City of Oshawa

Integrated Transportation Master Plan & Active Transportation Master Plan

Phase 1 Engagement Report

Table of Contents

Introduction

The City of Oshawa is updating its Integrated Transportation Master Plan (I.T.M.P.) and Active Transportation Master Plan (A.T.M.P.) to help shape how people and goods move around the city over the next 25 years. As Oshawa continues to grow, it is important to plan for a transportation system that supports the needs of residents, businesses, and visitors — now and into the future.

The Plans will:

- Consider all ways of getting around — walking and rolling, cycling, public transit, driving, recreational trails, and goods movement.
- Help improve safety, accessibility, and connectivity for everyone.
- Support the City's environmental, economic, and social goals as the Strategic Plan outlines.
- Build on Oshawa's existing transportation network and provide a roadmap to guide future investment and decision-making.

Phase 1 of the engagement process focused on laying the groundwork for a shared vision for Oshawa's future transportation system. Public and stakeholder input helped identify current transportation challenges, community values, and key priorities. Engagement activities during this phase aimed to raise awareness about the study, gather diverse input from across the city, and ensure that residents and stakeholders had early opportunities to shape the project's direction.

Engagement Overview

Engagement Objectives

The key engagement objectives of Phase 1 were to:

- Introduce the I.T.M.P. and A.T.M.P. processes to the public and stakeholders.
- Understand current travel habits, experiences, and challenges across different modes.
- Gather input on opportunities and priorities for improving transportation in Oshawa.
- Inform the development of the draft vision and goals for the I.T.M.P. and A.T.M.P.
- Encourage broad participation and promote ongoing involvement through Connect Oshawa and future engagement opportunities.

Engagement Methods

Various engagement methods were used to achieve these objectives and ensure broad participation. These methods included a community pop-up event, a Public Information Centre (P.I.C.), online interactive tools, and an online feedback form. Each method was designed to gather meaningful input and foster dialogue about the City's growth and development. Forum Research conducted the Feedback Form of Community Views and is not included in the What We Heard section of this report; however, findings from this report and Forum Research will be used to create a fulsome understanding of the community's travel patterns, challenges, and preferences.

The following table summarizes the number of participants by engagement activity.

Engagement Method	Engagement Activities	Reach
Public Works Event Pop-Up	On Thursday, May 22, 2025, project team members attended a Public Works Event to promote the project and gather feedback on attendees' travel behaviours, preferences, and priorities.	~400
ConnectOshawa Feedback Form	An online Feedback Form was live on the project webpage for 4 weeks from May 23 to June 27, 2025, to gather input on travel behaviours, preferences, experiences, and challenges with Oshawa's transportation network.	74
Webpage Interactive Tools	Interactive tools were available on the project webpage, such as an Interactive Map and a Q&A.	164
Public Information Centre (P.I.C. #1)	At the Civic Recreation Complex, an in-person Public Information Centre (P.I.C.) was held on June 3, 2025. The purpose of the P.I.C. was to introduce the project to the community, gather input on travel behaviours, experiences, challenges, and priorities in Oshawa, and encourage attendees to visit Connect Oshawa to complete the Feedback Form.	26
Feedback Form of Community Views	A Random Digit Dialling (R.D.D.) feedback form was completed by phone to gather insights on the public's travel habits, transportation preferences and challenges, and thoughts on the draft vision.	400
Total Engaged through Surveys, In-Person and Online Engagement = 1,064		

Communication Methods

Various outreach methods were used to inform and engage the community, including digital notices, social media posts, passive displays, and a dedicated project webpage. These methods were tailored to reach diverse populations and encourage participation.

The following table summarizes the number of recipients and views by outreach activity.

Outreach Method	Outreach Activity
Project Webpage (*Connect Oshawa*)	A designated webpage was hosted on the Connect Oshawa and housed project information, key dates, the online feedback form, digital engagement tools, and mailing list subscription.
Notice of Commencement	A notice of study commencement was posted on the City's public notices page and emailed/mailed to various agencies and First Nations communities to announce the start of the project.

Social Media	The city's social media platforms shared information about project commencement, public events, and digital engagement.

What We Heard

The following provides a high-level summary of input received through the feedback form, public information centre and other engagement activities conducted during this phase. The highlighted themes reflect the feedback participants shared and are categorized to capture common ideas, priorities, and concerns.

It is important to note that all feedback form questions were optional, and the 74 respondents could choose which questions to respond to. As such, the insights presented here are not statistically representative of all Oshawa residents, but instead offer a snapshot of the views and experiences of those who took part in the engagement process. These thematic summaries help identify areas of interest, potential opportunities, and emerging issues that may warrant further exploration in future phases of the study.

Familiarity With the Project

As part of the engagement, participants were asked how familiar they were with Oshawa's Integrated Transportation Master Plan (I.T.M.P.) and Active Transportation Master Plan (A.T.M.P.).

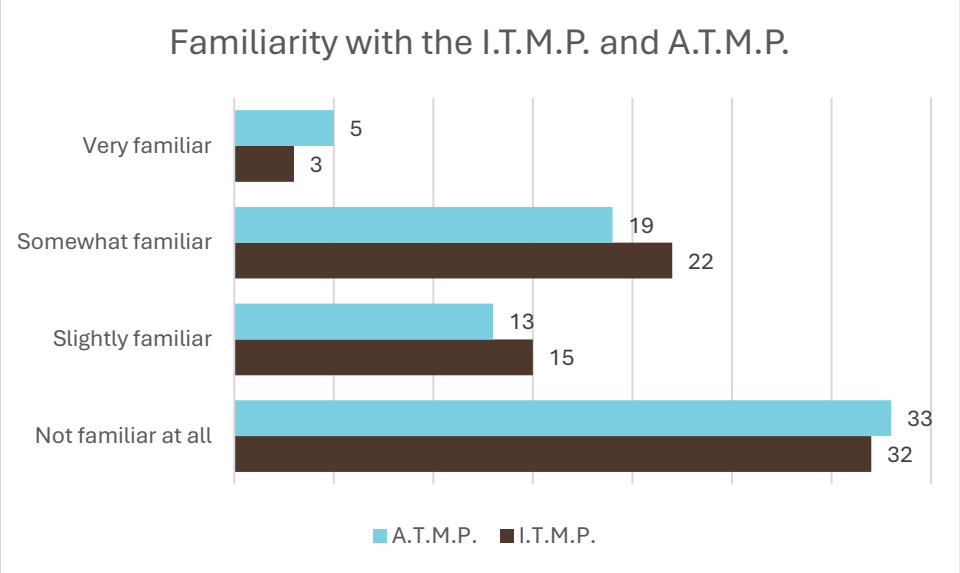

Figure 1: Familiarity with the I.T.M.P. and A.T.M.P. [n = 72]

Most feedback form respondents indicated that they were not familiar at all with either plan. Just over 30 respondents selected this option for the I.T.M.P. and A.T.M.P. Fewer participants considered themselves even slightly or somewhat familiar with the plans, and only a small number were very familiar. Awareness of the I.T.M.P. was slightly higher than that of the A.T.M.P. overall.

This suggests a need for continued outreach and education about both plans' purpose, scope, and importance as the project progresses.

Current Travel Habits

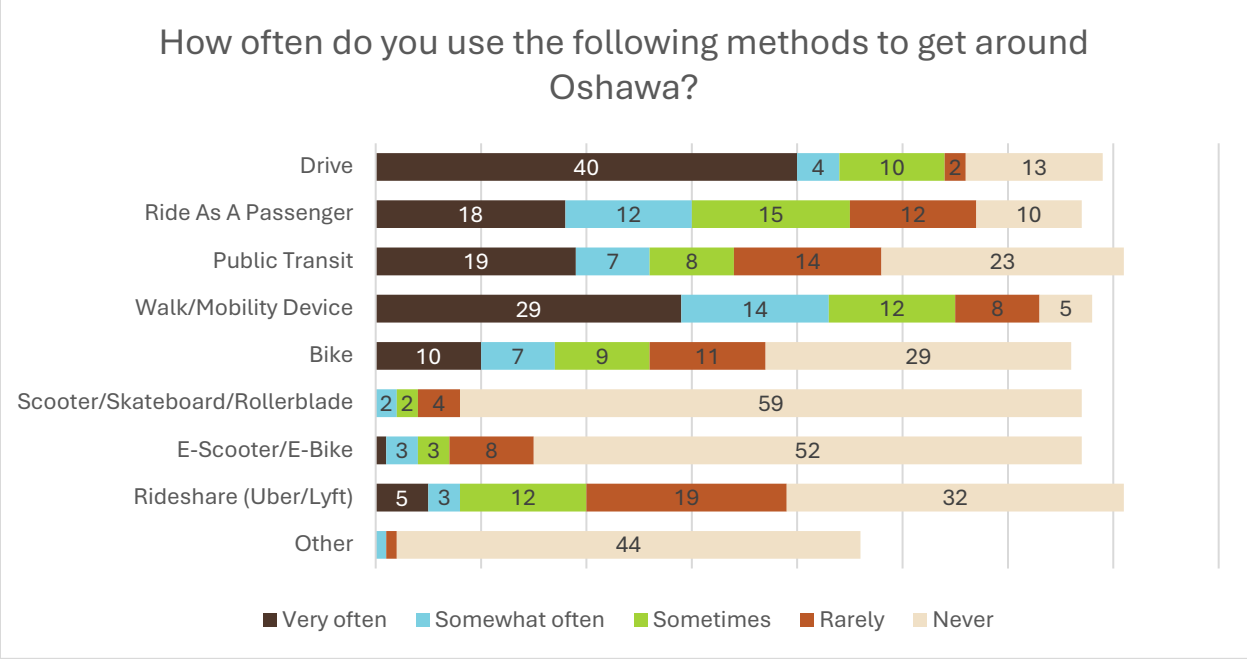

Figure 2: How often respondents use each mode of transportation to get around Oshawa [n = 73]

Driving emerged as the most frequently used method of getting around Oshawa, suggesting that personal vehicles remain the dominant mode. Most participants indicated they drive very often, while a few reported rarely or never driving. Walking or using a mobility device was also common, with many respondents indicating they walk very often or somewhat often, pointing to the importance of pedestrian infrastructure across Oshawa.

