



# INTEGRATED TRANSPORTATION MASTER PLAN UPDATE

## **PUBLIC OPEN HOUSE #2**

June 17, 2026 (6:00-8:00PM)

Civic Recreation Centre (Room 1 & 2)

99 Thornton Rd. S., Oshawa ON L1J 5Y1



# Land Acknowledgement

The City of Oshawa is situated on lands within the traditional and treaty territory of the Michi Saagiig and Chippewa Anishinaabeg and the signatories of the Williams Treaties, which include the Mississaugas of Scugog Island, Curve Lake, Hiawatha and Alderville First Nations, and the Chippewas of Georgina Island, Rama and Beausoleil First Nations.

We are grateful for the Anishinaabeg who have cared for the land and waters within this territory since time immemorial.

We recognize that Oshawa is steeped in rich Indigenous history and is now present day home to many First Nations, Inuit and Métis people. We express gratitude for this diverse group of Indigenous Peoples who continue to care for the land and shape and strengthen our community.

As a municipality, we are committed to understanding the truth of our shared history, acknowledging our role in addressing the negative impacts that colonization continues to have on Indigenous Peoples, developing reciprocal relationships, and taking meaningful action toward reconciliation.

We are all Treaty people.

# Project Overview & Objectives

## What is an Integrated Transportation Master Plan (I.T.M.P.)?

- An I.T.M.P. is a comprehensive, long-term strategic plan that outlines the vision, goals, and policies for developing and managing a municipality's transportation system, covering all modes of transportation including roads, trails, transit, cycling, rolling and walking. The Active Transportation Master Plan (A.T.M.P.) will also be updated at the same time.

## What is the purpose of an I.T.M.P.?

- The purpose of an I.T.M.P. is to enhance transportation efficiency, safety, and sustainability, support economic development, improve accessibility, reduce environmental impacts, and align transportation investments with community goals and priorities.

## Is this a new plan?

- The City updates its I.T.M.P. to align with any changes in the City's vision and Provincial growth forecasts about every 5 years. This I.T.M.P. will plan to the year 2056 and will identify strategies, policies and infrastructure needed to support safe and efficient transportation in and through the City.

# Focus Areas

This I.T.M.P. will update the policies, decision-making approaches, and infrastructure plan to reflect a changing policy landscape, including the strategic directions of the City's revised Official Plan, current Council Priorities, industry trends, and best practices in transportation planning.

The I.T.M.P. will focus on developing a comprehensive long-term plan that aims to enhance mobility choice, improve road safety, support a vibrant downtown and local economy, and provide access to community amenities.

A core component of the I.T.M.P. update is understanding the people of Oshawa, and how the I.T.M.P. can support a gradual but meaningful shift to sustainable transportation modes.



# Building on Previous Material

- **Current I.T.M.P.**
- The City last updated the I.T.M.P. in 2015, which accounted for the available population and employment forecasts and were representative of the priorities of the community and Council at the time.
- **Updated Official Plan and Strategic Plan**
- The City is currently reviewing the Official Plan which will outline the City's priorities. This updated I.T.M.P. will help to align the priorities set out in the updated Official Plan and 2024-2027 Strategic Plan with the City's transportation investments.
- **Existing City Commitments**
- The City (through the 2015 I.T.M.P.) has already committed to the development of a multi-modal network; however, with significantly more growth/density forecasted for Oshawa, improvements to support non-auto modes must be further prioritized.

# Public Engagement

- **Public Open Houses**

- The project team held the first open house in June 2025, and will host two more public open houses after this one, each with an online feedback form to help collect feedback and input on the project direction. The next open house is expected to take place in Winter 2027.
- During P.O.H. #1, participants provided input on Oshawa's transportation challenges, priorities, and opportunities. Key themes included enhancing safety, connectivity, and accessibility for walking, cycling, transit, and road networks. There was a focus on closing gaps in active transportation, improving access to GO Stations, addressing issues like speeding and intersection safety, enhancing trails, improving signage and wayfinding, and coordinating active transportation initiatives with neighbouring municipalities.

- **Project Webpage**

- The best way to stay connected on this project is to sign up to the registration list through our project website. You'll be notified of any upcoming events or feedback opportunities. Visit [www.connectoshawa.ca/itmp](http://www.connectoshawa.ca/itmp) to sign up.

The community provided input on the previous vision statement, the below reflects the input we received!

