

To: Economic and Development Services Committee

From: Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Report Number: ED-23-206

Date of Report: November 1, 2023

Date of Meeting: November 6, 2023

Subject: Staff Report on ED-23-199 - Wentworth Street Reconstruction

Ward: Ward 5

File: 03-05

1.0 Purpose

On October 16, 2023, the Economic and Development Services Committee considered ED-23-199, a report of the Oshawa Active Transportation Advisory Committee (“O.A.T.A.C.”) regarding the Wentworth Street Reconstruction Project (the “Project”) and referred it to staff for a report.

The purpose of this Report is to respond to the Economic and Development Services Committee October 16, 2023 direction, provide additional information and a recommendation for Committee’s consideration concerning comments provided by O.A.T.A.C. on the Project.

Attachment 1 is a copy of the Public Information Package dated July 2023 made available to the public by the Region of Durham for the Project.

Attachment 2 is a copy of staff comments provided to the Region of Durham on the detailed design of the Project.

Attachment 3 is a copy of Item ED-23-199.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ED-23-206 dated November 1, 2023, Item ED-23-199 – Projects Working Group Report – Wentworth Street Reconstruction: Cedar Street to Farewell Street (previously OATAC-23-21), be received for information.

2. That, pursuant to Report ED-23-206 dated November 1, 2023, a copy of said Report and the related Council Resolution be forwarded to the Region of Durham.

3.0 Executive Summary

Not Applicable.

4.0 Input From Other Sources

Not Applicable.

5.0 Analysis

5.1 Background

On July 17, 2023, The Region of Durham issued a Public Information Package (see Attachment 1) and a Public Notice inviting the public to provide comments on the proposed detailed design for the Project.

The Region had requested comments from the public by August 17, 2023.

O.A.T.A.C. considered the comments of a Working Group on the Project as Report OATAC-23-21 (see Attachment 3). O.A.T.A.C. approved the following recommendation to the Economic and Development Services Committee:

“That based on Report OATAC-23-21, the following comments be provided to the Region of Durham regarding the Wentworth Street Reconstruction: Cedar Street to Farewell Street:

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; and,
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; and,
3. That traffic lights be appropriate for the safe cycling across intersecting roads; and,
4. That intersections at all crossing roads be painted and designated as cross-rides; and,
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.”

On September 15, 2023, Engineering Services provided internal staff comments to the Region for the Project (see Attachment 2).

5.2 Wentworth Street Reconstruction Project Description

The Regional Municipality of Durham is proposing to reconstruct Wentworth Street, from Cedar Street to Farewell Street, in the City of Oshawa.

The reconstruction of Wentworth Street will include:

- Realignment of Wentworth Street between the intersections of Simcoe Street and Ritson Road;
- Rebuilding the existing traffic signals at the Cedar Street, Simcoe Street, Ritson Road, and Wilson Road intersections with Wentworth Street;
- Lane reconfiguration 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;
- Replacement of watermain and sections of the storm sewer system;
- A new traffic signal at Wentworth Street and Nelson Street;
- New asphalt pavement;
- New curb and gutter;
- A new sidewalk on the south side of Wentworth Street from Nelson Street to Farewell Street; and,
- A new three-metre wide asphalt multi-use path along the north side of Wentworth Street from Cedar Street to Farewell Street.

More information related to the project can be found on the Region's [website](https://apps.durham.ca/applications/works/publicworksprojects/projectdetails.aspx?project=2861) at: <https://apps.durham.ca/applications/works/publicworksprojects/projectdetails.aspx?project=2861>.

5.3 Staff Comments on Project

Engineering Services staff have provided detailed technical comments (see Attachment 2) to the Region of Durham as a result of the circulation of the Project by the Region to certain technical agencies including the City.

These comments have been provided to the Region on a staff to staff basis to help inform the Project as it advances through the process.

5.4 O.A.T.A.C. Comments on Project

O.A.T.A.C. comments (see Attachment 3) have been forwarded directly to the Region to help inform the Project as it advances through the process.

