Type “C” arterial roads that are 50 km. per hour. That is why the Region of Durham, in its latest update of the Region’s Cycling Plan delayed the provision of active transportation facilities on Adelaide Avenue by many decades. These inexperienced cyclists and micro-mobility users need a boulevard multi-use path to go to school, parks or their friends in the neighbourhood. Experienced cyclists and micro-mobility users will travel at sufficient speed that cars backing out of their driveways and stopping across the multi-use path will create an unacceptable hazard. The sections of Adelaide Avenue from Thornton Road to Park Road and from Ritson Road to Townline Road should have cycle lanes painted for experienced cyclists and micro-mobility users. These sections also need a boulevard multi-use path on one side of the road.

The update of Highway Traffic Manual Book 18 that deals with cycle facilities does not deal with separating experienced cyclists from beginners and if the Region is of the opinion that this separation of users is not sufficient, than the speed limit on those sections of the Type “C” arterial road should be reduced from 50km/hr. to 40 km/hr.

Adelaide Avenue from Park Road to Ritson Road is a four lane cross section. This widening was to accommodate more auto drivers to be able to drive further to work. The General Motors assembly plant was located south of Adelaide Avenue and west of Ritson Road. This was before it was recognized that you cannot build sufficient capacity to accommodate only auto drivers. There must be a move to a balanced transportation system where provisions are made for faster moving transit and micro mobility, particularly on the fringe of the central area. In the longer term, one lane in each direction should be converted and protected for micro-mobility or buses and micro-mobility.

- 5.2 **Albany Street** from Simcoe Street to Front Street is a local street in and employment area. It will provide a link between Simcoe Street and the GO Rail Station. The configuration of this link will require detailed design.
- 5.3 **Athol Street** from Center Street to Mary Street is a local street in the central area with one way physically separate micro mobility lanes on both sides of the road. This is an excellent facility.

Athol Street from Mary Street to Charles Street is a local street in the central area with painted cycle lanes on both sides of the road. This section forms part of the Michael Starr Trail and is intended for family outings. Further work is required to make sure this block safe for family micro-mobility.

Athol Street from Charles Street to Farewell Street is a local street. If it is to be part of the system that attracts micro-mobility form King Street than consideration should be given to providing separation from autos and ensuring auto speeds are 40 km/hr or less and volumes are low.

5.4 **Bloor Street:** Whitby to Clarington is a Type “A” arterial road. The OATAC was advised that a multi-purpose facility is planned on the south side of Bloor Street from Whitby to Simcoe Street and on the north side of Bloor Street from Simcoe Street to Townline Road. Every effort should be made to provide connections to this boulevard multi-use path on Bloor Street from areas north of Hwy. 401, particularly where there are no interchange ramps. This should include a new overpass of Hwy. 401 for pedestrians and cyclists in conjunction with the new railway bridge over Hwy. 401 west of Stevenson Road, Park Road, Cubert Street, Simcoe Street, Albert Street, Ritson Road and additional crossings to the east.

5.5 **Bond Street:** Simcoe Street to Waverly Street is a Type “B” arterial road serving the down town. The King/Bond one way street system was implemented when it was considered most important to accommodate autos through the downtown instead of to the downtown. Now it is being planned to provide multi-modal travel to the west from the downtown by dedicating the north lane to transit and multi-modal travel. The design to provide continuous movement of buses is to provide right hand turning lanes at most intersections. The Region has determined that right hand turning lanes are not safe for pedestrians and cyclists. The construction of right hand turning lanes should be restricted to major roads only, not at most roads as currently planned.

This Bus-way and micro-modal travel lane project requires the reconstruction of the Bond Street Bridge over the Oshawa Creek. The Joseph Kolodzie multi-use path is well used and as it becomes more connected and through time it will become even busier. Care must be taken to provide sufficient capacity to safely accommodate micro mobility under Bond Street. There will need to be a separation of walking and slow moving vehicle such as prams and un-powered wheel chairs from bicycle and E-scooters. Provision for north/south movement must be provided on both sides of the Oshawa Creek under Bond Street.