# Vision Statement

The City of Oshawa envisions a transportation system that is safe, sustainable, and inclusive, fostering connectivity and enhancing the quality of life for all users. 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.

The community provided input on the previous guiding principles, the below reflects the input we received!

# Guiding Principles

- **Supporting and Enabling Growth**

- Ensure that the forecasted population and employment growth is supported by expanding or enhancing all forms of transportation infrastructure, particularly sustainable infrastructure.

- **Future Ready & Adaptable**

- Leverage technology as both an enabler and driver of change. Infrastructure recommendations should be flexible to adapt to changing technologies.

- **Driving Economic Development**

- Support economic development by improving accessibility to destinations, reducing congestion to support goods movement, and enhancing connections between residential, commercial, and industrial areas.

- **Enable Integrated Planning**

- Ensure the integration of various transportation modes (e.g., walking, cycling, public transit, and personal vehicles) to create a cohesive and efficient network.

- **Promote Healthy Living**

- Promote sustainable transportation solutions, reduce greenhouse gas emissions, and support public health and personal safety by encouraging active transportation and public transit use.

# Your Opinion Matters

**We would like to hear your feedback on the material we are sharing!**

On the following slides, we have shared the results of our two future scenarios and a third scenario outlining preliminary active transportation improvements for community input. We are also seeking feedback on the draft evaluation criteria that we'll use later in the project.

You can share your thoughts in several ways:

- **Talk** to a project team member
- Add **sticky notes** on the panels
- Fill out our **online feedback form** using the QR code anytime before noon on Friday July 17<sup>th</sup>

**Project Website & Feedback Form**



# Development of Alternative Scenarios

To help understand the future conditions of the City's transportation network, we have developed two scenarios and a partial third scenario that explore various "pathways" that the transportation network could follow. The project team will continue to refine the third scenario. Your input and feedback will be considered moving forward.

On the following slides, we've show some findings from Scenario 1 and 2, and a preliminary overview of active transportation inputs for Scenario 3 – think about what improvements you might like us to consider in the recommended transportation network!

## Scenario 1: Business as Usual

- Builds on the current network by adding Provincial highway and Durham Regional road improvements, plus forecasted growth, to assess performance.
- Includes City projects expected to be in place by 2056, based on the previous I.T.M.P.

## Scenario 2: Traditional Road Planning

- Takes a simple approach to reviewing where congestion still exists in Scenario 1 and widens the road to four lanes where feasible.
- Incorporates Ontario Traffic Manual Book 18 updates for cycling facilities to apply best practices and increase cycling modal share.

## Scenario 3: Alternative Multi-Modal Planning

- Focuses on significantly improving the network to prioritize transit and active transportation, including re-purposing general-purpose lanes for buses and active transportation facilities.
- Compares benefits and required investments versus other alternatives, incorporating a complete active transportation network and testing transit improvements in collaboration with Durham Region Transit and GO Transit.