O.A.T.A.C. notes that Section A of the Project extends from Cedar Street to Nelson Street and includes:

- 4 traffic lanes (two in each direction);
- Intersection improvements along Wentworth Street at Cedar Street, Simcoe Street, Ritson Road and Nelson Street; and,
- A multi-use path on the north boulevard.

O.A.T.A.C. further notes that Section B of the Project extends from Nelson Street to Farewell Street and includes:

- 2 traffic lanes with a centre two-way left turn lane;
- Intersection improvements along Wentworth Street at Wilson Road; and,
- A multi-use path on the north boulevard.

5.5 Limits of Section A

The only material difference between the comments from staff on the Project and the comments from O.A.T.A.C. on the Project relates to the extent of Section A.

O.A.T.A.C. prefers that Section A end at Ritson Road rather than Nelson Street.

City staff do not support this position for the following reasons:

- The block of land bounded by Ritson Road, Waterloo Street, Nelson Street and Wentworth Street is designated Industrial in the Oshawa Official Plan; and,
- The area generates high volumes of truck traffic from the Consolidated Operations Depot and other uses in the block of land noted above.

5.6 Next Steps

City staff comments and O.A.T.A.C. comments have both already been provided to the Region of Durham to help inform the process.

At this point, it is appropriate to provide the Region of Durham with a copy of this Report to clarify the Council position with respect to the Project.

6.0 Financial Implications

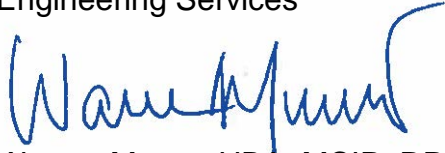
There are no financial implications associated with the recommendation of this Report.

7.0 Relationship to the Oshawa Strategic Plan

The recommendation in this Report advances the Accountable Leadership, Economic Prosperity and Financial Stewardship, Environmental Responsibility, Social Equality and Cultural Vitality goals of the Oshawa Strategic Plan.



Anthony Ambra, P.Eng., Director,
Engineering Services



Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department



Welcome!

Public Information Package

Wentworth Street (Regional Road 60)
from Cedar Street to Farewell Street
(Regional Road 56), in the City of

Oshawa

July 2023





Introduction

The asphalt pavement along Wentworth Street from Cedar Street to Farewell Street is deteriorating, and the road is due for reconstruction.

A review of the traffic safety and operations for the project identified opportunities to improve items such as: narrow traffic lanes, restricted sight lines (especially near Simcoe Street and Ritson Road), and lack of dedicated turning lanes. The Region developed a plan addressing these issues.

Details of the proposed improvements, and a contact for residents to provide feedback, are provided in this Public Information Package (PIP).



Project Purpose

- Improve intersection operations, specifically at locations with higher collision rates: upgrades to traffic signals, turning lanes, improved road crossings, and improved sight lines.
- Improve roadway infrastructure: new asphalt pavement, new curb and gutter, sections of new watermain and storm sewers.
- Improve cycling and pedestrian connectivity:
 - A new 3 metre wide asphalt multiuse Path (MUP) on the north side of Wentworth Street.
 - A new sidewalk, from Nelson Street to Farewell Street, on the south side of Wentworth Street.
 - Cross-rides at designated road crossing for cyclists. Learn more about cross-rides [here](#)