Modes like cycling, public transit, and riding as a passenger showed more mixed usage patterns. While some respondents reported using these modes frequently, a significant portion said they use them only sometimes or rarely. In particular, public transit had a notable share of frequent and infrequent users.

Less common modes such as e-scooters/e-bikes, rideshare (e.g., Uber/Lyft), and scooters/skateboards/rollerblades were used rarely or never by most respondents.

Preferred Method of Travel for Daily Activities

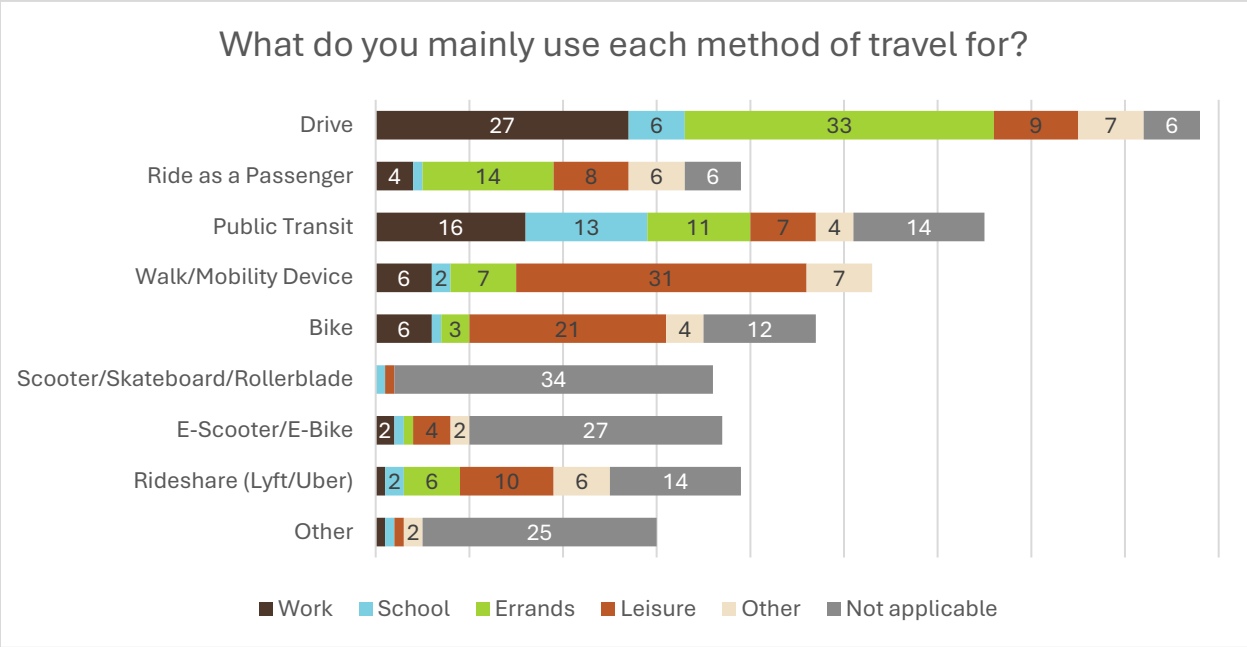

Figure 3: What respondents use each method of travel for [n = 71]

The chart shows that participants rely on different travel modes depending on the purpose of their trip. Driving is the dominant method for commuting and running errands. Walking and biking are more commonly used for leisure and exercise. Public transit sees a more even distribution across work, school, errands, and leisure.

Ridesharing services (like Uber or Lyft) and being a passenger in someone else's vehicle are also used in various contexts. Still, neither shows a clear primary function. Scooters, skateboards, and e-bikes are niche or recreational, with limited uptake across most travel purposes.

Some respondents who selected "Other" mentioned shopping, attending medical appointments, transporting large items, or adapting their travel based on health, weather, or convenience.

Factors that Determine the Method of Travel

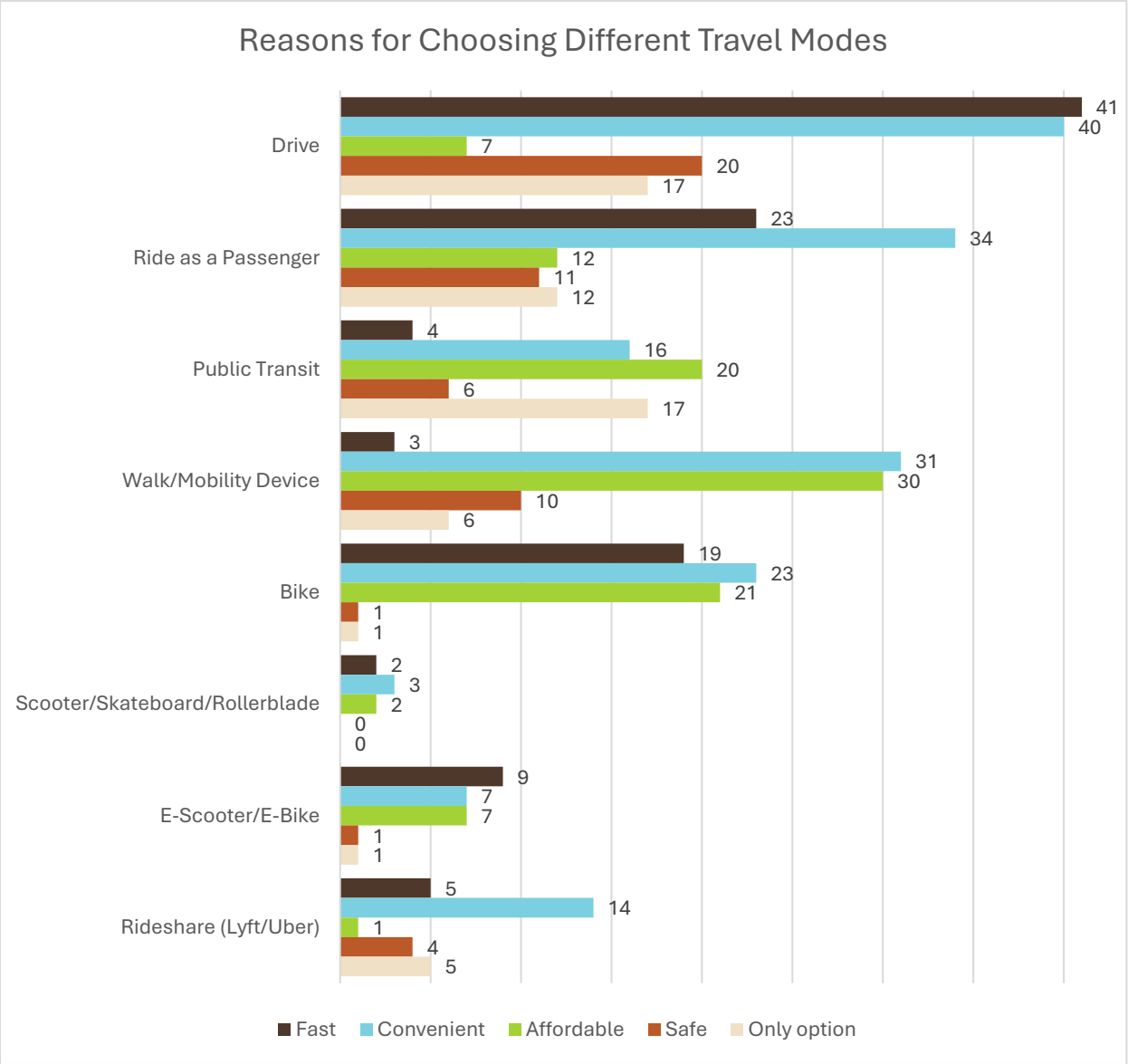

Figure 4: Reasons respondents choose different travel modes [n = 74]

Feedback form results show that driving was overwhelmingly chosen for its speed and convenience, with many also identifying it as their only realistic option. Additional feedback shared reinforced this, with several respondents feeling that Oshawa is built for cars, and that long distances or limited alternatives make driving necessary.