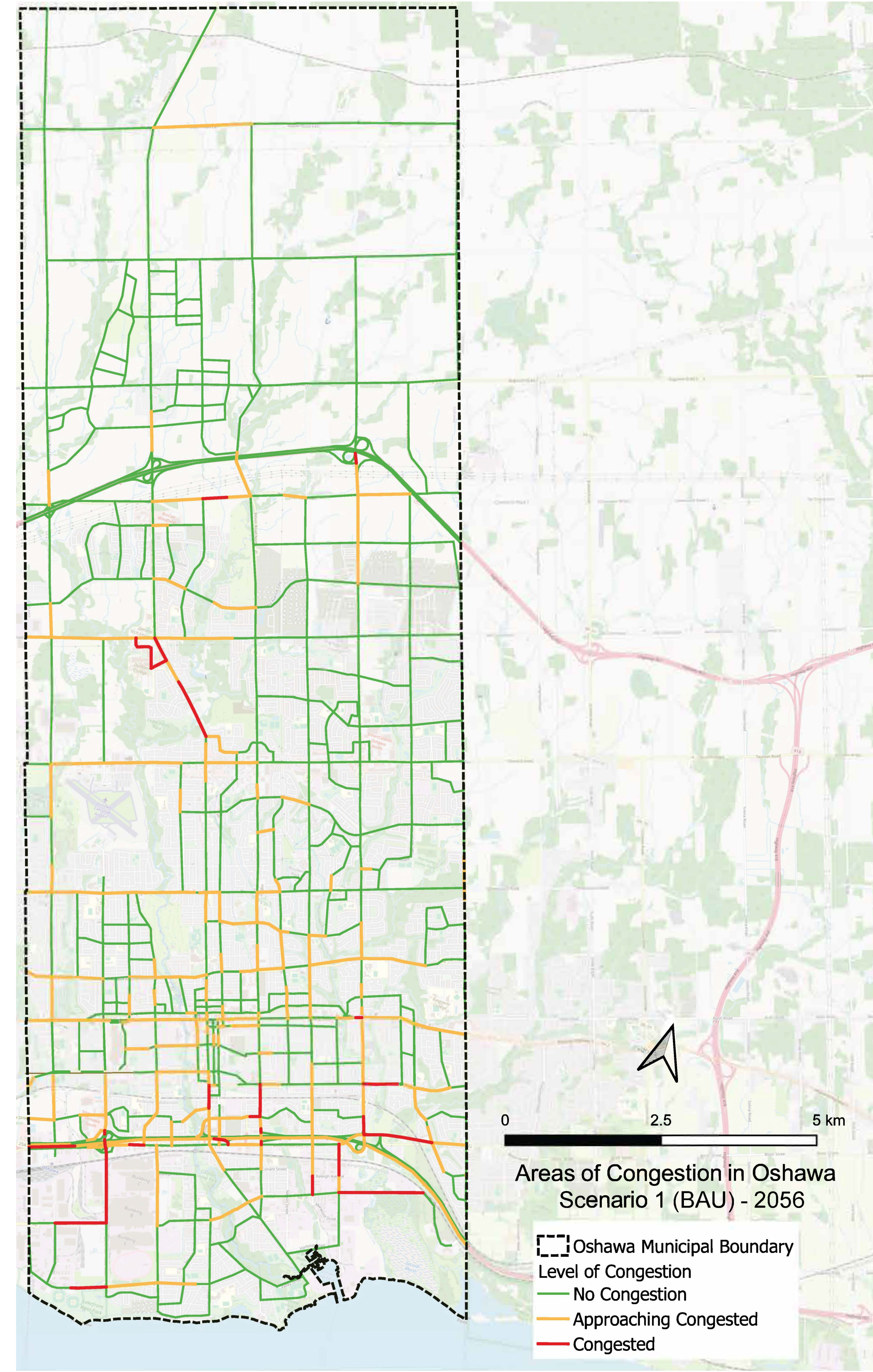
# Scenario 1: Business as Usual

If the City doesn't consider any new improvements, and if travel behaviour stays the same over the next 30 years, this is what congestion could look like.

Scenario 1 includes improvements from:

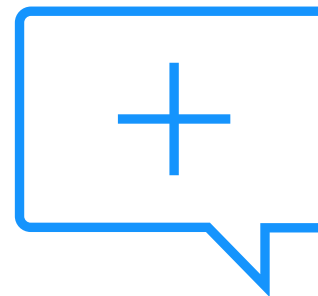
- Durham Region's 2017 Transportation Master Plan,
- Provincial improvements (including Metrolinx and GO Rail), and
- City of Oshawa improvements from the 2015 I.T.M.P.

The projects are typically new roads or road widenings, in addition to public transit changes and active transportation improvements.



# Scenario 1: Business as Usual

What do you like or dislike about Scenario 1?



*Share your thoughts here*

What would you change about Scenario 1? Does it address challenges or opportunities in your community?