Project Sequencing and Timing

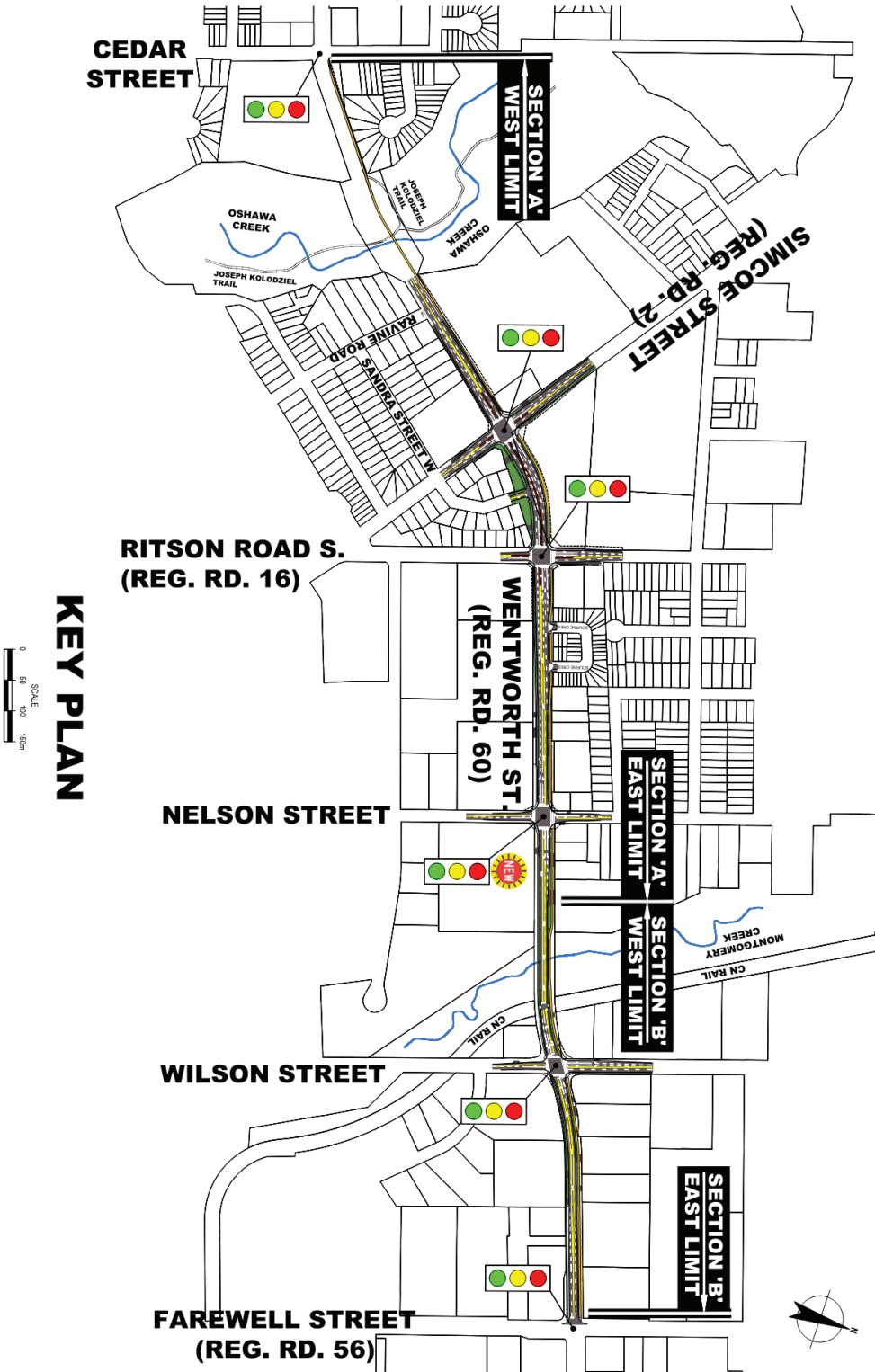
The project is planned to be completed in two parts:

West Part - Section A: Cedar Street to Nelson Street, construction planned for 2026/2027

East Part - Section B: Nelson Street to Farewell Street, construction planned for 2025

Construction timing is an estimate and is subject to the completion of design, property acquisition, utility relocation, permitting, and Regional Council approval of construction funding.