Bond Street: Ritson Road to Simcoe Street is a Type “B” arterial road with a three lane one way cross-section and some parking. It is considered difficult physically and politically with current thinking regarding parking to provide separate micro-mobility facilities on this section of road. Provision should be made on Roxborough Avenue, Richmond Street and Oshawa Boulevard to provide a micro-mobility link from Bond Street east of Ritson Road to William Street.

5.6 **Brock Street:** Centre St. to Simcoe Street is a Type “B” arterial road. Normally micro mobility facilities should not be between the curbs on Type “B” arterial roads as it will interfere with the capacity and traveling speed needed for these roads to provide their intended function. However, this location in the central area should have lower operating speeds than most sections of Type “B” arterial roads and protected micro mobility facilities are appropriate. This three lane

one way street requires provision for cycling and micro mobility. Simcoe Street has two lanes southbound north of Brock Street and Centre Street three lanes south bound south of Brock Street. The long term plan is to have Simcoe Street be a complete street and accommodate all modes of travel. The shorter term is to provide better transit on Simcoe Street. The northern existing third southbound lane added at Brock Street should be for micro-mobility only or combined with transit with autos prohibited.

**Brock Street:** Simcoe Street to Division Street is a one-way street with parking in a residential area. The one-way aspect of the street has been subject to studies. The one way designation and provision for parking was related to the General Motors assembly plant that was located east of Division Street. A number of houses were converted to rooming houses to accommodate workers at the assembly plant and may account for some of the on street parking. Other on street parking is likely related to the streets short distance from the central area. This street should be restored to a local residential street with two way traffic. Although this would make the street a local street in a residential area, its proximity to the central area would require provision for cycling and micro-mobility such as a multi-use path on one side of the street or removal of parking and cycle lanes installed.

5.7 **Bruce Street** from Simcoe Street to Ritson Road is a local street that could and should provide excellent distribution of micro-mobility vehicles to the central area. It is the northern terminal of the separated part of the Joseph Kolodzie Trail. Bruce Street should have total parking restrictions and buffered painted micro mobility lanes.

5.8 **Colborne Street:** Centre Street to Simcoe St. This local street should be able to provide for central area micro mobility if it was converted to two way traffic and there was no parking permitted.

**Colborne Street:** Simcoe Street to Division Street is a local street in the central area. It is a one way eastbound street with paid parking easterly to Mary Street. This street was also designed and signed for service to the General Motors assembly plant east of Division Street. This street will serve as part of the central area and should be two way with parking restrictions.

5.9 **Elgin Street:** Park Road to Arena St. Elgin Street is a local street in a residential area. There is only limited cut through traffic trying to avoid the traffic lights at Adelaide Avenue. No provision for cycling or micro mobility should be necessary on this section of Elgin Street.

5.10 **Fisher Street** from Simcoe Street to Michael Starr Trail is a local street in a residential area. It abuts the CPR corridor on the north side and will need to provide separated walking and micro-mobility facilities from Simcoe Street to

Albert Street and the Michael Starr Trail. The configuration of this important link will require detailed design.

