

To: Oshawa Active Transportation Advisory Committee

From: Projects Working Group 2023 11 01

**Subject:** The Active Transportation needs in Oshawa related to Extending GO Rail Service from Oshawa to Bowmanville.

**1. Purpose:**

To outline the active transportation needs in Oshawa that will be impacted by the extension of GO Rail service to Bowmanville.

**2. Recommendation:**

That OATAC endorse the report and refer the report to City Staff for information.

**3. Comments.**

The first Oshawa Active Transportation Master Plan was adopted by the City of Oshawa in September 2015 so the City policies related to active transportation were not in place when the Environmental Assessment of the GO rail extension to Bowmanville was previously approved in 2011. This City Policy should be considered and provision should be made for an Active Transportation Network in the extension of GO Rail service to Bowmanville.

It is recognized that the City's Active Transportation Master Plan is now out of date and an update of the plan is scheduled for 2024. The extension of the GO rail service to Bowmanville should not preclude the development of the facilities intended to be included in the 2024 updated Active Transportation Master Plan.

The current thinking regarding active transportation needs in the vicinity of the GO Train Extension is outlined below. The implementation of the GO Train Service to Bowmanville should assist in implementing these facilities not preclude their construction.

**4. Active Transportation Requirements**

**4.1 New Rail Bridge over Hwy. 401 west of Stevenson Road**

Since the Stevenson Road freeway ramps preclude the safe active transportation crossing of Hwy. 401 in this area, provision is required for pedestrians, cyclists and micro-mobility users to be able to get across Hwy. 401 safely. A new bridge for pedestrians and micro-mobility users should be constructed as part of the new railway bridge over Hwy. 401 so the freeway is not a barrier to all travel except the autos.

**4.2 New Fox Road Go Railway Station**

It is necessary to provide for pedestrians, cyclists and micro-mobility users to access the new GO Station and Laval Drive from Stellar Drive on day one of service. It would be contrary to the Official Plan to provide an auto link between Stellar Drive and Laval Dr.

#### **4.3 Stevenson Road Bridge Extension over the CPR**

The Warne-Goodman multi-use path is located on the north side of the CPR near Stevenson Road. This multi-use path should not be permanently impacted by the extension of the Stevenson Road CPR Bridge.

Stevenson Road is a Type “B” arterial road. Active transportation facilities on Type “B” arterial roads are to be a sidewalk on one side and a multi-use path on the other side. The decision needs to be made on what side the Multi-use path is to be constructed and the path should be constructed at least from Gibb Street to Laval Dr.

#### **4.4 Park Road Bridge Extension over the CPR**

The Warne/Goodman Creek Valley multi-use path uses the Grenfell St./Marquette Avenue bridge under Park Road. This grade separated crossing of Park Road should be maintained.

Park Road is a Type “C” arterial road. Type “C” arterial roads are to have cycle lanes or protected cycle lanes between the curbs and a sidewalk and multi-use path on the boulevard. The Park Road bridge work must provide for these active transportation facilities and the multi-use path and cycle lanes should be constructed at least from Marquette Avenue to Pacific Avenue with connections to the multi-use paths north and south of the CPR.

#### **4.5 Warne Goodman Multi-use Path, The Multi-use path south of the CPR and the Joseph Kolodzie Bike Path connection to the Ritson Road new GO Rails Station.**

These three bike paths will provide excellent active transportation access to the proposed new GO Rail Station in Central Oshawa from the west providing there is a crossing of the Oshawa Creek and an at rail grade path to the Michael Starr Trail.

A multi-use path bridge should be built across the Oshawa Creek south of the new Rail Bridge at the same time as the new rail bridge. This new bridge should provide for the eventual improvement of storm water backup when the existing CPR rail bridge requires rebuilding.

A multi-use path should be built south of the new rail tracks from the Oshawa Creek, under the new Simcoe Street Bridge at the same time as the new Simcoe Street bridge is constructed to the Michael Starr Trail.