Walking or using a mobility device was most commonly linked to affordability, convenience, and health-related benefits. Many noted they walk for exercise, mental health, or to complement public transit. However, despite its frequent selection, safety concerns and limited walkability—particularly in North Oshawa—were recurring themes in written responses.

Cycling was often selected as an affordable, convenient, and exercise-friendly option. Several respondents praised biking for connecting them to their surroundings and contributing to environmental sustainability. Still, safety concerns—mainly a lack of separated bike lanes—were a key barrier, with many indicating they would cycle more if infrastructure improved.

Modes like public transit and rideshare were primarily chosen for being affordable and convenient. Some also considered transit their only option, although others noted it was used only when necessary due to perceived gaps in service.

Less common modes—e-scooters/e-bikes and scooters/skateboards/rollerblades—were mainly chosen for fun, recreation, or occasional alternatives. While not widely used, feedback suggests they offer value when available in more connected or urban environments.

Usual Time of Day for Travel

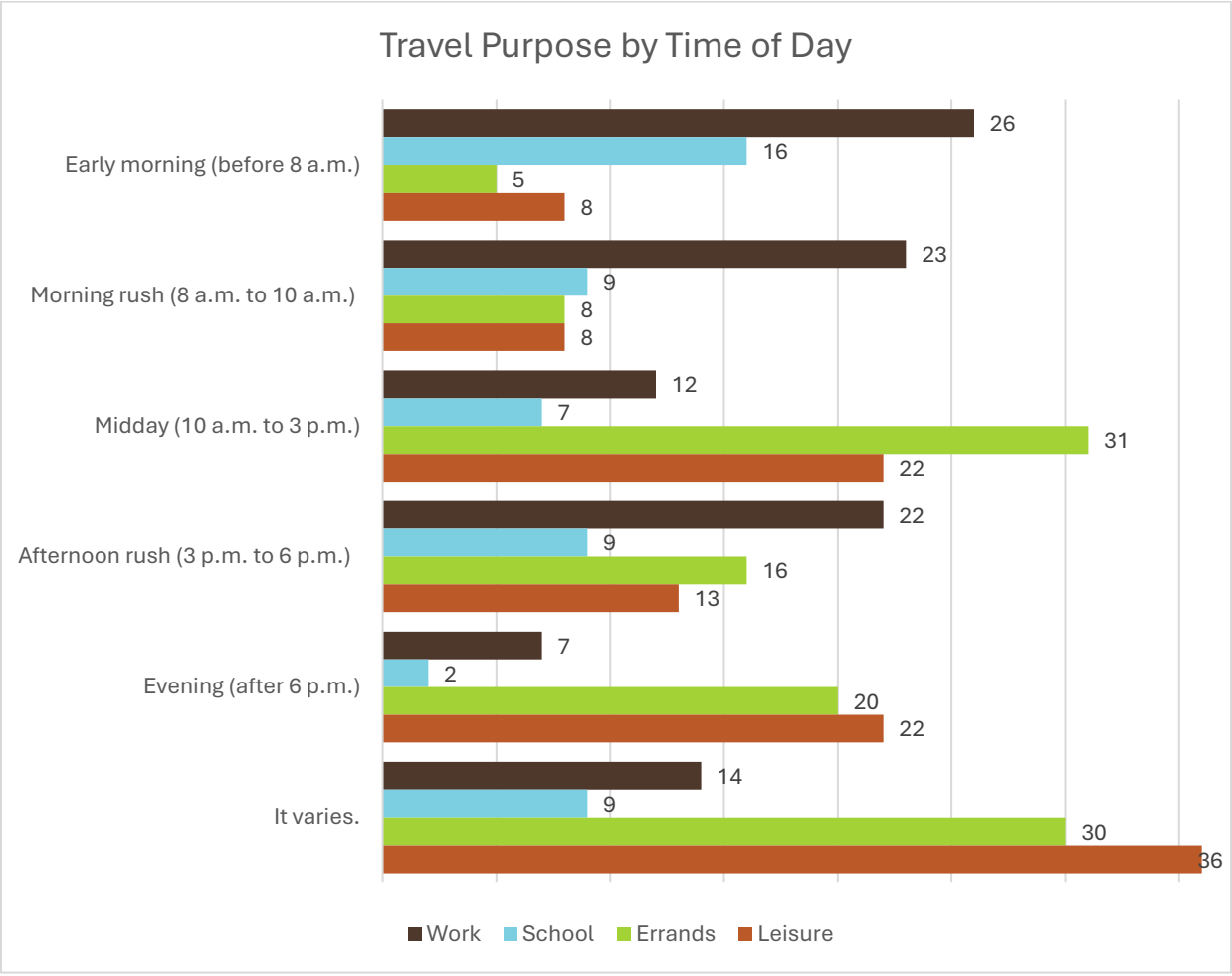

Figure 5: Respondent travel purpose by time of day [n = 71]

Respondents were asked when they typically travel for work, school, errands, and leisure across different times of day. Many respondents indicated that their travel habits are not fixed, especially for non-work purposes, with strong representation from those travelling for leisure and errands.

Among structured timeframes, early morning (before 8 a.m.) and the morning rush (8 a.m. to 10 a.m.) were most associated with work travel. School travel was most common before 8 a.m., reflecting traditional start times. Errands were most often completed during the midday (10 a.m. to 3 p.m.) and afternoon rush (3 p.m. to 6 p.m.), indicating a preference for off-peak or daytime activity periods.

Evening (after 6 p.m.) was mainly linked to leisure travel, though this category also saw notable leisure activity throughout the day. Leisure trips appeared consistently spread across all timeframes except early morning, highlighting flexibility in recreational travel. There is notable alignment between trip purpose and expected timeframes—e.g., work and school in the early morning, errands midday, and leisure later or at variable times.

Experiences, Preferences, and Challenges

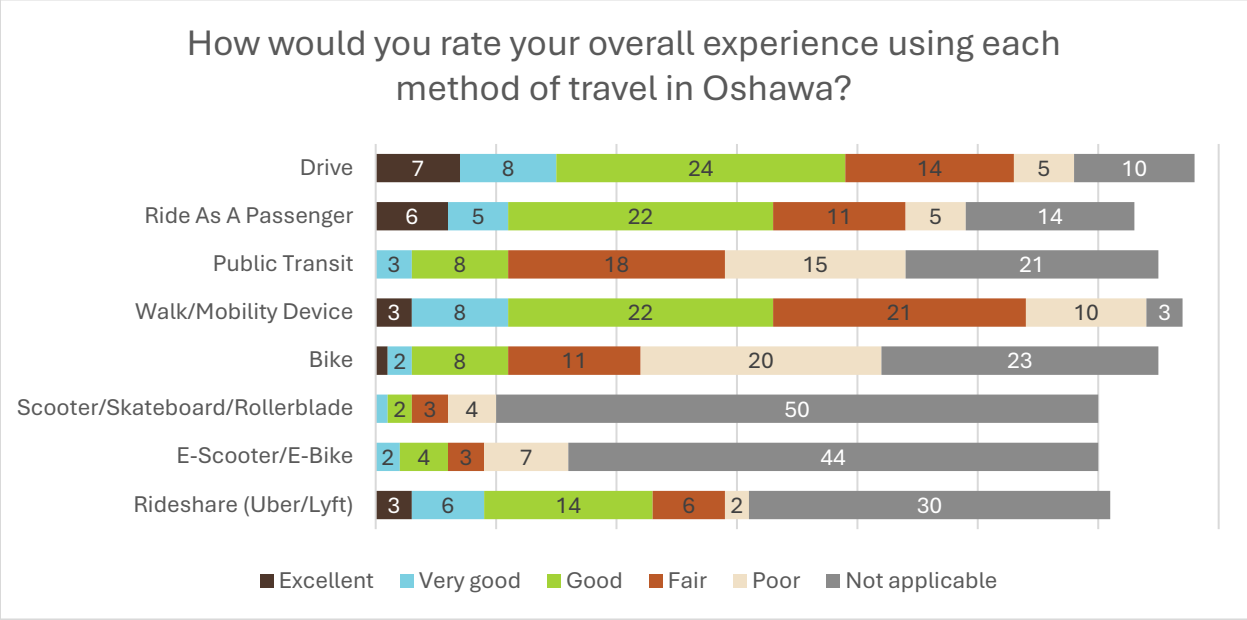

Figure 6: Respondent experience using each method of travel [n = 73]

Driving was most frequently rated as good or very good, though several respondents rated it as fair or poor. Walking and biking also received a large share of fair and poor ratings, pointing to concerns about safety, sidewalk conditions, and lack of dedicated infrastructure. Public transit received mostly fair and poor ratings, with fewer respondents selecting good or very good, primarily associated with transit service levels and reliability.