- 5.11 **First Avenue/ McNaughton Avenue** from Simcoe Street to Ritson Road. OATAC has not been provided the information requested in our previous comments OATAC-23-11, so further comments on this very important micro-mobility link are not available at this time.
- 5.12 **Gibb Street /Manning Avenue** from Thickson Road to Simcoe Street is a Type “C” arterial road. For it to provide the service as defined in the Official Plan it cannot be linked to Olive Avenue. It requires both on road cycle lanes or protected cycle lanes and a boulevard multi-use path
- 5.13 **Hillside Avenue** is a Collector Road from Laval Drive to Cubert Street. It requires design for a better crossing of Park Road. **On Road needs improvement.**
- 5.14 **John Street/ Elmgrove Avenue** are Type “C” arterial roads from the Oshawa Centre to the Michael Starr Trail. It is identified for extension easterly to link with Eulalie Avenue to Wilson Road. This linking is appropriate for a Type “C” arterial road. This Type “C” arterial road should be 40 km./hr. have a multi-use path on one side and a sidewalk on the other side and cycle lanes painted on the road. In the more commercial area along the road, consideration should be given to providing protection for the cycle lanes and having a sidewalk on both sides of the road. It should be a single auto lane in each direction except in an area where it serves a significant attraction. There should be no parking permitted.
- 5.15 **King Street:** Whitby to Stevenson Road is a Type “B” Arterial Road. The Durham – Scarborough Bus Rapid Transit Study includes the provision of a boulevard multi-purpose path on the north side from Whitby to Thornton Road. It includes the provision of a shared bus micro mobility lane from Stevenson Road to Simcoe Street. There is no provision for cycling or micro mobility between Thornton Road and Stevenson Road except a diversion to Adelaide Avenue or Gibb Street. Active transportation should not be encouraged in mixed traffic on Type “B” Arterial Roads unless they have reduced speed and other factors such as in a central area. This is not a central area and separate facilities are required. The Durham-Scarborough Bus Rapid Transit Study should be revised to include a boulevard multi-use path on the south side of King Street from Thornton Road to Stevenson Road. The boulevard has a limited width at this time and some of the houses have been built with minimum setbacks. These older homes will be on a main transit corridor and the land will be under pressure to provide high density development. The Durham Scarborough Rapid transit study should be revised to identify the required boulevard multi-use path from Thornton Road to Stevenson Road and similar to Thornton Road the path should be built as the boulevard becomes available and the sidewalk left until land becomes available.

King Street at East Corbett Creek: The East Corbett Creek runs close to the Whitby Oshawa border and is in Oshawa as it crosses King Street. It is an open space valley system from Stevenson G. Saywell Public School which is considerably north of Adelaide Avenue and flows through a valley to Lake Ontario. The Durham- Scarborough Bus Rapid Transit Study proposed to widen King Street at the East Corbett Creek crossing from four to six lanes. The culvert under King Street needs to be replaced as it is under capacity and the transit Study proposed to replace the culvert with an adequately sized new culvert. They advised that this new culvert will provide for animals to cross under the road. This valley system is quite deep under King Street at this location and it appears possible and reasonable to build a structure under King Street that would accommodate a multi-use path to provide for the active use of the East Corbett Creek Valley System. This new pedestrian structure would provide for people movement along the valley. The Durham-Scarborough Bus Rapid Transit proposal should include an investigation into the provision of constructing a tunnel under the existing four lanes and proposed six lane King Street at the East Corbett Creek that would accommodate an active transportation facility instead of replacing the existing culvert.

King Street at the Oshawa Creek Valley: Similar to Bond Street the King Street bridge over the Oshawa Creek needs to be replaced as part of the Durham– Scarborough Bus Rapid Transit Study. This bridge should also provide for separation of fast moving micro mobility from walkers by having facilities on both sides of the Oshawa Creek.

King Street Stevenson Road to Simcoe St: Similar to Bond Street, the Durham– Scarborough Bus Rapid Transit Study proposed to add right turn lanes at most intersections. The Region of Durham indicated that right hand turn lanes are not recommended as they pose a risk to pedestrians and cyclists. The Durham- Scarborough Bus Rapid Transit Study should only construct right hand turning lanes at major intersections.

King Street east of Simcoe Street: With parking on King Street it would not be easy to implement an active transportation corridor on King Street from Simcoe Street to Ritson Road. In the short term provision should be made for King Street micro mobility to access and use Athol Street for this corridor.

King Street Ritson Road to Wilson Road: An additional lane is available in this section and the south lane could be restricted and buffered for micro-mobility. This action should likely be in conjunction with extending micro-mobility facilities east of Wilson Road.

King Street East of Ritson Road: Further study is required before recommendations are made on this section of road.



