



Town of Oakville Council

AGENDA

Date: Monday, July 7, 2025
Time: 6:30 p.m.
Location: Council Chamber

Live streaming video is available on <https://www.oakville.ca/town-hall/mayor-council-administration/agendas-meetings/live-stream> or at the town's YouTube channel at <https://www.youtube.com/user/TownofOakvilleTV>. Information regarding written submissions and requests to delegate can be found at <https://www.oakville.ca/town-hall/mayor-council-administration/agendas-meetings/delegations-presentations>.

	Pages
1. O Canada	
2. Land Acknowledgement	
3. Regrets	
4. Declarations of Pecuniary Interest	
5. Confirmation of Minutes of the previous Council Meeting(s)	
5.1 Minutes of the Regular Session of Council, June 23, 2025	8 - 19
6. Public Presentation(s)	
There are no public presentations listed for this agenda.	
7. Committee Minutes	
7.1 Minutes of the Budget Committee, June 16, 2025	20 - 22
8. Advisory Committee Minutes	
8.1 Accessibility Advisory Committee Minutes, June 12, 2025	23 - 25
9. Consent Item(s)	
<i>Item 9.1 see addendum to distributed.</i>	

9.1 Renewal of Animal Control Contract with the Oakville & Milton Humane Society

9.2 By-law 2025-077 to amend 1981-66 (The Fire Route By-Law) 26 - 52

Recommendation:

That By-Law 2025-077, a by-law to amend By-Law 1981-066 (The Fire Route By-Law) be passed.

9.3 By-law 2025-113 – Amendment to Parking Meter By-law 1965-10 53 - 69

Recommendation:

That By-law 2025-113, a by-law to amend By-law 1965-10, being a by-law to provide for the use of parking meters and parking payment machines attached as Appendix A to the report from Municipal Enforcement Services dated June 24, 2025, be passed.

9.4 Traffic By-law Update and Review 70 - 121

Recommendation:

1. That the final report prepared by CIMA+ on the comprehensive review and update of the Traffic By-law 1984-1 be received.
2. The Council approve the Traffic By-law Amendment 2025-075 and the existing Traffic By-law 1984-1 and its associated schedules be deleted and replaced in its entirety as per Traffic By-law Amendment 2025-075.

9.5 Regulations for Sports Activities and Equipment within the Municipal Right of Way 122 - 135

Recommendation:

That the regulations for sports activities and equipment in the Municipal Right of Way identified in this report be passed.

10. Confidential Consent Item(s)

10.1 Municipal access agreements-telmax

11. Discussion Item(s)

11.1 Establishment of a Lobbyist and Gift Registry

Notice of Motion from June 23, 2025 Council Meeting.

Recommendation:

Moved by Councillor Duddeck

Seconded by Councillor Elgar

Whereas Section 223.9 of the *Municipal Act, 2001* authorizes municipalities to establish and maintain a registry to record returns filed by individuals who lobby public office holders;

Whereas Section 223.11 of the *Municipal Act, 2001* provides for the appointment of a Registrar to manage such a registry independently;

Whereas municipalities including Toronto, Ottawa, Guelph, Burlington, Collingwood, Brampton, and Hamilton have implemented lobbyist registries and disclosure frameworks to enhance transparency and public accountability;

Whereas Lobbyist and Gift Registries help document interactions between individuals or organizations seeking to influence municipal decision-making and Members of Council or senior staff, thereby promoting transparency;

Whereas residents have a right to be informed of such interactions and to know who is attempting to influence local decisions;

Whereas transparent and responsible advocacy by stakeholders is a valuable and appropriate part of the democratic process;

Whereas public disclosure of lobbying activities and standards of conduct for lobbyists support the integrity of municipal decision-making;

And whereas transparency, accountability, and public trust are fundamental principles of good governance in the Town of Oakville;

Therefore be it resolved that the Council of the Town of Oakville requests staff to develop and report back within 120 days with a proposed policy framework that includes:

1. Mandatory Disclosure Requirements

For all Members of Council and senior staff (including the CAO, Commissioners, Directors, and Planning leadership) to disclose meetings or communications with developers, lobbyists, or their representatives regarding:

- Development applications
- Planning policies or zoning by-law changes

- Infrastructure decisions supporting development
- Official Plan amendments or land-use changes

2. Definition of Lobbyists

Including categories such as paid lobbyists, unpaid or voluntary advocates, and self-representing individuals.

3. Standard Disclosure Process

A uniform disclosure form to be submitted within five (5) business days of any such meeting or communication, including:

- Date and time
- Names and affiliations of all participants
- Summary of topics discussed
- Method of communication (in-person, phone, email, virtual, etc.)

4. Public Registry

A searchable, publicly accessible online registry hosted on the Town's website to house all disclosures.

5. Scope of Application

Applies to meetings or communications initiated by either the developer/lobbyist or the municipal official/staff.

6. Monitoring and Compliance

Mechanisms for oversight and compliance, and any necessary updates to the Council Code of Conduct, municipal lobbying policies, or the procedural by-law.

7. Gifts, Hospitality, and Benefits

Proposed amendments to the Member of Council and Staff Codes of Conduct to address disclosure and limits regarding gifts and hospitality.

8. Best Practice Alignment

Consistency with leading practices in Ontario municipalities and principles of open government.

Be it further resolved that staff report back to Council with the proposed policy framework, draft by-law, implementation plan, and any required policy amendments for Council consideration and approval within 120 days.

11.2 Munn's Creek - Encroachments

136 - 158

Recommendation:

1. That Council approve removal of all encroachments from Town land along Munn's Creek from 1528-1510 Elm Road (inclusive) and a Town fence be installed along the rear of these lots.
2. That staff enter into discussions with the homeowner at 1508 Elm Road to review opportunities to mitigate the encroachment behind this property which if removed will negatively impact the safety and functionality of the property.
3. That staff return to Council with an update report on the resolution of the encroachment at 1508 Elm Road by the 4th quarter 2025.

12. Confidential Discussion Item(s)

Item 12.1 see confidential addendum to be distributed.

12.1 Munn's Creek - Encroachments (Confidential)

13. Staff Memoranda (Staff Memos)

13.1 INTERNAL MEMO - Transportation and Engineering RE: ASE Camera Program Operational Statistics Report - June 17, 2025 159 - 165

13.2 INTERNAL MEMO - Transportation & Engineering RE: Identification of School Crossing Guard Locations Procedure Review - June 23, 2025 166 - 172

13.3 INTERNAL MEMO - Transportation and Engineering RE: 2025 Annual School Crossing Guard Program - June 23, 2025 173 - 175

13.4 INTERNAL MEMO - Clerks Office RE: Municipal Clearance for Liquor Sales Licence - June 24, 2025 176 - 176

14. New Business

(Notice of Motion, Emergency, Congratulatory or Condolence)

15. Regional Reports and Question Period Regarding Town Boards and Advisory Committees

16. Requests for Reports

17. Consideration and Reading of By-Laws

That the following by-law(s) be passed:

17.1 By-law 2025-075

Appendix A - Traffic By-law Amendment 2025-075

A by-law to regulate traffic and parking on any highway under the jurisdiction of the Town of Oakville. (Re: Item 9.4)

17.2 By-law 2025-077

A by-law to Amend by-law 1981-066, a by-law to designate certain private roadways as fire routes (The Fire Route By-law) (Re: Item 9.2)

17.3 By-law 2025-113

A by-law to amend By-law 1965-10 being a by-law to provide for the use of parking meters and parking payment machines (Re: Item 9.3)

17.4 By-law 2025-125

177 - 177

A by-law to confirm the proceedings of a meeting of Council.

18. Adjournment



Town of Oakville

Council Minutes

Date: June 23, 2025
Time: 6:30 p.m.
Location: Council Chamber

Mayor and Council:

- Mayor Burton
- Councillor Adams
- Councillor Chisholm
- Councillor Duddeck
- Councillor Elgar
- Councillor Gittings
- Councillor Grant
- Councillor Haslett-Theall
- Councillor Knoll
- Councillor Lishchyna
- Councillor Longo
- Councillor McNeice
- Councillor Nanda
- Councillor O'Meara
- Councillor Xie

Staff:

- J. Clohec, Chief Administrative Officer
- P. Fu, Commissioner of Community Infrastructure
- M. Mizzi, Commissioner of Community Development
- P. Damaso, Commissioner of Community Services
- S. Ayres, Commissioner of Corporate Services
- J. Clarke, Director of Corporate Strategy and Government Relations
- D. Carr, Town Solicitor
- W. Short, Town Clerk
- N. Coric, Council and Committee Coordinator

The Town of Oakville Council met in regular session this 23rd day of June, 2025 in the Council Chamber of the Oakville Municipal Building, 1225 Trafalgar Road, Oakville commencing at 6:30 p.m.

1. O Canada

2. Land Acknowledgement

3. Regrets

There were no regrets for this meeting.

4. Declarations of Pecuniary Interest

No declarations of pecuniary interest were declared.

5. Confirmation of Minutes of the previous Council Meeting(s)

5.1 Minutes of the Regular Session of Council, May 26, 2025

5.2 Confidential Minutes of the Closed Session of Council, May 26, 2025

Moved by Councillor Chisholm

Seconded by Councillor Longo

1. That the minutes of the Regular Session of Council dated May 26, 2025, be approved.

2. That the minutes of the Confidential Session of Council dated May 26, 2025, be approved.

CARRIED

6. Public Presentation(s)

There were no public presentations.

7. Committee Minutes

7.1 Minutes of the Workshop Meeting - June 2, 2025

Moved by Councillor McNeice
Seconded by Councillor Xie

That the minutes of the Committee of the Whole Workshop dated June 2, 2025, be approved.

CARRIED

8. Advisory Committee Minutes

8.1 Community Spirit Awards Committee Minutes May 27, 2025

Moved by Councillor Lishchyna
Seconded by Councillor Haslett-Theall

That the minutes of the Community Spirit Awards dated May 27, 2025 be received.

CARRIED

9. Consent Item(s)

9.1 Park Naming

Moved by Councillor Gittings
Seconded by Councillor Knoll

That the names of all new Parks and Open Spaces, as listed within Table 1 and Table 3 of the report dated June 10, 2025, be approved.

CARRIED

9.2 March 31, 2025 Financial Results

Moved by Councillor Gittings
Seconded by Councillor Knoll

1. That the information contained in the staff report dated June 10, 2025, entitled *March 31, 2025 Financial Results* from the Finance Department, be received.
2. That the 2025 capital budget be amended to add a new project with a budget of \$905,000 funded from the Capital Reserve for repairs of creek bank failure along 16 Mile Creek in Hogs Back Park.

CARRIED

9.3 Access to Adjoining Property By-law 2025-111 and By-law 2025-110

Moved by Councillor Gittings

Seconded by Councillor Knoll

1. That By-law 2025-110, a by-law to authorize entry on adjoining property for the purpose of making repairs or alterations, attached as Appendix A to the report from Municipal Enforcement Services dated June 10, 2025, be passed, and that By-law 1970-101 be repealed.
2. That By-law 2025-111, a by-law to amend Administrative Penalties for Non-Parking Violations and Orders By-law 2021-038, as amended, attached as Appendix B to the report from Municipal Enforcement Services dated June 10, 2025, be passed.

CARRIED

9.4 Hydro Easement Beside Athabasca Pond

Moved by Councillor Gittings

Seconded by Councillor Knoll

That staff be authorized to grant a hydro easement to Oakville Hydro on Town land beside Athabasca Pond shown as Part 1 on the draft plan attached to this report as Appendix "B", to service the adjacent development blocks, provided the owner of those development blocks pays the Town fair market value compensation for the easement to the satisfaction of the CAO and Town Solicitor.

CARRIED

10. Confidential Consent Item(s)

There were no Confidential Consent Items.

11. Discussion Item(s)

11.1 Sale and Discharge of Consumer Fireworks – Community Engagement Summary

The following delegates spoke to this item: Michael Dolan; Greg Kasparian, representing Kaboom Fireworks Inc.; Lukasz Kabata; Aleem Kanji, Chief Advocacy Officer - Canadian National Fireworks Association; Priyam Vyas; Tom Jacobs, representing Rocket Fireworks Inc.; Arvind Choudhary; Ajai Rana.

Moved by Councillor Nanda

Seconded by Councillor Xie

That the *Sale and Discharge of Consumer Fireworks – Community Engagement Summary* be referred back to staff; and

1. That staff be directed to conduct a comprehensive review of the outcomes and effectiveness of fireworks regulations in other municipalities, including Mississauga, Brampton, and London; and outside of Ontario; and
2. That staff consider options for enhanced education, regulation, enforcement, and community consultation as alternatives to a full ban; and
3. That staff engage a diverse range of stakeholder groups — including cultural associations, community organizations, public safety representatives, retailers, and residents — in further consultation to inform future policy development; and
4. That staff report back to Council with findings and updated recommendations.

Moved by Councillor Nanda

Seconded by Councillor Xie

That the *Sale and Discharge of Consumer Fireworks – Community Engagement Summary* be referred back to staff; and

1. That staff be directed to conduct a comprehensive review of the outcomes and effectiveness of fireworks regulations in other municipalities, including Mississauga, Brampton, and London; and outside of Ontario; and

2. That staff consider options for enhanced education, regulation, enforcement, and community consultation as alternatives to a full ban; and
3. That staff engage a diverse range of stakeholder groups — including cultural associations, community organizations, public safety representatives, retailers, and residents — in further consultation to inform future policy development; and
4. That staff report back to Council with findings and updated recommendations; and
5. That staff review options for creating guidelines or regulation to reinforce the minimum age of purchase; and
6. That staff further review the fire chief's comments and provide more information on fire-related incidents involving injuries and property damage; and
7. That staff identify a clear path that allows individuals to celebrate Diwali at their resident homes; and
8. That staff develop a practical enforcement plan.

For (11): Mayor Burton, Councillor Gittings, Councillor Grant, Councillor Haslett-Theall, Councillor Knoll, Councillor Lishchyna, Councillor Longo, Councillor McNeice, Councillor Nanda, Councillor O'Meara, and Councillor Xie

Against (4): Councillor Adams, Councillor Chisholm, Councillor Duddeck, and Councillor Elgar

CARRIED (11 to 4)

11.2 On-street Parking By-law Review

Moved by Councillor O'Meara

Seconded by Councillor McNeice

1. That the On-street parking By-law Review be referred back to staff to include carve outs in special areas; and
2. That staff conduct a careful study of the opportunities that respect local circumstances.

CARRIED

11.3 2026 Municipal Election Contribution Rebate Program

Moved by Councillor Adams

Seconded by Councillor Duddeck

1. That the report dated June 10, 2025, entitled 2026 Municipal Election Contribution Rebate Program, from the Clerk's Department, be received for information.
2. That staff report back in Q3 2025 with a draft by-law to authorize the payment of rebates to eligible individuals who made contributions to candidates for office on the municipal council for the 2026 Municipal Election (Contribution Rebate By-law), and that the program's terms, including eligibility criteria, calculation formula, and contribution limits, align with the previous Rebate program.

CARRIED

12. Confidential Discussion Item(s)

12.1 Potential Acquisition of Land

Moved by Councillor Longo

Seconded by Councillor Xie

That the confidential direction provided in the Legal confidential report titled "Potential Acquisition of Land" dated June 10, 2025, be approved.

CARRIED

12.2 OEC Appointment of Directors and Chair - Update

Moved by Councillor Grant

Seconded by Councillor Elgar

That the individuals identified in Appendix A to the confidential report OEC Appointment of Directors and Chairs - Update be appointed to the OEC Board and that their names be made public in the minutes.

- David Brennan, Chair
- Mayor Robert Burton

- Jane Clohecy
- Jane Allen
- Monique Buckberger
- Ian Cockwell
- Patrick Crowley
- Harold Holloway
- Robert Lister
- Janet Wilkinson
- Brian Johnson (Enbridge nominee)

CARRIED

13. Staff Memoranda (Staff Memos)

13.1 INTERNAL MEMO - Planning & Development RE: Bill 5 - Protect Ontario by Unleashing our Economy Act, 2025

13.2 INTERNAL MEMO - Clerk's Department RE: Municipal Clearance for Liquor Sales Licence

13.3 INTERNAL MEMO - 2024 ServiceOakville, Web & Social Media Performance Metrics - June 10 2025

14. New Business

Councillor Knoll thanked the community for their support of the Oakville Family Ribfest, the event was successful. He also announced that the Pancake Breakfast is taking place on July 1, 2025, from 8:30 - 10:30 a.m. at 2200 Sawgrass Drive.

14.1 Notice of Motion - Establishment of a Lobbyist and Gift Registry

Moved by Councillor Duddeck

Seconded by Councillor Elgar

Whereas Section 223.9 of the *Municipal Act, 2001* authorizes municipalities to establish and maintain a registry to record returns filed by individuals who lobby public office holders;

Whereas Section 223.11 of the *Municipal Act, 2001* provides for the appointment of a Registrar to manage such a registry independently;

Whereas municipalities including Toronto, Ottawa, Guelph, Burlington, Collingwood, Brampton, and Hamilton have implemented lobbyist registries and disclosure frameworks to enhance transparency and public accountability;

Whereas Lobbyist and Gift Registries help document interactions between individuals or organizations seeking to influence municipal decision-making and Members of Council or senior staff, thereby promoting transparency;

Whereas residents have a right to be informed of such interactions and to know who is attempting to influence local decisions;

Whereas transparent and responsible advocacy by stakeholders is a valuable and appropriate part of the democratic process;

Whereas public disclosure of lobbying activities and standards of conduct for lobbyists support the integrity of municipal decision-making;

And whereas transparency, accountability, and public trust are fundamental principles of good governance in the Town of Oakville;

Therefore be it resolved that the Council of the Town of Oakville requests staff to develop and report back within 120 days with a proposed policy framework that includes:

1. Mandatory Disclosure Requirements For all Members of Council and senior staff (including the CAO, Commissioners, Directors, and Planning leadership) to disclose meetings or communications with developers, lobbyists, or their representatives regarding:
 - Development applications
 - Planning policies or zoning by-law changes
 - Infrastructure decisions supporting development
 - Official Plan amendments or land-use changes
2. Definition of Lobbyists
Including categories such as paid lobbyists, unpaid or voluntary advocates, and self-representing individuals.
3. Standard Disclosure Process
A uniform disclosure form to be submitted within five (5) business days of any such meeting or communication, including:

- Date and time
- Names and affiliations of all participants
- Summary of topics discussed
- Method of communication (in-person, phone, email, virtual, etc.)

4. Public Registry

A searchable, publicly accessible online registry hosted on the Town's website to house all disclosures.

5. Scope of Application

Applies to meetings or communications initiated by either the developer/lobbyist or the municipal official/staff.

6. Monitoring and Compliance

Mechanisms for oversight and compliance, and any necessary updates to the Council Code of Conduct, municipal lobbying policies, or the procedural by-law.

7. Gifts, Hospitality, and Benefits

Proposed amendments to the Member of Council and Staff Codes of Conduct to address disclosure and limits regarding gifts and hospitality.

8. Best Practice Alignment

Consistency with leading practices in Ontario municipalities and principles of open government.

Be it further resolved that staff report back to Council with the proposed policy framework, draft by-law, implementation plan, and any required policy amendments for Council consideration and approval within 120 days.

15. Regional Reports and Question Period Regarding Town Boards and Advisory Committees

16. Requests for Reports

16.1 On-Street Parking Permits

Moved by Councillor Duddeck
Seconded by Councillor Chisholm

That staff report back to Council with on and off street parking options to respond to increasing complaints about overuse, of municipal parking in residential neighbourhoods.

CARRIED

17. Consideration and Reading of By-Laws

17.1 By-law 2025-082 (Not passed. Referred back to Staff under 11.1)

A By-law to prohibit and regulate the sale and discharge of fireworks within the Town of Oakville, and to repeal By-law 2009-056 (Re: Item 11.1)

17.2 By-law 2025-083 (Not passed. Referred back to Staff under 11.1)

A By-law to amend Licensing By-law 2015-075 with respect to Fireworks and Fireworks Vendors (Re: Item 11.1)

17.3 By-law 2025-099

A By-law to amend Fence By-law 2002-034, a By-law to regulate fences and privacy screens

17.4 By-law 2025-110

A by-law to authorize entry on adjoining property for the purpose of making repairs or alterations and to repeal By-law 1970-101 (Re: Item 9.3)

17.5 By-law 2025-111

A by-law to amend Administrative Penalties for Non-Parking Violations and Orders By-law 2021-038 (Re: Item 9.3)

17.6 By-law 2025-121

A by-law to confirm the proceedings of a meeting of Council

Moved by Councillor Lishchyna

Seconded by Councillor Xie

That the by-laws noted above be passed with the exception of 2025-082 and 2025-083.

CARRIED

The Mayor gave written approval of by-laws 2025-099, 2025-110, 2025-111, 2025-121 noted above that were passed during the meeting.

18. Adjournment

The Mayor adjourned the meeting at 8:52 p.m.

William Short, Town Clerk



Town of Oakville
Budget Committee
MINUTES

Date: June 16, 2025
Time: 5:00 p.m.
Location: Council Chamber

Mayor and Council:

- Mayor Burton
- Councillor Adams
- Councillor Elgar
- Councillor Chisholm
- Councillor Duddeck
- Councillor Gittings
- Councillor Grant
- Councillor Knoll
- Councillor Lishchyna
- Councillor Longo
- Councillor McNeice
- Councillor Nanda
- Councillor Xie

Regrets:

- Councillor Haslett-Theall
- Councillor O'Meara

Staff:

- J. Clohec, Chief Administrative Officer
- P. Fu, Commissioner of Community Infrastructure
- S. Ayres, Commissioner of Corporate Services
- M. Mizzi, Commissioner of Community Development
- P. Damaso, Commissioner of Community Services
- J. van der Heiden, Deputy Treasurer and Director of Finance
- G. Charles, Director Planning and Development
- P. Boissonneault, Fire Chief
- S. Ashmore, Director Human Resources
- R. Diec Stormes, Director Economic Development
- D. Stancovici, Manager of Financial Planning and Policy
- K. Wayow, Director Facility Services

L. Marinova, Manager Business Support Services
W. Short, Town Clerk
A. Holland, Manager of Council and Committee Services
J. Radomirovic, Council and Committee Coordinator

The Budget Committee met in regular session, this 16th day of June, 2025, in the Council Chamber of the Oakville Town Hall, 1225 Trafalgar Road, Oakville, commencing at time 5:00 p.m.

These minutes will go forward to the Council meeting of July 7th, 2025, for approval. Please view those minutes to note any changes Council may have made.

1. Regrets

As noted above.

2. Declarations of Pecuniary Interest

No declarations of pecuniary interest were declared.

3. Consent Items(s)

There were no Consent Items.

4. Confidential Consent Item(s)

There were no Confidential Consent Items.

5. Discussion Item(s)

5.1 Staff Report - 2026 Budget Forecast - June 16, 2025

Moved by Councillor Elgar

That the 2026 Budget Forecast report and accompanying staff presentation be received.

CARRIED

5.2 Draft Mayoral Direction to Staff Regarding the Preparation of the 2026 Annual Budget

Moved by Councillor Longo

1. That the Budget Committee endorse or recommend changes to the draft Mayoral Direction to Staff for the preparation of the 2026 annual budget (Appendix A) and provide any additional advice.
2. That the Budget Committee endorse Councillors Tom Adams and Jonathan McNeice for appointment by the Mayor as chair and vice-chair, respectively, or recommend others.
3. That the Budget Committee endorse or recommend changes to the draft schedule for preparation of the 2026 Town budget.

CARRIED

6. Confidential Discussion Item(s)

There were no Confidential Discussion Items.

7. Adjournment

The Mayor adjourned the meeting at 5:26 p.m.

Accessibility Advisory Committee

MINUTES

Date: June 12, 2025
Time: 4:00 pm
Location: Virtual Meeting

Members: David Underwood, Chair
Julie Romanow, Vice-Chair
Councillor Gittings
Karen Bodolai
Nora Lavell
Deborah Metrakos
Amany Johnson

Staff: A. Coyne, Manager of Elections, Policy and Print Services
L. Harris, Council and Committee Coordinator

A meeting of the Accessibility Advisory Committee was held on June 12, 2025 virtually, commencing at 4:00 p.m.

These minutes will go forward to the Council meeting of July 7, 2025 for approval. Please view those minutes to note any changes Council may have made.

1. Regrets

There were no regrets for this meeting.

2. Declarations of Pecuniary Interest

No declarations of pecuniary interest were declared.

3. Confirmation of Minutes of Previous Meeting(s)

3.1 Minutes March 20, 2025

Moved by Deborah Metrakos

That the minutes of the Accessibility Advisory Committee meeting of March 20, 2025 be approved.

CARRIED

4. Discussion Item(s)

4.1 Update on Ontario's Progress Toward an Accessible Province by 2025

Moved by Councillor Gittings

1. That the report dated June 3, 2025, entitled Update on Ontario's Progress Toward an Accessible Province by 2025, from the Clerk's Department, be received for information.
2. That the draft Notice of Motion, attached as Appendix A to the report dated June 3, 2025, entitled Update on Ontario's Progress Toward an Accessible Province by 2025, from the Clerk's Department, be considered by Council.

CARRIED

5. Information Item(s)

5.1 Government of Canada Public Review on the Draft Standard: Accessible and Equitable AI Systems

5.2 Memo - Follow up from AAC Meeting of March 20, 2025

5.3 Oakville Transit expands access with free care-A-van service as of May 1, 2025

5.4 Metrolinx Accessibility Public Meeting

Moved by Deborah Metrakos

That the information items be received.

CARRIED

6. Date and Time of Next Meeting

Thursday, September 11, 2025

Oakville Municipal Building

Council Chamber - 4:00 p.m

7. Adjournment

The Chair adjourned the meeting at 4:19.