Modes like scooters, skateboards, and rollerblades were mostly marked as not applicable with some e-scooter and e-bike use noted as poor. Rideshare options like Uber and Lyft received a wide range of ratings, but most users reported fair or good experiences.

Comments associated with poor ratings commonly cited safety concerns, lack of protected infrastructure for cyclists and pedestrians, inadequate transit service, and overall car-oriented design. Several respondents strongly desired separated mobility lanes, better sidewalk maintenance, improved connectivity across modes, and safer intersections.

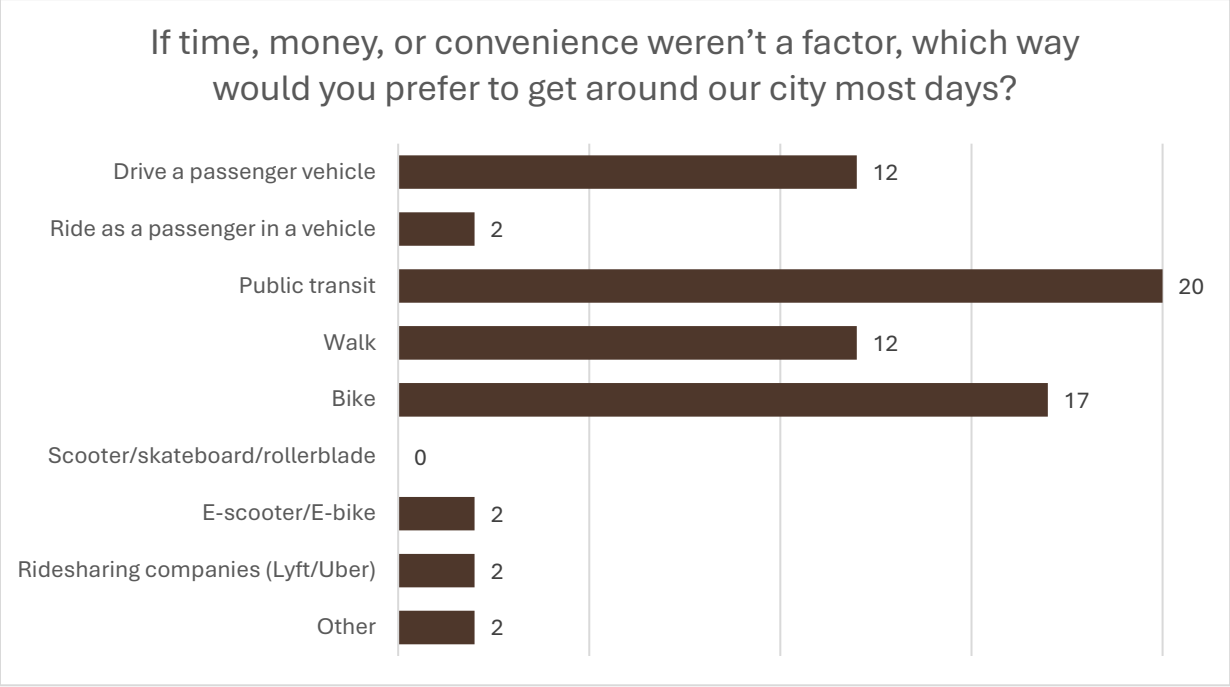

Figure 7: Respondent travel preference without limiting factors [n = 71]

When practical barriers like time, cost, and convenience are removed, a clear preference emerges for more active and sustainable modes of transportation. Public transit was the top choice overall, followed closely by biking and walking. While some still preferred driving, most favoured modes supporting physical activity, community interaction, and reduced environmental impact. Very few respondents chose options like rideshare, e-scooters, or being a passenger in a vehicle, and none selected skateboards or rollerblades.

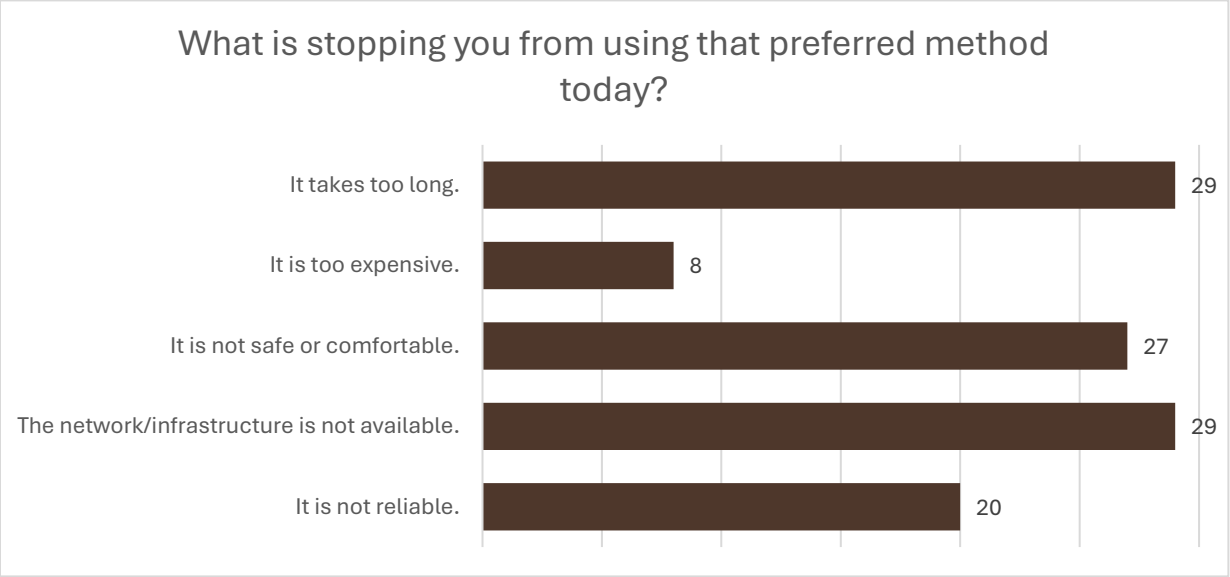

Figure 8: Barriers preventing respondents from using their preferred travel mode [n = 67]

The top barriers preventing participants from using their preferred method of travel are that it takes too long, the infrastructure or network is not available, and it is not safe or comfortable. Reliability is also a common concern, while cost is less frequently cited.

Additional feedback from respondents highlights gaps in transit service hours, lack of safe walking routes and pedestrian connectivity, and general inaccessibility of specific modes for those with disabilities or without driver's licenses. A few mentioned that education or awareness about using alternative modes (like e-scooters) is lacking, and some noted that car-oriented planning and suburban design are key structural obstacles.

Looking to the Future

The most commonly suggested improvements to Oshawa's transportation network are expanding walking and cycling infrastructure, enhancing the frequency and reliability of public transit, and improving safety at crossings and intersections. Better access to everyday destinations and reducing travel times or congestion were also frequently noted. Fewer respondents prioritized affordability, alternate travel modes, or new technologies.

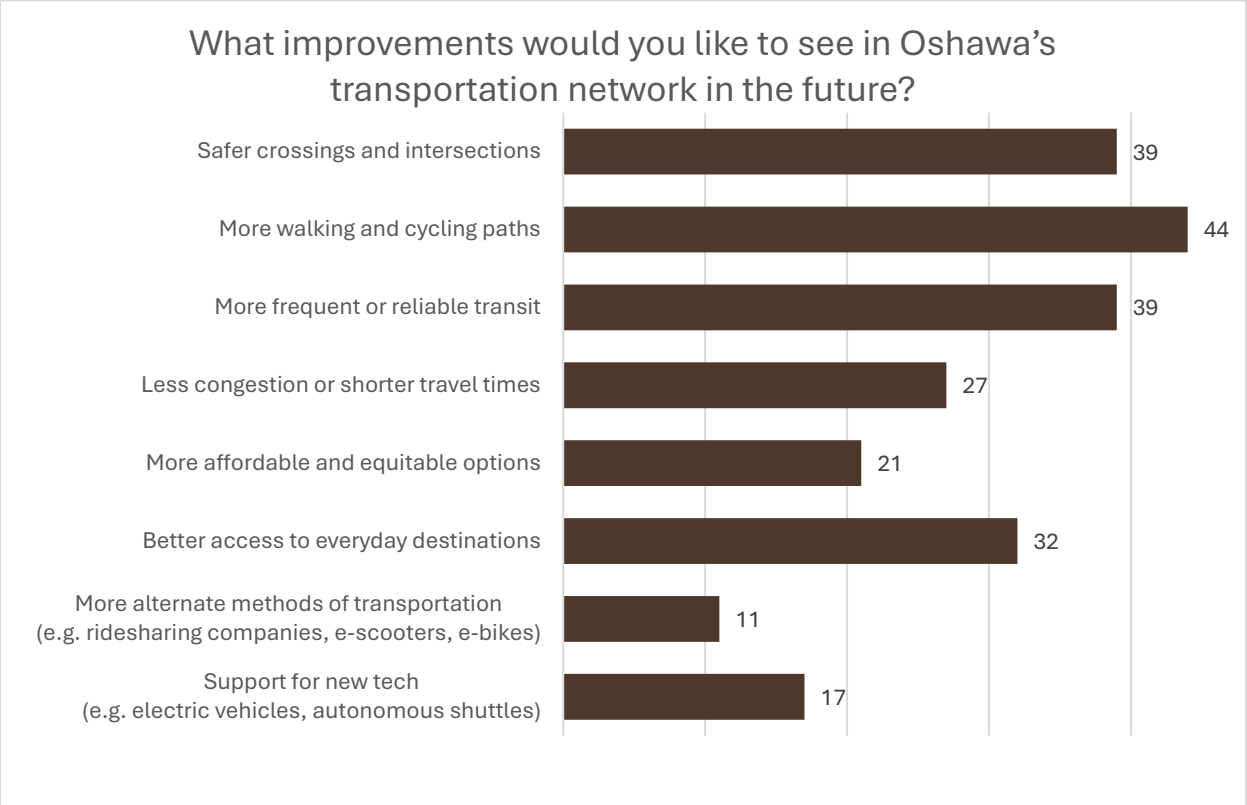

Figure 9: Improvements respondents would like to see in the future transportation network [n = 71]