- 5.16 **Lviv Blvd** from Simcoe Street to Front Street is a local street in a mixed use area. The section from Front Street to Albert Street is used as part of the Michael Starr trail. Being a family oriented facility consideration should be given to providing additional separation for autos from the Front Street to Albert Street.
- 5.17 **Marquette Avenue** from Park Road to Union Village Public School is a local street in a residential area. It is also the link between the Warne-Goodman Creek Valley system and the Joseph Kolodzie Trail in the Oshawa Creek Valley. This missing trail link should be connected as a high priority. The design for the extension of the GO Rail Service should include this essential link.
- 5.18 **Mill Street** is a designated Collector Road. Although identified as a cycling route, its steep grades and narrow width make it not desirable in its current design. For micro-mobility service, including walking to the proposed GO Rail Station, a new path is required to Simcoe Street at First Avenue
- 5.19 **Olive Avenue** from Simcoe Street to Townline Road is a Type "C" arterial road. For it to provide the services as defined in the Official Plan it cannot be linked to Gibb Street. It will require both a boulevard multi-use path and on road cycle lanes or protected cycle lanes. It will likely require widening or extensive turning lanes in the vicinity of the GO Rail Station.
- 5.20 **Richmond Street:** McMillan Dr to Mary Street is a local street in the centre of the central area. It appears to be a low auto volume road. It seems most important that vegetation be added continuously along this street than separate facilities for multi-modal travel.
- 5.21 **Stacey Avenue** from Court St. to Ritson Road although a local road in a residential area has the opportunity to provide micro-mobility access to the area. It should be assessed further on the roll it could play in developing micro-mobility network.
- 5.22 **William Street:** Kaiser Crescent to Ritson Road This local street is intended to provide east/west micro-mobility from the Harmony Creek to the Oshawa Creek. It also forms part of the north/south Michael Starr Trail. It is currently on the northern edge of the main central area and parking is permitted. The Oshawa Creek Valley, the Harmony Creek Valley and the Michael Starr Trail are all intended as family micro mobility corridors. The linkages between them and the part of William Street used as the Michael Starr Trail must also be designed to be safe for family use. Although this is a local road, with the nature of central area traffic micro-mobility facilities should be both behind the curb such as possible on the south side from near Mary Street to Division Street and painted cycle lanes without parking. Consideration should be given to using the existing wide boulevard for active transportation and extending it from Kaiser Crescent to Ritson Road. If not a boulevard multi-use path than buffered cycle lanes similar to Athol Street should be considered.

## 6. Review of North/South Streets for Micro-Mobility Corridors

- 6.1 **Albert Street** is designated a Type “C” arterial road from King Street to Elm Street and a Collector Road from Elm Street to Bloor Street by Oshawa. It is designated a local street by the Region. There is no longer a need to serve General Motors downtown and Albert Street has a unique opportunity to provide a cycling corridor from Bloor Street to King Street. Albert Street should be designed with a single auto lane in each direction, few if any turning lanes and no auto overpass of the CPR. It should have appropriate cycle facilities including an overpass of the CPR from King Street to Bloor Street. Parking should be phased out on Albert Street to provide for landscaping.
- 6.2 **Arena Street** is designated a collector road from Adelaide Avenue to Bond Street. It currently provides on street parking, primarily for employees of Ontario Motor Sales. It is likely on the edge of the floodplain and all development between Arena Street and the creek should be removed over time. It is recognized that this collector road will remain with parking, and therefore not provide comfortable cycling over the short and medium term. However, the road does not have a high volume of traffic or much movement in the parked cars so it can be used as is for now.
- 6.3 **Celina Street** is designated a Type “C” arterial road from King Street to Elm Street by Oshawa and a local street by the Region. This local street should give priority through facilities to handicapped, walkers, cyclists, scooters before autos which will require landscaping, benches and other amenities. This road should be restricted to one lane for autos and phase out on street parking.
- 6.4 **Centre Street** is a south bound three lane Type “B” arterial road from Adelaide Avenue to where it joins Simcoe Street at Olive Avenue. The Simcoe Street/Centre Street facilities are two lanes in each direction south of Olive Avenue and north of Adelaide Avenue. It was common to add extra lanes in central areas as the objective was to provide for autos to go through the central area not to the central area. The current planning is to improve the bus service on Simcoe/Centre Streets with the longer term plan to make them full service streets. In the short term the right hand lane on Centre Street should be dedicated to bus and cycle use only.
- 6.5 **Charles Street** is designed a local street from King Street to Bruce Street. It has cycle lanes painted between Bruce Street and Athol Street. The Michael Starr Trail uses Charles Street and Bruce Street to go from the northern separate bikeway which terminates at Bruce Street to the on street painted bicycle facilities on Athol Street from Charles Street to Mary Street. The Michael Starr Trail is a family oriented separate path and connections from its separate facility at Bruce Street to its separate facility at Connaught Park should be safe for