REPORT

Council

Meeting Date: July 7, 2025

FROM: Oakville Fire Department

DATE: June 24, 2025

SUBJECT: By-law 2025-077 to amend 1981-66 (The Fire Route By-Law)

LOCATION: Town-wide

WARD: Town-wide

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RECOMMENDATION:

That By-Law 2025-077, a by-law to amend By-Law 1981-066 (The Fire Route By-Law) be passed.

KEY FACTS:

The following are key points for consideration with respect to this report:

- By-Law 1981-066 designates certain private roadways as fire routes.
- Fire Routes are required for certain buildings specified in the Ontario Building and Ontario Fire Codes.
- The Fire Department has reviewed several applications for a new fire route at various locations in the Town and is recommending them for approval by Council.

BACKGROUND:

By-Law 1981-066 designates fire routes for buildings at specified locations in the Town. The provisions of the Ontario Building Code require a fire route for any property containing: a building that is more than three storeys in height; a building that is more than 600 m² in building area; a self-serve storage building; or portable classrooms that are not otherwise exempt. When buildings are renovated, revisions may also be required to an existing fire route. The Fire Department has received several applications for a new fire route at various locations in the town as set out in Appendix A

COMMENT/OPTIONS:

The Fire Department has reviewed and approved the applications for a new fire route at the subject properties. A fire route is required for these properties in

accordance with the Ontario Building Code. Staff recommend that the proposed By-law amendment set out in Appendix A, incorporating new fire routes for the subject properties, be passed.

CONSIDERATIONS:

(A) PUBLIC

Fire routes have been designated for the safety of the public. In the event of an emergency, it is critical that emergency vehicles can respond to the needs of residents without any roadway impediments.

(B) FINANCIAL

There is no financial impact for the Fire Department. A fee is paid by an applicant to process a fire route application.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

Enforcement of parking in a designated fire route is conducted by the Town's Parking Control Operations.

(D) COUNCIL STRATEGIC PRIORITIES

This report addresses the corporate strategic goal(s) to:

- continuously improve our programs and services
- be accountable in everything we do
- be the most livable town in Canada

(E) CLIMATE CHANGE/ACTION

This issue addresses the economic sustainability of the community.

APPENDICES:

Appendix A By-Law 2025-077

Prepared by:
Jonathan O'Neil
Chief Fire Prevention Officer
OAKVILLE FIRE DEPARTMENT

Prepared by:
Paul Boissonneault
Fire Chief
OAKVILLE FIRE DEPARTMENT



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2025-077

A by-law to Amend by-law 1981-066, a by-law to designate certain private roadways as fire routes (The Fire Route By-law).

WHEREAS it is desirable to amend By-law 1981-66 to change certain fire routes and designate the new fire routes for buildings at specified locations in the town:

COUNCIL ENACTS AS FOLLOWS:

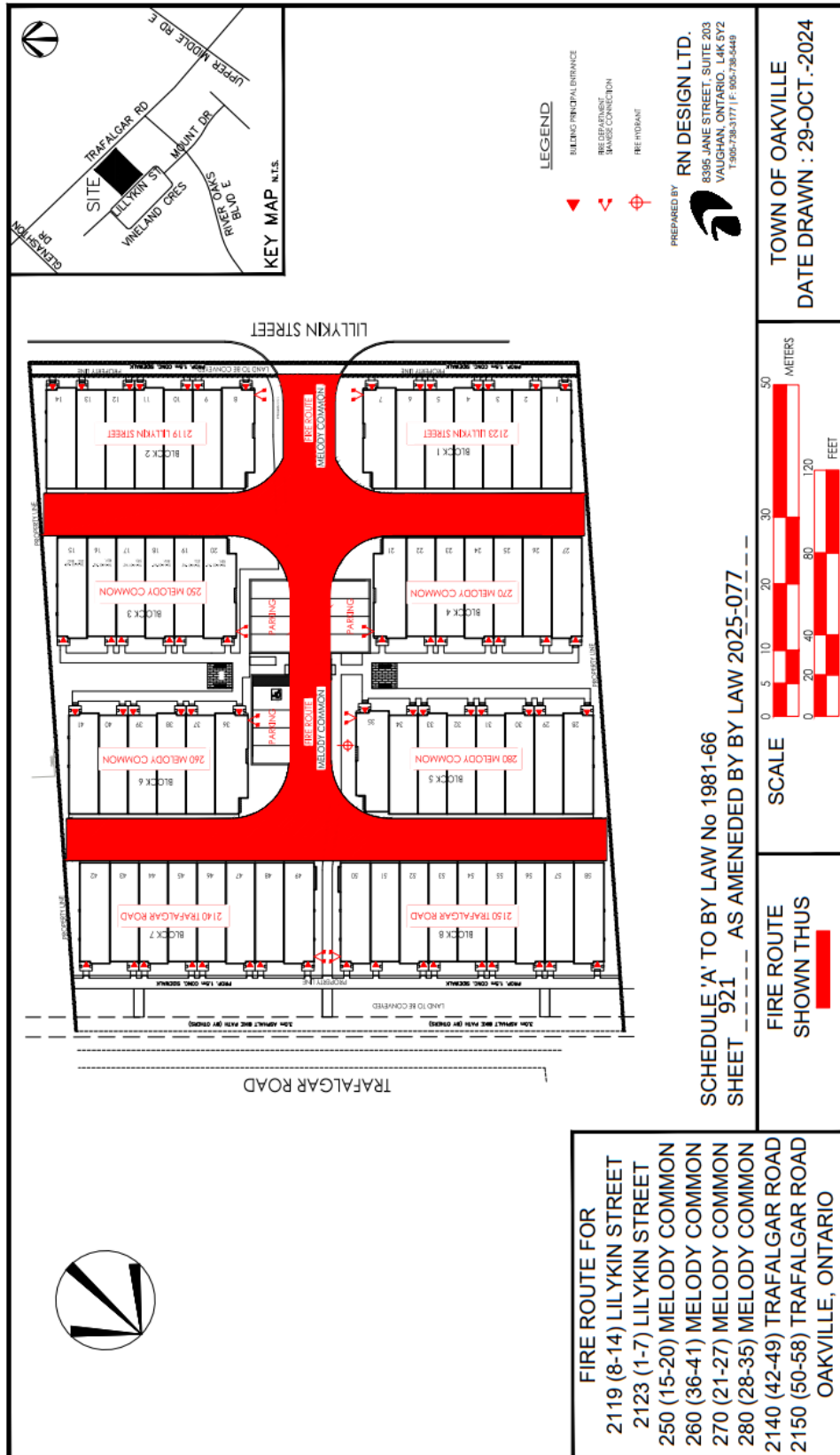
1. Schedule "A" of By-law 1981-66 is hereby amended by inserting Sheets 921, 922, 923, 924, 925, 926, 927, 928 attached as Schedule "A" to this By-law.
2. Schedule "B" of By-law 1981-66 is hereby further amended by replacing Sheets 95, 128, 183, 291, 375, 401, 445, 687, 845, 862, 895 attached as Schedule "B" to this By-law in corresponding Sheets in Schedule "A" of By-law 1981-66.
3. Schedule "C" of By-law 1981-66 is hereby further amended by removing Sheets 33 attached as Schedule "C" to this By-law.

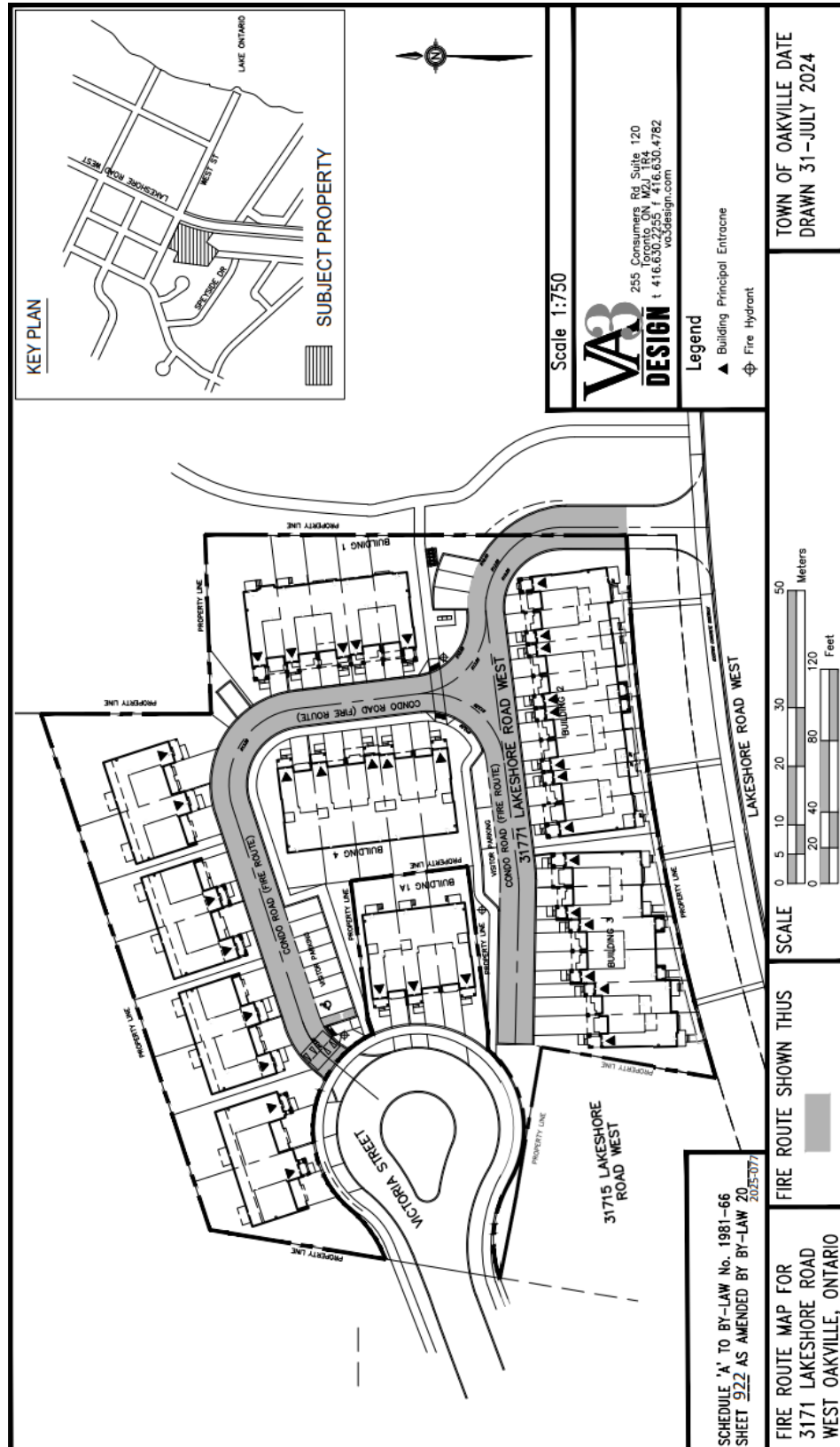
PASSED this 7th day of July, 2025.

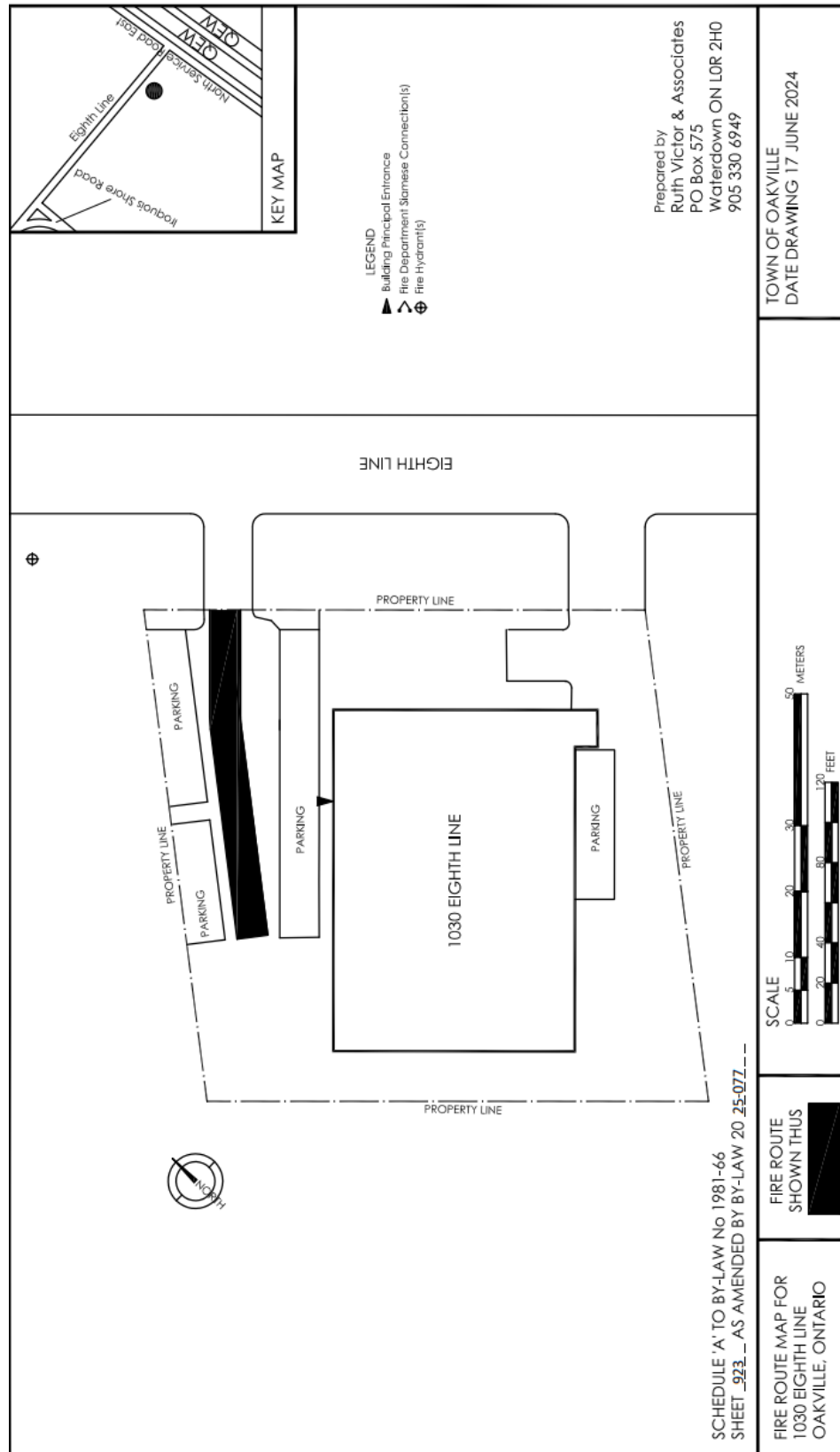
MAYOR

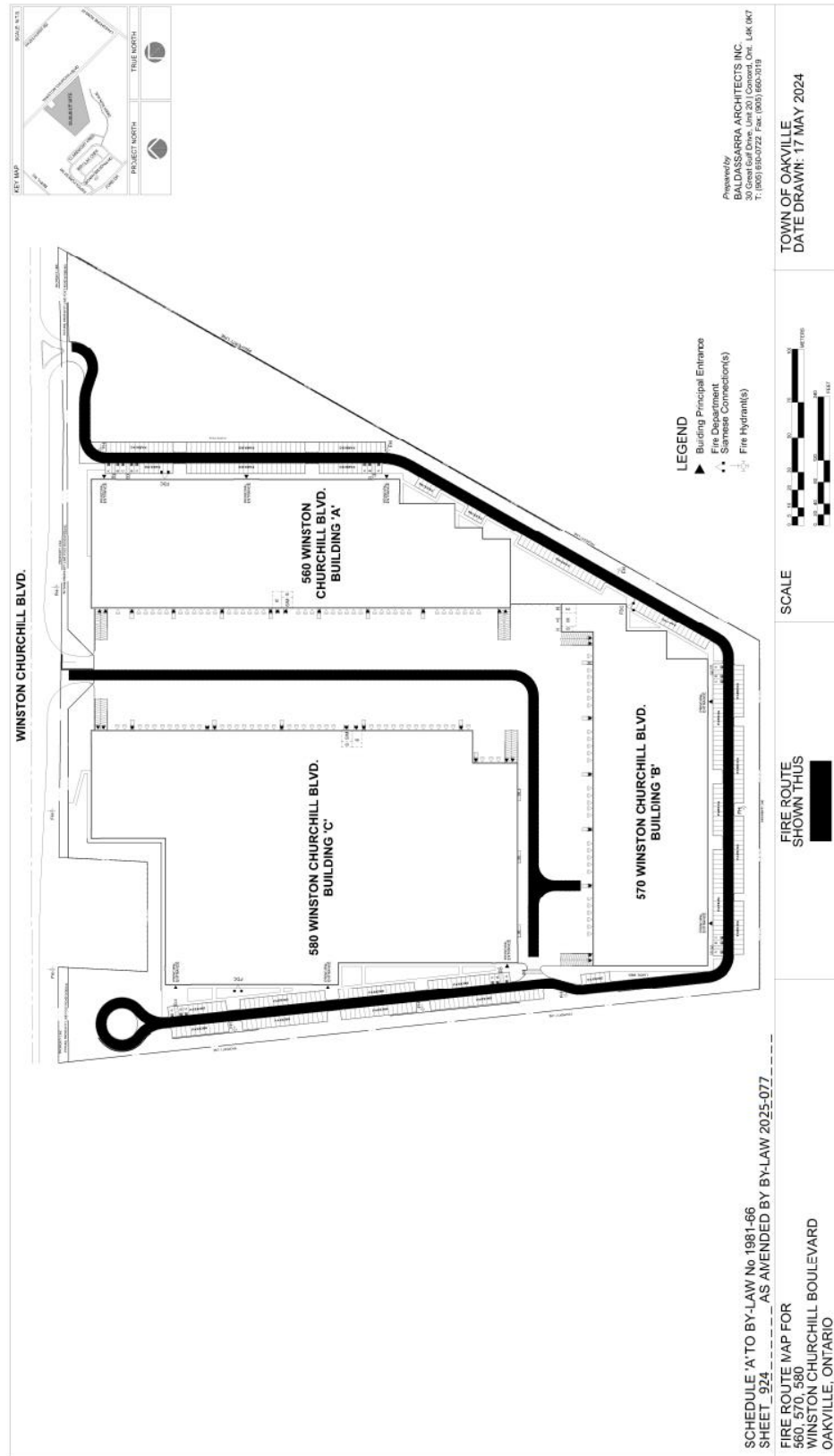
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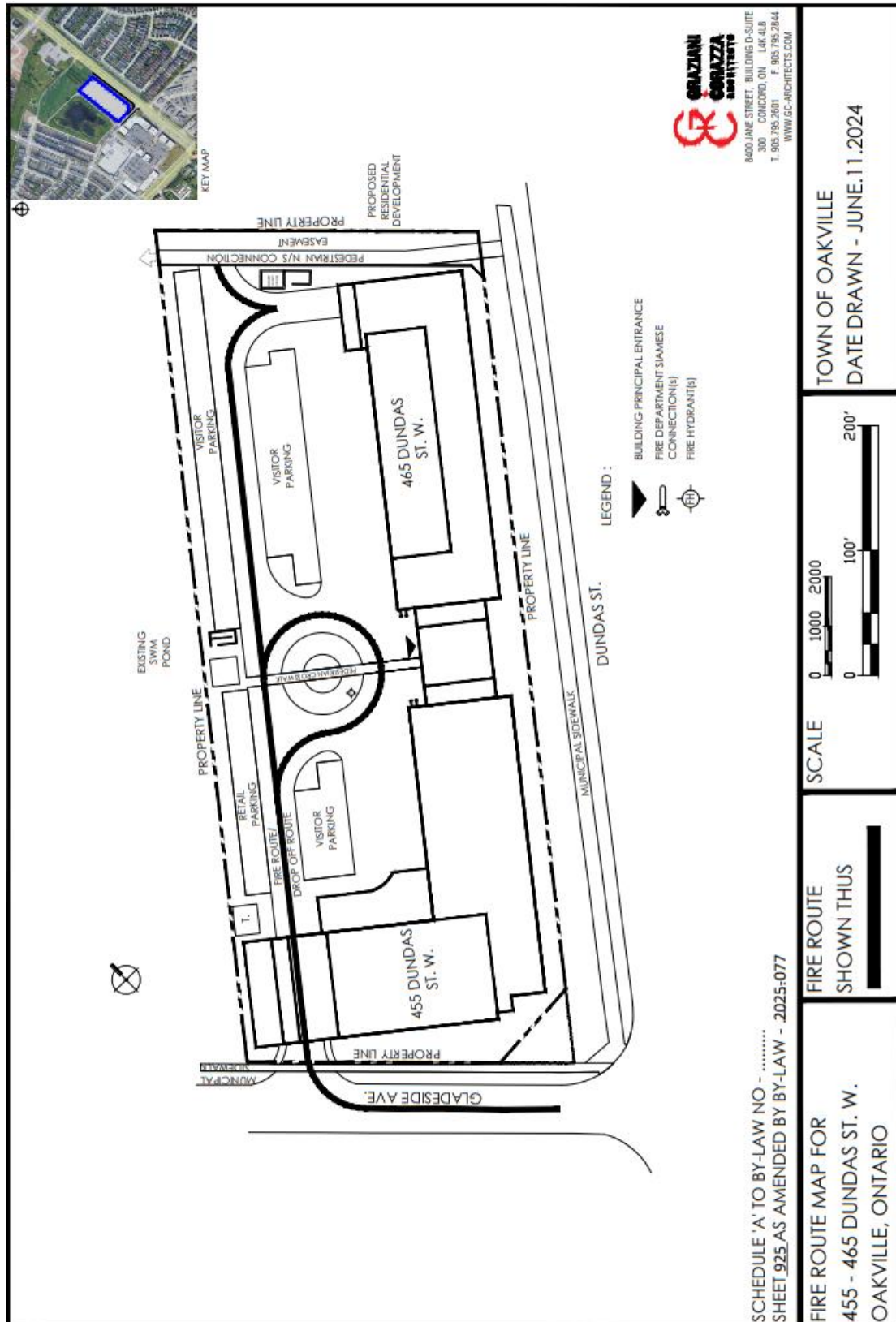
Schedule “A” to By-law 2025-077