*Share your thoughts here*

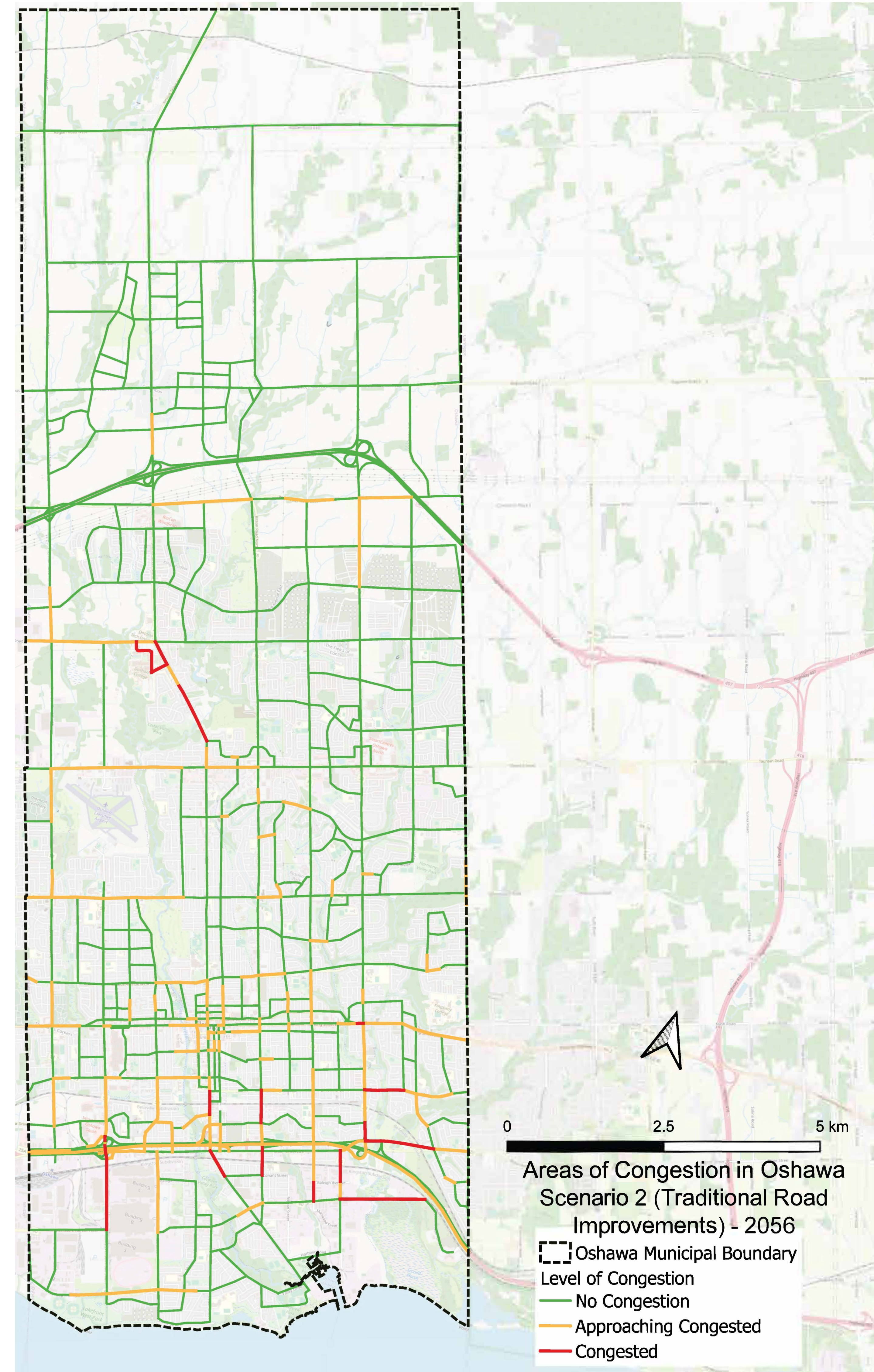
# Scenario 2: Traditional Road Planning

If the City only adds new lanes to address congestion over the next 30 years, this is what congestion could look like.

In addition to the improvements in Scenario 1, Scenario 2 also includes the following road improvements along City-owned roads where congestion is predicted to exist and widen them to two-lanes per direction.

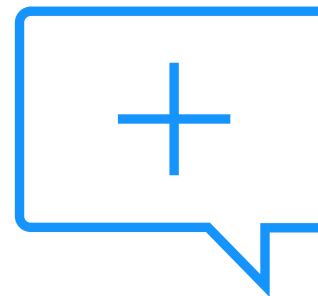
- Thornton Rd. N. (between Winchester Rd. W. and Howden Rd. W.) widen to 2-lanes per direction;
- Harmony Rd. N (between Winchester Rd. E. and Columbus Rd. E.) widen to 2-lanes per direction;
- Britannia Ave. E. (between Bridle Rd. and Simcoe St. N. and between Ritson Rd. N. and Pindar Cres.) widen to 2-lanes per direction.

These projects are not necessarily recommendations but help the project team understand what the future might look like if we rely on traditional road planning practices.



# Scenario 2: Traditional Road Planning

What do you **like or dislike** about Scenario 2?



*Share your thoughts here*

What would you **change** about Scenario 2? Does it address **challenges or opportunities** in your community?