#### **4.6 New Simcoe Street Bridge**

As noted in 5. Above, a multi-use path at rail grade is required under the south side of the new Simcoe St. Bridge.

Simcoe Street is a Type “B” arterial road. Simcoe Street is a commercial street leading to the central area of Oshawa. Discussion is required on what type of active transportation facilities need to be provided on Simcoe Street at the location of the new Bridge.

#### **4.7 Albert Street Bridge**

The Albert Street Bridge is proposed to be demolished with no replacement. It is a Provincial Heritage Property. Albert Street provides one of the rare opportunities to provide for an active transportation link from south of Hwy. 401 to the new GO Rail Station and the Central Area of Oshawa.

It has been found that there needs to be a separation of faster moving active transportation modes such as bicycling from walking. Albert Street provides the opportunity to provide for the Michael Starr Trail to provide the required walking link while Albert Street provides a good route for the faster moving cycle, scooter and other micro-mobility modes of travel. A non-auto Albert Street Bridge is required over the CPR rail corridor.

#### **4.8 Maintain the Multi-use path along the south side of the CPR from the Michael Starr Trail to the Howard St./Edward Street intersection.**

#### **4.9 Ritson Road Bridge Replacement**

Provide a multi-use path along the south side at rail grade from Edward Avenue to the east side of Ritson Road.

Ritson Road is a Type “B” arterial road. Type “B” arterial roads are to have a sidewalk on one side and a multi-use path on the other side. These facilities should be constructed not later than this bridge replacement at least as far as Olive Avenue to the north and McNaughton Avenue/Dean Avenue to the south.

#### **4.10 Wilson Road Bridge Replacement**

Wilson Road is a Type “C” arterial road. Type “C” arterial roads are to have cycle lanes or protected cycle lanes, a sidewalk and a multi-use path. The new bridge

over the CPR should provide for these facilities. The sidewalk, multi-use path and cycle lanes should be constructed from Olive Avenue to the north to Dean Avenue to the south not later than the time of this bridge replacement.

#### **4.11 Farewell Street Bridge Replacement (Non-auto Bridge)**

It has been found that it is necessary to separate faster moving micro-mobility modes such as bicycles and scooters from walking to maintain a reasonable level of safety for pedestrians. This bridge will need to be of sufficient width to provide this separation with two way traffic for each.

#### **4.12 Harmony Road Bridge Expansion**

Harmony Road is a Type “A” arterial road. Type “A” arterial roads are to have a multi-use path on one side and a sidewalk on the other side. These facilities should be constructed with or before the Harmony Road GO Rail bridge expansion from Olive Avenue to Tennyson Avenue.

#### **4.13 Harmony Creek Crossing**

The new double track bridge over the Harmony Creek is to have a wider span than the existing bridge. This new bridge will require provision for active transportation under the bridge including the separation of pedestrians from faster moving active transportation vehicles.

#### **4.14 Farewell Creek Crossing**

The new double track bridge over the Farewell Creek is to have a wider span than the existing bridge. Similar to the Harmony Creek Crossing, the new bridge will require provision for active transportation under the bridge including the separation of pedestrians from faster moving active transportation vehicles.

#### **4.15 Rail Track addition Harmony Creek to Bloor Street**

A new rail track is to be constructed along the south side of the existing CPR line, including the section from Harmony Creek to Bloor Street. There is a need to link the Harmony Creek Valley Trail and the Farewell Creek Valley Trail to Bloor Street along the south side of the CPR corridor while the Golf Course remains. This multi-use path should be provided for during the negotiations with the Golf Course owners and constructed at the time of the rail track construction.

#### **4.16 Bloor Street at Grade Crossing**

This project is to provide a wider platform for Bloor Street to cross the rail tracks. This wider platform should provide for walking on the south side and a multi-use path on the north side over the rail tracks.