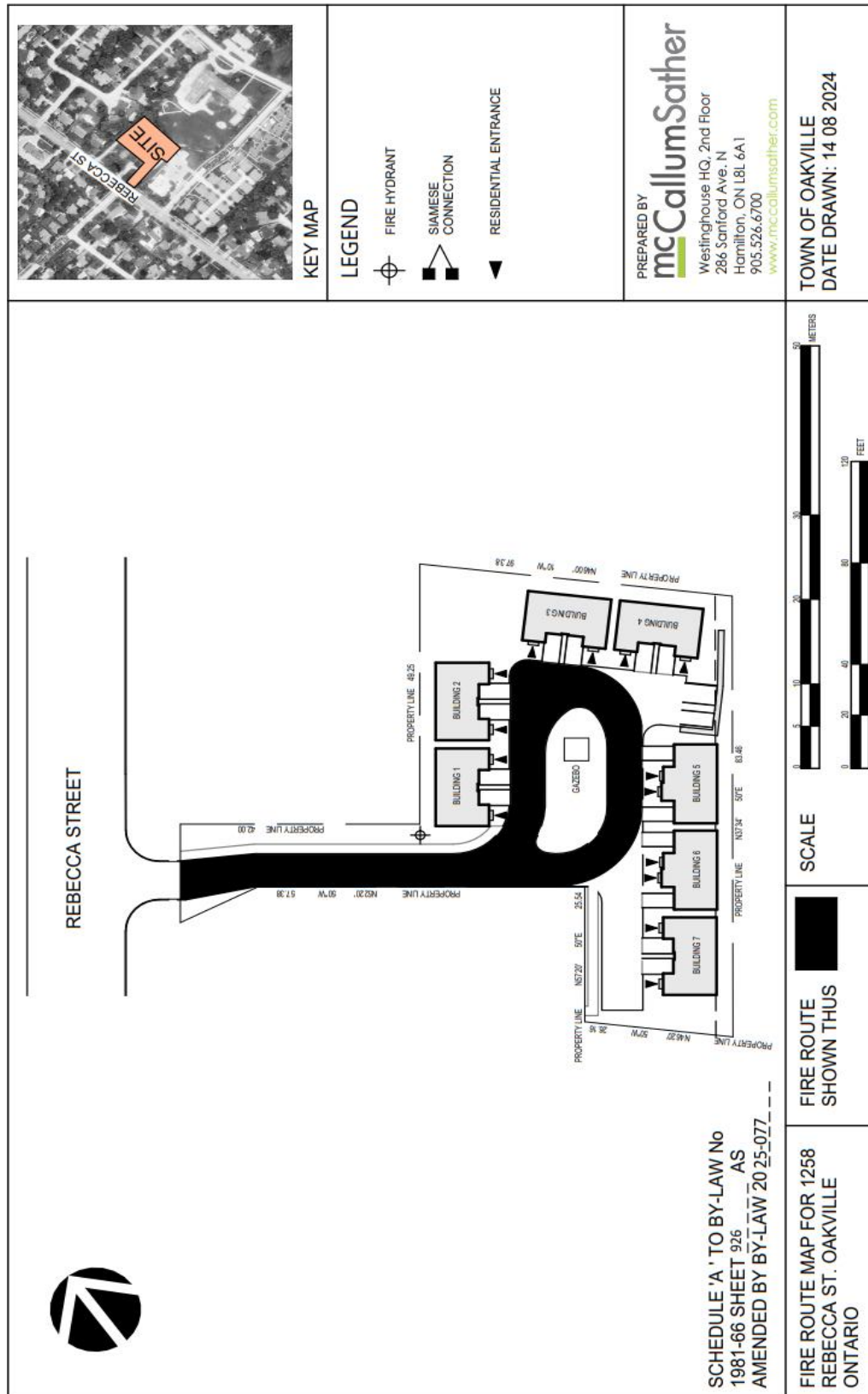


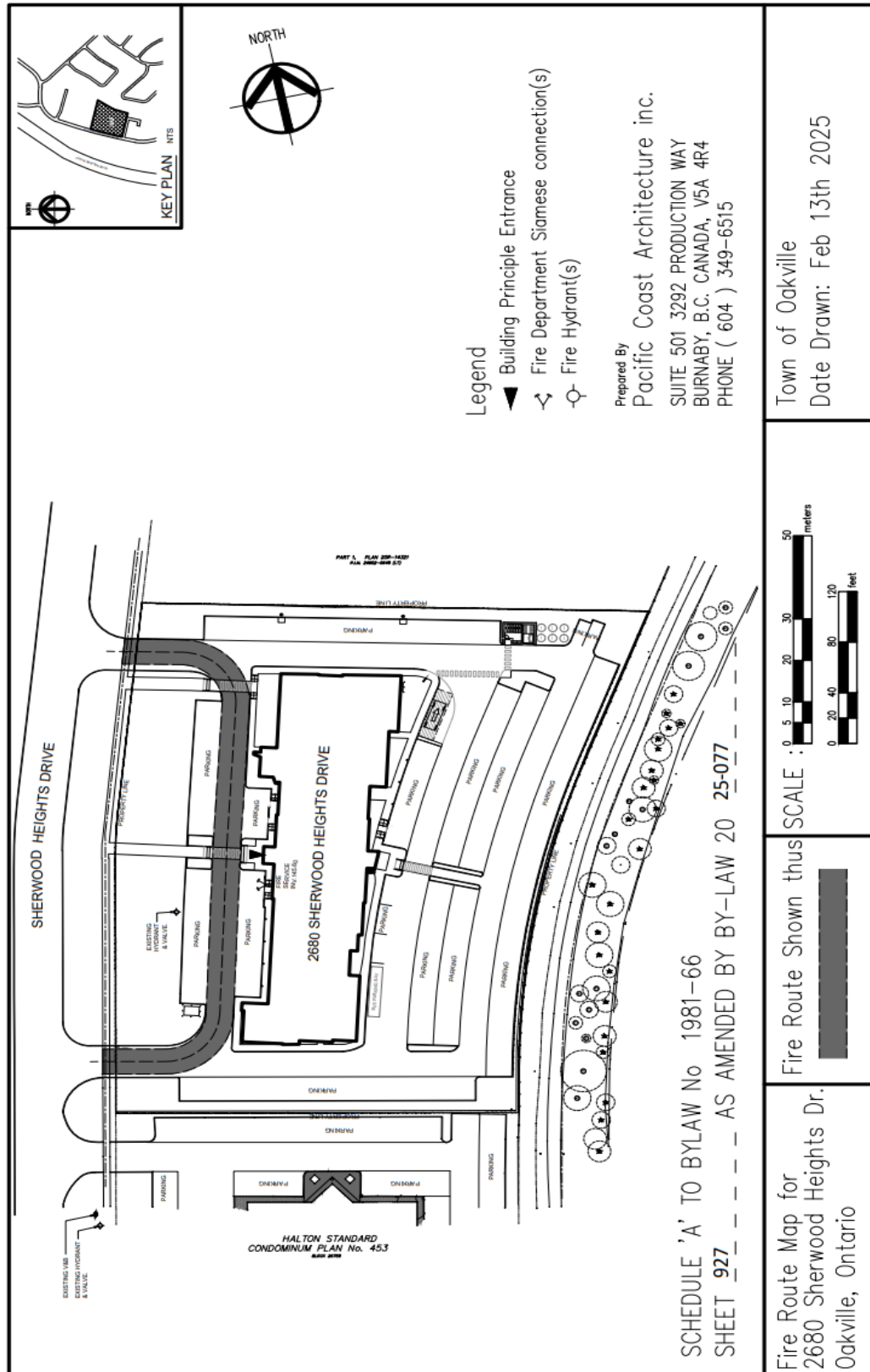


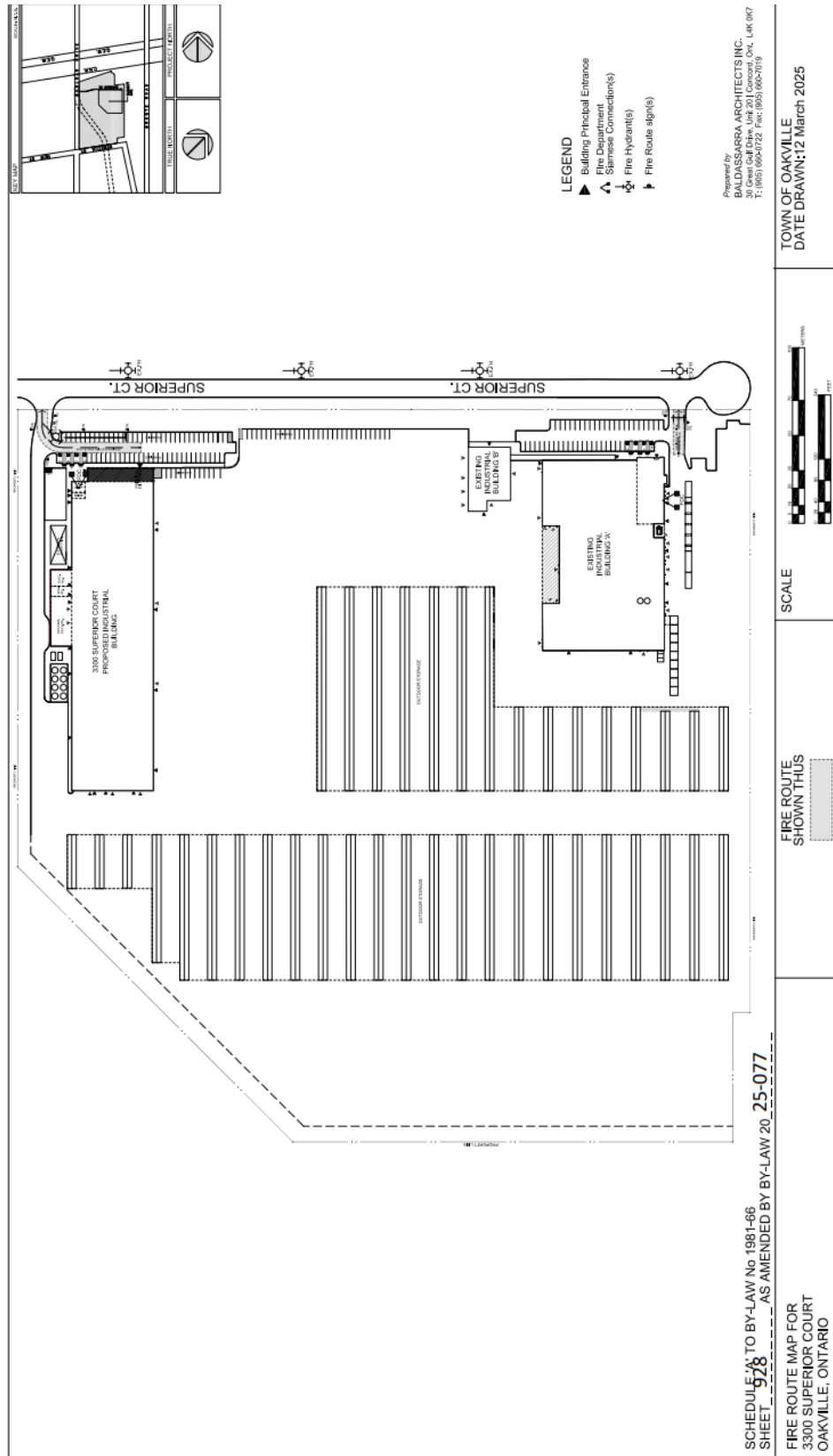






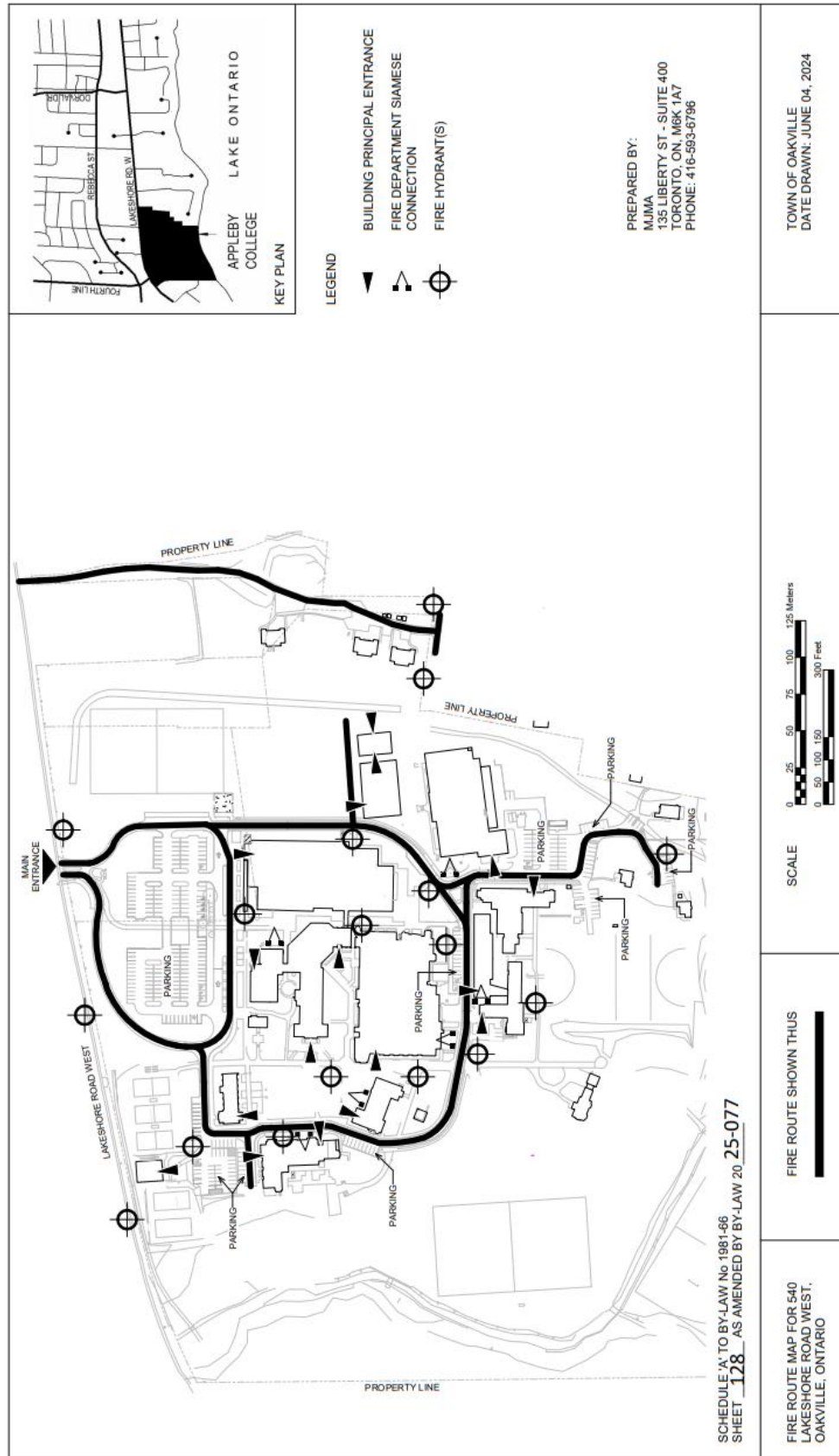


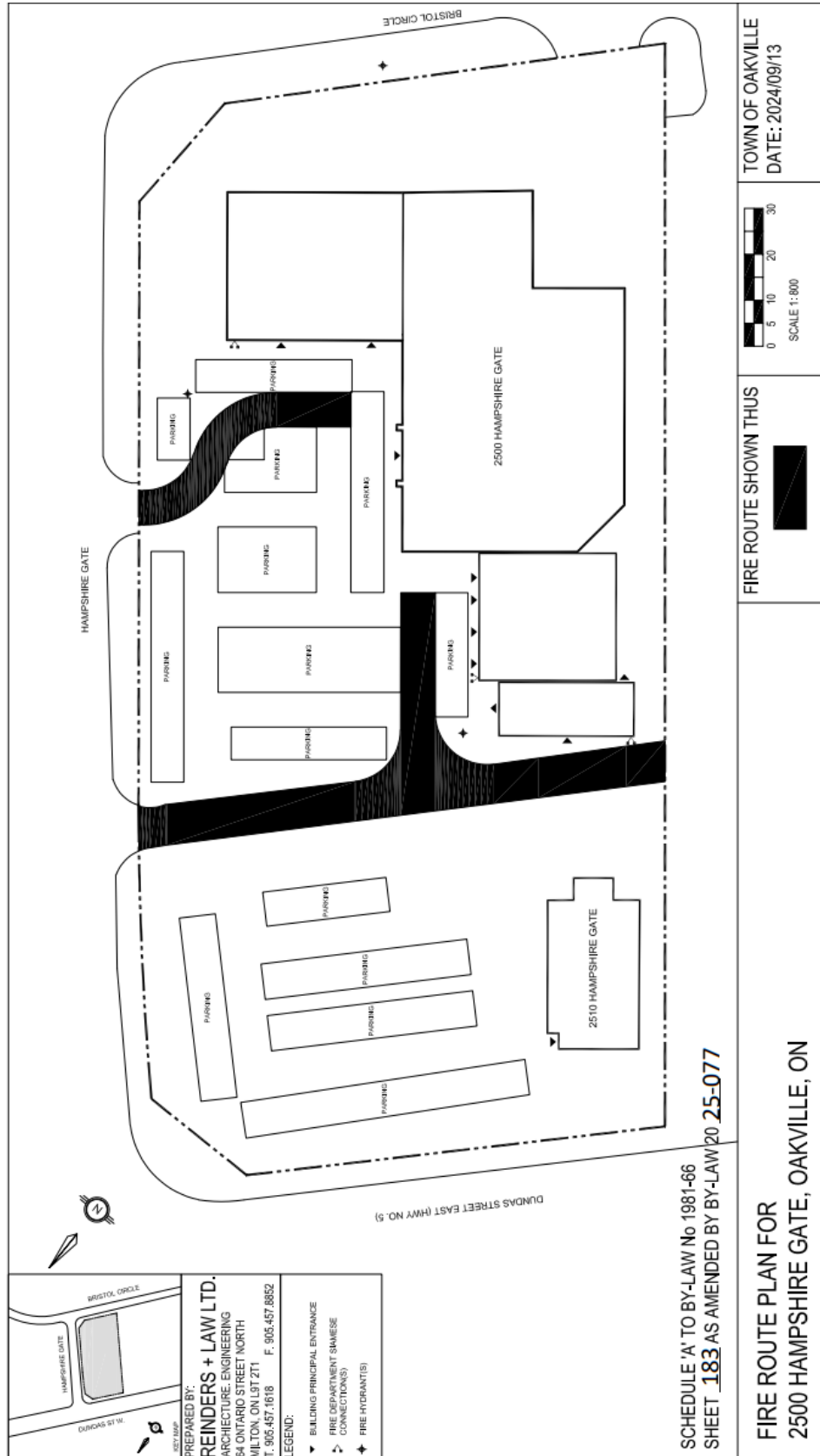


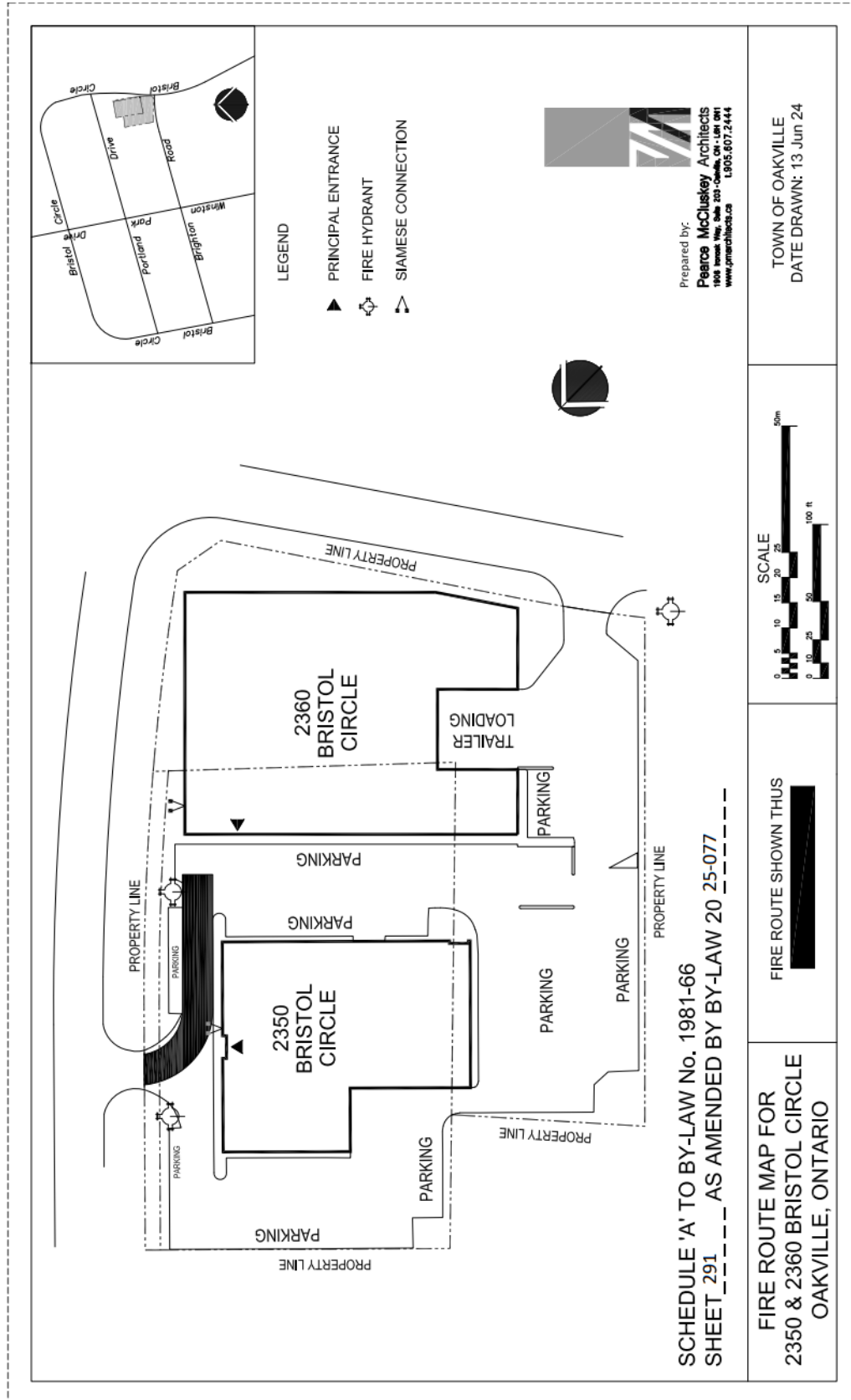


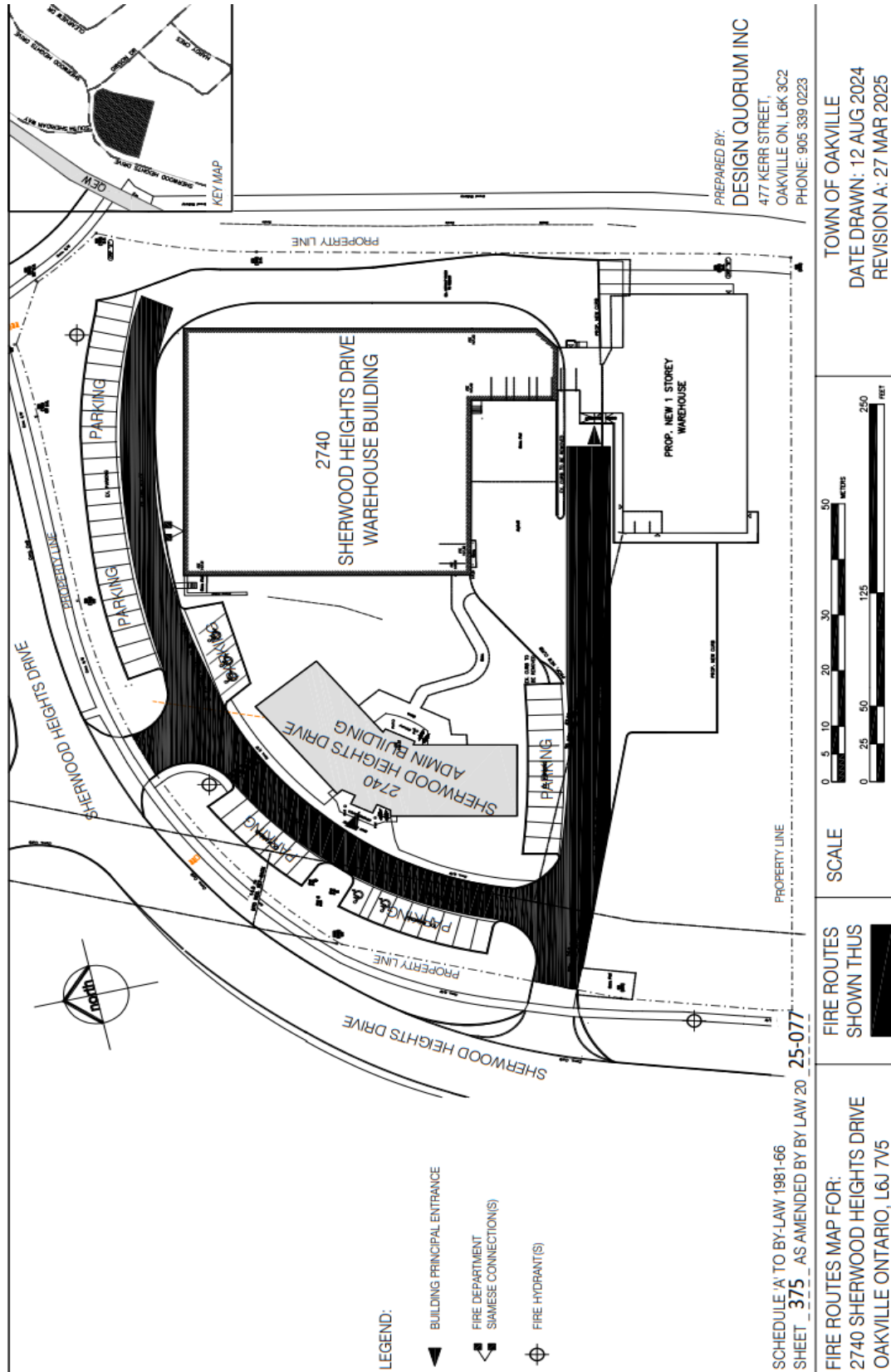
Schedule “B” to By-law 2025-077

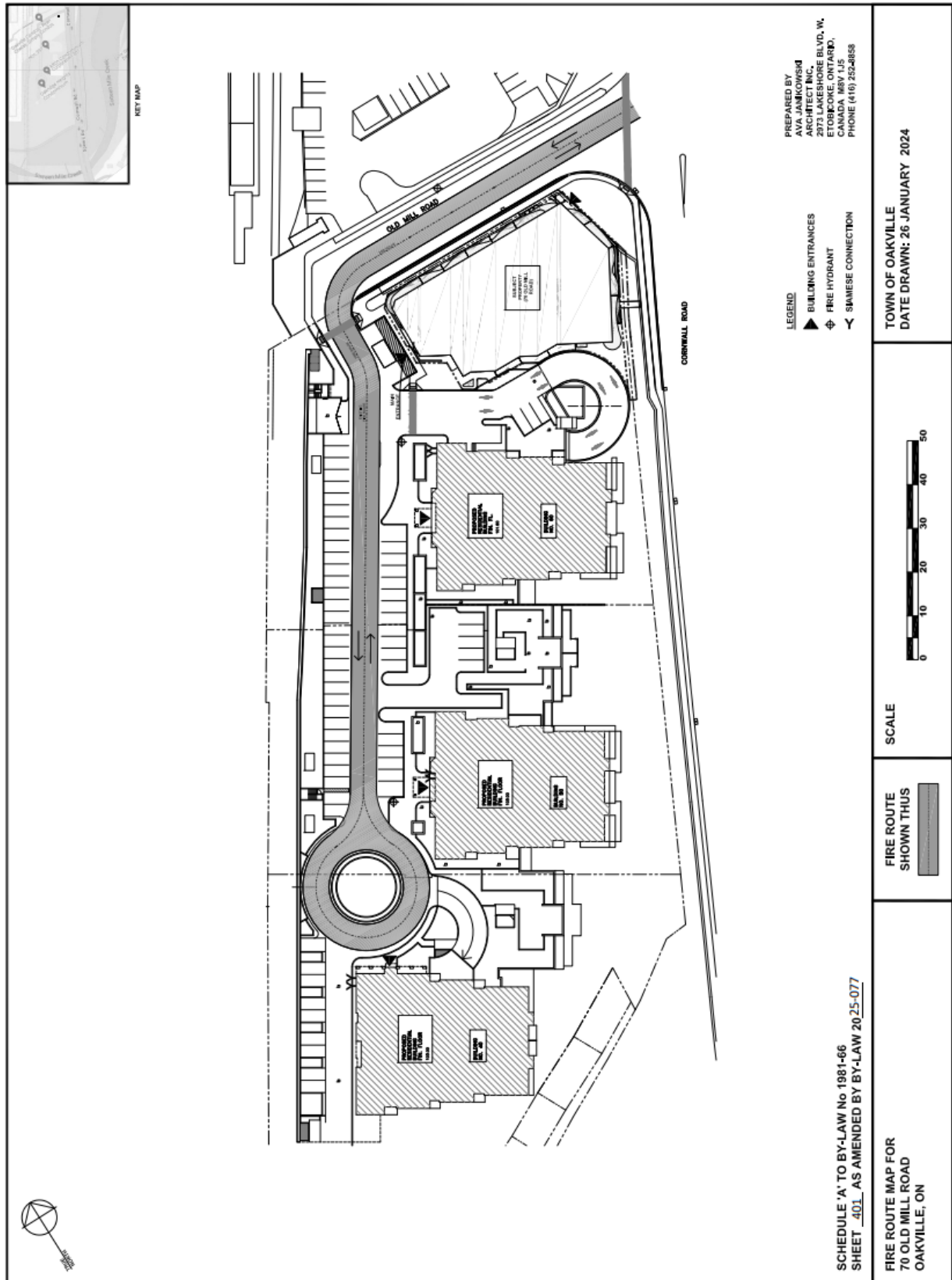


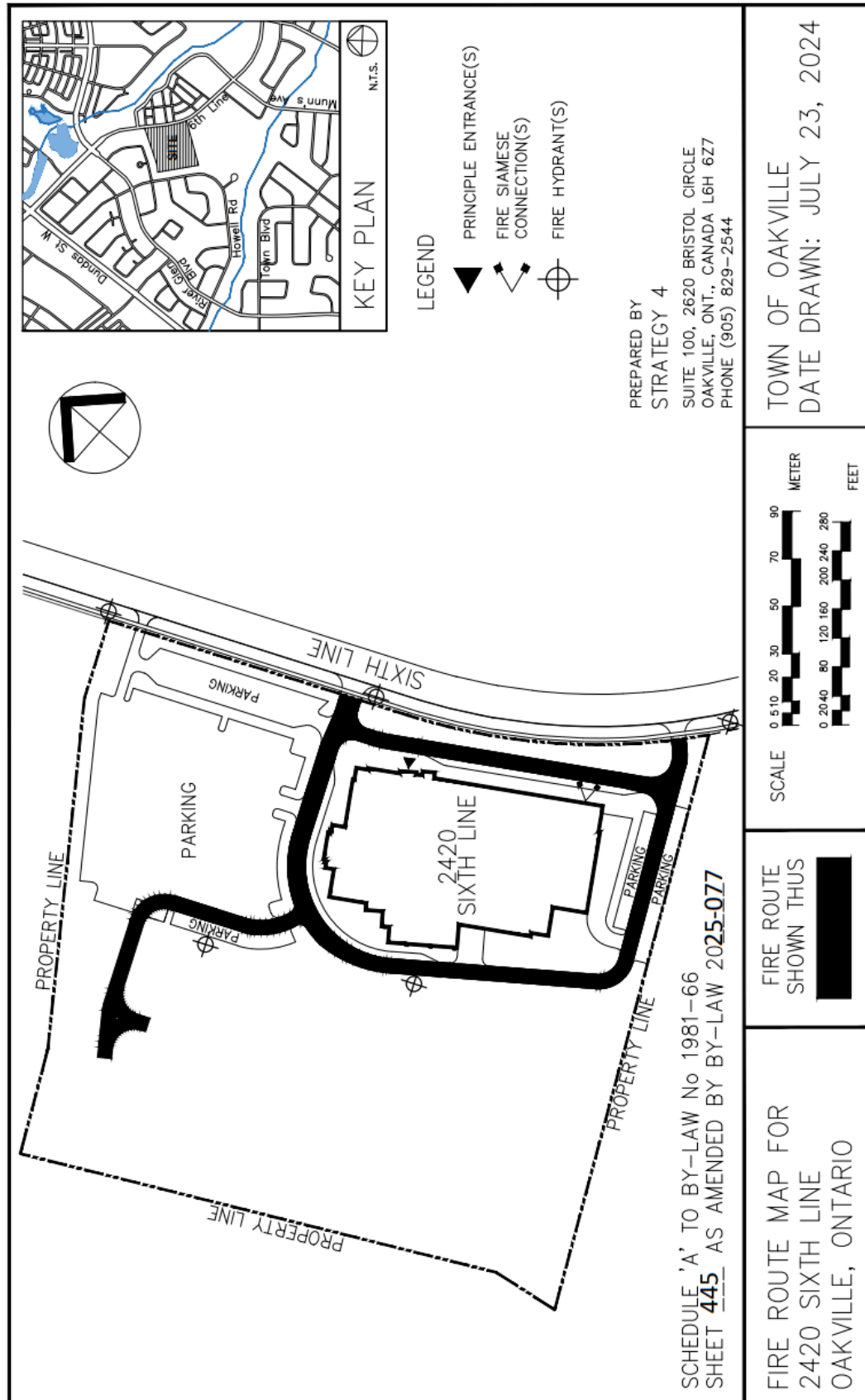


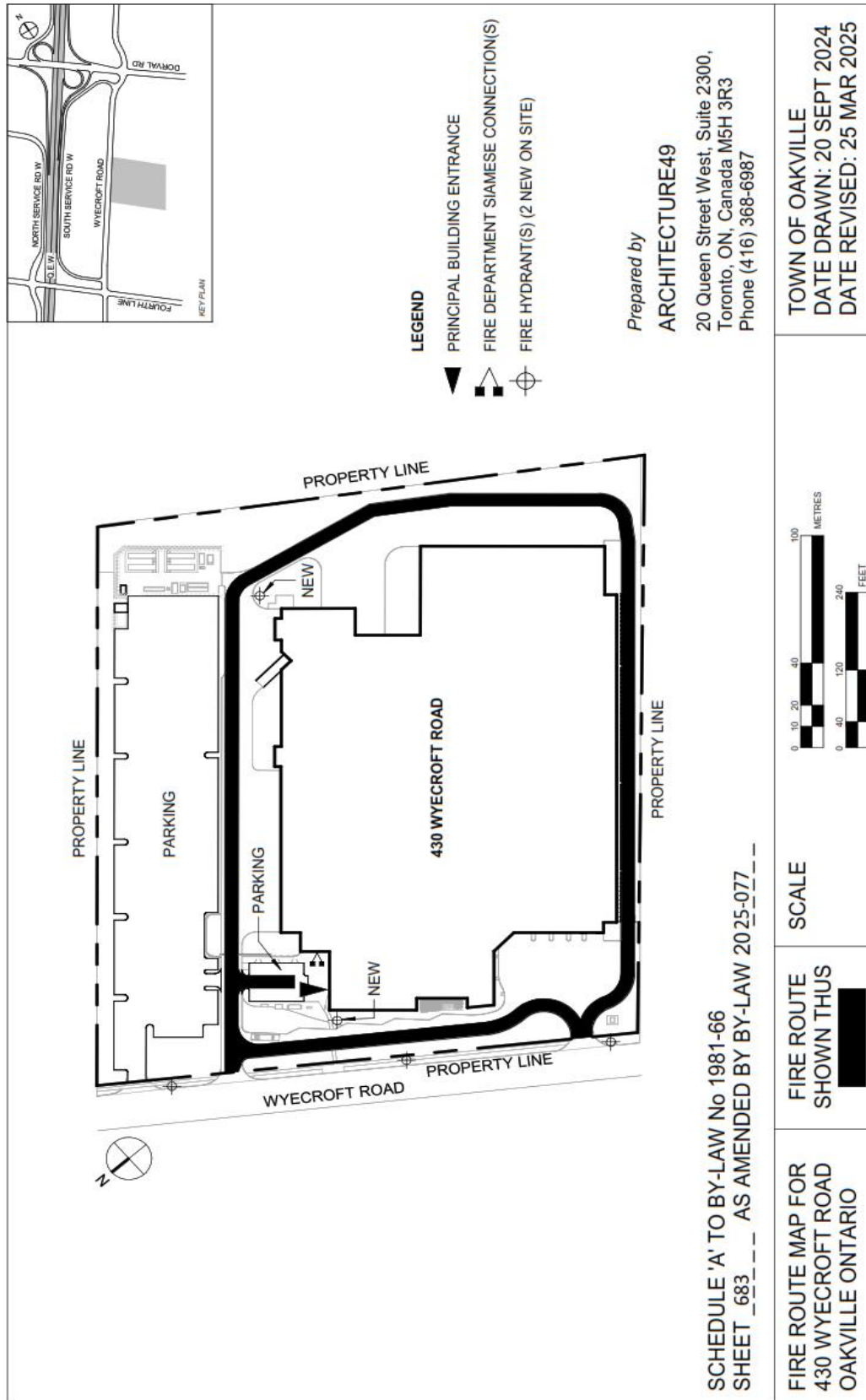


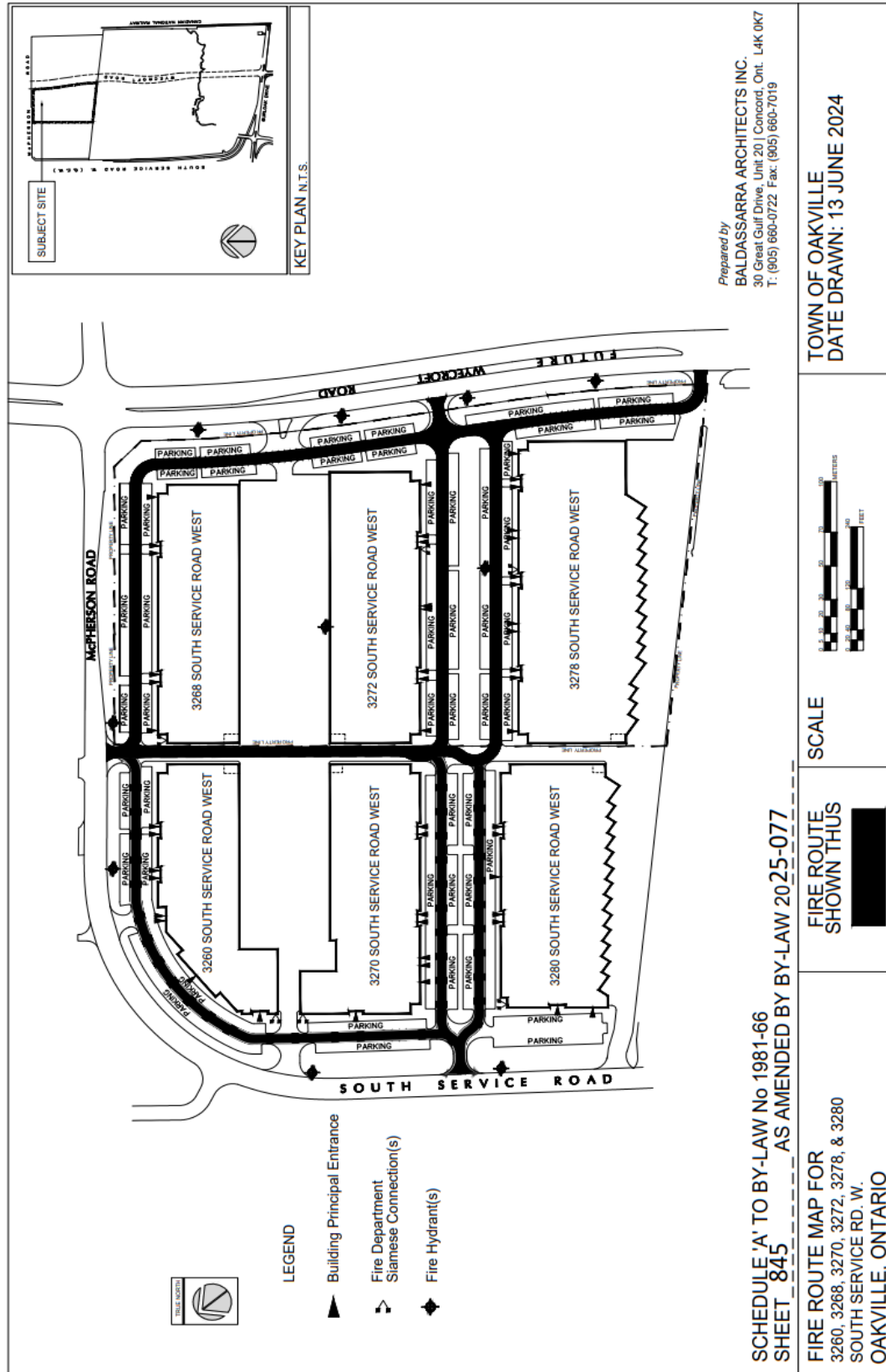


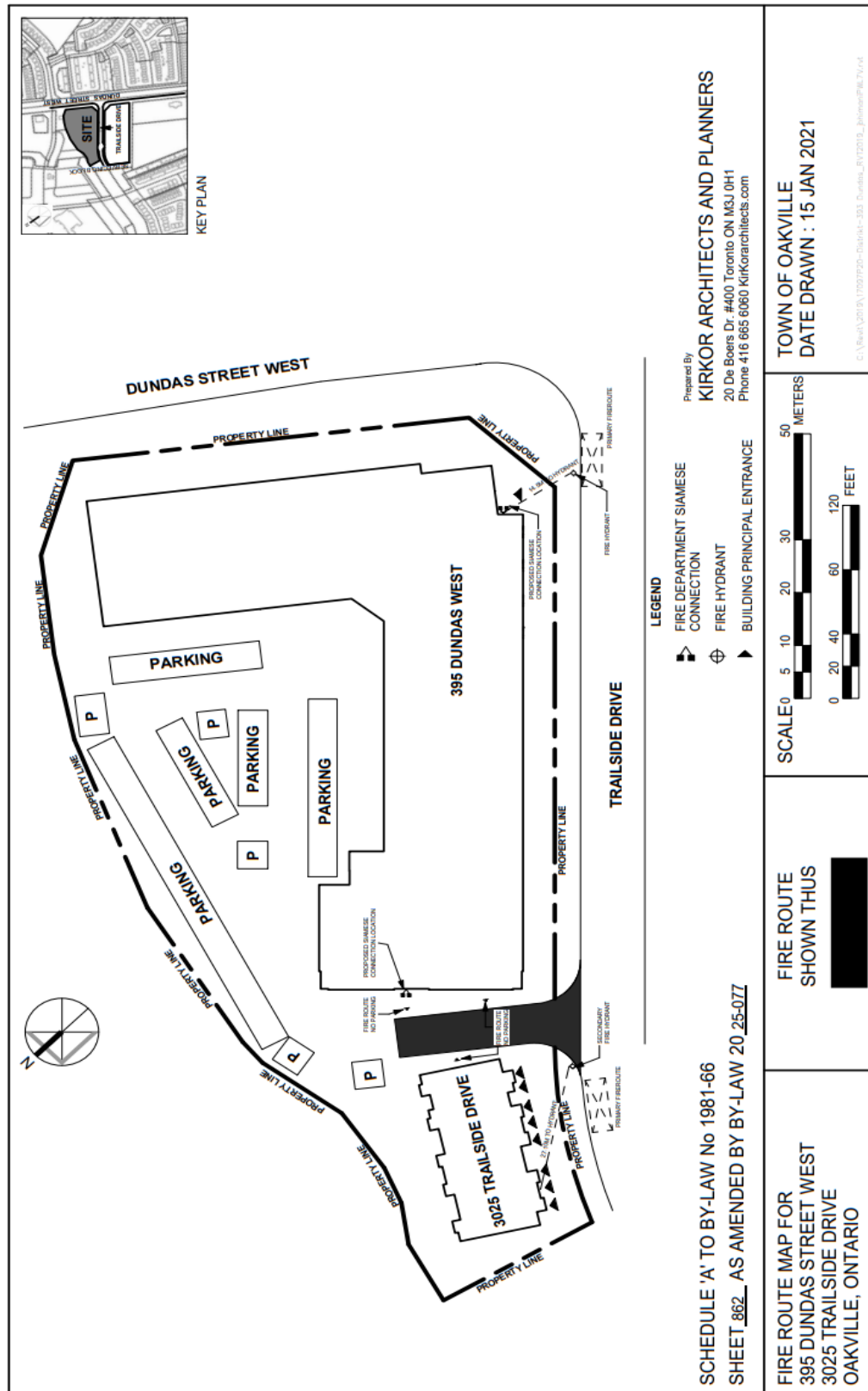


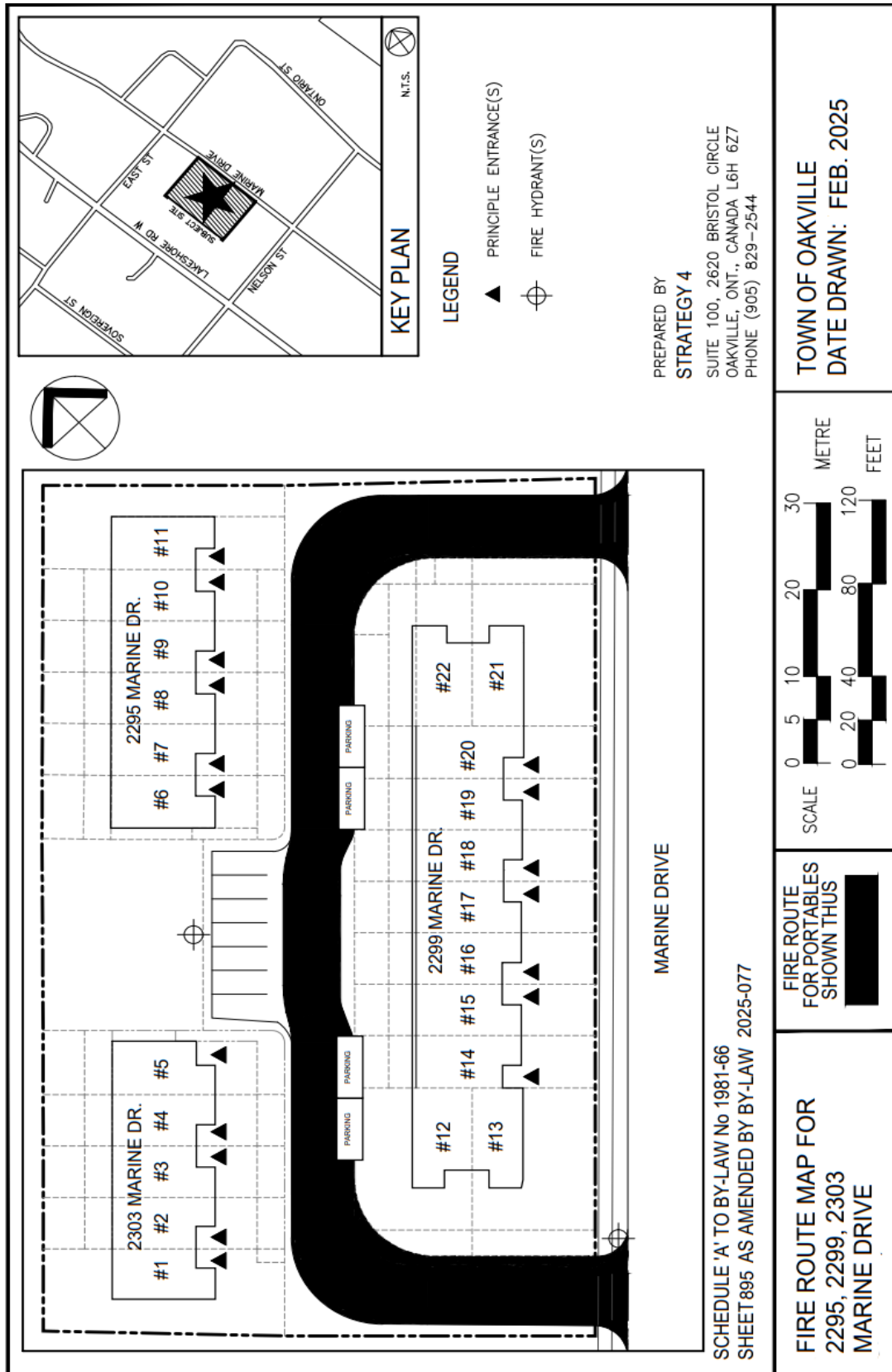




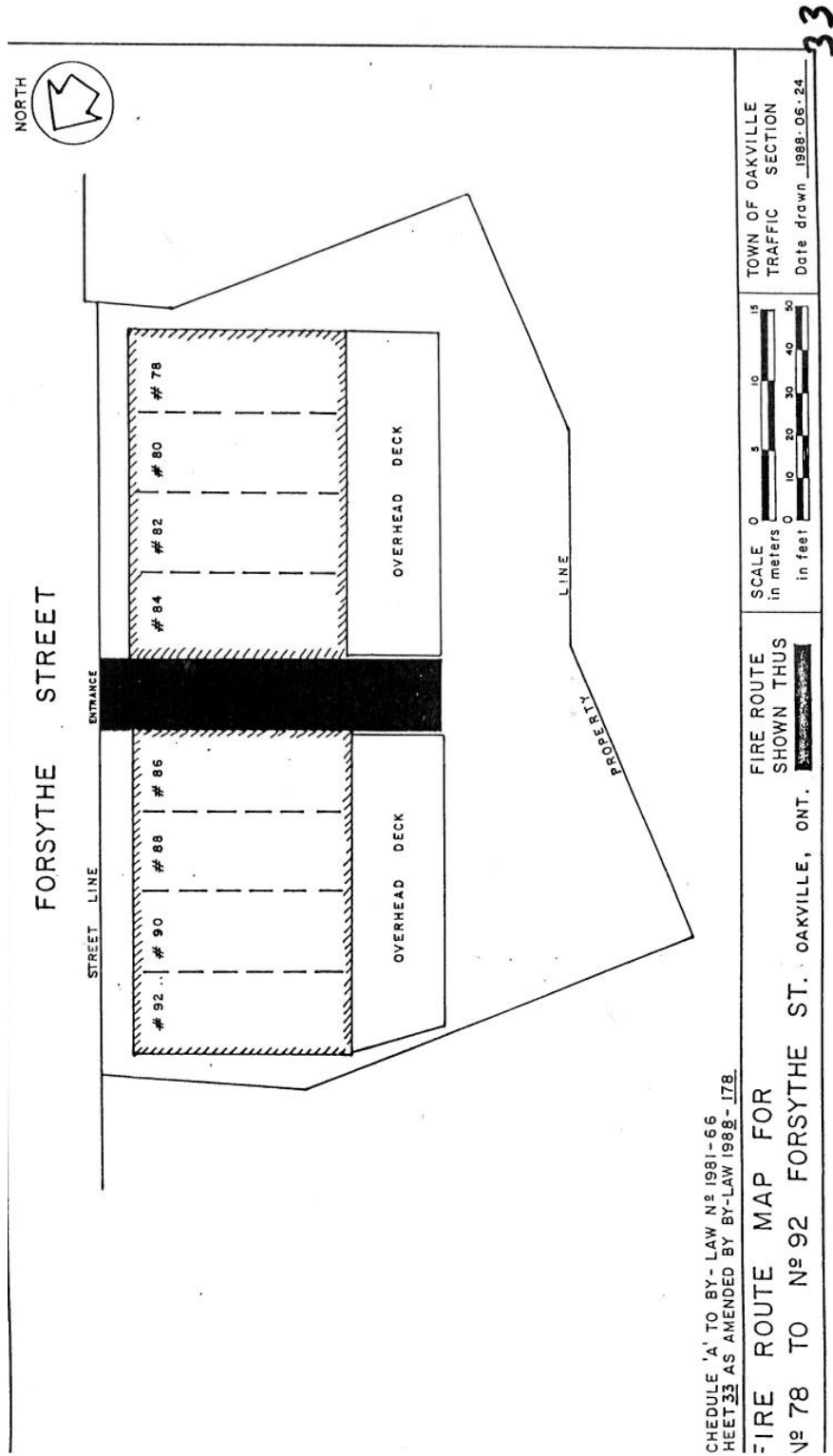








Schedule “C” to By-law 2025-077



REPORT

Council

Meeting Date: July 7, 2025

FROM: Municipal Enforcement Services Department

DATE: June 24, 2025

SUBJECT: By-law 2025-113 – Amendment to Parking Meter By-law 1965-10

LOCATION: Town-wide

WARD: Town-wide

Page 1

RECOMMENDATION:

That By-law 2025-113, a by-law to amend By-law 1965-10, being a by-law to provide for the use of parking meters and parking payment machines attached as Appendix A to the report from Municipal Enforcement Services dated June 24, 2025, be passed.

KEY FACTS:

- Parking meter regulations are currently found in Traffic Control By-law 1984-1 (the Traffic By-law) and By-law 1965-10 which regulates the parking, standing or stopping of vehicles in metered parking spaces (the Parking Meter By-law).
- A report from Transportation and Engineering recommends removing parking meter regulations from the Traffic By-law.
- This change will allow staff to consolidate all parking meter regulations in the Parking Meter By-law and provides an opportunity to modernize the by-law.

BACKGROUND:

Parking meter provisions are currently found in both the Traffic By-law and the Parking Meter By-law. The Parking Meter By-law was enacted in 1965 to regulate parking using parking meters, including payment requirements, within the designated parking meter zones set out in Schedule A to the by-law. Although the Parking Meter By-law has been amended over the years, the proposed

amendments to the Traffic By-law present an opportunity to consolidate all parking meter regulations in the Parking Meter By-law and modernize its provisions.

COMMENT/OPTIONS:

By-law 2025-113, attached as Appendix A to this report, consolidates the parking meter provisions from the Traffic By-law and proposes amendments to the Parking Meter By-law to allow for the use of mobile parking apps and parking pay stations, in addition to parking meters. The term “parking meter zone” has been updated to “paid parking zone” to reflect that paid parking in these zones is controlled or regulated using mobile apps, parking pay stations and parking meters. Further, staff are proposing to delete Sections 8, 9, 10 and 12 of the Parking Meter By-law as they no longer apply.