*Share your thoughts here*

# Active Transportation Alternative Development

Candidate improvements will be identified through a map-based network screening (multi-criteria scoring) and will be refined using a gap review and public input



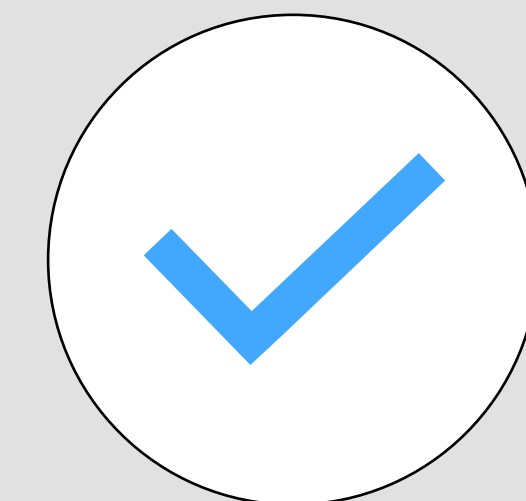
## Build the Evaluation Dataset

- Compile the cycling segments and supporting GIS inputs (road attributes, density, destinations, transit, barriers, equity)



## Score Each Segment

- Apply a weighted, multi-criteria screening to generate segment scores across various factors



## Select Candidates & Refine

- Apply “gap type” lens (spine, barrier crossing, All Ages and Abilities (AAA), equity, gateway) and incorporate community requests

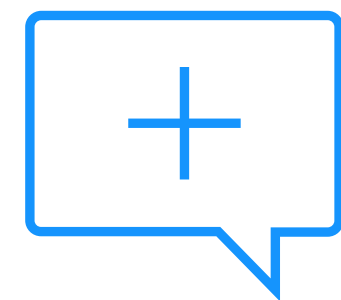
**Output:** Shortlisted candidate corridors shown on the following slide. *Please tell us if you see missing links, barriers, or priority connections!*

# Preliminary Scenario 3: Active Transportation Improvements

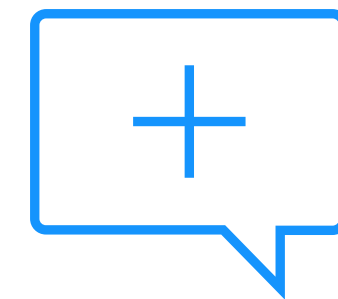
Here are some active transportation improvements we've identified, or heard from our first Open House last summer.

What do you like or dislike about these improvements?

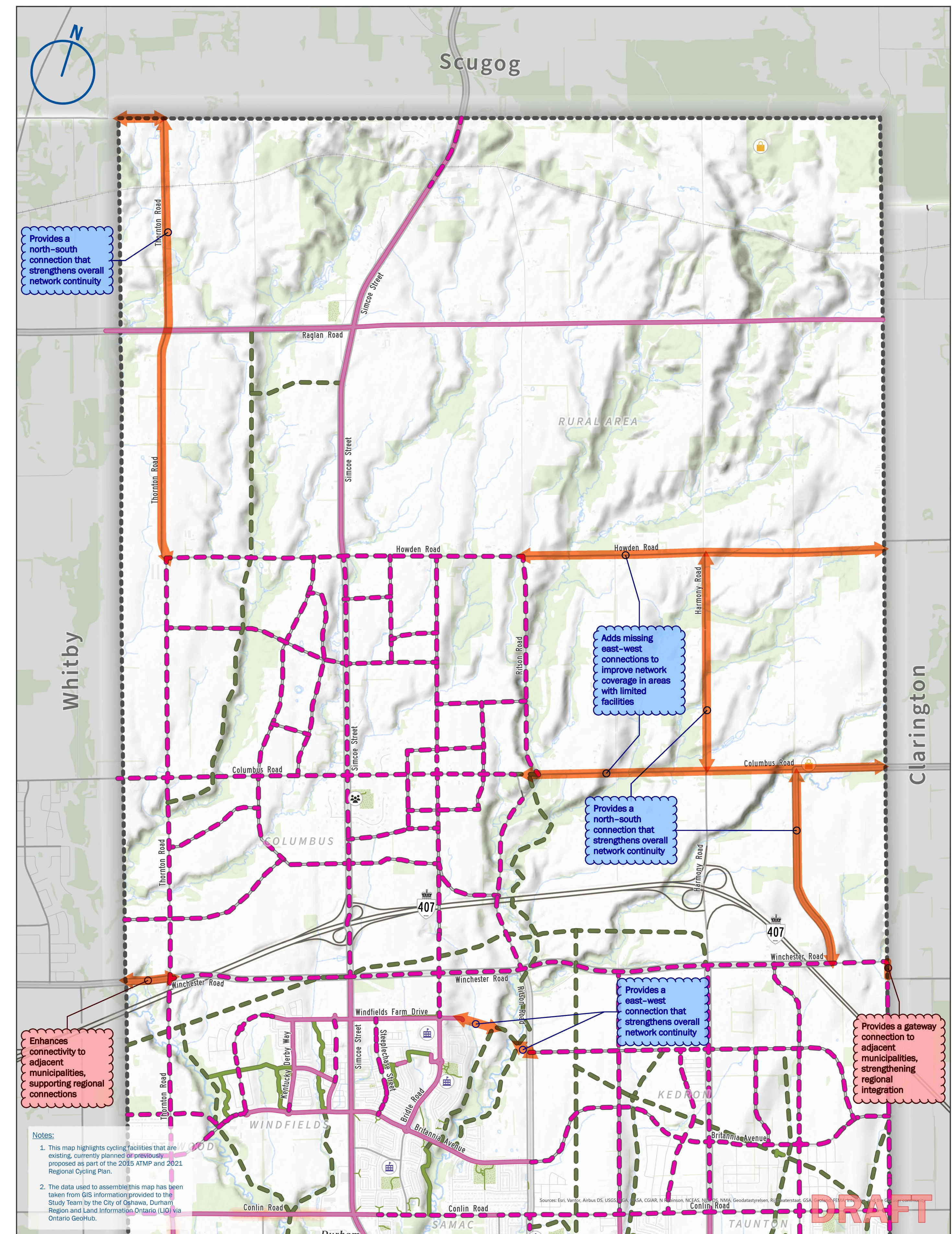
What would you change about Scenario 3? Does it address challenges or opportunities in your community?