Many respondents emphasized the need for better public transit, with calls for more frequent, reliable service and expanded coverage, especially for seniors and those without car access. Long wait times, poor transfer connections, and gaps in sidewalk infrastructure were commonly mentioned. People want safer, more accessible streets—particularly for walking and biking—with support for features like protected bike lanes, wider sidewalks, shaded bus stops, and lower traffic speeds in residential areas. There was strong opposition to car-centric planning, with suggestions to reduce car dependency through transit-oriented development, improved zoning, and more walkable, human-scaled communities. Suggestions included streetcars, better east-west and north-south road and bike connections, and hydro corridors for new trails. Some voiced frustration with poorly maintained roads, sidewalks, and bike paths, and emphasized the importance of accessibility, climate resilience, and safe infrastructure for all ages and abilities.

Many respondents strongly opposed ideas like gondolas or autonomous shuttles, viewing them as impractical and misaligned with local needs. Others mentioned the need to rethink projects that are car-focused, including oversized parking lots and building approvals contributing to congestion. Additional feedback called for transportation support for seniors through things like smaller buses or extended services, and better access to destinations outside the downtown. Finally, several responses pointed to the value of shaded, safe, and vibrant walking environments—calling for more trees, lighting, and inviting public spaces to make Oshawa a more comfortable and connected city.

Thoughts on the Draft Vision

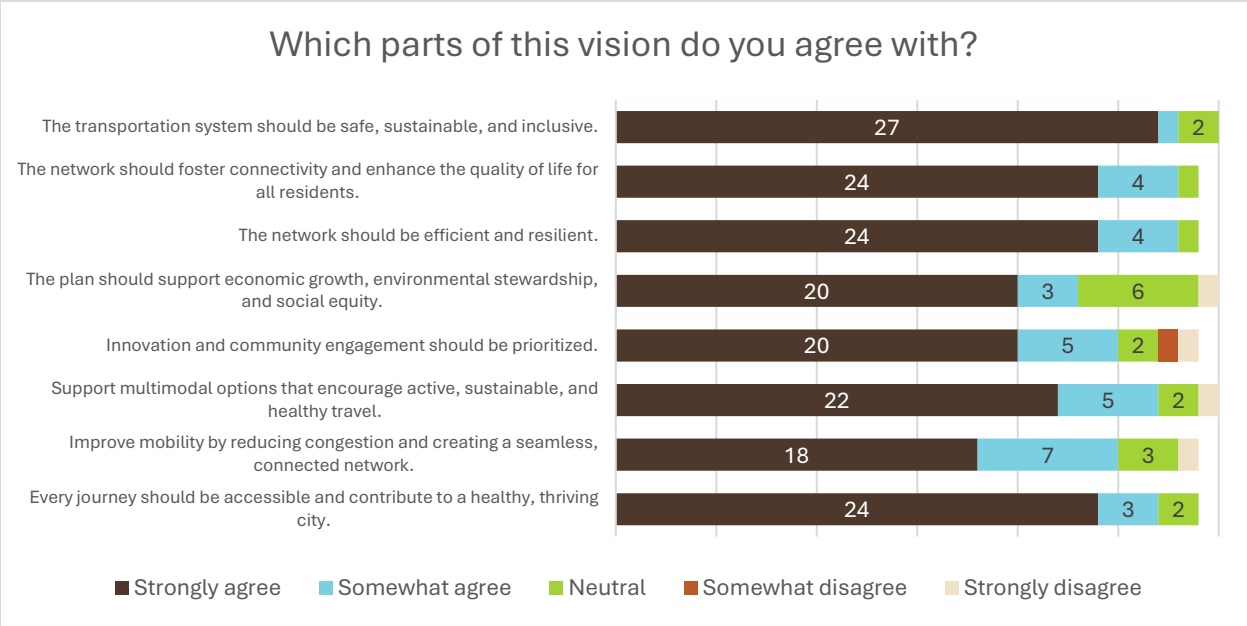

Figure 10: Respondent agreement levels on each part of the vision statement [n = 72]

Most respondents strongly agreed with the vision statements emphasizing safety, sustainability, inclusion, and accessibility in Oshawa's transportation system. There was also solid support for connectivity, efficiency, and active transportation ideas. The lowest agreement was seen around congestion reduction and building a seamless network—still supported, but not as widely as the other elements.

Additional feedback highlighted by respondents that should be considered in the draft vision for Oshawa's transportation future emphasizes the importance of building a transportation system that prioritizes equity, accessibility, and walkability. There were repeated calls for safer cycling and pedestrian infrastructure, more frequent and affordable transit, and specific improvements like better access to GO Stations, senior transit services, and well-maintained sidewalks. Several respondents pushed for a shift from car-centric planning and suggested designing more human-scale streets, with slower speeds and better protection for vulnerable users. Common themes were affordability, aging infrastructure, and the needs of seniors, youth, and lower-income participants.

Others focused on clarity and accountability in the vision, recommending a more concise and inspiring statement, and asking for measurable goals. While some pushed back on specific proposed ideas like e-scooters or aerial gondolas, others advocated for innovative mobility options like e-trikes, autonomous shuttles, and real-time data systems. A few respondents stressed that active transportation investments should not come at the expense of drivers, while one respondent expressed frustration with traffic safety and congestion in north Oshawa. Overall, feedback

revealed a strong desire for a more balanced, inclusive, and practical future in how people move through the city.

Online Interactive Map

As part of Phase 1 engagement, an interactive map was hosted on Connect Oshawa. Participants were invited to identify opportunities, challenges, or concerns related to transportation. Each pin included an optional comment field for participants to provide additional context or describe their experience. In total, one hundred sixty-four (164) pins were submitted, consisting of seventy-six (76) opportunities, thirty-six (36) challenges, and fifty-two (52) concerns.