The redline version of the Parking Meter By-law, attached as Appendix B to this report, outlines the proposed amendments to the by-law.

CONSIDERATIONS:

(A) PUBLIC

N/A

(B) FINANCIAL

There is no financial impact as a result of this report.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

There is no impact to other departments as a result of proposed amendments to the Parking Meter By-law.

(D) COUNCIL STRATEGIC PRIORITIES

This report supports the strategic priority of Accountable Government, with a focus on service delivery and responsible management of resources.

(E) CLIMATE CHANGE/ACTION

N/A

APPENDICES:

Appendix A – By-law 2025-113, a by-law to amend By-law 1965-10 being a by-law to provide for the use of parking meters and parking payment machines

Appendix B – Redline version of the Parking Meter By-law

Prepared by:
Steven Rosati, Manager

Strategy, Licensing & Business
Services
Municipal Enforcement Services

Submitted by:
Selena Campbell, Director
Municipal Enforcement Services

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2025-113

A by-law to amend By-law 1965-10 being by-law to provide for the use of parking meters and parking payment machines

WHEREAS By-law 1965-10, a by-law providing for the use of parking meters and parking payment machines was approved by the Council for the Corporation of the Town of Oakville (the “Council”) on January 18, 1965;

WHEREAS Council wishes to amend By-law 1965-10 as set out in this By-law;

COUNCIL ENACTS AS FOLLOWS:

1. The title of By-law 1965-10 be amended by deleting “and parking payment machines” and adding “, parking pay stations and mobile parking applications” after “parking meters”.
2. Section 1 of By-law 1965-10 be amended by adding new definitions (a.2), (a.3), (a.4), (a.5), (a.6), (g), (h), (i), (j) and (k) as follows:
 - (a.2) “Council” means the Council of the Town.
 - (a.3) “Director” means the Director of Municipal Enforcement Services or designate.
 - (a.4) “highway” includes a common and public highway, street, avenue, parkway, lane, alley, driveway, square, place, bridge, viaduct, or trestle, designed and intended for, or used by, the general public for passage of vehicles. The terms “highway” and “street” are used interchangeably in this by-law.
 - (a.5) “mobile parking application” means a Town approved mobile application that allows the user to pay for a parking session or permit on a mobile device or through an online process for a period of time for which a vehicle may be parked in a designated parking space or location.
 - (a.6) “paid parking zone” means the streets or parts of streets designated by this By-law as constituting a paid parking zone that may include

parking meters, parking pay stations and/or mobile parking applications.

- (g) “parking pay station” means an electronic device for the purpose of controlling and regulating the parking of a motor vehicle by receiving payment in exchange for authorization of parking in a space in accordance with the date, time and duration noted on the issued ticket/receipt.
 - (h) “permit” means a parking permit issued by the Town to park in a designated location within the paid parking zone.
 - (i) “rates and fees schedule” means the Town’s current rates and fees schedule approved by Council as part of the annual budget approval process.
 - (j) “Town” means the Corporation of the Town of Oakville.
 - (k) “Town vehicles” means any vehicle owned, leased or operated by the Town.
3. Definition 1(b) “park or parking” and definition 1(e) “parking space” of Section 1 of By-law 1965-10 be deleted and the following substituted therefor:
- (a) “park or parking” means the standing of a vehicle, whether occupied or not, except when standing temporarily while actually engaged in loading or unloading merchandise or passengers.
 - (e) “parking space” means a portion of the travelled part of a highway marked for the parking of a vehicle the use of which is located in a paid parking zone.
4. Definition 1(d) “parking meter zone” and definition 1(f) “parking payment machine” of Section 1 of By-law 1965-10 are hereby deleted.
5. Section 2 of By-law 1965-10 be deleted and the following substituted therefor:
- 2. Parking meters, parking pay stations and related signage, and signage for mobile parking applications shall be erected, maintained and operated in the paid parking zone hereinafter designated and described in Schedule "A" to this by-law.

6. Section 3 of By-law 1965-10 be deleted and the following substituted therefor:
 3. The drivers of vehicles may park in parking spaces in paid parking zones by complying with the requirements of this by-law.
7. Section 4 of By-law 1965-10 be deleted and the following substituted therefor:
 4. No person shall park a vehicle in a paid parking zone in the Town of Oakville except in accordance with Schedule A of this by-law, unless:
 - (a) The vehicle is parked wholly within a parking space; and
 - (b) The parking meter for the parking space indicates that payment has been made to park at the parking meter for a period of time which has not expired. If a parking meter shows that time is remaining from a previous payment, that remaining time may be used without additional payment; or
 - (c) Payment for parking at a parking meter, parking pay station or through a mobile parking application has been made to the town through an authorized payment method for an authorized parking ticket, payment or permit.
8. Section 5 of By-law 1965-10 be deleted and the following substituted therefor:
 5. Subject to the provisions of this By-law, the streets or parts of streets listed in Columns 1, 2 and 3 of Schedule "A" to this by-law are hereby designated as paid parking zones. Subject to compliance with Section 4 of this by-law, a vehicle may be parked in a paid parking zone for the period of time listed in Column 5 of Schedule "A", provided that payment is made in accordance with the rates and fees schedule.
9. By-law 1965-10 be amended by adding new sections 5.1, 6.1, 6.2, 6.3, and 6.4 as follows:
 - 5.1 Despite subsection 6.3 of this by-law, no person shall park a vehicle in any paid parking zone when the Director has placed a meter bag, signage and/or other device on the adjacent parking meter or in the parking space thereby prohibiting the use of the parking space.

- 6.1 The collection of the coins deposited in the parking meters on the highways shall be under the control of the Director.
 - 6.2 No person shall damage, deface or tamper with any parking meter, and no unauthorized person shall open or attempt to open the same.
 - 6.3 Places of worship and funeral homes located within the paid parking zone at which a wedding or funeral service is scheduled may obtain a permit from the Director and, with such permit, may place signs and/or devices approved by the Director to reserve parking spaces adjacent to the place of worship or funeral home. Such parking spaces may be reserved for a period of one hour in advance of and during the time of the service
 - 6.4 No person shall park or leave any vehicle in the parking spaces designated under section 6.3, except if parked in accordance with a valid Town permit issued pursuant to that section.
10. Sections 8, 9, 10 and 12 of By-law 1965-10 be deleted.
 11. Section 11 of By-law 1965-10 be deleted and the following substituted therefor:
 11. Vehicles clearly marked or identified as a public or private utility, telephone company, or the federal or provincial government may temporarily park in a paid parking zone without payment when responding to an emergency occurring within the highway or immediately adjacent to a parking space(s) within the highway. Such vehicles must be actively engaged in emergency response activities and must park adjacent to the location of the work being conducted. This exemption applies only for the duration of the emergency response.
 12. By-law 1965-10 be amended by adding new Section 11.1, Section 11.2 and Section 18 as follows:
 - 11.1 Authorized emergency vehicles or the Halton Regional Police Service may temporarily park in a paid parking zone without payment when responding to an emergency. Such vehicles must be actively engaged in emergency response activities. This

exemption applies only for the duration of the emergency response.

- 11.2 Despite any other provision of this by-law, vehicles clearly marked or identified as Town vehicles are exempt from this by-law when actively engaged in work on behalf of the Town.
18. This by-law may be known as the “Paid Parking Zone By-law”.
13. Row 1 of Schedule A of By-law 1965-10 be amended by deleting “PARKING METER ZONES” and substituting “PAID PARKING ZONES” therefor.
14. That all other provisions of By-law 1965-10 hereby remain in force and effect.

PASSED this 11th day of August, 2025

MAYOR

CLERK

THE CORPORATION OF THE TOWN OF OAKVILLE
BY-LAW NUMBER 1965-10

A by-law providing for the use of parking meters, parking pay stations and mobile parking applications and ~~parking payment machines.~~

WHEREAS it is desirable to make certain changes to the by-laws of the Town of Oakville relating to parking meters and it is convenient at the same time to consolidate them;

THE COUNCIL OF THE TOWN OF OAKVILLE ENACTS AS FOLLOWS:

1. In this by-law,
 - (a) “vehicle” means a vehicle as defined by the Highway Traffic Act.
 - (a.1) “Officer” means any person authorized by the Town of Oakville to enforce by-laws and includes Mobile Compliance Officers, Municipal Law Enforcement Officers, and police officers.
 - (a.2) “Council” means the Council of the Town.
 - (a.3) “Director” means the Director of Municipal Enforcement Services or designate.
 - (a.4) “highway” includes a common and public highway, street, avenue, parkway, lane, alley, driveway, square, place, bridge, viaduct, or trestle, designed and intended for, or used by, the general public for passage of vehicles. The terms “highway” and “street” are used interchangeably in this by-law.
 - (a.5) “mobile parking application” means a Town approved mobile application that allows the user to pay for a parking session or permit on a mobile device or through an online process for a period of time for which a vehicle may be parked in a designated parking space or location.
 - (a.6) “paid parking zone” means the streets or parts of streets designated by this By-law as constituting a paid parking zone that may include parking meters, parking pay stations and/or mobile parking applications.

- ~~(b) "park or parking" means the standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of an while actually engaged in loading or unloading.~~
- (b) "park or parking" means the standing of a vehicle, whether occupied or not, except when standing temporarily while actually engaged in loading or unloading merchandise or passengers.
- (c) "parking meter" means a mechanical or electronic device for the purpose of controlling and regulating the parking of a motor vehicle by receiving payment in exchange for authorization of parking as indicated by the parking time for which payment has been made and indicating when such time has elapsed.
- ~~(d) "parking meter zone" means the streets or parts of streets designated by this by-law as constituting a parking meter zone that may include parking meters and/or parking payment machines.~~
- ~~(e) "parking space" means a portion of the travelled part of a highway marked for the parking of a vehicle the use of which is controlled by a parking meter.~~
- (e) "parking space" means a portion of the travelled part of a highway marked for the parking of a vehicle the use of which is located in a paid parking zone.
- ~~(f) "parking payment machine" means a mechanical or electronic device for the purpose of controlling and regulating the parking of a motor vehicle by receiving payment in exchange for authorization of parking in a space in accordance with the date, time and duration noted on the issued ticket/receipt.~~
- (g) "parking pay station" means an electronic device for the purpose of controlling and regulating the parking of a motor vehicle by receiving payment in exchange for authorization of parking in a space in accordance with the date, time and duration noted on the issued ticket/receipt.
- (h) "permit" means a parking permit issued by the Town to park in a designated location within the paid parking zone.
- (i) "rates and fees schedule" means the Town's current rates and fees schedule approved by Council as part of the annual budget approval process.
- (j) "Town" means the Corporation of the Town of Oakville.

- (k) "Town vehicles" means any vehicle owned, leased or operated by the Town.
2. ~~Parking meters and/or parking payment machines shall be erected, maintained and operated in the parking meter zones hereinafter designated and described in Schedule "A" to this by-law so that there are parking meters and parking payment machines located in the parking meter zones.~~
2. Parking meters, parking pay stations and related signage, and signage for mobile parking applications shall be erected, maintained and operated in the paid parking zone hereinafter designated and described in Schedule "A" to this by-law.
3. ~~The drivers of vehicles may park them in such parking spaces by complying with the requirements of this by-law.~~
3. The drivers of vehicles may park in parking spaces in paid parking zones by complying with the requirements of this by-law.
4. ~~No person shall park a vehicle in a parking meter zone in the Town of Oakville on the days set opposite the particular zone in column 4 of Schedule "A" to this by-law within the hours specified in that column for that day unless:~~
- ~~(a) The vehicle is parked wholly within a parking space with the front or rear of such vehicle alongside or as close as is practical to the parking meter provided for the parking space.~~
- ~~(b) The parking meter for the parking space indicates that payment has been made for parking for a period of time which has not expired provided that this shall not prevent the use of any unexpired time remaining in the parking meter from its previous use without making payment therein; or~~
- ~~(c) Payment for parking has been made to the town through an authorized payment method for an authorized parking ticket, payment or permit.~~
4. No person shall park a vehicle in a paid parking zone in the Town of Oakville except in accordance with Schedule A of this by-law, unless:
- (a) The vehicle is parked wholly within a parking space; and
- (b) The parking meter for the parking space indicates that payment has been made to park at the parking meter for a period of time which has not expired. If a parking meter shows that time is remaining from a previous payment, that remaining time may be used without additional payment; or

- (c) Payment for parking at a parking meter, parking pay station or through a mobile parking application has been made to the town through an authorized payment method for an authorized parking ticket, payment or permit.
- ~~5. Subject to the provision of by-law 1965-10, as amended, the streets or parts described in columns 1, 2 and 3 of Schedule "A" to this by-law are hereby designated as parking meter zones and, subject to compliance with Section 4 of this by-law, a vehicle may be parked in a parking meter zone for a period of time not exceeding the period of time set out in column 5 of Schedule "A" hereto opposite the particular zone upon making payment in the parking meter or parking payment machine with a sum of money or by credit card in accordance with the rate set for the particular parking meter zone in column 6 of said Schedule "A".~~
5. Subject to the provisions of this By-law, the streets or parts of streets listed in Columns 1, 2 and 3 of Schedule "A" to this by-law are hereby designated as paid parking zones. Subject to compliance with Section 4 of this by-law, a vehicle may be parked in a paid parking zone for the period of time listed in Column 5 of Schedule "A", provided that payment is made in accordance with the rates and fees schedule.
- 5.1 Despite subsection 6.3 of this by-law, no person shall park a vehicle in any paid parking zone when the Director has placed a meter bag, signage and/or other device on the adjacent parking meter or in the parking space thereby prohibiting the use of the parking space.
6. No person shall deposit or attempt to deposit into a parking meter or parking payment machine, any slug or thing other than a coin or currency which is legal tender in Canada or in the United States of America, a valid credit card or a token authorized by the Town of Oakville, or such device as may be specified by the manufacturer of the parking meter.
- 6.1 The collection of the coins deposited in the parking meters on the highways shall be under the control of the Director.
- 6.2 No person shall damage, deface or tamper with any parking meter, and no unauthorized person shall open or attempt to open the same.
- 6.3 Places of worship and funeral homes located within the paid parking zone at which a wedding or funeral service is scheduled may obtain a permit from the Director and, with such permit, may place signs and/or devices approved by the Director to reserve parking spaces adjacent to the place of worship or funeral home. Such parking spaces may be reserved for a period of one hour in advance of and during the time of the service.



- 6.4 No person shall park or leave any vehicle in the parking spaces designated under section 6.3, except if parked in accordance with a valid Town permit issued pursuant to that section.
7. Deleted by By-law 1989-110
8. ~~Any owner of a taxicab or taxicabs operating in the Town of Oakville may apply to the Town Treasurer for a permit, and if a permit is granted and a fee of Twenty-five Dollars (\$25.00) per annum for each taxicab belonging to the applicant is paid to the Town Treasurer, then the permit holder's taxicab or taxicabs may, while engaged in the permit holder's taxicab business, occupy any of the individual parking spaces within the parking meter zones without using the parking meters, provided however that every permit hereunder is conditional upon not more than two (2) individual parking spaces on any street being occupied by the taxicabs of any one permit holder at any one time. If this condition is broken by any owner, his permit may be cancelled by the Council. A sticker in the form provided by the Town Treasurer shall be exhibited on the windshield of each taxicab covered by a permit. All permits shall expire on the 31st day of December in each year.~~
9. ~~Any owner of a commercial vehicle which is used in the course of the owner's business to pick up or deliver goods in the Town of Oakville may obtain a permit for the vehicle, known as a "Commercial Vehicle Permit" from the Town Treasurer upon applying therefor on the form provided by the Town Treasurer and upon payment of a fee of Seventy-five Dollars (\$75.00) a year, and shall be affixed to the windshield of the vehicle thereafter during the year for which the permit has been issued such vehicle when engaged in the owner's business may be parked in any parking meter zone for a period not exceeding 15 minutes while actually delivering or picking up goods without depositing any money in the parking meter. A commercial vehicle for the purposes of this section means any vehicle used bona fide for the delivery or pick up of goods which bears the owner's name, address and telephone number on clearly legible signs on both sides of the vehicle painted thereon or permanently or mechanically attached thereto, which signs must measure at least eight inches by ten inches.~~
10. ~~Any owner of a commercial vehicle engaged in temporary work at any location in a parking meter zone may upon paying a deposit of \$5 obtain from the Chief Constable a parking meter hood for covering a parking meter head at the location at which he is engaged in such work, and upon placing the hood on a parking meter, and paying a rent of \$1 a day for the use of the space he may park the vehicle in the space to the exclusion of others without depositing any money in the parking meter. The \$5 deposit will be refunded when the hood is returned in good condition to the Chief Constable.~~



- ~~11. Service vehicles owned by the Town of Oakville, the Oakville Public Utilities Commission, the Bell Telephone Company of Canada, and United Gas Limited may be parked in any parking meter zone when engaged in business on the public highway without charge.~~
11. Vehicles clearly marked or identified as a public or private utility, telephone company, or the federal or provincial government may temporarily park in a paid parking zone without payment when responding to an emergency occurring within the highway or immediately adjacent to a parking space(s) within the highway. Such vehicles must be actively engaged in emergency response activities and must park adjacent to the location of the work being conducted. This exemption applies only for the duration of the emergency response.
- 11.1 Authorized emergency vehicles or the Halton Regional Police Service may temporarily park in a paid parking zone without payment when responding to an emergency. Such vehicles must be actively engaged in emergency response activities. This exemption applies only for the duration of the emergency response.
- 11.2 Despite any other provision of this by-law, vehicles clearly marked or identified as Town vehicles are exempt from this by-law when actively engaged in work on behalf of the Town.
- ~~12. The Council may from time to time designate areas within a parking meter zone as bus stops or taxicab stands for the use of a particular bus line owner or taxicab owner, and properly worded signs shall be erected indicating that the area is a bus stop or taxicab stand as the case may be and there shall be no parking meters in the area. Thereafter such area shall be for the exclusive use of the bus line owner or taxicab owner and his vehicles may stop therein to put down or take up passengers provided an annual rental is paid to the Town Treasurer of Eight Dollars (\$8.00) for each lineal foot of curb space in such area on or before the 31st day of January in each year.~~
- 12.1 Upon discovery of any vehicle parked or stopped in contravention of the provisions of this By-law, an Officer may provide for the removal and impounding of the vehicle in accordance with Towing Without the Vehicle Owner's Consent By-law 2024-187.
13. Every person who contravenes any of the provisions of this by-law is guilty of an offence and upon conviction is liable to a fine of not more than \$5,000. exclusive of costs, as provided for under the Provincial Offences Act, R.S.O. 1990, C.P.33.



14. Where a vehicle has been left parked, stopped or standing in contravention of this by-law, the owner of the vehicle, even though the owner was not the driver of the vehicle at the time of the offence, is guilty of an offence and is liable to the fine prescribed for the offence unless, at the time of the offence, the vehicle was in the possession of some person other than the owner without the owner's consent.
15. By-law Number 1692 of the former Town of Oakville is repealed.
16. This by-law shall take effect on September 1, 1989.
17. In the event any provisions of this by-law are deemed invalid or void, in whole or in part, by any court of competent jurisdiction, the remaining terms and provisions shall remain in full force and effect.
18. This by-law may be known as the "Paid Parking Zone By-law".

PASSED by Council this 18TH day of January, 1965.

MAYOR

CLERK



SCHEDULE "A"
PARKING-METER ZONES-PAID PARKING ZONES

Street	Location From	Location To	Side(s)	Times	Periods of Time	Rates
Allan Street	Lakeshore Rd East	Church Street	West	Note ¹	20 minutes	Note ²
Bronte Road	Lakeshore Road West	Ontario Street	Both	Note ¹	2 Hours	Note ²
Bronte Road	Lakeshore Road West	Ontario Street	Both	Note ¹	20 Minutes	Note ²
Church Street	Navy Street	Allan Street	Both	Note ¹	3 Hours	Note ²
Church Street	Dunn Street	Trafalgar Road	North	Note ¹	20 Minutes	Note ²
Douglas Avenue	Lakeshore Road East	Randall Street	West	Note ¹	9 Hours	Note ²
Dunn Street	Robinson Street	Randall Street	Both	Note ¹	3 Hours	Note ²
Florence Drive	Kerr Street	A Point 70 Meters East of Kerr Street	Both	Note ¹	2 Hours	Note ²
Florence Drive	Kerr Street	A Point 70 Meters East of Kerr Street	South	Note ¹	20 Minutes	Note ²
George Street	Lakeshore Road East	Randall Street	Both	Note ¹	3 Hours	Note ²
Jones Street	Lakeshore Road West	Marine Drive	Both	Note ¹	2 Hours	Note ²
Kerr Street	Lakeshore Road West	Speers Road	Both	Note ¹	2 Hours	Note ²
Kerr Street	Lakeshore Road West	Stewart Street	Both	Note ¹	20 Minutes	Note ²
Lakeshore Road East	Allan Street	Navy Street	Both	Note ¹	3 Hours	Note ²
Lakeshore Road East	Allan Street	Navy Street	Both	Note ¹	20 Minutes	Note ²
Lakeshore Road West	Forsythe Street	Brock Street	Both	Note ¹	2 Hours	Note ²
Lakeshore Road West	Jones Street	Nelson Street	South	Note ¹	2 Hours	Note ²
Lakeshore Road West	Jones Street	Nelson Street	South	Note ¹	20 Minutes	Note ²
Lakeshore Road West	Bronte Road	Jones Street	North	Note ¹	2 Hours	Note ²
Marine Drive	Bronte Road	Jones Street	Both	Note ¹	2 Hours	Note ²
Marine Drive	Bronte Road	Jones Street	North	Note ¹	20 Minutes	Note ²
Navy Street	Water Street	Lakeshore Road East	East	Note ¹	3 Hours	Note ²
Navy Street	Church Street	Lakeshore Road East	West	Note ¹	20 Minutes	Note ²
Navy Street	Water Street	End	West	Note ¹	9 Hours	Note ²
Nelson Street	Lakeshore Road West	Marine Drive	Both	Note ¹	2 Hours	Note ²
Ontario Street	Jones Street	East Street	South	Note ¹	9 Hours	Note ²
Prince Charles Drive	Kerr Street	A Point 55 Meters East of Kerr Street	Both	Note ¹	2 Hours	Note ²
Prince Charles Drive	Kerr Street	A Point 35 Meters West of Kerr Street	South	Note ¹	2 Hours	Note ²
Randall Street	Douglas Street	Allan Street	South	Note ¹	9 Hours	Note ²
Randall Street	Reynolds Street	Trafalgar Road	South	Note ¹	5 Hours	Note ²
Randall Street	Trafalgar Road	Dunn Street	South	Note ¹	5 Hours	Note ²



SCHEDULE "A"
~~PARKING-METER ZONES-PAID PARKING ZONES~~

Street	Location From	Location To	Side(s)	Times	Periods of Time	Rates
Randall Street	George Street	Navy Street	North	Note ¹	9 Hours	Note ²
Reynolds Street	Church Street	Lakeshore Road East	West	Note ¹	3 Hours	Note ²
Reynolds Street	Lakeshore Road East	Robinson Street	West	Note ¹	3 Hours	Note ²
Robinson Street	Allan Street	Navy Street	North	Note ¹	5 Hours	Note ²
Robinson Street	Allan Street	Navy Street	South	Note ¹	9 Hours	Note ²
Robinson Street	Thomas Street	Dunn Street	North	Note ¹	20 Minutes	Note ²
Thomas Street	Lakeshore Road East	Randall Street	Both	Note ¹	3 Hours	Note ²
Thomas Street	Robinson Street	Lakeshore Road East	West	Note ¹	3 Hours	Note ²
Trafalgar Road	Robinson Street	Lakeshore Road East	East	Note ¹	3 Hours	Note ²
Water Street	Robinson Street North of the Lakeshore Road Bridge	Randall Street Bridge	East	Note ¹	3 Hours	Note ²
Water Street	Randall Street Bridge	Navy Street	East	Note ¹	9 Hours	Note ²
Water Street	Robinson Street North of the Lakeshore Road Bridge	Navy Street	West	Note ¹	9 Hours	Note ²

Amended by: By-law 1980-012; 1984-142; 1987-35; 1990-190; 1998-27; 2007-055; 2010-068; 2011-105; 2015-100; 2019-042

Note¹: The parking times are Monday to Saturday Inclusive, 9:00 a.m. to 6:00 p.m.; Sundays and Holidays Excepted

Note²: Rates shall be established annually as "Rates and Fees" within the Town of Oakville operating budget

REPORT

Council

Meeting Date: July 7, 2025

FROM: Transportation and Engineering Department

DATE: June 24, 2025

SUBJECT: Traffic By-law Update and Review

LOCATION: Town of Oakville

WARD: Town-wide

Page 1

RECOMMENDATIONS:

1. That the final report prepared by CIMA+ on the comprehensive review and update of the Traffic By-law 1984-1 be received.
2. The Council approve the Traffic By-law Amendment 2025-075 and the existing Traffic By-law 1984-1 and its associated schedules be deleted and replaced in its entirety as per Traffic By-law Amendment 2025-075.

KEY FACTS:

The following are key points for consideration with respect to this report:

- The Town retained CIMA+ to update the Traffic By-law 1984-1, which had outdated components due to the absence of a technical review since its adoption, as well as the accumulation of numerous amendments and legislative changes over time.
- A total of 27 revised schedules are included with the updated by-law.
- Redundant, incorrect, and inconsistently formatted schedules and references are corrected.
- Definitions and legislative references are aligned with Highway Traffic Act (HTA) and Public Transportation and Highway Improvement Act (PTHIA).
- A new provision grants authority to the Director of Transportation and Engineering to temporarily adjust truck routes for capital project detours.
- Updated schedules now specify exact locations for U-turn prohibitions, improving enforcement, especially near schools.