Project Limits



Section A: Cedar Street to Nelson Street

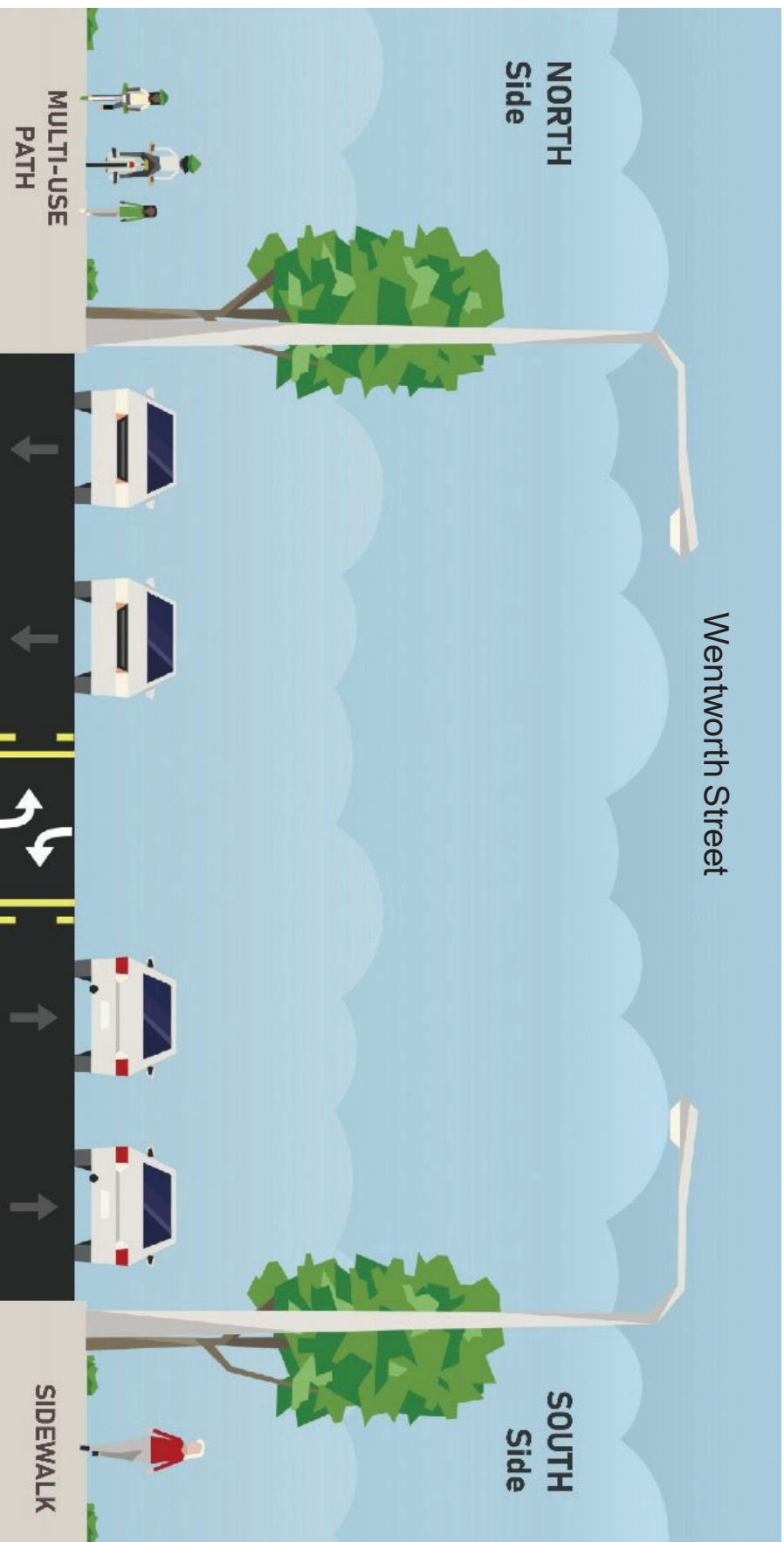
Due to the high traffic volumes in this section, all through traffic lanes will be maintained. The proposed improvements include:

- Intersection improvements at Wentworth Street and: Cedar Street, Simcoe Street, Ritson Road, and Nelson Street
- Realignment of Wentworth Street between Simcoe Street and Ritson Road, improving lane alignment and visibility
- A new traffic signal at the intersection of Wentworth Street and Nelson Street
- A multiuse path in the north boulevard

An example for the proposed Typical cross-section for Section A is presented on the next page.