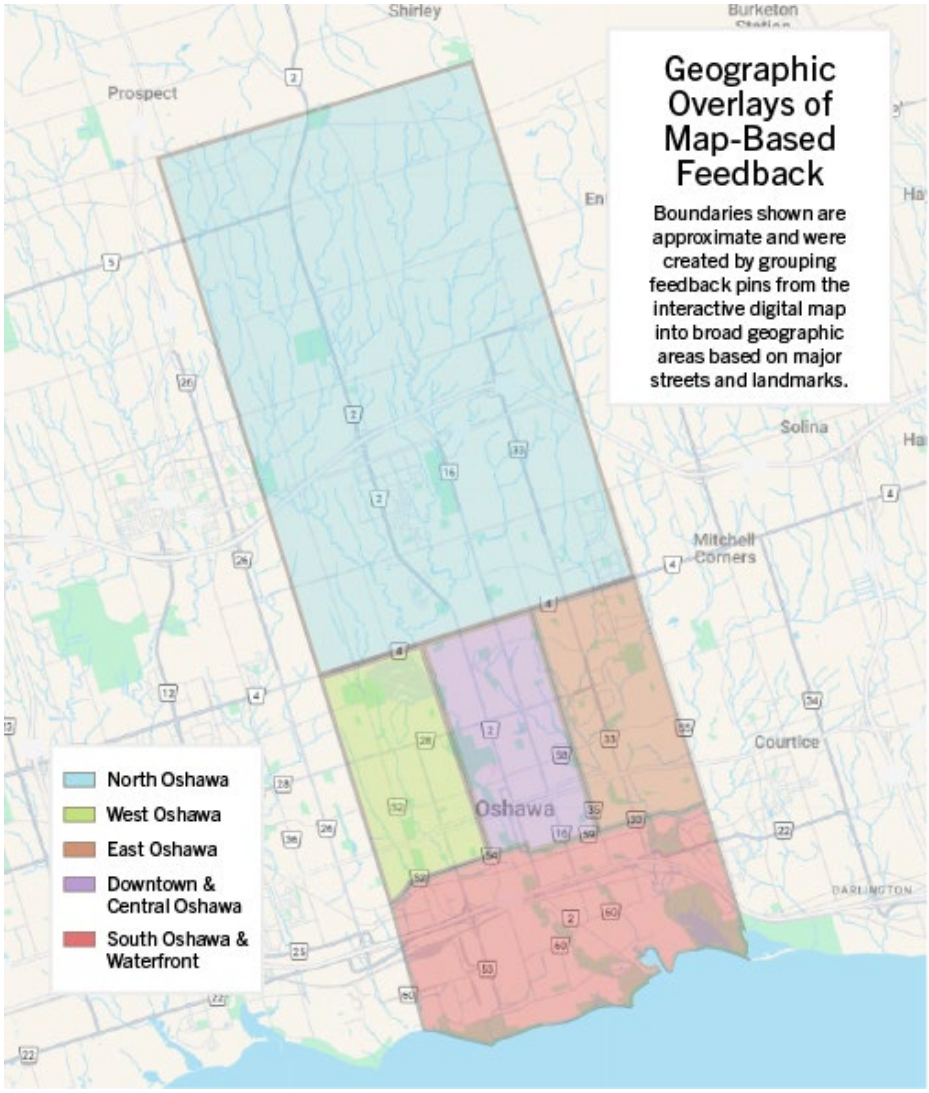

Figure 11: Geographic overlays of map-based feedback

Each submission was reviewed and thematically grouped based on its geographic location and subject matter. Feedback was organized into areas such as Downtown and Central Oshawa, North Oshawa, West Oshawa, East Oshawa, and South Oshawa & Waterfront, using key roads and

neighbourhoods as reference points. Comments that were broad or not tied to a specific place were included under General—City-Wide Concerns. The following summarizes what we heard reflecting the key themes and locations identified across Oshawa.

Opportunities

Downtown and Central Oshawa (18 responses)

The most commonly identified opportunities in Downtown and Central Oshawa focused on improving the continuity of the multi-use path (M.U.P.) network, particularly where trails meet streets and public destinations. Participants pointed to areas such as Bond Street and King Street where signalized crossings and curb cuts could better support safe and direct access to the Oshawa Creek Bike Path. Simcoe Street was also identified as a key corridor where realigned infrastructure could enhance movement between nearby neighbourhoods and the downtown.

Opportunities to improve connections between the Michael Starr Trail and the surrounding areas were also frequently raised. Suggestions included better access to Tecumseh Avenue and commercial plazas along Adelaide Avenue, especially for people biking with buggies or carrying items like groceries. Participants noted that enhanced crossings and more intuitive infrastructure could make travelling between the trail and adjacent destinations easier.

Several comments highlighted informal or underdeveloped connections as opportunities for improvement. Respondents described areas such as Grenfell Street, Southlawn Avenue, and Gentry Crescent, where paved links from green spaces to sidewalks could support more reliable year-round access. A few participants noted a lack of designated bike parking near public buildings and institutions, including the hospital. They suggested that new facilities could support more short trips by bike.

East Oshawa (17 responses)

The most frequently mentioned opportunities in East Oshawa related to strengthening active transportation corridors. Participants pointed to Grandview Street, Harmony Road, and Wilson Road as streets that could benefit from added or extended bike lanes and multi-use paths to create safer and more continuous north-south routes. These additions were viewed as ways to link participants with schools, parks, and other community destinations.

Opportunities to improve trail-to-street connectivity also featured prominently. Respondents identified locations such as Hillcroft Street, Beatrice Street East, and Downing Court, where wayfinding signage or formalized links could help people better access the Harmony Creek Trail. Participants referenced informal routes already in use in several cases.

Surface treatments were noted as another area for potential improvement. Paths near Grierson Street and Compton Crescent were described as unpaved or uneven, and there is an opportunity to upgrade them to paved surfaces for better all-season use. One submission highlighted Rossland Road East as a corridor supporting stronger regional connections, particularly if crossings and infrastructure were coordinated with neighbouring municipalities.

West Oshawa (12 responses)

Opportunities in this area focused primarily on strengthening east-west and north-south links through improved cycling infrastructure. Participants noted Stevenson Road, Thornton Road, and Gibb Street as corridors where additional M.U.Ps or bike lanes could support safer and more continuous movement. These improvements were suggested to connect participants with destinations like the Oshawa Centre, the GO Station, and nearby commercial areas.

Several participants suggested enhancements to existing access points and crossings. Division Street, Wentworth Street, and portions of Thornton Road were identified as locations where curb cuts, signage, and formalized path entrances could help users more easily navigate between the sidewalk network and trail infrastructure. Comments also noted opportunities to make existing facilities more visible and user-friendly through more precise markings.

Respondents also highlighted ways to improve connectivity with larger trail networks. Some submissions mentioned the potential to expand access to the Joseph Kolodzie Trail and Oshawa Creek M.U.P. via new underpasses or crossings at Simcoe Street, Adelaide Avenue, and Park Road. These upgrades were seen as ways to close gaps in the trail network and better link active transportation infrastructure throughout Oshawa's southwest area.

Taunton & Rossland Corridors (10 responses)

The most commonly cited opportunities along Taunton and Rossland focused on expanding cycling and active transportation infrastructure. Participants frequently referenced Taunton Road as a corridor where added separation from traffic and continuous M.U.Ps could help support safer travel, especially near schools, retail areas, and busy intersections such as Grandview Street and Wilson Road.

Rossland Road was mentioned as a corridor with potential for improved east-west connections between Oshawa and neighbouring communities. Respondents noted that bike lanes and MUPs are already in place in parts of Ajax and Whitby, and saw value in completing this network through Oshawa. There were also suggestions to coordinate with the Region to fill remaining gaps and improve continuity across municipal boundaries.

Participants identified key intersections and nearby streets, such as Ritson Road, where clearer or more direct connections to plazas and community destinations could improve overall access. A few comments emphasized the potential for improved signage to help users better understand how existing routes connect to major corridors like Taunton and Rossland.

South Oshawa & Waterfront (9 responses)

Opportunities in the South and Waterfront area were often focused on expanding infrastructure along busy corridors to support safer travel. Participants identified Bloor Street, Phillip Murray Avenue, and Stevenson Road South as places where extended M.U.Ps or bike lanes could make cycling and walking more viable. Several respondents noted that current road conditions and traffic volumes create a need for protected space for people moving through the area without a vehicle.

Suggestions also emphasized improving the reach and usability of existing infrastructure. Respondents mentioned places where M.U.Ps or painted bike lanes end abruptly, with a chance to extend them to better connect to the Oshawa Creek Trail and waterfront parks. Converting sidewalks to shared paths in specific locations was also proposed to create continuous east-west routes.

Some participants noted challenges reaching retail areas or civic destinations and suggested infrastructure changes near Wentworth Street, Park Road South, and the GO Station to improve access. A few submissions proposed new or expanded parking options near Lakeview Park and transit hubs to reduce pressure on busy areas while supporting access by multiple modes.

Boundary & Intermunicipal Connections (6 responses)

Participants saw several opportunities to strengthen active transportation links between Oshawa and its neighbours. Townline Road was the most commonly mentioned corridor where new infrastructure could fill a current gap between Bloor Street and King Street and support smoother east-west movement across the municipal boundary. Respondents saw this as a way to reduce traffic pressure on nearby residential streets and improve access for people travelling without a car.

Some submissions proposed building on existing infrastructure in Whitby and Ajax, such as the M.U.Ps along Burns Street and Victoria Street. Suggestions included extending these routes into Oshawa and coordinating infrastructure at the municipal edges. A few respondents also pointed to hydro corridors and informal routes as potential alignments connecting regional trail systems more directly.

North Oshawa (4 responses)

Most opportunities identified in North Oshawa related to extending active transportation infrastructure to keep pace with ongoing development. Participants pointed to Grandview Street North and Dryden Boulevard as areas where added bike lanes or M.U.Ps could improve access through growing neighbourhoods. These additions were framed as connecting participants to schools, parks, and a future community centre near the airport lands.

One comment also identified the potential for new transit access along Simcoe Street North, near the Purple Woods area. A bus stop at this location was suggested to improve service for nearby participants and enhance access to natural areas at Oshawa's northern edge.

Challenges

City-Wide Themes (12 responses)

Public input revealed concern about Oshawa's lack of protected, continuous cycling infrastructure. Respondents frequently described the city's bike network as fragmented or uncomfortable due to limited separation from fast-moving traffic and inconsistent design across corridors. There was also a clear interest in better signage and wayfinding tools to help users safely navigate routes, mainly between trails and streets.

Multiple participants also raised the theme of inconsistent maintenance of active transportation infrastructure. Participants cited cracked pavement, debris, and winter inaccessibility as barriers to year-round use. Some noted that segments of M.U.Ps near hydro corridors or creek trails can flood or become overgrown, making them less reliable. These issues were seen as undercutting the system's usability, even when infrastructure does exist.