- Maps identifying commercial motor vehicles parking regulations were revised and updated
- References to connecting links have been removed following confirmation from the Ministry of Transportation.
- The parking section of the by-law have been amended to prohibit parking along the inner side of the roadway curve.
- Micromobility regulation will be addressed separately in alignment with the Transportation Master Plan.
- Changes have been introduced to permit the playing of basketball or hockey on local residential roadways

BACKGROUND:

The Town of Oakville's Traffic By-law 1984-1 has served as the foundational document for regulating traffic, parking, and roadway operations for several decades. Since its original adoption, the by-law has been amended numerous times to address emerging needs, legislative updates, and community concerns. However, the accumulation of these amendments over time has led to a number of challenges, including inconsistent language, outdated terminology, formatting irregularities, and references to legislation that are no longer current or accurate.

In recognition of these issues and the importance of maintaining a clear, enforceable, and up to date regulatory framework, the Town retained CIMA+ to conduct a comprehensive review and update of the Traffic By-law. This initiative was undertaken to ensure the by-law aligns with current provincial legislation, incorporating best practices in traffic management, and reflects the evolving needs of modern traffic engineering practices.

The project scope included a jurisdictional scan and best practice review to assess how other municipalities regulate traffic operations. It further included field verification of regulatory signage to confirm accuracy and consistency with the by-law as well as extensive restructuring of the by-law's schedules to improve clarity, readability, and referencing.

COMMENT/OPTIONS:

The revised Traffic By-law represents a significant improvement in the structure, clarity and applicability of the Town's traffic regulations. Key improvements include the reorganization of the by-law's schedules to align logically with the by-law text making the document more navigable and easier to interpret for both enforcement

staff and the public. By correcting outdated or incorrect references, aligning terminology with current legislation (e.g., the Highway Traffic Act), and removing obsolete content, the by-law is now more legally sound and operationally relevant.

Notably, the new provision granting the Director of Transportation and Engineering the authority to temporarily adjust truck routes enables a more responsive approach to traffic management during construction and emergency detours. This avoids delays associated with formal by-law amendments while maintaining proper oversight.

In addition, updating the U-turn prohibition schedule to include specific intersection locations rather than entire road segment allow for more precise enforcement, particularly around school zones where safety is a concern.

The by-law has been updated to include a new parking restriction within 10 metres on either side of the inner curve of the roadway. This distance is measured from the point of intersection where the extended lines of both curbs meet at the apex of the curve. This amendment is intended to address safety and operational concerns by improving visibility for drivers navigating the curve and ensuring sufficient space for larger vehicles, such as emergency and waste collection vehicles, to manoeuvre safely.

While micromobility (e.g. e-scooters, cargo e-bikes) is not yet addressed through formal by-law amendments, staff acknowledge the growing presence of these modes and recognize the need for future regulation. These considerations will be brought forward as part of the upcoming Transportation Master Plan update, allowing the Town to align with emerging provincial policies and best practices.

A separate report titled *Regulations for Sports Activities and Equipment within the Municipal Right-of-Way* is included on tonight's Council agenda. As outlined in that report, the Traffic By-law 1984-1 has been amended to permit the playing of hockey and basketball on local residential roadways, subject to specific timeframes and conditions.

CONSIDERATIONS:

(A) PUBLIC

The consolidated version of the by-law changes is available on town's website for public review and consideration.

(B) FINANCIAL

There are no costs associated with this by-law amendment.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The by-law as amended confirms the operating conditions on specified roadways in Oakville and provide enforcement personnel with necessary supporting authority to pursue matters of non-compliance.

(D) COUNCIL STRATEGIC PRIORITIES

This report addresses Council's strategic priority of Accountable Government by ensuring the town's traffic by-law aligns with provincial legislation and regulations governing all road users.

(E) CLIMATE CHANGE/ACTION

While this by-law amendment is primarily administrative and regulatory in nature, they can support broader climate goals by contributing to safer and more efficient road use. Enhancements such as updated parking controls, improved signage, and alignment with provincial regulations can encourage active transportation (e.g., walking and cycling) and promote more orderly traffic movement, which may help in bringing down greenhouse gas emissions.

APPENDICES:

Appendix A – Traffic By-law Amendment 2025-075.

Appendix B – New Traffic By-law 1984-1.

Appendix C – CIMA+ Final Report.

Appendix D – List of Traffic By-law Schedules.

Prepared by:

Dragana Crkvenjas
Traffic Technologist

Submitted by:

Lin Rogers
Director, Transportation & Engineering

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2025-075

Appendix A - Traffic By-law Amendment 2025-075

A by-law to regulate traffic and parking on any highway under the jurisdiction of the Town of Oakville.

WHEREAS section 11(3) of the *Municipal Act, 2001*, S.O. 2001, c.25 authorizes municipalities to pass by-laws to regulate traffic and parking control as well as the use of highways or any other roads within their jurisdiction.

THEREFORE, COUNCIL OF THE CORPORATION OF THE TOWN OF OAKVILLE ENACTS AS FOLLOWS:

1. That the amending by-law 2025-075 be passed to the existing Traffic By-law 1984-1 by deleting the existing Traffic By-law in its entirety, and replacing it with the text of a new Appendix C (New Traffic By-law).
2. That all amendments to the to the Traffic By-law 1984-1, including without limitation the following: 1985-20; 1986-078; 1987-100; 1988-056; 1988-173; 1989-080; 1989-084; 1989-104; 1989-219; 1990-023; 1990-027; 1990-028; 1990-058; 1990-201; 1990-224; 1991-045; 1991-197; 1991-226; 1991-270; 1992-099; 1992-184; 1993-106; 1993-116; 1993-123; 1993-214; 1994-077; 1994-115; 1994-201; 1995-136; 1995-198; 1995-231; 1996-058; 1996-138; 1996-264; 1996-284; 1997-212; 1998-164; 1999-077; 1999-132; 1999-261; 2000-050; 2000-180; 2000-218; 2001-209; 2002-032; 2002-140; 2002-174; 2002-212; 2002-222; 2003-054; 2003-179; 2004-115; 2004-128; 2004-159; 2005-074; 2005-101; 2005-173; 2005-207; 2005-214; 2006-179; 2006-210; 2007-038; 2007-088; 2007-105; 2007-152; 2007-172; 2007-184; 2007-205; 2008-075; 2008-097; 2008-131; 2008-159; 2009-016; 2009-036; 2009-113; 2009-137; 2009-150; 2009-191; 2010-025; 2010-033; 2010-101; 2010-138;

2010-172; 2011-072; 2011-127; 2011-143; 2012-015; 2012-040; 2012-062; 2012-082; 2012-112; 2013-039; 2013-078; 2013-097; 2014-023; 2014-068; 2014-100; 2014-121; 2015-037; 2015-059; 2015-096; 1998-264; 1998-230; 2016-064; 2016-106; 2017-042; 2017-062; 2017-083; 2018-030; 2018-147; 2002-042; 2019-038; 2019-088; 2019-113; 2020-021; 2020-068; 2020-103; 2020-104; 2021-087; 2021-150; 2022-101; 2023-002; 2023-123; 2024-124; 2025-053 be rescinded and repealed.

3. Any prosecutions or proceedings commenced under the Traffic By-law 1984-1 prior to the effective date and time of the amending by-law will be dealt with in accordance with the Traffic By-law 1984-1, as amended, as it read on the day of the alleged offence.

PASSED this 7th day of July

MAYOR

CLERK

Appendix B

Sec 1(1)

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 1984-001

A by-law to regulate traffic and parking on any highway under the jurisdiction of the
Town of Oakville

WHEREAS section 11(3) of the *Municipal Act, 2001*, S.O. 2001, c.25 authorizes municipalities to pass by-laws to regulate traffic and parking control as well as the use of highways or any other roads within their jurisdiction.

**THEREFORE, COUNCIL OF THE CORPORATION OF THE TOWN OF OAKVILLE
ENACTS AS FOLLOWS:**

PART I – INTERPRETATION

SECTION 1 – DEFINITIONS

(1) Definitions

In this By-law;

“administrative penalty” means any fees specified in Schedule "A" of the Town's Parking Administrative Penalties By-law 2015-071, as amended;

“Parking Administrative Penalties By-law” means the Town’s Parking Administrative Penalties By-law 2015-071, as amended (or its successor), being a by-law to establish an administrative penalties system respecting the parking, standing or stopping of vehicles in the Town of Oakville;

“authorized emergency vehicle” means,

- (i) a fire department vehicle, including an emergency crash extrication vehicle, while proceeding to a fire or emergency call or responding to, but not returning from, a fire alarm or other emergency call;
- ¹(ii) a vehicle while used by a person in the lawful performance of their duties as a police officer;
- (iii) an ambulance or cardiac arrest emergency vehicle while responding to an emergency call or being used to transport a patient or injured person in an emergency situation; or,

Sec 1 (1)

- (iv) an emergency vehicle of a public or private utility, or Federal, Provincial or Municipal Department when such a vehicle is being used in the performance of emergency duties.

"authorized sign" means any traffic control device or traffic signal placed or erected on a highway under the authority of this By-law for the purpose of regulating, warning or guiding traffic and includes such signs as described in the Regulations pursuant to the Highway Traffic Act, R.S.O. 1990, c.H.8, as amended, and "Authorized Traffic Control Device" and "Authorized Traffic Signal" have a similar meaning as "Authorized Sign";

"bicycle" includes a tricycle, a unicycle and a power-assisted bicycle but does not include a motor assisted bicycle;

²"bicycle lane" means that part of the roadway designated for unidirectional bicycle traffic only and denoted by authorized signs and pavement markings for the exclusive use of cyclist;

"boulevard" means that part of the highway situated between the curb line and the property line of the lot abutting the highway, but does not include a sidewalk, shoulder, or multi-use path, if any;

"bus stop" means that portion of a highway designated by an authorized sign, for the use of buses as a point for loading and unloading passengers and including an area sufficient to accommodate the length of the bus;

"By-law Enforcement Officer" means a commissionaire, assistant, or any other officer or civilian person engaged or appointed by the Halton Regional Police Services or the Municipality, or Area Municipalities of the Regional Municipality of Halton to enforce or carry out the provisions of this By-law or any parts or parts thereof;

³"Chief of Police" means the Chief of the Halton Regional Police Service or their designate;

"coasting" means riding in or by means of any coaster, toy vehicle or similar device;

"commercial motor vehicle" means a motor vehicle having attached to it a truck or delivery body and includes an ambulance, a hearse, a casket wagon, a fire apparatus, a bus and a tractor used for hauling purposes on a highway;

"community safety zone" is a section of a roadway designated through a by-law passed by Council to identify it as a road segment where public safety is of paramount concern. Community Safety Zones may include roadways near

Sec 1(1)

schools, day care centres, active parks, hospitals, senior citizen residences, and may also be used for collision prone areas within a community;

"corner" means the point of intersection of curb lines;

"council" means the Council of the Corporation of the Town of Oakville;

"cross-ride" means any part of the highway at an intersection or elsewhere distinctly indicated for bicycle crossing, and that is marked by pavement markings and may also include signs or a cross-ride/bicycle signal if the intersection or crossing is signalized.

"crosswalk" means,

- (i) that part of a highway at an intersection that is included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the roadway; or,
- (ii) any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs or by lines or other markings on the surface.

"cul-de-sac" means a highway terminating in a turn-around;

⁴"curb line" means,

- (i) where a curb has been constructed the line of the curb; or,
- (ii) where no curb has been constructed the edge of the roadway.

⁵"cyclist" means a person who operates a bicycle;

"director" means the Director of the Town of Oakville's Transportation and Engineering Department;

⁶"driver" means a person who drives a vehicle on a highway;

⁷"driveway" means the improved land on a highway which provides vehicular access from the roadway to adjacent land;

"e-bike" has the same meaning as "power assisted bicycle";

⁸"Engineer" means the Town Engineer, or the Director of the Department of Engineering and Construction of the Municipality, or their designate;



Sec 1(1)

"farm tractor" means a self-propelled vehicle designed and used primarily as a farm implement for drawing ploughs, mowing-machines and other implements of husbandry and not designed or used for carrying a load;

⁹"Fire Chief" means the Fire Chief of the Municipality or their designate;

"gross weight" means the combined weight of vehicle and load;

"heavy vehicle" means a commercial motor vehicle having a registered gross vehicle weight in excess of 4,500 kilograms, but does not include ambulances, buses, fire apparatus, vehicles owned by or operated for the Town of Oakville, Halton Region, the Ministry of Transportation (Ontario) or any utility;

"highway" includes a common and public highway, street, avenue, parkway, lane, alley, driveway, square, place, bridge, viaduct, or trestle, designed and intended for, or used by, the general public for passage of vehicles;

"intersection" means the area embraced within the prolongation or connection of the lateral curb lines or, if none, then of the lateral boundary lines of two or more highways that join one another at an angle, whether or not one highway crosses the other;

"island" means a portion of a highway so constructed or designed as to separate or direct vehicular traffic onto specific portions of the highway;

"laneway" provides rear access to individual properties and connects them to local and collector roadways;

"median strip" means the portion of a highway so constructed as to separate traffic travelling in one direction from traffic travelling in the opposite direction by a physical barrier or an unpaved strip of ground;

"motor assisted bicycle" means a bicycle,

- (i) that is fitted with pedals that are operable at all times to propel the bicycle;
- (ii) that weighs not more than fifty-five kilograms;
- (iii) that has no hand or foot operated clutch, or gearbox driven by the motor and transferring power to the driven wheel;



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- (iv) that has an attached motor driven by electricity or having a piston displacement of not more than fifty cubic centimetres; and,
- (v) that does not have sufficient power to enable the bicycle to attain a speed greater than 50 kilometres per hour on level ground within a distance of 2 kilometres from a standing start.

"motor vehicle" includes an automobile, a motorcycle, a motor assisted bicycle unless otherwise indicated in this Act, and any other vehicle propelled or driven otherwise than by muscular power, but does not include a street car or other motor vehicle running only upon rails, a motorized snow vehicle, a traction engine, a farm tractor, a self-propelled implement of husbandry or a road-building machine within the meaning of the Highway Traffic Act, R.S.O. 1990, c.H.8, as amended;

"motorcycle" means a self-propelled vehicle having a seat or saddle for the use of the driver and designed to travel on not more than three wheels in contact with the ground, and includes a motor scooter, but does not include a motor assisted bicycle;

¹⁰"multi-use path" means that part of a highway, boulevard or Town right-of-way that is designated by authorized signs for shared use by cyclists, pedestrians and muscular powered vehicles including wheelchairs;

"municipality" means the Corporation of the Town of Oakville;

¹¹"off-road vehicle" means a vehicle propelled or driven otherwise than by muscular power or wind and designed to travel:

- (i) on not more than three wheels; or,
- (ii) on more than three wheels and being of a prescribed class of vehicle; as described in the Off-Road Vehicles Act, R.S.O. 1990, c. O.4.

"one way street" means a highway upon which the movement of vehicular traffic is designated by this By-law for movement in one direction only;

"park or parking", when prohibited, means the standing of a vehicle, whether occupied or not, except when standing temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers;

"parking meter" means an automatic or other mechanical device together with its standard or other means of support, erected for the purpose of,

- (i) controlling and regulating the parking of any vehicle in a parking space; and;

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- (ii) measuring and indicating the parking time for which payment has been made and signaling when such time has elapsed.

"parking meter zone" means the highway or parts of highways, designated by this By-law as constituting a parking meter zone, the use of which is controlled and regulated by a parking meter;

"parking space" means that part of the highway, the use of which is designated by signs or lines or other markings on the highway for the purpose of parking a vehicle;

¹²"pedestrian" means a person on foot, in a wheelchair or a motorized mobility device, or in or on a muscular powered play vehicle, but shall not include cyclists;

"pedestrian crossover" means any portion of a roadway designated by By-law of the Municipality, at an intersection or elsewhere, distinctly indicated for pedestrian crossing by signs on the highway and lines or other markings on the surface of the roadway as prescribed by the Pedestrian Crossover Regulations pursuant to the Highway Traffic Act, R.S.O. 1990, c.H.8, as amended;

¹³"Police Officer" means a member of the Halton Regional Police Service, or a person authorized by the Chief of Police to regulate or direct traffic;

"power-assisted bicycle" means a bicycle that,

- (a) a pedal-driven bicycle of conventional exposed fork-and-frame bicycle design and appearance that does not resemble a motor scooter or motorcycle and that,
 - (i) has two or three wheels;
 - (ii) is fitted at all times with pedals that are always operable to propel the bicycle;
 - (iii) is capable at all times of being propelled on level ground solely by using muscular power to operate the pedals;
 - (iv) has steering handlebars;
 - (v) has wheels that have a width of not less than 35 millimetres and a diameter of not less than 350 millimetres.

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- (vi) has one or more electric motors that, singly or in combination, have a continuous rated output power not exceeding 500 watts and that is incapable of providing propulsion assistance when the bicycle attains a speed of 32 kilometres per hour or more; and,
 - (vii) weighs not more than 55 kilograms.
- (b) a vehicle that has the appearance of a motor scooter, with a seat and an open frame that may be stepped through and a platform on which the rider's feet may rest and that,
- (i) meets the description in subclauses (a) (i) to (vi), and
 - (ii) weighs not more than 120 kilograms,
- (c) a vehicle that has the appearance of a motorcycle, with a saddle designed to be straddled and a footrest, pedals or pegs where the rider's feet may remain secure, and that meets the description in subclauses (b) (i) and (ii); ("bicyclette assistée"), as defined in the Highway Traffic Act, R.S.O. 1990, c.H.8, as amended.

"roadway" means the part of the highway that is improved, designed or ordinarily used for vehicular traffic, but does not include the shoulder, and where a highway includes two or more separate roadways, the term "roadway" refers to any one roadway separately and not to all of the roadways collectively;

"roundabout" means a raised island or pavement marking island located in the center of an intersection, which requires vehicles to travel through the intersection in a counter-clockwise direction around the island;

"school bus" means a bus used for the transportation of children to and from school which meets the provisions of the Highway Traffic Act;

"school crossing" means that portion of a highway designated as a school crossing by pavement markings and authorized signs, which facilitates the crossing of a highway by school children under the supervision of a school crossing guard;

"shoulder" means that part of the highway lying adjacent to the roadway where there is no barrier curb, and which is improved with granular or paved surface which extends for a maximum distance of 3 metres;

"sidewalk" means that portion of a highway between the curb lines and the property lines of the lot abutting the highway, and which is intended for the use of pedestrians;



Sec 1(1)

"social event" shall include, but not limited to, parades, road races and street parties;

¹⁴"special provision area" and "SPA" mean highways located within the limits of the area(s) designated as such by the Director of Municipal Enforcement.

"stand" or "standing", when prohibited, means the halting of a vehicle, whether occupied or not, except for the purpose of and while actually engaged in receiving or discharging passengers;

"stop or stopping" when prohibited, means the halting of a vehicle even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer, traffic control device or traffic signal;

"street" means a highway;

"through highway" means a highway or part of a highway designated as such by this By-law, and every such highway shall be marked by a stop sign or yield right-of-way sign in compliance with this By-law and the Regulations pursuant to the Highway Traffic Act, as amended;

"time" means, whenever certain hours are named herein Standard time or Daylight Saving Time, whichever shall be in official current use in the Municipality;

"town" means the Town of Oakville;

"traffic" includes vehicles, pedestrians, animals which are ridden, herded or led, motorized snow vehicles and other conveyances, either singly or together, while on any highway;

"traffic control device" means any sign or other device on a highway for the purpose of prohibiting, regulating or directing traffic and includes roadway, curb and sidewalk markings;

"traffic signal or traffic control signal" means a traffic control signal system as defined in Section 133 of the Highway Traffic Act, R.S.O. 1990, c.H.8, as amended;

"trailer" means a vehicle that is at any time drawn upon a highway by a motor vehicle, except an implement of husbandry, a mobile home, another motor vehicle

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or any device or apparatus not designed to transport persons or property, temporarily drawn, propelled or moved upon such highway, and except for a side car attached to a motorcycle, and shall be considered a separate vehicle and not part of the motor vehicle by which it is drawn;

"U-turn" means to turn a vehicle within a highway so as to proceed in the opposite direction to that which the vehicle was travelling immediately prior to making the turn;

"vehicle" includes a motor vehicle, trailer, traction engine, farm tractor, road building machine and any vehicle drawn, propelled or driven by any kind of power, including muscular power, but does not include a motorized snow vehicle or the cars of electric or steam railways running only upon rails;

¹⁵"wheelchair" means a chair mounted on wheels driven by muscular or any other kind of power that is designed for and used by a person whose mobility is limited by one or more conditions or functional impairments.

(2) Highway Traffic Act

Unless modified or changed herein, words or expressions used in this By-law have the same meaning as given or used in the Highway Traffic Act, R.S.O. 1990, c.H.8, as amended.

Where there is any conflict between the provisions of this by-law and the provisions of the Highway Traffic Act, as amended, the provisions of the Highway Traffic Act shall prevail.

SECTION 2 - TIME

Where, in this by-law, any expression of time occurs or when any hour or other point of time is stated, the time referred to or intended shall be reckoned as standard time except in periods when daylight saving time is declared to be in

effect, then, during such periods, the time referred to or intended shall be reckoned as daylight saving time.

SECTION 3 - SCHEDULES AND SEVERABILITY

(1) Schedules

¹⁶(a) The Schedules attached to this By-law, numbered 1 to 27 inclusive, are included in and shall be considered part of this By-law;



Sec 3 (1)

- (b) Where any column in any Schedule referred to in this By-law is not completed, any and all reference to the said column in this By-law shall be deemed to be deleted.

(2) Severability

Should any part, section, subsection or portion of this By-law be repealed or declared by a court of competent jurisdiction to be illegal, the same shall not affect the validity of the By-law as a whole or in part thereof, except for that which was declared to be invalid.

PART II – GENERAL

SECTION 4 - GENERAL REGULATIONS

(1) Operation of Vehicles

¹⁸(a) Emerging From Driveway

The driver of a vehicle emerging from a driveway, lane, lot or building shall stop immediately prior to driving onto the sidewalk, multi-use path or bicycle lane or if there is no sidewalk, multi-use path or bicycle lane, immediately prior to driving onto the highway and shall not enter the highway until such movement can be made in safety.

(b) Driving on Other Than Roadway

¹⁹(i) No person shall drive a motor vehicle, or a bicycle with all wheels greater than fifty (51) centimeters (20 inches) in diameter, upon any sidewalk or boulevard except at a driveway;

²⁰(ii) No person, unless at a driveway, shall drive a motor vehicle along a multi-use path.

(c) Vehicle Unattended

No person driving or in charge of a motor vehicle, other than a commercial motor vehicle, shall allow such motor vehicle to stand unattended unless it is locked in such a manner as to prevent its operation by any person not authorized by the owner, driver or person in charge.

(d) Repairing Vehicles

(i) No person shall use any highway to repair or paint vehicles;

(ii) Notwithstanding (i) above, a person may repair or attempt to repair any vehicle upon a highway when such use of the highway is unavoidable through emergency.

(e) Newly Painted Lines

No person shall drive, or attempt to drive on or over, or tamper with, or walk on any newly painted line or series of lines, or any newly painted sign, or any permanent pavement marking on any highway or crosswalk, when the presence of such is indicated by marker, electric lanterns or otherwise.

(f) Removal / Damage of Authorized Sign

No unauthorized person shall alter, deface, injure, knock down or remove any authorized sign or sign with Town of Oakville symbol or official mark thereon.



Sec 4(1)

(g) Interception of Authorized Procession

The driver of a vehicle shall yield the right-of-way to a funeral or other properly authorized procession except when directed by a Police Officer to do otherwise.

(h) Driving in Authorized Procession

The driver of a vehicle in a funeral or other such procession shall drive as near to the right-hand edge of the roadway as practicable and follow the vehicle ahead as closely as is practicable and safe.

²¹(i) Parades

The Chief of Police and any Police Officer acting under their authority, is authorized to stop or divert traffic on any highway during the passage of a parade or a procession.

²²(j) Off-Road Vehicles

No person shall drive or operate an off-road vehicle on any highway in the Town.

(2) Pedestrian Rights and Duties(a) Crossing Roadway

- (i) No pedestrian shall cross a highway within 50 metres of a crosswalk except by way of that crosswalk;
- (ii) Subject to (i) above, no pedestrian shall cross a roadway at any place other than by a route at right angles to the curb or by the shortest route to the opposite curb.

(b) Yield Right-of-Way

Every pedestrian crossing a highway other than within a crosswalk shall yield the right of way to all vehicles upon the highway, but nothing in this paragraph shall relieve the driver of a vehicle from the necessity of taking all due care to avoid an accident.

(c) Games or Sports

The temporary placement of portable basketball or hockey nets on a roadway, for the purpose of playing basketball or hockey, shall be considered a permitted encroachment, provided that all of the following conditions are met:

- a) the roadway is classified as a local road and is not part of the designated route;
- b) play shall occur only:

Sec 4 (2)

- (i) between the hours of 9:00 a.m. and 8:00 p.m. from May 1 to October 31; and
 - (ii) between the hours of 9:00 a.m. and 5:00 p.m. from November 1 to April 30;
 - c) The location and conduct of play must:
 - (i) be safe and suitable for such activities;
 - (ii) not obstruct pedestrian or vehicle sight lines;
 - (iii) not take place during periods of reduced visibility, including but not limited to fog, snow, or rainfall;
 - (iv) cease immediately, and all players and equipment (including hockey nets) must be removed from the roadway to allow for the safe and unobstructed passage of emergency vehicles and other roadway users;
 - (v) not interfere with access to or from driveways;
 - (vi) not obstruct waste collection or the maintenance and repair of the roadway; and
 - (vii) not impede the installation, maintenance, or operation of traffic control devices or utilities; and
 - d) hockey nets shall be promptly removed from the roadway during any break in play and immediately upon the conclusion of play.
- Except for hockey and basketball as outlined, no person shall play or take part in any game or sport upon a highway.