Also see "Wentworth Project Drawing" on the project web page for a preliminary design of the proposed improvements.

Section A - Typical cross-section



Section B: Nelson Street to Farewell Street

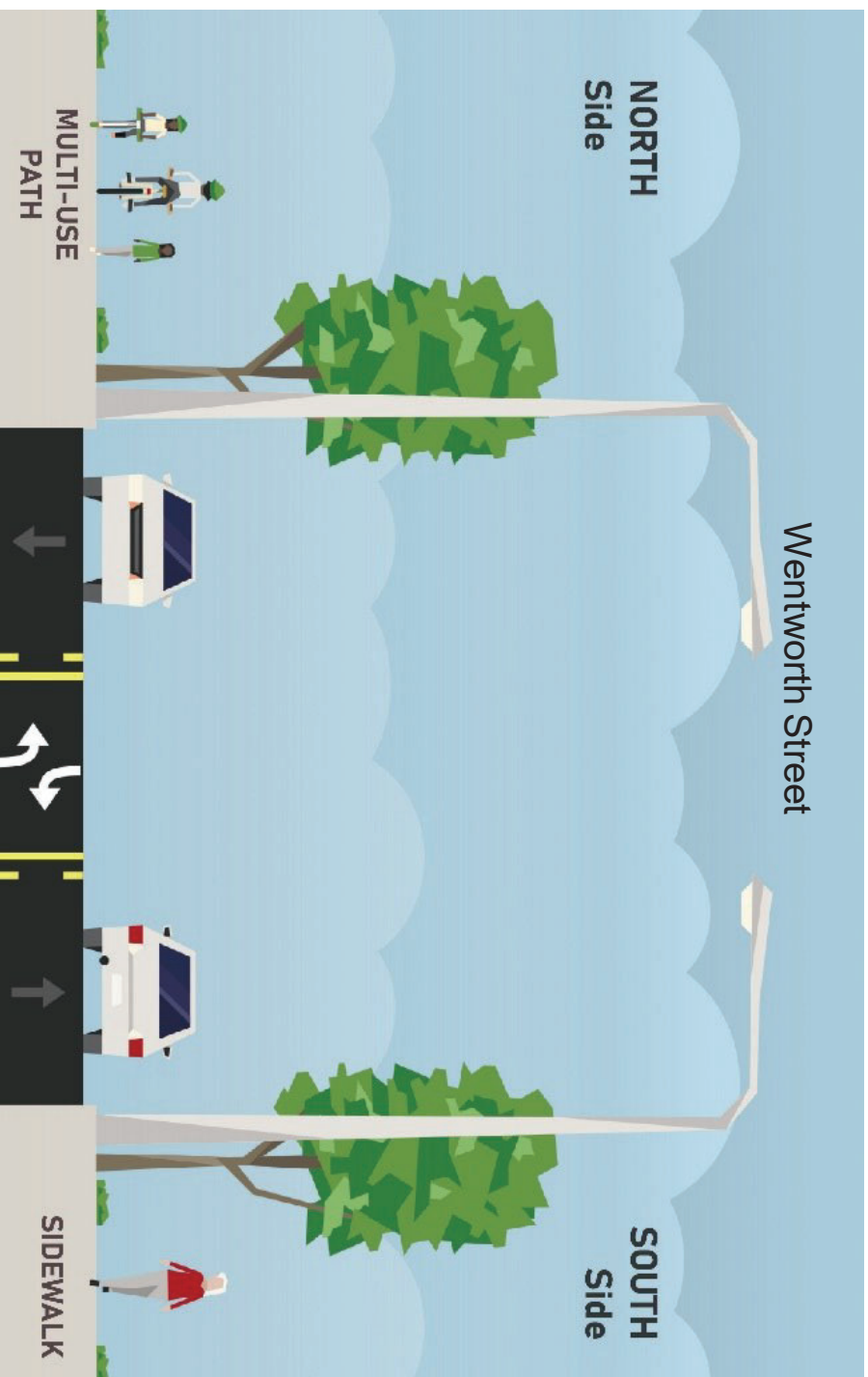
Traffic volumes in this section are lower comparing with the western section. The proposed improvements include:

- Intersection improvements at Wentworth Street and Wilson Road
- Lane reconfiguration on Wentworth Street east of Nelson Street: The existing 4 through traffic lanes will be reconfigured to 2 through traffic lanes, and a centre two-way left turn lane.
- A multiuse path in the north boulevard and a new sidewalk from Nelson Street to Farewell Street

An example for the proposed Typical cross-section for Section B is presented on the next page.