Share your thoughts here



Share your thoughts here



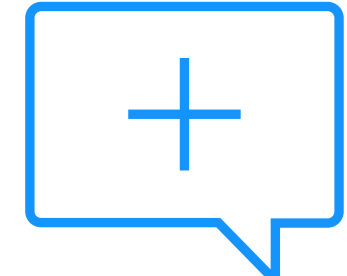
<b>Existing Cycling Network</b> <ul style="list-style-type: none"> <li>On-Road</li> <li>Off-Road</li> <li>Pathway</li> <li>Scenario 3 Candidate Segment</li> <li>Scenario 3 Crossing Enhancement</li> </ul>	<b>Proposed Cycling Network</b> <ul style="list-style-type: none"> <li>On-Road</li> <li>Off-Road</li> </ul> <b>Draft Scenario 3 Network</b> <ul style="list-style-type: none"> <li>Future Upgrade (Does Not Meet OTM Book 18)</li> </ul> <b>Roadway Features</b> <ul style="list-style-type: none"> <li>Regional Road</li> <li>Highway</li> <li>Arterial / Collector Road</li> <li>Local Road</li> </ul>	<ul style="list-style-type: none"> <li>Rail Line</li> <li>Future Road</li> </ul> <b>Base Features</b> <ul style="list-style-type: none"> <li>Watercourse</li> <li>Waterbody</li> <li>Park</li> <li>Open Space / Wooded Area</li> <li>Municipal Boundary</li> </ul>	<b>Destinations</b> <ul style="list-style-type: none"> <li>School</li> <li>Community Centre</li> <li>Library</li> <li>Shopping Mall / Plaza</li> <li>Post Secondary Institution</li> <li>Existing GO Station</li> <li>Proposed GO Station</li> </ul>	<b>Network Themes</b> <ul style="list-style-type: none"> <li>Barriers &amp; Crossings</li> <li>Equity &amp; Access</li> <li>Network Connectivity</li> <li>Public Input</li> <li>Strategic / Spine Network</li> <li>Trail / Regional Connections</li> </ul>	<p><b>FIGURE 3B: NORTH</b> 2026-06-05</p> <p><b>Proposed Cycling Network: Scenario 3</b></p> <p>Oshawa Integrated Transportation Master Plan</p> <p>0 0.5 1 KM 1:15,000</p>
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# Preliminary Scenario 3: Active Transportation Improvements

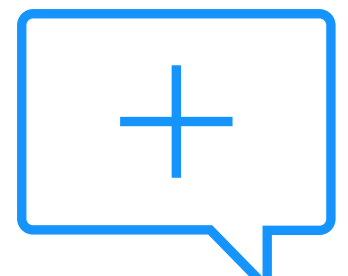
Here are some active transportation improvements we've identified, or heard from our first Open House last summer.