²³(d) Enforcement

Where a pedestrian is on a highway in contravention of this By-law, a police officer may require the pedestrian to accompany him/her to the nearest intersecting highway on which pedestrians are not prohibited and the pedestrian shall comply with the request.

(3) Coasting

(a) Coasting

Coasting, whether in a coaster, toy vehicle or other similar devices, is prohibited on highway;

(b) Rollerskating

No person on roller skates or riding in or by means of a coaster, toy vehicle, skateboard or other similar device shall use or enter a roadway.

**(4) Bicycles****(a) Operation of Bicycle**

- ²⁴(i) Every cyclist shall at all times when travelling on a highway or multi-use path, keep their feet on the pedals and both hands on the handlebars except as may be necessary to give proper hand signals;
- ²⁵(ii) No cyclist shall indulge in trick riding or otherwise ride so as to prevent the full use of both hands to control the bicycle when travelling on a highway or multi-use path.

(b) Riding Abreast

No person shall ride a bicycle on any highway abreast of another bicycle except in the course of passing the other bicycle.

(c) Passengers

- (i) No person shall on a highway ride and carry more than one person on a bicycle designed to carry only one person;
- (ii) No person shall ride a bicycle on a highway and carry any goods in such a manner so as to interfere with the full control of the bicycle.

(d) Parking

- ²⁶(i) No person shall park a bicycle on any roadway, shoulder, bicycle lane or multi-use path;
- (ii) No person shall park a bicycle on any boulevard or sidewalk except in an upright position and in a manner so as not to impede the intended use of the boulevard or sidewalk.

²⁷(e) Sidewalks

- (i) Subject to subclause 4(1)(b)(i), no person shall ride a bicycle upon any sidewalk, except for children under the age of 11 years old, whose bicycle wheel diameter is equal to or less than 51 centimetres (20 inches);
- (ii) A parent, guardian or other adult accompanying a child referred to in (i) may also ride a bicycle on the sidewalk while accompanying the child;
- (iii) Despite subclause 4(4)(e)(i), no person shall ride a bicycle upon a sidewalk or multi-use path located within any designated area in the growth area boundaries outlined in Schedule "1";

Sec 4(4)

- (iv) Every rider of a bicycle, when approaching a pedestrian on a sidewalk, shall give adequate warning of their approach and shall take every necessary precaution to avoid a collision and shall give the pedestrian(s) the right-of-way.

(5) Construction, Maintenance and Emergency Situations

²⁸(a) Obstructing Traffic

No person shall erect barricades or hoardings, store earth or construction material, or park work equipment on any portion of any highway without providing proper fencing, lights, or any other warning necessary for the sake of safety, and,

- (i) For a period exceeding three hundred and sixty-five days (365) days or more, without first obtaining permission from Council, or
- (ii) For a period of three hundred and sixty-five days (365) or less, without first obtaining permission from Council or the Director of Transportation and Engineering, or the Director of Municipal Enforcement Services.

(b) Duty to Obey Barricades

No vehicle except an authorized emergency vehicle or a vehicle authorized by the Engineer shall be driven through or enter upon any highway which is roped, barricaded or marked by authorized signs which prohibit the use of the highway.

²⁹(c) Police Officer Directing Traffic

Where a Police Officer considers it reasonably necessary to ensure the orderly movement of traffic or to prevent injury or damage to persons or property or to permit proper action in an emergency, they may direct traffic according to their discretion, notwithstanding the other provisions of this By-law, and every person shall obey their directions.

(6) Animals

(a) Riding on Other Than Roadway

No person shall lead, ride or drive any horse, cattle or livestock upon a sidewalk.

(b) Attendance While in Motion

The driver or other person in charge of an animal drawn vehicle on a roadway shall remain upon the vehicle while it is in motion or walk beside the animal drawing it.



Sec 4 (6)

(c) Parking

No person shall leave an animal drawn carriage, cart, wagon, sleigh or sled on a highway without the animal which is drawing it.

(d) Horseback Riders

Horseback riders and other riders or persons in charge of animals shall obey the provisions of the Highway Traffic Act and of this By-law which govern drivers of vehicles, and shall obey the direction of any Police Officer directing traffic.



PART III – PARKING AND STOPPING

SECTION 5 – PARKING AND STOPPING RESTRICTIONS**(1) Method of Parking****(a) General**

Unless otherwise permitted in this By-law, no person shall park or stop a vehicle on any highway except on the right side of the highway, having regard to the direction in which the vehicle was proceeding, with the right front and right rear wheels or runners not more than 0.15 metres from the curb line.

(b) Parking on One-Way Streets

Where parking is permitted in this By-law on a one-way street a person shall park a vehicle only in the direction in which traffic is permitted to proceed, and parallel to and not to exceed a distance of 0.15 metres from the curb line.

(c) Angle Parking

Where angle parking is permitted on a highway, no person shall park any vehicle except at an angle of forty-five degrees (45°) with reference to the curb or boundary of the roadway and having regard to the direction which the vehicle had been proceeding on the side of the highway adjacent to the angle parking zone.

(d) Boulevard

In accordance with subsection 5(7), where boulevard parking is permitted, no person shall park a vehicle on the abutting roadway or any part thereof.

(e) Parking Spaces

Where parking spaces are marked by traffic signs, no person shall park a vehicle in a way that takes up more than one parking space, unless it cannot be avoided.

^{30,31}(f) Accessible Parking

Where parking spaces are designated by traffic control devices on a highway as being accessible parking space, no person shall park a vehicle in any such parking space unless such person has displayed on their vehicle a valid Accessible Parking Permit issued by the Ministry of Transportation.

(2) Parking Prohibited**(a) No Parking**

Unless otherwise permitted in this By-law, no person shall park any vehicle on any highway,

Sec 5(2)

- (i) for a period longer than three (3) hours unless otherwise permitted by authorized signs on or overhanging any portion of a sidewalk, bicycle lane or multi-use path in a manner that would obstruct the facility;
- (ii) on a boulevard except in accordance with subsection 5(7);
- (iii) on a median strip;
- (iv) on an island;
- (v) in front of or within 1 metre of an entrance to a driveway or so as to prevent or impede ingress or egress to or from such driveway;
- (vi) in front or within 3 metres of an entrance to or exit from a public lane or so as to prevent or impede ingress and egress to or from the public roadway;
- ³²(vii) within 3 metres of a fire hydrant or within 3 metres of the point on the edge of the roadway nearest any fire hydrant;
- (viii) in such a position so as to prevent the removal of any other parked vehicle;
- (ix) in front of an emergency entrance or exit to a public hall, hotel, hospital, theatre, auditorium or other building where large assemblies take place;
- (x) in such a manner so as to obstruct traffic, road repair or snow removal;
- (xi) on any highway for the purpose of displaying it for sale;
- ³³(xii) without displaying a valid vehicle license;
- ³⁴(xiii) in a wrecked, dismantled, or inoperative condition;
- ³⁵(xiv) in a manner to obstruct the use of a parking space where an authorized sign is displayed;
- (xv) in such a manner that the vehicle is partly on a sidewalk/boulevard, or on public property.
- ³⁶(xvi) within 10 metres on either side of the inner curve, measured from the point where lines extended from both curbs would intersect.

Sec 5(2)

³⁷(b) No Parking of Commercial Motor Vehicles

Unless otherwise permitted in this By-law, no person shall at any time park a commercial motor vehicle on any street, except within the areas delineated on the maps attached hereto as Schedule “2” to this By-law.

(3) No Parking at Anytime

Where authorized signs to that effect are on display, no person shall park a vehicle at any time on any highway or parts thereof named or described in Column 1 of Schedule “3” to this By-law, from the location in Column 2 to the location identified in Column 3, on the side or sides of the highway set out in Column 4 of said Schedule.

(4) No Parking for Restricted Times

Where authorized signs to that effect are on display, no person shall park a vehicle on any highway or parts thereof named or described in Column 1 of Schedule “4” to this By-law, from the location identified in Column 2 to the location identified in Column 3 on the side or sides of the highway described in Column 4 during the times or days indicated in Column 5 for a longer period than set out in Column 6 of said Schedule.

(5) Emergency Prohibition of Parking

(a) Prohibited Parking and Procedure

Notwithstanding anything to the contrary contained herein, the Chief of Police, Fire Chief, Engineer or their designate, during any emergency or special circumstances may,

- (i) prohibit any or all parking on a highway within the area affected by the emergency or special circumstances;
- (ii) authorize the erection of “No Parking” traffic control devices and traffic signals;
- (iii) declare that any vehicle already parked is parked illegally regardless of the time permitted for parking such vehicle under the provisions of this By-law.

³⁸(b) Notification

Where possible, the owner or driver of a vehicle declared to be illegally parked shall be notified by a Police Officer, Auxiliary Officer or By-law Enforcement Officer that such has been prohibited.



Sec 5(5)

(c) Removal

Where,

- (i) the owner or driver so notified to remove the illegally parked vehicle does not do so; or,
- (ii) where the owner or driver cannot immediately be located;

then the said vehicle may be removed and impounded forthwith on order of the Chief of Police, Fire Chief or Engineer, and at the owner's expense. All costs and charges for removing, care and storage of any vehicle removed or impounded pursuant to Section 5(5) herein are a lien upon the vehicle which may be enforced in the manner provided by Part III of the Repair and Storage Liens Act, R.S.O. 1990, c. R.25, as amended.

(6) Angle Parking

Angle parking is permitted only on highways or parts thereof named or described in Column 1 of Schedule "5" to this By-law from the location identified in Column 2 to the location identified in Column 3, on the side or sides set out in Column 4, of the said Schedule.

(7) Boulevard Parking

Where authorized signs to that effect are on display, boulevard parking is permitted on any highway or parts thereof named or described in Column 1 of Schedule "6" of this By-law from the location identified in Column 2 to the location identified in Column 3 on the side or sides set out in Column 4 of said Schedule.

(8) Stopping Prohibited(a) Stopping Prohibited

No person shall at any time stop a vehicle in the following places, unless otherwise posted,

- (i) on or within 6 meters of a crosswalk other than at an intersection controlled by a traffic signal;
- (ii) on or within 25 meters of any crosswalk at an intersection controlled by a traffic signal;
- (iii) within 3 metres of a fire hydrant or within 3 metres of the point on the edge of the roadway nearest any fire hydrant;
- (iv) in such a position so as to obstruct any pedestrian passageway;
- (v) adjacent to any median strip or island;
- (vi) on either side of a highway that is divided by a median strip;

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within 15 metres of either side of a signed bus stop, except public transit buses;

- (vii) on or within 100 metres of a bridge, over, under or across which the highway passes;
- (viii) within a school bus loading zone, excepting school buses;
- (ix) on or within 3 metres of a railway crossing;
- ^{39, 40}(xi) within an intersection or within 10 metres of an intersection, except within the intersection named or described in Column 1 of Schedule “7” to this by-law of said schedule;
- (xii) within a signalized intersection or in such a manner as to block the passage of vehicles through a signalized intersection.
- (xiii) within 15 metres of a speed enforcement camera.

(9) No Stopping at Any Time

Where authorized signs to that effect are on display, no person shall at any time stop a vehicle on any highway or parts thereof named or described in Column 1 of Schedule “8” to this By-law from the location identified in Column 2 to the location identified in Column 3 on the side or sides of the highway set out in Column 4 of said Schedule.

(10) No Stopping for Restricted Times

Where authorized signs to that effect are on display, no person shall stop a vehicle on any highway or parts of a highway named or described in Column 1 of Schedule “9” to this By-law from the location identified in Column 2 to the location identified in Column 3 on the side or sides of the highway set out in Column 4 during the times or days set out in Column 5 of said Schedule.

(11) No Stopping Except for Loading or Unloading Merchandise

Where authorized signs to that effect are on display, no person shall stop a vehicle, except for a commercial vehicle which is loading or unloading merchandise, on any highway or parts thereof named or described in Column 1 of Schedule “10” to this By-law from the location identified in Column 2 to the location identified in Column 3 on the side or sides of highway set out in Column 4 during the times or days set out in Column 5 for a period of time set out in Column 6 of said Schedule.

**(12) Taxi Cab Stand**

Where authorized signs stating “Taxi Cab Stand” are on display, no person shall stop a vehicle, other than a taxi cab, on any highway or parts thereof named, or described in Column 1 of Schedule “11” to this By-law from the location identified in

Column 2 to the location identified in Column 3 on the side or sides of highway set out in Column 4, of said Schedule.

(13) Overnight Parking

No person shall park a vehicle on any highway between:

- (i) 2 a.m. to 6 a.m. from November 15 to April 15 on any street south of Dundas Street;
- (ii) 2 a.m. to 6 a.m. at any time, on any street north of Dundas Street.

⁴¹(14) Towing

Vehicles parked in contravention of this by-law and By-law # 1965-10, the use of parking meter, may cause the vehicle to be towed at the owner’s expense.

(15) Disabled Vehicle

Section 5 does not apply to the driver or operator of a vehicle that is so disabled while on a highway that it is impossible to avoid temporarily a contravention of such provisions.

(16) Exemption

This section shall not apply to authorized emergency vehicles or vehicles of a public or private utility, telecom company or, Federal, Provincial, Municipal Department including Halton contractors, Halton Regional Police Services when such vehicle is actually engaged in work being carried out within the highway.

^{42,43}(17) Accessible Parking Spaces

Where authorized signs to that effect are on display, parking spaces on the highways or parts thereof named or described in Column 1 of Schedule “12” to this By-law from the locations identified in Column 2 to the locations identified in Column 3 on the side or sides in Column 4 shall be designated as assessable parking spaces as set out in said schedule.

SECTION 6 – METER PARKING

Details covering the subject of parking meters within the Town of Oakville are not contained within this By-law. For further information on parking meters, please refer to Town of Oakville By-law number 1965-10, as amended.

PART IV – TRAFFIC MOVEMENTS

SECTION 7 – THROUGH HIGHWAYS

(1) Through Highways

- (1) The highways or parts thereof named or described in Column 1 of Schedule “13” to this By-law from the location identified in Column 2 to the location identified in Column 3 of said Schedule are designated “Through Highways except at intersections where traffic signals are installed and are in operation;
- (2) For all highways or parts of highways designated as “Through Highways” in subsection (1) above, stop signs or yield right-of-way signs shall be erected facing approaching traffic on any highway or parts thereof intersecting the “Through Highway”.

SECTION 8 – YIELD SIGNS

Yield signs shall be erected at intersections or locations named or described in Column 1 of Schedule “14” of this By-law, facing the traffic travelling in the direction specified in Column 2 of said schedule, and at roundabouts facing the traffic entering on all approaches.

SECTION 9 – TURNS

(1) Prohibition

⁴⁴(a) U-turns

In addition to the requirements of Section 143 of the Highway Traffic Act, R.S.O. 1990 c.H.8 as amended, where authorized signs to that effect are on display, no person operating a vehicle shall make a U-turn on any highway described in Column 1 of Schedule “15” to this By-law, at the location described in Column 2, from the direction identified in Column 3 of said Schedule;

⁴⁵(b) Prohibited Turns or Through Movements

Where authorized signs to that effect are on display, no person operating a vehicle on any highway or parts thereof named or described in Column 1 of Schedule “16” to this By-law, in the direction indicated in Column 2 shall drive the vehicle in the direction of the prohibited turn or through movement set out in Column 3, at the intersection specified in Column 4 during the time or days set out in Column 5 of said Schedule;

⁴⁶(c) Temporary Signs

The Chief of Police or Engineer may erect, for a temporary period not exceeding 30 days, signs prohibiting turns at any intersection and while such signs are on display, no person operating a vehicle shall turn it in any direction contrary to such signs.

(2) Lane Designation – Multi-Lane Turns

Where authorized signs and markings for each lane are in place to permit multi-lane turns of traffic on the highway described in Column 1 of Schedule “17” to this By-law, vehicles travelling in the direction set out in Column 2 are permitted to turn in the direction set out in Column 3 and onto the highway set out in Column 4 of said Schedule.

^{47,48}**SECTION 10 – ONE WAY STREETS**

Where authorized signs to that effect are on display, no person shall drive a vehicle upon those highways, parts of highways or public places named or described in Column 1 of Schedule “18” to this By-law from the location identified in Column 2 to the location identified in Column 3 of said Schedule are hereby designated for one-way traffic only in the direction set out in Column 4.

SECTION 11 – RESTRICTIVE LANES**(1) Centre Lane Turns**

Where authorized signs to that effect are on display, no person shall operate a vehicle in the centre lane on any highway or parts thereof named or described in Column 1 of Schedule “19” to this By-law from the location identified in Column 2 to the location identified in Column 3 of said Schedule, except for the purpose of turning left.

(2) Designated Turn Lanes

Where authorized signs and markings have been erected over or directly beside the lane of the highway described in Column 1 of Schedule “20” to this By-law, vehicles travelling in the direction set out in Column 2 are only permitted to make a turning movement in the direction(s) set out in Column 3 and onto highway or entrance set out in Column 4 of said Schedule.

^{49,50}**(3) Bicycle Lanes**

Where authorized signs and markings are on display, no person shall operate a motor vehicle (including, without limitation, driving, parking, or stopping a motor vehicle), except for Authorized Emergency Vehicles, vehicles owned or operated by a governmental agency or authorized by permit, upon any designated lane or lanes set aside for the exclusive use of cyclists, on any highway or parts thereof named or described in Column 1 of Schedule “21” to this By-law, from the location



Sec 11(3)

identified in Column 2 to the location identified in Column 3 on the side or sides of the highway set out in Column 4 at all times.

⁵¹SECTION 11A – COMMUNITY SAFETY ZONES

Pursuant to Section 214.1 of the Highway Traffic Act, R.S.O. 1990, c.H.8 as amended, where authorized signs to that effect are on display, the Highways or parts thereof named or described in Column 1 of Schedule “22” to this By-law, from the location identified in Column 2 to the location identified in Column 3 of said Schedule are designated “Community Safety Zones” at all times. Every person who is convicted of an offence pursuant to the Highway Traffic Act is subject to an increased fine as provided by the Act.

PART V – SPEED REGULATIONS

SECTION 12 – RATES OF SPEED

(1) Highways

No person shall drive a motor vehicle at a rate of speed greater than:

- (a) 80 kilometers per hour on a highway not within a city, town, village, police village or built-up area;
- (b) 50 kilometers per hour on a highway within a city, town, village, police village or built-up area.

Notwithstanding the above, where authorized signs are on display, the speed limits upon any highway or parts thereof named or described in Column 1 of Schedule “23” to this By-law from the location identified in Column 2 to the location identified in Column 3 shall be as prescribed in Column 4 of said Schedule.

(2) Public Parks

No person shall drive a vehicle in a public park or exhibition ground at a speed in excess of sixteen (16) kilometers (10 miles) per hour, unless otherwise posted.

(3) Exemption

The speed limits prescribed under this section do not apply to:

- (a) a motor vehicle of a municipal fire department while proceeding to a fire or responding to, but not returning from, a fire alarm or other emergency call; or,
- ⁵²(b) a motor vehicle of emergency medical services while proceeding to a medical emergency or responding to, but not returning from, a medical emergency call; or,
- ⁵³(c) a motor vehicle while used by a person in the lawful performance of their duties as a police officer.

⁵⁴**PART VI – LIMITED LOADS, TRUCK TRAFFIC AND LOADING ZONES**

SECTION 13 – REDUCED LOADS ON HIGHWAYS

(1) Highway Traffic Act

Pursuant to Section 122 of the Highway Traffic Act, R.S.O. 1990, c.H.8, as amended, where authorized signs to that effect are on display, no person shall drive a vehicle with a load in excess of 5,000 kilograms per axle on any highways or parts thereof set out in Column 1 of Schedule “24” to this By-law from the location identified in Column 2 to the location identified in Column 3 of the said schedule.

(2) Bridges

Where a reduced load period is in effect upon any bridge it shall apply only once signs indicating such are on display at each end of the bridge.

⁵⁵**(3) Exemption**

Subsection (1) above does not apply to authorized emergency vehicles, vehicles operated by or on behalf of a Federal, Provincial or Municipal Departments, a vehicle operated by a local board, Board of Education, Ontario Hydro, public or private utility, or a telecom company.

SECTION 14 – TRUCK ROUTE

(1) Prohibition

No person shall park or drive heavy vehicle upon any highway or part thereof, except as permitted by authorized truck route signs on display on any highway described in Column 1 of Schedule “25” to this By-law, from the location identified in Column 2 to the location identified in Column 3 during the time(s) set out in Column 4 of said Schedule.

(2) Exemption

- (a) Subsection 14(1) above does not apply to authorized emergency vehicles, vehicles operated by or on behalf of a Federal, Provincial or Municipal Department, a vehicle operated by a local board, Board of Education, Ontario Hydro, public or private utility, or a telecom company;
- (b) Subsection 14(1) above is of no force and effect unless:
 - (i) At least one highway is described in Column 1 of Schedule “25” and Columns 2 and 3 of said Schedule are completed in conjunction therewith; and,
 - (ii) No Highways are described in Schedule “26” to this By-law.

SECTION 15 – HEAVY VEHICLE

^{56,57}(1) Prohibition

Where authorized signs prohibiting heavy vehicles are on display, no person shall park or drive any heavy vehicle upon any highway or part thereof described in Column 1 of Schedule “26” to this By-law, from the location identified in Column 2, to the location identified in Column 3, during the time(s) set out in Column 4.

(2) Delegation of authority

The Engineer is hereby delegated authority to amend Schedule 26 of this By-law from time to time to add, modify, or remove heavy vehicle restrictions in accordance with this By-law.

^{58,59,60}(3) Exemption

- (a) Subsection 15(1) above does not apply to authorized emergency vehicles, vehicles operated by or on behalf of a Federal, Provincial or Municipal Department, a vehicle operated by a local board, Board of Education, Ontario Hydro, public or private utility, telecom company, a commercial vehicle making a delivery to or a collection from, a bona fide destination which cannot be reached via highway or highways upon which heavy vehicle is not prohibited by this By-law;
- (b) Subsection 15(1) shall not apply to any vehicle supporting the performance of public works by the Town or a local board thereof.

(4) Other Restrictions:

- (a) No person shall park, stop or stand a heavy vehicle on any highway in a residential zone;
- (b) The provisions of subsection 4(a) above do not apply to a heavy vehicle carrying passengers and goods to and from premises which cannot be reached except by way of a highway or portion thereof in a residential zone and do not apply to a commercial motor vehicle which attends at a residential premise within the prohibited area for the purpose of delivery or service and which is parked for a temporary period only;
- (c) No person shall park a heavy vehicle on a highway, within three (3) metres of the point on the edge of the roadway nearest any fire hydrant.

SECTION 16 – SCHOOL BUS LOADING ZONES

In accordance with the provisions of the Highway Traffic Act, R.S.O. 1990, c.H.8 as amended, school bus loading zones are hereby designated on any highway or parts thereof named or described in Column 1 of Schedule “27” to this By-law from the location identified in Column 2 to the location identified in Column 3 on the side or sides of the highways set out in Column 4 for school buses travelling in the direction set out in Column 5 of said Schedule.

Provided that this section shall only become effective once authorized signs to that effect have been posted.

⁶¹PART VII – OFFENCES AND PENALTIES

SECTION 17 – PENALTIES

^{62,63}(1) Penalty

Every person who contravenes any provision of this By-law in respect of stopping, standing or parking a vehicle, upon issuance of a Penalty Notice, is liable to pay to the Town an Administrative Penalty in the amount specified in Schedule “A” of the Town’s Administrative Penalties By-law 2015-071.

⁶⁴(2) Owner Penalties

The owner of any vehicle which is found in contravention of any of the parking, standing or stopping provisions of this By-law is liable to the penalty or penalties provided hereunder for such contravention unless at the time of such contravention the vehicle was in the possession of some person other than the owner without the owner’s consent.

(3) Collection of Fines

The fines imposed for the contravention of this By-law shall belong to the Municipality whose By-law has been contravened.

⁶⁵**PART VIII – APPLICATION AND ADMINISTRATION**

SECTION 18 – ENFORCEMENT AND AUTHORITY

(1) Enforcement

This By-Law may be enforced by Police Officers and By-Law Enforcement Officers.

^{66,67}**(2) Authority to Install Traffic Control Devices and Traffic Signals**

- (a) The Director is hereby authorized to place, erect and maintain such authorized signs as may be necessary to give effect to the provisions of this By-law or which are authorized by the Schedule to this By-law;
- (b) The Director is further authorized for a temporary period not exceeding 120 days to place, erect and maintain such authorized signs as are not otherwise authorized by this By-law, but are required for safety reasons.

(3) Unauthorized Signs

Unless otherwise permitted, no person shall place, maintain, or display upon or in view of any highway any sign, signal, marking or device which purports to be or is an imitation of or resembles any traffic control device or traffic signal.

SECTION 20 – SHORT TITLE

This By-law may be cited as the – “Traffic By-law 1984-1”.

SECTION 21 – BY-LAW IN FORCE

This By-law shall come into force and effect upon its enactment by Council; however, no individual provision shall be deemed to be in effect until such time as the applicable authorized sign, if required, has been duly erected and is clearly displayed.