family cycling, scooters, walking etc. Although Charles Street is a local street, it is in the central area with different traffic considerations and the painting of cycle lanes is appreciated. A further review to determine if this facility on Charles Street is safe for family cycling should be undertaken or if Red Tilson Lane should be used.

- 6.6 **Cubert Street** is designated a local street from Sinclair Avenue to Bloor Street. It has a non-interchange underpass of Hwy. 401. It provides the opportunity to link the community safely to Bloor Street while Bloor Street has the opportunity to provide a multi-use path to Albert Street which should provide a connection to the new GO Rail station. Cubert Street including the underpass of Hwy 401 should provide for safe micro-mobility.
- 6.7 **Division Street** is designated a Collector Street from Adelaide Avenue to King Street. It provides a boulevard multi-use path for the Michael Starr Trail from on the east side from Adelaide Avenue to William Street. The pedestrian/cycle traffic light activation button and lines for crossing Adelaide Avenue are on the west side of William Street at Adelaide Avenue. Provision should be made as a priority to provide activation and lines to cross Adelaide Avenue on the east side of the street.
- Division Street is designated as a local street from Adelaide Avenue to Grove Street at Connaught Park. It has signs to identify to road as a bicycle facility. It has sidewalks on both sides. On the few occasions this section of Division Street was checked there was considerable parking on the street, particularly close to Adelaide Avenue. Division Street from Adelaide Avenue requires checking to ensure it has appropriate facilities for family cycling and other micro-mobility travel which is likely to grow considerable on this section of road.
- 6.8 **Front Street** is designated a local street from the CPR to Lviv Boulevard. The section from Albany Street to the CPR is used as the Michael Starr Trail. This section will require separation of autos from micro-mobility transportation. It is recommended that this section, including a new overpass of the CPR be for pedestrians only and that an Albert Street overpass of the CPR be built for other micro-mobility travel.
- 6.9 **Kaiser Crescent/McMillan Drive** is designated as a Collector road from Adelaide Avenue to King Street. It really performs more of a minor arterial road function providing for a flow of traffic from King/Bond Streets to Adelaide Avenue in Oshawa's central area. This Collector Road has sidewalks both sides and shared auto cycle lanes. This stretch of collector road forms part of the Joseph Kolodzie Bike Path linking Queen Street to Golf Street and then north to Alexander Park. This section of the Joseph Kolodzie Bike Path needs to be reviewed to determine if it is designed appropriate for family cycling and other micro-mobility modes of travel as the demand increases. Certainly the section of Adelaide Avenue from Kaiser Crescent to Golf streets needs improvement such

as dedicating a lane to buses and micro-mobility or the route should be changed with a crossing of Adelaide Avenue at Grooms Avenue and local streets such as Frederick Street used as part of the micro-mobility route. Eventually the Joseph Kolodzie Bike Path should be under Adelaide Avenue and over the Oshawa Creek at Alexander Street; however this improvement to the route will not eliminate the need for better facilities on the roads in this area.

6.10 **Mary Street** is a designated Type “C” arterial road in the central area from Adelaide Avenue to Athol Street. It provides part of the route for the joining of the two sections of the Michael Starr Trail from Athol Street to William Street. The Michael Star Trail is a family friendly micro-mobility corridor. This section of May Street requires checking to ensure it has appropriate facilities for family cycling and other micro-mobility travel which is likely to grow considerable on this section of road.