What do you like or dislike about these improvements?

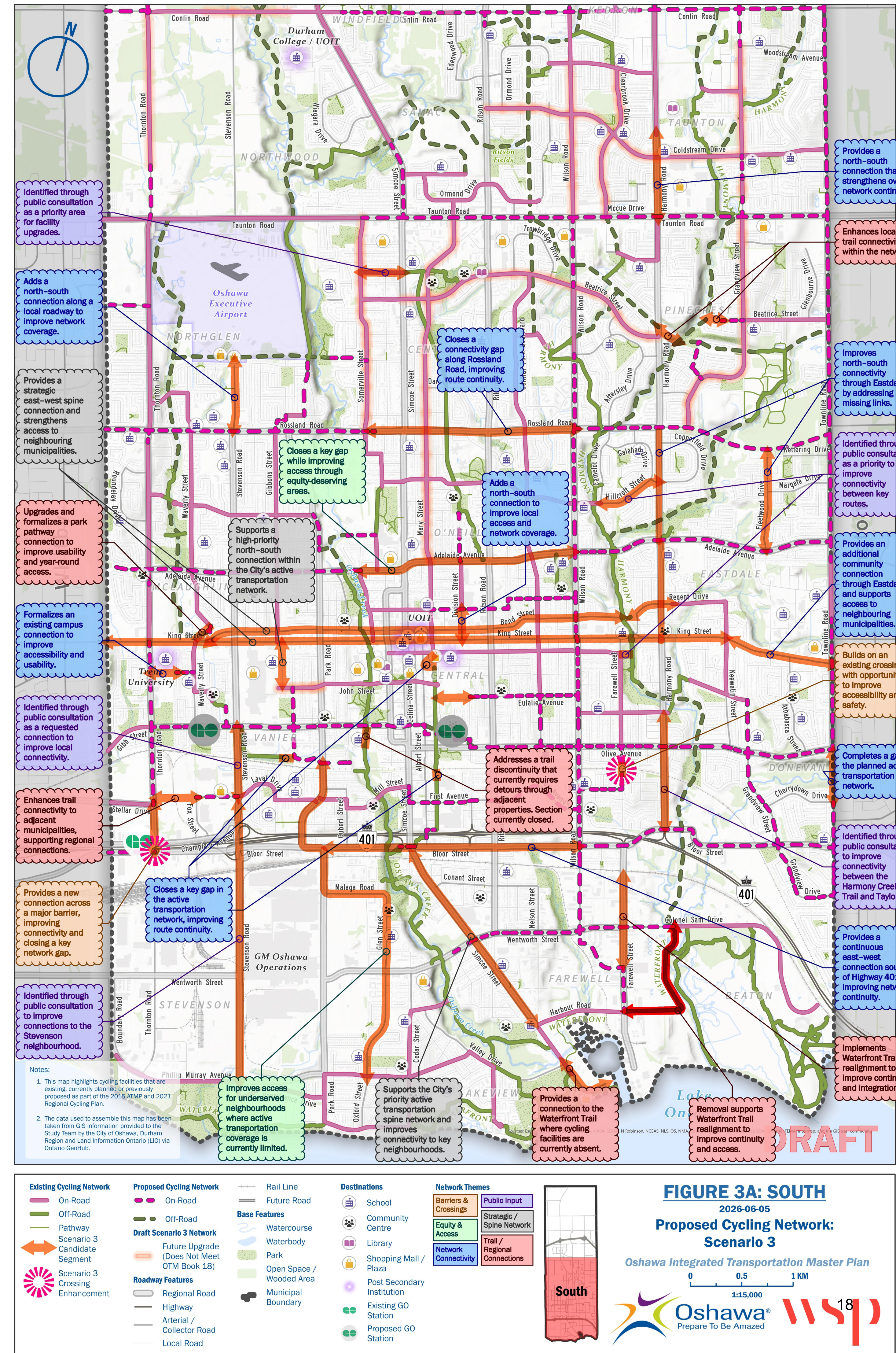
What would you change about Scenario 3? Does it address challenges or opportunities in your community?



