



Oshawa Integrated Transportation Master Plan (I.T.M.P.) - Phase 1 Summary Report Executive Summary

Introduction

The City of Oshawa is updating its 2015 Integrated Transportation Master Plan (I.T.M.P.) and Active Transportation Master Plan (A.T.M.P.) to respond to significant changes in travel behaviour, population and employment growth, and new transportation and land use policy direction. The updated plans will guide the development of a safe, sustainable, inclusive, and connected transportation system that meets the needs of a rapidly growing city while improving quality of life for residents, businesses, and visitors. Phase 1 focused on reviewing background information, identifying transportation challenges, documenting progress since 2015, and establishing the foundation for the project vision. Phase 2 will assess alternative transportation scenarios and identify a preferred scenario. Phase 3 will develop the supporting strategies, and Phase 4 will identify costs, implementation, monitoring plans, and finalize the I.T.M.P.

Oshawa's 2015 Integrated Transportation Master Plan and Active Transportation Master Plan

A detailed review of the 2015 plans shows progress in several areas, including new multi-use paths, sidewalk improvements, updated right-of-way design guidelines, accessibility enhancements, and downtown one-way to two-way street conversions. However, gaps remain in completing the active transportation network, advancing transportation demand management, coordinating goods movement, and improving data collection and monitoring. The findings illustrate the need for a more structured implementation approach and stronger alignment across all departments involved in transportation planning and delivery.

Policy Context

The policy environment has evolved significantly since 2015. Provincial, regional, and municipal policy direction emphasizes multimodal travel, transit supportive development, climate resilience, complete communities, universal accessibility, and integrated transportation and land use planning. Key documents include the Provincial Planning Statement of 2024, the Greater Golden Horseshoe Transportation Plan, the Metrolinx Regional Transportation Plan, the Durham Region Official Plan, and several City strategies such as the Strategic Plan, the Imagine Oshawa Official Plan Review, the Accessibility Plan, the Age Friendly Strategy, and equity focused municipal frameworks. These policies reinforce the need for transportation choices that reduce congestion, support economic development, and enhance sustainable mobility.

What We Can Learn from Other Municipalities

A review of transportation master plans from comparable and aspirational municipalities in Ontario, including Whitby, St Catharines, Kitchener and Waterloo, Hamilton, and Utrecht in the Netherlands, provides relevant insights for Oshawa. These municipalities emphasize prioritizing vulnerable road users, redistributing road space to support sustainable modes, improving multimodal approaches, embedding climate resilience in design standards, and integrating emerging technologies such as mobility-as-a-service.

Best Practices in Transportation Planning

Phase 1 identified best practices across twelve subjects, including active transportation, transit, transportation demand management, parking, transit, transportation equity, complete streets, micromobility, road safety, economic development and goods movement, curbside management, alternative infrastructure financing, and emerging technologies. Key points include the importance of all ages and abilities design, reliable first-and-last kilometre connections, multimodal performance measures, proactive safety interventions, flexible curbside and parking strategies, and greater use of technology for monitoring and operations. These practices highlight the need for a transportation system that is adaptable, resilient, and supportive of long-term sustainability and equity goals.

Problem and Opportunity Statement

Oshawa's transportation system is facing growth-related congestion, safety concerns, connectivity gaps, and limited support for multimodal travel, alongside challenges related to climate resilience, emissions reduction, and equitable accessibility. The I.T.M.P. update presents an opportunity to modernize the network by improving safety, sustainability and inclusivity; supporting economic growth; expanding multimodal and active transportation options; integrating innovation and data-driven planning; and strengthening community engagement. Together, these efforts support a vision for a safe, sustainable, inclusive, and connected transportation system that enhances quality of life, delivers an efficient and resilient network, enables seamless mobility, and helps build a healthy, thriving community.

The problem and opportunity statement has been defined as follow:

The City of Oshawa envisions a transportation system that is safe, sustainable, and inclusive, fostering connectivity and enhancing the quality of life for all residents. The Integrated Transportation Master Plan aims to create an efficient and resilient network that supports economic growth, environmental stewardship, and social equity.

By prioritizing innovative solutions, community engagement, and multimodal options, we strive to ensure seamless mobility, reduce congestion, and promote active transportation and a healthy city. Together, we will build a future where every journey is efficient, accessible, and contributes to the vibrant and thriving community of Oshawa.



Phase 1 Engagement Summary

Phase 1 of Oshawa's I.T.M.P. and A.T.M.P. engagement focused on understanding current travel patterns, challenges, and priorities to inform a future transportation vision. Over 1,000 participants provided feedback through online tools, pop-ups, a Public Open House, and a Random Digit Dialing survey. Driving was the most common mode, while walking, cycling, and transit were valued but limited by safety, infrastructure gaps, travel time, and reliability concerns. Participants called for safer active transportation facilities, improved crossings, more reliable transit, better access to GO Stations, and more human-scale, less car-centric streets. Input will inform the draft vision, guiding principles, and Phase 2 engagement themes.

Next Steps

Phase 2 will develop and evaluate transportation network alternatives for the year 2056 for active transportation, transit, roads, and goods movement. This phase will include scenario analysis and further engagement to refine options and identify a preferred direction. Work completed in Phase 1, including policy direction, best practices, progress since 2015, and community input, will guide the development of a long-term transportation system that reflects Oshawa's values and supports its growth.