6.11 **Park Road** is a designated Type “B” arterial road from Rossland Road to Phillip Murray Avenue. The section of Park Road from Annapolis Avenue to Humber Avenue is beyond the boundaries of our comments but it is so important that comments have been included. The Joseph Kolodzie Bike Path runs from the waterfront to Adelaide Avenue. The major obstacles at King and Bond Streets are to be eliminated as part of the Bus Rapid Transit Project. The section of the Oshawa Creek from Alma Street to Jane Street is in private ownership. The City constructed a multi-use path from Taunton Road to Jane Street along the Oshawa Creek beside the airport. It also identified a cycle route and painted cycle lanes from Jane Street on local streets and Gibbons Street to south of Annapolis Avenue. The city recently painted cycle lanes on Annapolis Avenue from Gibbons Street to Waverly Street and on Waverly Street from Rossland Road to Adelaide Avenue.

The missing link to connect cycling facilities from the north- west section of the city to the Joseph Kolodzie Bike Path and the rest of the city is a section from the south side of Adelaide Avenue to Annapolis Avenue. The project would be to extend the Bike Path under Adelaide Avenue up the creek valley to Park Road near Humber Avenue, up the east side of Park Road on a multi-use path to Annapolis Avenue, across Park Road and along Annapolis Avenue to Gibbons Street. This missing link project should be considered a high priority.

Park Road being a Type “B” arterial should have a sidewalk, preferably on the east side, replaced by a boulevard multi-use path. This is particularly applicable to the section of Park Road under Hwy. 401

6.12 **Queen Street** is a local Street from King Street to the south. Queen Street use to connect King Street to Bagot Street and was subject to excessive amounts of cut through traffic. It is OATAC understanding that consideration is being given to re-connection Queen Street from King Street to Bagot Street. This connection is strongly opposed and would introduce additional hazard for the micro-mobility connection between Athol Street and the Joseph Kolodzie Bike Path.

6.13 **Simcoe Street** is designated a Type “B” arterial road from Adelaide Avenue to Bloor Street. Similar to Centre Street it was widened when the objective was to get autos through the downtown not to the downtown. Simcoe Street is to be a complete street in the future providing for all modes of travel. The current planning is to improve bus service on Simcoe Street. Similar to Centre Street, with a two lane north bound Simcoe Street south of Olive Avenue and a two lane Simcoe Street north of Adelaide Avenue, consideration should be given to converting one of the Simcoe street lanes between Olive Avenue and Adelaide Avenue to a bus micro-mobility lane with special considerations in the vicinity of King Street.

## 7. **Off Road Micro-Mobility Facility Review**

In addition to on street facilities the following off street facilities require improvement.

7.1 Joseph Kolodzie Trail is discontinuous at Gibb Street. Signs are required to direct trail users through the school from both directions. Signs are also required to advise motorists that there are people crossing Gibb Street using various modes of travel at this location. Work is required to provide a path next to the creek in this location.

7.2 South of the CPR there is a partially completed link from Sheffield Court to the future Go Rail Station. The following is offered for consideration.

- A paved walkway entrance is provided at Sheffield Court but the path abruptly ends prior to reaching the school yard. This walkway should be completed and with the cooperation of the School Board a 200m path should be constructed between Sheffield Court and Cromwell Avenue across the northern end of the St. Thomas Aquinas School grounds.
- The route continues on Pacific Avenue, under Park Road, along Sinclair Avenue to the multi-use path that leads to the Joseph Kolodzie Tail. An engineering study is required to determine the appropriate route and cost of providing a multi-use path from Hall Street to the Joseph Kolodzie Bike Path.
- Although not found in the current reports, the original extension of GO service to Bowmanville recommended provision for electrification of the GO service which would require reconstruction the Simcoe Street bridge over the GO rail tracks which would impact the height of Simcoe Street at the CPR so existing abutting uses would likely lose their access to Simcoe Street. If this is still the case, consideration should be given to providing an underpass of the CPR south trail system under Simcoe Street.