

To: Oshawa Active Transportation Advisory Committee  
From Projects Working Group 2023 08 21  
Subject: Wentworth Street Reconstruction: Cedar Street to Farewell Street.

**1. Purpose:**

To provide comments regarding transportation on the proposed reconstruction of Wentworth Street by the Region.

**2. Recommendations:**

- 2.1 That the limit of the reduction of the number of auto lanes from four to two is strongly supported and should be at least from Ritson Road to Farewell Street on this Type "C" arterial road.
- 2.2 The provision of a multi-use path on the north side of Wentworth and a sidewalk on the south side is strongly supported but it does not remove the need for micro-mobility lanes for the entire length of the reconstruction on this Type "C" arterial road with direct driveway access. The road cross-section should be similar to Attachment No. 1.
- 2.3 That traffic lights be appropriate for the safe cycling across intersecting roads.
- 2.4 That intersections at all crossing roads be painted and designated as cross-rides.
- 2.5 That the restoration of all intersecting arterial and collector roads include a multi-use path on one side and a sidewalk on the other side.

**3. Region's Proposal:**

The Region of Durham is proposing to reconstruct Wentworth Street from Cedar Street to Farewell Street. The reconstruction will include:

- New asphalt pavement, new curb and gutter, and replacement of water main and sections of storm sewer system.,
- **A new three meter wide asphalt multiuse path along the north side of Wentworth Street from Cedar Street to Farewell Street.,**
- **A new sidewalk on the south side of Wentworth Street from Nelson Street to Farewell Street.**
- Realignment of Wentworth Street between the intersections of Simcoe Street and Ritson Road.,
- Rebuilding the exiting traffic signals at the Cedar Street, Simcoe Street, Ritson Road and Wentworth Street.,
- A new traffic signal at Wentworth Street and Nelson Street.,
- Lane configuration on Wentworth Street east of Nelson Street. The existing four through traffic lanes will be reconfigured to two through traffic lanes and a centre two-way left turn lane.

**4. Comments**

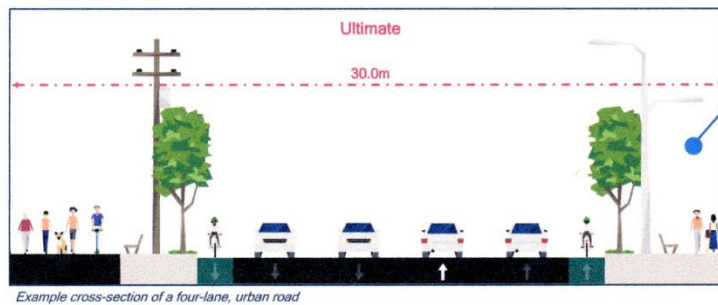
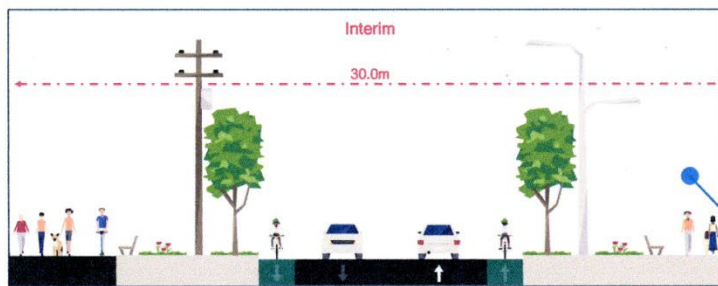
Wentworth Street is a Type “C” arterial road. Type “C” arterial roads, are the lowest level of arterial roads and as defined in the Official Plans are to relate more to the community they serve than provide for through traffic movement. Wentworth Street was built when cars were king and the General Motors Assembly Plant required access for many thousand assembly workers. Little thought was give to other modes of travel. The objective was to accommodate the auto driver at any cost and community impacts were barely considered.

- 4.1 The proposal to reduce the number of traffic lanes from four to two east of Nelson Street is strongly supported. Type “C” arterial roads should be one lane in each direction unless there is a regional scale generator along the road and then the wider road should only be for the section of road needed to accommodate related movements in the vicinity of the traffic generator. The Region should strongly consider reducing the community dividing impact of the four lane section of Wentworth at least from Ritson Road to Farewell Street.
- 4.2 To provide a balanced road system cycle lanes or protected cycle lanes are required as well as the multi-use path on Type “C” arterial road with direct driveway access. A boulevard multi-use path provides beginners going to school or neighbours, for family outings with a safe facility as their speed does not insurmountably conflict with cars backing out of driveways waiting for a break in traffic and watching between the curb only. However experienced cyclists and e-scooters users going quickly to work or other functions would not be seen by drivers as they stop across the multiuse path to observe traffic between the curbs. For a balanced transportation system both facilities are required as shown on the City drawings for Stevenson Road N. Attachment No. 1 (From City of Oshawa Stevenson Road N. EA.)
- 4.3 With the upgrade of traffic lights and the introduction of a multi-use path, traffic lights should be appropriate for safe cycling across the intersecting roads when using the multi-use path.
- 4.4 The current law is that cyclists on a multi-use path must dismount and push their cycle across a road unless the intersection is declared a cross-ride intersection and painted accordingly. All intersections where roads cross the multi-use path should be declared cross-rides and painted accordingly.
- 4.5 The construction involves significant approaches on intersecting streets such as Simcoe, Ritson, Nelson, Wilson and Farewell. These are all arterial or collector roads. All arterial and collector roads require a boulevard multi-use path on one side and a sidewalk on the other side. It is recommended that the side for each facility be determined now and any re-construction provide a sidewalk on one side and a multi-use path on the other side for the length of the reconstruction

instead of ripping up a good sidewalk in the future.

## Attachment 1

### ALTERNATIVE SOLUTIONS



#### Alternative 3: Reconstruct and Widen Right-of-Way (ROW)

- Urbanization and revisioning of the study area corridor
- Widened ROW and added active transportation infrastructure
- Includes upgrades from Alternative 2