A few respondents focused on broader behavioural concerns. They highlighted discomfort with interactions between drivers and cyclists and a perceived lack of education around active transportation. These comments called for more public awareness and enforcement efforts to support safe co-existence on shared roads.

South Oshawa & Waterfront (6 responses)

Several respondents described the area south of Gibb Street as particularly difficult to navigate by bike or on foot. Fast vehicle traffic along roads like Stevenson Road and Bloor Street, as well as limited cycling infrastructure, were cited as major safety concerns. This created a sense that connections to the waterfront and GO Station are largely car-oriented, limiting accessibility for participants and visitors using other modes.

Comments also pointed to unclear or poorly maintained connections between the trail network and nearby roads. Trail-end conditions, lack of curb cuts, and limited signage were issues that reduced comfort and clarity for users transitioning between paths and streets. One participant raised specific concerns about gravel and debris near Southlawn Avenue, noting that the surface conditions create safety hazards.

Downtown and Central Oshawa (5 responses)

Cycling and pedestrian connections in Downtown and Central Oshawa were described as confusing and inconsistent. Feedback often referred to gaps in infrastructure, where trails or bike lanes end without linking to nearby destinations like retail areas or transit stops. The Michael Starr Trail and other facilities downtown were noted as difficult to access directly due to missing signage or safe crossings.

Signal timing and intersection design also emerged as concerns. One participant described a situation where reaching a nearby trail required crossing multiple intersections unnecessarily, pointing to inefficiencies in the current layout. In general, comments conveyed that the core is difficult to navigate without a vehicle.

Taunton & Rossland Corridors (4 responses)

Conditions along Taunton Road were frequently described as uncomfortable for cyclists due to high speeds, wide crossings, and limited separation. Respondents felt that the corridor's current form prioritizes vehicular movement at the expense of safer, multimodal access to destinations. Gaps in the existing M.U.P. system that break east-west continuity were also mentioned.

Some feedback pointed to the need for alternatives that would allow people to avoid Taunton altogether. These included adjacent routes or local street improvements, but respondents

acknowledged that limited connectivity and inconsistent signage on those routes reduce their practicality.

West Oshawa (4 responses)

Access to key nodes like the GO Station, Midtown Mall, and Downtown Oshawa was framed as difficult without a car. Respondents described barriers along Gibb Street, Park Road, and Stevenson Road where infrastructure for cyclists and pedestrians is either missing or unsafe. One participant noted that the wide roadways encourage speeding and discourage active modes.

Participants also highlighted missing connections between existing trails and major destinations in Oshawa. The lack of clear, comfortable infrastructure between residential areas and transit options was considered a constraint on multimodal travel, especially for participants who might otherwise bike or walk short distances to reach the GO Station or shops.

Concerns

Downtown and Central Oshawa (19 responses)

Concerns in Downtown and Central Oshawa centred on the safety and accessibility of walking and cycling through high-volume corridors and intersections. Many participants cited the lack of separation between vehicles and non-motorized users on King, Bond, and Simcoe Streets, with some highlighting narrow sidewalks, inconsistent bike lanes, and uncomfortable turning movements at busy crossings. Simcoe and Bond were flagged as challenging to navigate, especially for older adults and those using mobility devices.

Several respondents raised issues around illegal parking and delivery vehicles obstructing sidewalks or bike lanes, adding to the challenge of navigating downtown on foot or by bike. Concerns were also noted around GO train access and pedestrian infrastructure near key nodes like Athol Street and the Michael Starr Trail, where a lack of visibility, protection, or width was seen as discouraging ridership and limiting accessibility. Whiting Avenue was identified as a location where conflicts with motorized vehicles using trails have emerged.

A few comments touched on enforcement and education, with respondents calling for clearer rules around trail use, particularly for e-scooters and motorized vehicles. The presence of obstacles, unclear trail boundaries, and inconsistent signage contributed to a sense of unpredictability for users, especially in areas near schools or public destinations. Some participants noted that the design and upkeep of downtown infrastructure play a significant role in whether people walk or bike regularly.

West Oshawa (11 responses)

Participants in the western and southwestern areas of Oshawa raised concerns about safety and connectivity, particularly in areas with high volumes of industrial or commuter traffic. Several mentioned that Stevenson Road South and Gibb Street feel unsafe for pedestrians and cyclists due to heavy trucks, high speeds, and a lack of protected infrastructure. Comments also pointed to

barriers around the Midtown Mall and GO Station, where access by foot or bike was described as indirect or unclear.

Others flagged missing trail connections or transitions that were not well-marked, particularly between multi-use paths like the one on Thornton Road and surrounding roads. A lack of signage, wayfinding, and safe intersections was seen as limiting access from neighbourhoods to key destinations. Respondents sometimes described needing to use driveways, parking lots, or unsafe routes to complete a trip.

South Oshawa & Waterfront (8 responses)

In the southern part of the city, respondents shared concerns about unsafe roads and gaps in infrastructure connecting neighbourhoods to the waterfront. Streets like Bloor and Colonel Sam Drive were described as uncomfortable for pedestrians and cyclists due to high vehicle speeds, limited separation, and few marked crossings. Some noted that reaching Lakeview Park or the Waterfront Trail required navigating busy intersections without sufficient protection or signage.

Trail conditions were another recurring issue, with participants noting maintenance problems, poor lighting, and a general lack of clarity about where routes begin and end. Some mentioned difficulty distinguishing between recreational trails and commuter routes, while others raised concerns about a lack of accessible entry points from nearby residential areas.

North Oshawa (5 responses)

Concerns in North Oshawa focused on gaps in infrastructure and crossing safety at key intersections. While newer subdivisions offer wide streets and some trails, respondents noted that connections between these networks and nearby destinations remain fragmented. Several participants flagged intersections like Simcoe and Glenbourne as difficult to navigate on foot or by bike due to curb geometry, unclear signage, or missing pedestrian infrastructure.

A few comments also pointed to a lack of trail continuity and wayfinding, particularly where routes appear to end abruptly or transition to unfamiliar roads. These issues were described as limiting people's willingness to use active modes for short trips or school commutes, especially for children and less confident users.

East Oshawa (5 responses)

Respondents from East Oshawa highlighted concerns with crossing infrastructure and trail continuity in several key areas. The Farewell Bridge over the rail corridor was described as particularly difficult for pedestrians due to narrow sidewalks and high traffic volumes. Participants also pointed to Olive Avenue and Wilson Road as areas where active infrastructure is inconsistent or unclear.

Others flagged the Warren/Goodman M.U.P. needing better connection and visibility, suggesting that a more coherent design could help bridge gaps between neighbourhoods and commercial areas. These concerns reflect broader worries about the usability and safety of active travel routes in mid-density neighbourhoods.

What We Heard from the P.I.C.

At the in-person Public Information Centre (P.I.C.), attendees were encouraged to provide feedback by writing comments on sticky notes and placing them on printed maps on tables in the room, or by speaking directly with a project team member who was taking notes during their conversations. Participants were prompted to share any opportunities, challenges, or concerns about Oshawa's current transportation network. Below is a thematic summary of the feedback they shared:

Active Transportation

- Participants emphasized a lack of east-west connections for walking, biking, and mobility devices—particularly in southern, central, and northwest Oshawa. Taunton Road, Rossland Road, and key school-adjacent desire lines were cited as priority gaps.
- Participants described Oshawa's cycling network as disconnected, limiting the ability to complete safe loops or continuous routes, especially for children near Lakeview Park and schools like Northern Dancer Public School.
- MUPs were widely supported, with suggestions to install M.U.Ps during sidewalk repairs and to avoid duplicating M.U.Ps on both sides of the street, as seen on Simcoe near Conlin. A preferred design would pair a M.U.P. on one side and a sidewalk on the other.
- Specific infrastructure upgrades were requested, including resurfacing the Oshawa Creek Trail and parts of the rail trail, adding more bike racks city-wide, and ensuring intersections like Gibbons Street include bike signal actuators.
- Trail closures were flagged as problematic when no alternative routes were provided—participants pointed to the Farewell & Colonel Sam area as an example and encouraged better planning for detours.
- Feedback suggested that the city should improve promotion and wayfinding of existing active transportation infrastructure. The new M.U.P. on Thornton near Annapolis was mentioned as underused due to a lack of awareness.
- There is growing interest in new recreational trails, particularly in northern Oshawa. Participants requested updates on the City's hiking trail plans and improvements to walking and cycling access near parks and green spaces.

Public Transit

- Many participants expressed difficulty accessing GO stations without a car. They called for pedestrian or cycling links to new projects like the Thornton GO station and the GM bridge over Highway 401.
- Feedback recommended better connectivity between the Durham College Oshawa GO Station and the broader city and more integrated planning with regional transit systems.

- Participants also suggested Metrolinx consider an active transportation crossing over the Oshawa Creek as part of future GO line expansions to improve multimodal access.