Also see "Wentworth Project Drawing" on the project web page for a preliminary design of the proposed improvements.

Section B: Nelson Street to Farewell Street





Future Activities

Questions? Comments?

Please send us your input by **August 17, 2023** to:

Didi Shatil, P.Eng.

Project Manager

Works Department – Transportation Design

The Regional Municipality of Durham

605 Rossland Road East, Whitby, ON L1N 6A3

Tel: 905-668-4113 or 1-800-372-1102, ext. 3334

Didi.Shatil@Durham.ca

Next Steps

- Collect and review input received
- Complete the detailed design of the project
- Acquire required property and relocate utilities
- Obtain permits and approvals
- Complete construction of the project, in two sections



FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY

Information collected at this consultation event is being collected in accordance with the Freedom of Information and Privacy Act (R.S.O. 1990). This information will be kept by the Region of Durham on file and may be included in the project documentation. With the exception of personal information, all comments will become part of the public record. Names and addresses will be kept confidential.

Date: September 15, 2023

File: D202X-XX
Wentworth

To: Chrisoula Vergados
Transportation Design, Works Department
The Regional Municipality of Durham

From: Brandon Underwood
Senior Infrastructure Program Analyst
Infrastructure Services

Re: **30% Design Review Circulation - Wentworth Street (Regional Road 60)
reconstruction from Cedar Street to Farewell Street (Regional Road 56) in the
City of Oshawa**

City Staff have completed their review of the Region drawings provided for the above noted location. Their comments are as follows:

Accessibility

- There is a notation of a 3.0 m concrete MUP on a drawing. Can you confirm is the MUP concrete or asphalt?
- Concern about the side clearance distance – related to safety of people with disabilities – i.e. low vision, winter snow impeding path of travel
- Have the plans been examined to comply with O. Reg 191/11 under the Design of Public Spaces Standard – Exterior paths of travel to ensure that it complies with the requirements?
- As outlined in the legislation (O.Reg 191/11) are you reviewing the exterior paths of travel plans with people who have disabilities and Municipal Accessibility Advisory Groups. Are you coming to Oshawa's Accessibility Advisory Committee?
- Have the plans been designed as per OS and OADS as approved by Oshawa Council?
- Ensure that there are details on the design about the location and design criteria of twsis, curb cuts, depressed curbs, ramps, barrier protection etc to meet City standards and legislation requirements
- Ensure that there is access (with public notice and signage of alternate routes) for people with disabilities (i.e. pedestrians, people using mobility devices) during construction to alternate accessible routes and popular sites (i.e. Lakeview Park – do not use alternate that is not meant for pedestrian/mobility device travel)
- Consideration be given to the inclusion of rest stops along the MUP and areas where the grade could be an issue for people with disabilities walking and/or using assistive devices.