Share your thoughts here



Share your thoughts here



Do these criteria represent your concerns and values?  
 What other criteria would you like us to consider?

# Evaluation Criteria

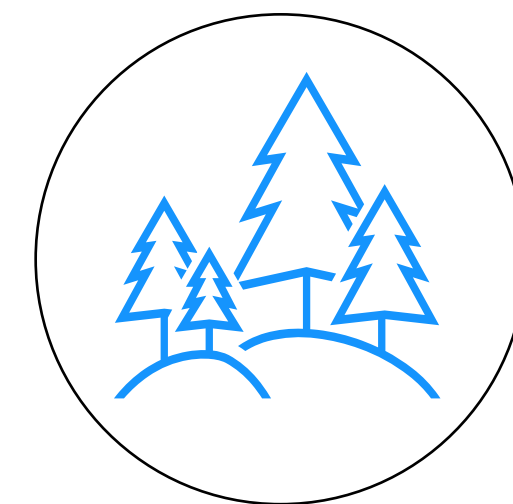
The project team will complete a preliminary evaluation of the three alternative scenarios against the criteria outlined below (sample list provided). These criteria help the project team assess how different transportation alternative scenarios meet the I.T.M.P. vision and goals. This evaluation (combined with feedback received) will be used to evaluate the alternative scenarios and prepare a recommended network.



## Supporting and Enabling Growth

**Criteria:**

- Maintain (or limit negative changes to) current car level of service and travel times.
- Improve multi-modal level of service.



## Driving Economic Development

**Criteria:**

- Increase the number of jobs and retail opportunities accessible in a 15-minute transit ride, walk, or cycle.
- Decrease total vehicle kilometers travelled by car within Oshawa in the P.M. peak.



## Future Ready and Adaptable

**Criteria:**

- Increase percentage of new infrastructure with multi-modal accommodations and data collectors.



## Promoting Healthy Living

**Criteria:**

- Increase the number of parks and recreational facilities accessible in a 15-minute transit ride, walk, or cycle.
- Decrease tons of greenhouse gases emitted.
- Increase the percentage of streets with sidewalks on one or both sides.



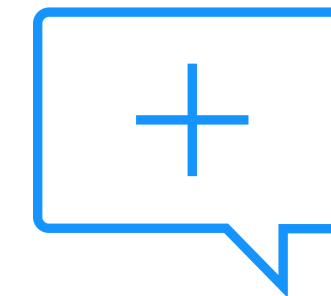
## Enable Integrated Planning

**Criteria:**

- Increase the length of active transportation facilities in proximity to transit stops.

# Developing Alternatives

We'd like to hear your input on what else the project team should consider in the next alternative scenario. Some examples to prompt ideas are included here.



*Share your thoughts here*



# Project Schedule

## **Task 1 - Study Initiation & Background Review Winter 2025 to Fall 2025 (COMPLETE)**

- Introduce the study and gather community input on current transportation conditions and challenges.

## **Task 2 – Scenario Development & Evaluation Fall 2025 to Summer 2026**

- Share transportation options and evaluation criteria for public feedback.

## **Task 3 – Draft Recommendations Summer 2026 to Winter 2027**

- Present draft transportation recommendations and seek community input.
- Public Open House #3 - Winter 2027

## **Task 4 – Final Plans & Next Steps Winter 2027 to Fall 2027**

- Share final Plans and implementation strategy.

This I.T.M.P. is required to complete Phases 1 and 2 of the Municipal Class Environmental Assessment (M.C.E.A.) process:

1. Phase 1: Identify a Problem/Opportunity Statement
2. Phase 2: Identify and Evaluate Alternatives

There will be public engagement opportunities throughout the project.

Once the I.T.M.P. is complete, additional steps are required to construct any recommended roads:

1. Conduct Environmental Assessments (including additional public consultation) for Schedule C projects;
2. Undertake detailed design;
3. Council approval needed for Environmental Assessment study, detailed design, and construction;
4. Begin construction

## Next Steps

1. Summarize and process input received (feedback open until noon, Friday July 17<sup>th</sup>, 2026)
2. Refine transportation network alternatives
3. Identify and select preliminary preferred scenario with active transportation, transit, and road network recommendations using the evaluation criteria
4. Prepare draft recommendations for Public Open House #3 (Winter 2027)

### Provide Input or Register to the Project Mailing List

Use this QR code to access our project webpage and to complete our feedback form



### Or connect with the project team

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