Driving and Roads

- Speeding and unsafe crossings were common concerns in school zones and residential areas like Windfields, where participants called for traffic calming measures and safer street design.
- Harmony and Taunton were highlighted as a critical intersection requiring immediate safety improvements following e-scooter riders' fatalities. The area is heavily used by youth accessing nearby commercial plazas.
- Participants noted that congestion and delays at major intersections such as Simcoe and Taunton worsen during school pick-up/drop-off times. They requested better signal coordination and intersection design.

Overall City Feedback

- Several participants emphasized the importance of not just building new infrastructure, but also raising awareness and using existing facilities. A more intentional communication and wayfinding strategy is needed.
- Participants encouraged the City to coordinate its active transportation efforts with neighbouring municipalities like Whitby to ensure continuous, cross-boundary travel options.

Attendees were also asked to share their feedback on the working principles and shared:

- They want a greater emphasis on healthy transportation options, including cycling. They would therefore need to see bike parking at key destinations and other infrastructure to support that.
- Highlight the benefits of active transportation, such as improving mental health and reducing chronic diseases.
- General comments spoke to the principles needing to be clearer on intent to capture the reader's attention.

One feedback board displayed the working vision statement, and a participant commented that it has too many words.

In addition to the feedback shared by participants on printed maps and display boards, children were engaged and asked to share their input on the transportation methods they like to use and the places they like to go by drawing a picture. They drew themselves on scooters and bikes and showed their journeys to the park or school. One child shared that they get to their skating classes by car.

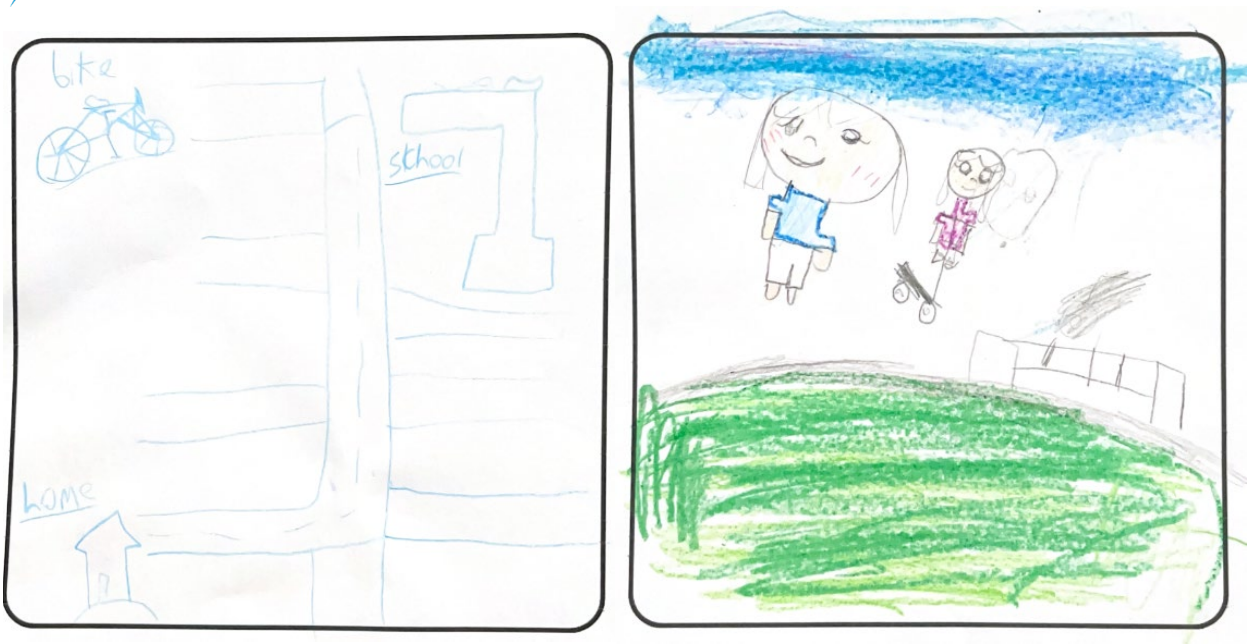

Figure 12: Children's drawings of how they like to travel and where they like to go

Who We Heard From

After completing the feedback form segment requesting their perspectives on the transportation network, respondents were invited to disclose demographic information. This data assists the project team in understanding the sources of feedback and identifying potential gaps in knowledge or experience. These questions were voluntary and not answered by every respondent.

Of the sixty-nine respondents who shared where they live, sixty-one were from Oshawa and eight were not from Oshawa.

The graph below shows that most respondents were 35-44, with the majority falling between 18 and 54. A few respondents identified as 17 and under or over 55.

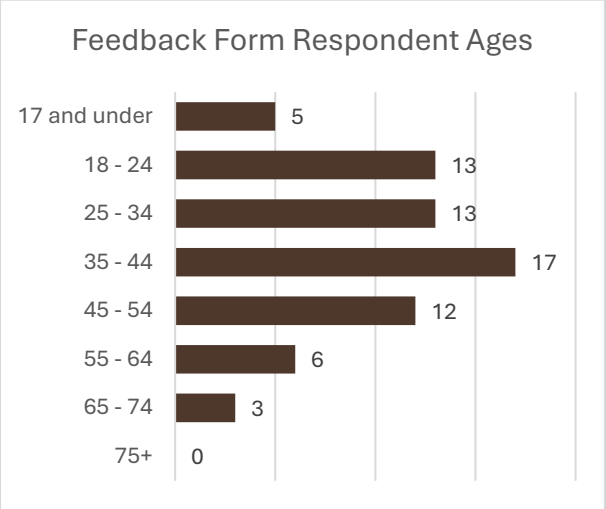

Figure 13: Feedback form respondent ages [n = 73]

Most respondents live in Ward 4, though all Wards were represented in our gathered feedback.

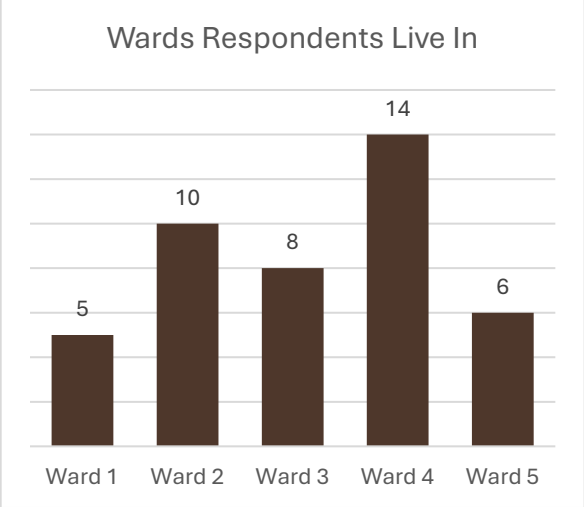

Figure 14: Wards respondents live in [n = 43]

The most common ways respondents learned about the Feedback Form were social media and email. Several respondents also knew about it through Connect Oshawa and by word of mouth.

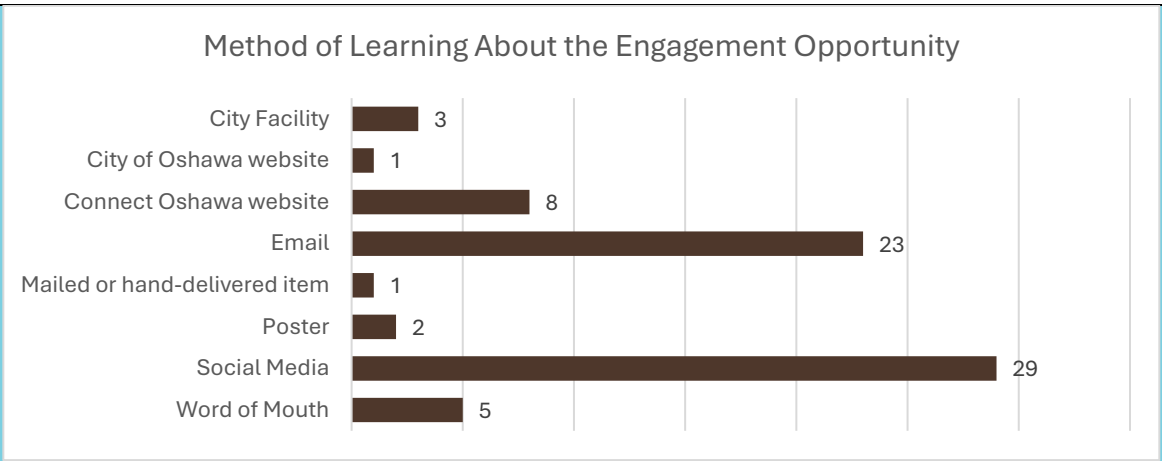

Figure 15: How respondents learned about the feedback form [n = 73]

Next Steps

The feedback gathered in this engagement phase will inform the draft vision statement and guiding principles for the next engagement phase. Findings from Forum Research's Random Digit Dialling (R.D.D.) feedback form of community views will be used with this report's findings to better understand transportation needs and priorities across the city and inform future project phases.