Engineering Services – Development & Technical Services

- Please note that the two bridge crossings within the design are within Oshawa Creek and Montgomery Creek watersheds. As per the Watershed Management Plan, both creeks do not require any quantity control in order to avoid double peaking. As such, I advise that the Wentworth Surface Drainage Memo be revised to remove the quantity control criteria.
- The proposed OGS and vegetated swales does meet the 80% criteria. As per stormwater management perspective, we would like to advise the use of LIDs such as treatment trains along the road design, which can both save the OGS maintenance expenses and improve stormwater management.
 - Full asphalt replacement should be 150mm, 100mm HDBC PG64-28XJ and 50mm HL 1 PG 64-28xj
 - Since we have rutting occurring in section 1 (Wentworth to 140mm east of Cedar) we should consider reconstruction of this section.
 - The design they are using is a type D City of Oshawa pavement design, not type C as they have referenced (we feel the type D design is correct.)
 - We agree with the comment that a mill and overlay may be required for 140m E of Cedar to 60m west of ravine (we will look at this section in the next few days)
 - The Geo-tech report shows 110mm HDBC placed in 2 lifts. We only require 100mm
 - The Geo-tech report shows 40mm of HL 1, we require 50mm
 - Both HDBC and HL1 should be PG 64-28XJ
 - 8.2 of the report shows 500mm Gran B, should be 600mm to stay consistent.
 - 8.3 shows HL3HS, this should be HL1
 - We would prefer using option 1 as opposed to using FDR.
 - Section 9.0 should recommend PG 64-28 xj
 - Any sidewalk needing to be replaced shall be constructed as per OS-301.
 - The City's standard for sidewalk width on Arterial roads is 1.8m. Please revise the drawings accordingly.
 - All sidewalk ramps shall be constructed as per OS-304 including Tactile Warning Plates.
 - Provide centerline profile and grading details for Sandra Street. Tactile Warning plates are missing from the drawings at this intersection.
 - We suggest that the sidewalk ramps at Cedar St, be removed and replaced as part of this project.
 - Details for the termination of the MUP at Cedar St are missing.
 - Sidewalk and MUP connections at Farewell St should be consistent with the Region's Farewell St contract D2024-06
 - Driveway entrances on City streets (Nelson St.) shall be reconstructed per OS-321 and OS-322

Engineering Services – Infrastructure Planning

- No comments at this time

Engineering Services – Transportation Engineering

- No comments at this time

Parks Development & Technical Support

- No comments at this time

Parks Operations

- No comments at this time

Planning Services

- No comments at this time

Works & Transportation Services – Road Operations

- No comments at this time

Works & Transportation Services – Traffic & Streetlighting Services

- No comments at this time

To: Oshawa Active Transportation Advisory Committee

Item: ED-23-206

From Projects Working Group 2023 08 21

Attachment 3

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

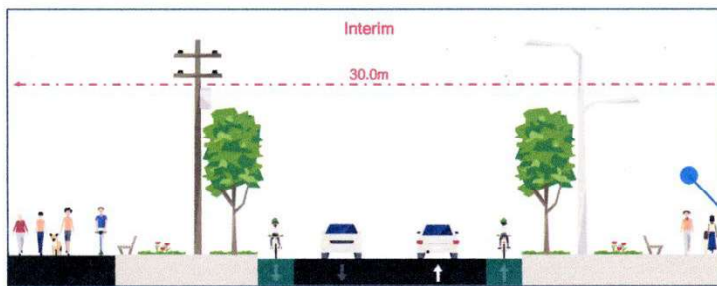
Wentworth Street is a Type “C” arterial road. Type “C” arterial roads, are the lowest level of arterial roads and as defined in the Official Plans are to relate more to the community they serve than provide for through traffic movement. Wentworth Street was built when cars were king and the General Motors 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

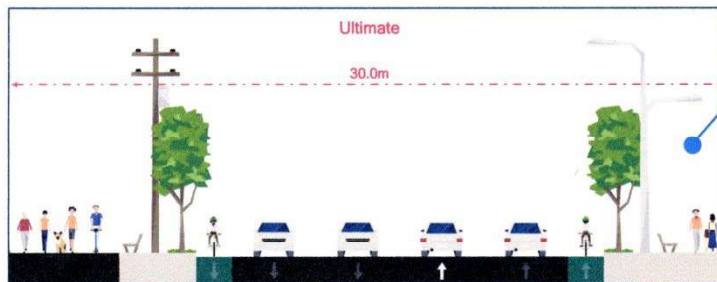
instead of ripping up a good sidewalk in the future.

Attachment 1

ALTERNATIVE SOLUTIONS



Example cross-section of a two-lane, urban road



Example cross-section of a four-lane, urban road

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