References:

¹ [2007-152; Sept 2007](#)
² [2007-152; Sept 2007](#)
³ [2007-152; Sept. 2007;](#)
⁴ [1989-84; May 1989](#)
⁵ [2007-152; Sept 2007](#)
⁶ [1997-140; Aug. 1997](#)
⁷ [1999-261; Dec. 1999](#)
⁸ [2007-152; Sept. 2007](#)
⁹ [2007-152; Sept. 2007](#)
¹⁰ [2007-152; Sept. 2007;](#)
¹¹ [2019-113; Nov. 2019](#)
¹² [2007-152; Sept. 2007](#)
¹³ [2007-152; Sept. 2007](#)
¹⁴ [2020-104; Oct. 2020](#)
¹⁵ [2017-083; Sept 2017](#)
¹⁶ [2007-152; Sept. 2007](#)
¹⁷ [2007-152; Sept. 2007](#)
¹⁸ [2007-152; Sept. 2007](#)
¹⁹ [2009-137; Sept. 2009](#)
²⁰ [2007-152; Sept. 2007](#)
²¹ [2007-152; Sept. 2007](#)
²² [2019-113; Nov. 2019](#)
²³ [2007-152; Sept. 2007](#)
²⁴ [2007-152; Sept. 2007](#)
²⁵ [2007-152; Sept. 2007](#)
²⁶ [2007-152; Sept. 2007](#)
²⁷ [2009-137; Oct. 2009](#)
²⁸ [2007-152; Sept. 2007](#)
²⁹ [2007-152; Sept. 2007](#)
³⁰ [2005-207; Dec. 2005](#)
³¹ [2015-096; Oct. 2015](#)
³² [2010-033; March 2010](#)
³³ [2015-096; Oct 2015](#)
³⁴ [2015-096; Oct 2015](#)
³⁵ [2015-096; Oct 2015](#)
³⁶ [2025-073; June 2025](#)
³⁷ [1989-219; Sept. 1989](#)
³⁸ [1985-201; July 1985](#)
³⁹ [2007-152; Sept. 2007](#)
⁴⁰ [2016-064; Sept. 2016](#)
⁴¹ [1985-201; July 1985](#)
⁴² [2005-207; Dec. 2005](#)
⁴³ [2015-096; Oct. 2015](#)
⁴⁴ [1985-201; July 1985](#)
⁴⁵ [1994-077; May 1994](#)
⁴⁶ [2018-030; April 2018](#)
⁴⁷ [1985-201; July 1985](#)
⁴⁸ [1999-077; April 1999](#)
⁴⁹ [2007-152; Sept. 2007](#)
⁵⁰ [2009-137; October 2009](#)
⁵¹ [1999-077; April 1999](#)
⁵² [2018-030; April 2018](#)
⁵³ [2007-152; Sept. 2007](#)
⁵⁴ [1985-201; July 1985](#)
⁵⁵ [2007-152; Sept. 2007](#)
⁵⁶ [1985-201; July 1985](#)
⁵⁷ [1997-140; Aug. 1997](#)
⁵⁸ [2007-152; Sept. 2007](#)
⁵⁹ [1999-261; Dec. 1999](#)
⁶⁰ [1985-201; July 1985](#)
⁶¹ [1985-201; July 1985](#)
⁶² [1989-104; May 1989](#)
⁶³ [1999-132; Aug 1999](#)
⁶⁴ [1985-201; July 1985](#)
⁶⁵ [1985-201; July 1985](#)
⁶⁶ [1985-201; July 1985](#)
⁶⁷ [2013-078; Oct. 2013](#)



MEMO

TO : Dragana Crkvenjas, Project Manager

COPY TO : Muhammad Imran, M.Eng., P.Eng.

FROM : Stephen Erwin, P.Eng.
Meera Shakeel, P.Eng.

DATE : April 5, 2025

SUBJECT : Oakville Traffic By-Law Review and Update – Final Report

The Town of Oakville (the Town) retained CIMA+ to undertake a review and update of Oakville's Traffic By-law (1984-001). Since its last major review, Oakville has issued many additional amending by-laws modifying the original 1984 Traffic by-law. (1984-001). In addition, industry terminology has continued to evolve including updates and revisions to the *Highway Traffic Act*, R.S.O. 1990, c. H.8. as amended. This has resulted in several aspects of the Oakville's Traffic by-law containing incorrect references, outdated schedules, and outdated language.

In response to Town's request, CIMA+ has reviewed and updated Oakville's Traffic by-law and its associated schedules including a detailed best practices review of specific items identified by the Town and a detailed field-verification exercise to verify the signage in the field complies/aligns with the entries in the by-law schedules.

The Town identified the following specific issues for this work:

1. Correct any redundant items, references to schedules and ensure consistent formatting throughout the by-law;
2. Consistent references to any amending by-laws within the by-law text and schedules;
3. Consistent formatting of related schedules;
4. Remove, modify or add schedules to the by-law;
5. Delegation of authority to the Director, Transportation and Engineering to temporarily modify or establish truck routes to facilitate detours associated with capital projects;
6. Correct outdated terminology to ensure consistency with Highway Traffic Act (HTA) and Public Transportation and Highway Improvement Act (PTHIA);
7. Treatment of sports on municipal roads;

8. Treatment of U-Turns in front of Schools;
9. Connecting links; and
10. Micro-mobility.

This memorandum provides a summary of how the specific issues identified by Oakville and have been addressed in the updated by-law text and schedules.

1. Correct any redundant items, references to schedules and remove, modify or add schedules to the by-law as needed

Under this item, the entire by-law text document was reviewed to identify the total number of schedules and how they were referenced and named within the by-law text.

The review identified inconsistent numbering and references to the schedules document For example: *Part II – General, Section 4 – General Regulations, Subsection (4)(e) Sidewalks* referred to Schedule 28. However, Schedule 28 in the Schedules Document was related to Section (17)(1) – Hours Or Days for Voluntary Payment. This indicated an incorrect reference to Schedule 28 in the text.

The review also identified that the schedules were not referenced in a chronological order within the by-law text. For example, *Section 4(4) – General Restrictions – Bicycles* appeared first in the by-law text. As such, Schedule 1 should have been associated bicycle restriction zones. However, Schedule 1 originally was for no parking restrictions at anytime. As such, the schedule numbers and names were reviewed and arranged in chronological order. Refer to Table 1 below for a summary of how the schedules were originally named and numbered as well as how they now appear in the updated by-law text and schedules.

There were some schedules which did not include any entries and referred to another document / by-law. These schedules were removed and any references to the documents were made within the by-law text. For example: *Part III – Parking and Stopping, Section 6 – Meter Parking, Subsection (1) Location* referred to Schedule 11. However, Schedule 11 in the Schedules Document further referred to By-law 1965-10 for details regarding parking meters within the Town of Oakville. As such, the references were updated to refer to By-law 1965-10 instead of the Schedule 11 in the by-law text to avoid any confusion and Schedule 11 was deleted.

Additionally, some schedules were removed, and some were merged upon discussion and final approval from the Town (refer to Table 1 below).

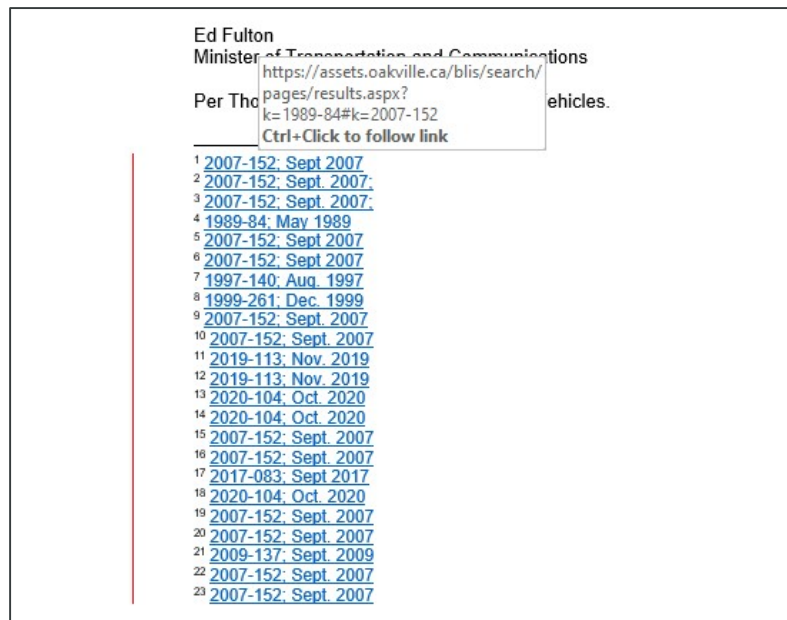
Table 1: Schedules Numbering and Naming

Schedules (as originally numbered and names)	Schedules (as updated)
Schedule 28 Hours Or Days For Voluntary Payment	Schedule 1 Sidewalk Bicycle Restriction Zones
Schedule 30 No Parking Of Commercial Motor Vehicles	Schedule 2 No Parking Of Commercial Motor Vehicles
Schedule 1 No Parking At Anytime – Signs On Display	Schedule 3 No Parking At Anytime
Schedule 3 No Parking For Restricted Times – Signs On Display	Schedule 4 No Parking For Restricted Times
Schedule 4 Angle Parking - Signs On Display	Schedule 5 Angle Parking
Schedule 5 Boulevard Parking - Signs On Display	Schedule 6 Boulevard Parking
Schedule 33 Stopping Within An Intersection	Schedule 7 Stopping Within An Intersection
Schedule 6 No Stopping At Anytime – Signs On Display	Schedule 8 No Stopping At Anytime
Schedule 7 No Stopping For Restricted Times – Signs On Display	Schedule 9 No Stopping For Restricted Times
Schedule 8 Loading Zones - Signs On Display	Schedule 10 Loading Zones
Schedule 9 Taxi Cab Stand	Schedule 11 Taxi Cab Stand
Schedule 32 Accessible Parking Spaces – Signs On Display	Schedule 12 Accessible Parking Spaces
Schedule 12 Through Highways	Schedule 13 Through Highways
Schedule 15 Intersections - Yield Signs	Schedule 14 Yield Signs
Schedule 16 U-Turns - Signs On Display	Schedule 15 U-Turns
Schedule 18 Prohibited Turns Or Through Movements - Signs On Display	Schedule 16 Prohibited Turns Or Through Movements
Schedule 19 Multi-Lane Turns - Signs Etc. On Display	Schedule 17 Multi-Lane Turns
Schedule 20 One-Way Streets - Signs On Display	Schedule 18 One-Way Streets

Schedules (as originally numbered and names)	Schedules (as updated)
Schedule 21 Centre Lane Turns - Signs On Display	Schedule 19 Centre Lane Turns
Schedule 22a Designated Lanes	Schedule 20 Designated Lanes
Schedule 22b Cycle Lanes – Signs, Etc. On Display	Schedule 21 Bicycle Lanes
Schedule 31 Community Safety Zones - Signs On Display	Schedule 22 Community Safety Zones
Schedule 23 Rates Of Speed - Signs On Display	Schedule 23 Rates Of Speed
Schedule 24 Reduced Loads On Highways - Signs On Display	Schedule 24 Reduced Loads On Highways
Schedule 25 Truck Route	Schedule 25 Truck Route
Schedule 26 Heavy Traffic Prohibited – Signs On Display	Schedule 26 Heavy Traffic Prohibited
Schedule 27 School Bus Loading Zone	Schedule 27 School Bus Loading Zone
Schedule 2 Extended Parking Time Beyond 3 Hours	Removed
Schedule 10 Overnight Parking	Removed
Schedule 11 Meter Parking	Removed
Schedule 13 Intersections – Stop Signs	Merged With Previously Named Schedule 12 - Through Highways (Now Schedule 11)
Schedule 14 Through Highways – Yield Signs	None Were Confirmed For This Schedule
Schedule 17 Do Not Enter	Merged With Previously Named Schedule 20 One-Way Streets (Now Schedule 16)
Schedule 29	Did not exist

2. Consistent referencing of modifying by-laws within the text

Amending by-laws were originally listed at the end of each page within the by-law text and schedules. During the first round of revisions, references to amending by-laws within the by-law text as well as the schedules were made using “**End-Notes**” (see image below). Hyperlinks were used to direct the reader to the referenced amending by-law, available at the Town’s website.



Upon further direction from the Town, the references to amending by-laws within the schedules were added next to the entries which were amended by that particular amending by-law, in a separate column (see image below).

Highway	Location From	Location To	Amending By-Law
Alfred Hughes Avenue	Easterly Side of Robert Brown Boulevard	Westerly Side of Trailside Drive	
Alison Crescent	Southerly Side of Nautical Boulevard (Westerly Intersection)	Southerly Side of Nautical Boulevard (Eastern Intersection)	
All Saints Crescent	Easterly Side of Charnwood Drive	Easterly Side of Elmhurst Avenue	1987-100
Allan Street	Lake Ontario	Southerly Side of Lakeshore Road East	1985-201
Allan Street	Northerly Side of Lakeshore Road East	Southerly Side of Randall Street	1985-201
Allan Street	Northerly Side of Randall Street	Southerly Side of Sumner Avenue	1985-201
Allan Street	Northerly Side of Sumner Avenue	Southerly Side of Macdonald Road	1985-201
Allan Street	Northerly Side of Macdonald Road	Southerly Side of Maple Avenue	1995-136, 1994-201, 1985-201
Allan Street	Northerly Side of Maple Avenue	Southerly Side of Cornwall Road	1995-136, 1994-201, 1985-201
Alscot Crescent	Westerly Side of Wedgewood Drive (Northern Intersection)	Westerly Side of Wedgewood Drive (Southern Intersection)	
Alstep Way	Easterly Side of Grand Oak Trail	Westerly Side of Quetico Crescent	

3. Consistent formatting of schedules

In the original version of the by-law, all schedules were combined in a single word document which made it difficult to easily navigable through the document as individual schedule headings were not identified in the navigations tab. There were several other formatting issues including:

- Inconsistent page numbering
- Information was not properly organized in tables/columns
- Schedules heading did not match with the by-law text document.

As such, a separate document was produced for each schedule with all of the above-mentioned formatting issues addressed it in.

4. Remove, modify or add schedules to the by-law;

As mentioned under Item 1, schedules were removed, added, merged, or modified as required, upon discussion and final approval from the Town. Refer to Table 1 above for a complete list of schedules as they appear now in the updated version.

5. Delegation of authority to the Director, Transportation and Engineering to temporarily modify or establish truck routes to facilitate detours associated with capital projects

The current traffic by-law has two individual sections (Section 14 – Truck Routes and Section 15 – Heavy Traffic) that deal with truck movements on municipal roads. However, the by-law text only allows one section to be in effect at a time.

Section 14 adopts “Permissive Approach” to truck traffic i.e., trucks can go only on highways with authorized truck route signs, identified in Schedule 25. Section 15, on the other hand, adopts a “Restrictive Approach” i.e., trucks cannot drive on highways with authorized prohibition signs on display, as identified in Schedule 26.

Section 14 is only enforced when there are no highways identified in Schedule 26. Currently, there are several highways identified in Schedule 26 where truck movements are not allowed. Hence, Section 14 is not enforceable at this time. As such, the Town currently has “Restrictive Approach” for heavy traffic on municipal roads, i.e., prohibited highways are signed.

A review of the by-laws of selected municipalities indicated that only Hamilton has a Permissive Approach to manage truck traffic.

The Town completed a Goods Movement Study in 2016. The report recommendations relevant to this work include:

- Further restrictions should be avoided;
- Review truck route signs and ensure consistency with neighbouring municipalities.

It was noted that too many restrictions could affect goods movement within the Town. As such, it was agreed to keep the current “Restrictive Approach”.

In addition, subsection 15(2) has now been added to give Director the authority to temporarily modify or establish truck routes restrictions.

6. Correct outdated terminology to ensure consistency with Highway Traffic Act (HTA) and Public Transportation and Highway Improvement Act (PTHIA)

Definitions in the by-law text were checked against HTA and PTHIA for consistency. Definitions in the by-law text were updated to match the HTA/PTHIA terminology. Some new definitions (e.g., road-building machine, motor cycle, motor-assisted bicycle, bridges) which did not exist in the current by-law were also added.

In addition, there were some incorrect references to the HTA (see few examples listed below) which have now been updated.

- *Part IV – Traffic Movements, Section 9 – Turns, Subsection (1)(a) U-Turns* referred to Section 123 of the Highway Act. This reference is incorrect – it should be 143 for the U-turn prohibition that applies to all roads under specific conditions (generally poor sight lines).
- *Part IV – Traffic Movements, Section 11A – Community Safety Zones* referred to *Section 214 of the HTA*. This reference is incorrect – it should be 214.1 which allows the council of a municipality to designate a part of a highway under its jurisdiction as a community safety zone if, in the council's opinion, public safety is of special concern on that part of the highway.
- *Part VI – Limited Loads, Truck Traffic and Loading Zones, Section 13 – Reduced Loads on Highways, Subsection (1)* referred to Sections 104a and 104b of the HTA. This reference is incorrect – it should be Section 122 for the Reduced load periods.

7. Treatment of sports on municipal roads

The Town, currently, does not permit sports on municipal road. The wording in the by-law is as follows:

Section (4)(2)(c): No person shall play or take part in any game or sport upon a highway.

As per further direction from the Town, this will be updated by the Town in the future.

8. Treatment of U-Turns in front of schools

The current guidance related to U-turn prohibitions is as follows:

Section (9)(1)(a):

In addition to the requirements of Section 123 of the Highway Traffic Act, R.S.O. 1980 c. 198 as amended, where authorized signs to that effect are on display, no person operating a vehicle shall make a U-turn on any highway described in Column 1 of Schedule "16" to this By-law from the direction identified in Column 2 of said Schedule.

Schedule 16 (old) identified a set of roads with a prohibition of a U-turn in both directions. It may or may not include the roads that schools are on, but if it does the prohibition

would cover the full road as the schedule does not have provision for a ‘from-to’ type description.

As per discussion with the Town, Schedule 16 (now Schedule 15) has been updated to include exact locations (intersections) where U-Turns are prohibited instead of just identifying the full lengths of highways as it was originally done. The exact locations where signs were identified on the field through the field verification exercise have been added to the schedule.

9. Connecting links

A review of the Ministry of Transportation (MTO) Connecting Links Program 2022-23 Guide (September 2021) indicated that there are no connecting links within the Town of Oakville. To further confirm this finding, CIMA+ had reached out to the MTO Central Region connecting links contact (Phil Iannacito) to confirm that no connecting links exists within Oakville.

Upon discussion with the Town, it was determined that any references to connecting links within the by-law text as well the schedules should be removed. As such, all reference have now been removed.

10. Micro-mobility

This item will be addressed at a later stage at the time of the completion of the Oakville Active Transportation Plan. CIMA+ has completed a review of the current available guidance related to micromobility (see below).

What is micromobility? What is and what isn’t allowed on the sidewalk / MUP? What does the Highway Traffic Act say?

There is no official definition in Canada but “micromobility” is generally a term to describe small, lightweight electrically-powered or electrically-assisted vehicles. A useful threshold is to include all small vehicles that fall outside of the jurisdiction of the Canadian Motor Vehicle Safety Regulations (typically with maximum speed <32 km/h, power <500 W). Despite the above, in some cases the term “micromobility” is intended to also include non-electric vehicles such as conventional bicycles.

Power-Assisted Bicycles vs. Motor-Assisted Bicycles vs. E-Bikes:

Power-Assisted Bicycles and Motor-Assisted Bicycles are very similar with main difference being the maximum speed each vehicle can attained. Power-Assisted Bicycles can attain a maximum of 32 km/hr where as Motor-Assisted Bicycles can go up to 50 km/hr.

Power-Assisted bicycles are treated as normal bikes and are covered in the definition of ‘Bicycles’ and are often referred to as “E-Bikes”.

The most popular forms of micromobility vehicles:

e-bikes – On November 19, 2024, Ontario Bill 197* came into effect, removing all references to e-bikes (“power-assisted bicycles”) from the HTA. Previously, e-bikes were included as part of the definition of a “bicycle” and were thus classified as “vehicles” rather than “motor vehicles”. Our understanding is that the Province plans to move micromobility-related definitions into a separate regulation, though to our knowledge that has not yet happened. Until e-bike regulations are re-introduced, the legal status of e-bikes in Ontario is ambiguous.

The Province of Ontario is currently undertaking a pilot program from March 2021 to March 2026 to create an additional vehicle category of ‘cargo power-assisted bicycle’ that partially overlaps with the former ‘power-assisted bicycle’ (PAB) class. Compared to the conventional PAB class, Cargo PABs can have a higher power output (1000 W vs 500 W and a higher weight (no weight limit, vs 120 kg). Cargo PABs are distinguished by a minimum weight of 55 kg and the presence of a platform, basket or container for carrying cargo, parcels or goods (Pilot Project Cargo Power Assisted Bicycles, 2021). As a result, cargo e-bikes between 55 and 120 kg with a power output under 500 W can be categorized as both PAB classes. However, whereas conventional PABs were permitted as-of-right on public roads in Ontario (until 2024), Cargo PABs are only road-legal in municipalities where a bylaw has been created specifically to permit them.

The maximum permitted speed at which any e-bike in Ontario may receive electrical assistance is 32 km/h. Ideally the maximum speed for unlicensed/uninsured e-bikes would have been set at 25 km/h or lower (as is the case in BC for ‘light e-bikes’, as well as nearly the entire world outside of Canada and the US), but there’s no practical way to implement that at the Regional level.

* <https://www.ola.org/en/legislative-business/bills/parliament-43/session-1/bill-197>

e-scooters –These are only legal in Ontario as part of a provincial pilot if municipalities choose to participate.

To date none of the local municipalities in Halton Region have participated although Burlington did produce a white paper as part of their Active Transportation plan that recommended participating.

The maximum permitted speed for an e-scooter in Ontario is 24 km/h. This is comparable to the speed of a conventional bicycle so the municipalities’ positions on e-scooters have little to no effect on the design of transportation facilities. If e-scooters

are permitted in municipalities, they would be permitted in all locations where conventional bicycles are permitted (ideally on multi-use paths but not sidewalks).

e-skateboards and self-balancing devices - These are not road-legal in Ontario (including on sidewalks), though they are legal in Québec subject to.

Shared micromobility - Refers to micromobility vehicle-share systems (e.g. e-scooter-share, e-bikeshare), but the term is sometimes used to include all shared small vehicle systems including conventional bikeshare systems as well.

Where micromobility devices are permitted?

What is and isn't allowed on the sidewalk is mostly the responsibility of municipalities through their bylaws. Most municipalities don't allow bikes on sidewalks but have exceptions for children to ride on sidewalks. MUPs, of course, allow bicycles – including e-bikes as long as they meet the definitions. Some municipalities restrict e-bikes on certain trails or locations as part of their local by-laws.

Due to the lax provincial regulations, some municipalities have created detailed regulations for micromobility, including subdividing vehicle classes for municipal bylaw purposes. One such example is Toronto, which divides e-bikes into sub-classes based on weight (more or less than 40 kg), and ability to provide assistance when not pedalling.

The changes and language discussed in this memorandum have been reflected in the revised Bylaw and Schedules which have been provided to the Town of Oakville in editable form to facilitate continued efforts by the Town to keep them current.

Appendix D – List of New Schedules

Schedule 1 **SIDEWALK BICYCLE RESTRICTION ZONES**

Schedule 2 **NO PARKING OF COMMERCIAL MOTOR VEHICLES**

Schedule 3 **NO PARKING AT ANYTIME**

Schedule 4 **NO PARKING FOR RESTRICTED TIMES**

Schedule 5 **ANGLE PARKING**

Schedule 6 **BOULEVARD PARKING**

Schedule 7 **STOPPING WITHIN AN INTERSECTION**

Schedule 8 **NO STOPPING AT ANYTIME**

Schedule 9 **NO STOPPING FOR RESTRICTED TIMES**

Schedule 10 **LOADING ZONES**

Schedule 11 **TAXI CAB STANDS**

Schedule 12 **ACCESIBLE PARKING SPACES**

Schedule 13 **THROUGH HIGHWAYS**

Schedule 14 **YIELD SIGNS**

Schedule 15 **U-TURNS**

Schedule 16 **PROHIBITED TURNS OR THROUGH MOVEMENTS**

Schedule 17 **MULTI-LANE TURNS**

Schedule 18 **ONE-WAY STREETS**

Schedule 19 **CENTRE LANE TURNS**

Schedule 20 **DESIGNATED LANES**

Schedule 21 **BICYCLE LANES**

Schedule 22 **COMMUNITY SAFETY ZONES**

Schedule 23 **RATES OF SPEED**

Schedule 24 **REDUCED LOADS ON HIGHWAYS**

Schedule 25 **TRUCK ROUTES**

Schedule 26 **HEAVY TRAFFIC PROHIBITED**

Schedule 27 **SCHOOL BUS LOADING ZONE**

REPORT

Council

Meeting Date: July 7, 2025

FROM: Transportation and Engineering Department

DATE: June 24, 2025

SUBJECT: Regulations for Sports Activities and Equipment within the Municipal Right of Way

LOCATION: Town-wide

WARD: Town-wide

Page 1

RECOMMENDATION:

That the regulations for sports activities and equipment in the Municipal Right of Way identified in this report be passed.

KEY FACTS:

The following are key points for consideration with respect to this report:

- At the September 16, 2024 Council meeting the following resolution was approved, “That the general prohibition be lifted, in a limited fashion to allow identified sports (to be determined) on only specific types of roads and at certain times of day (to be determined) at the participants own risk, through a staff report that further informs Council on best practices in other jurisdictions.”
- To allow an opportunity for Oakville residents to provide input on the regulations to allow sports activities within the MRW, staff conducted a public engagement that included a town-wide online survey, in-person kiosks at community centres, and promotional materials on the Town’s website, social media and libraries. With consideration of the results from the survey, the recommended regulations by staff are included in this report.
- To further inform Council on best practices in other jurisdictions, staff conducted a second jurisdictional scan focused on enforcement practices, complementing the regulation-focused scan from the [September 16, 2024 staff report](#). Findings from the second jurisdictional scan are included in this report.

- The results from the Public Engagement Survey and the Jurisdictional Scan on Enforcement Practices are included in this report as Appendix A and Appendix B, respectively.

BACKGROUND:

At the September 16, 2024 Council meeting, staff recommended that “the playing of sports activities and equipment on Town roads continue to be prohibited per Traffic By-law 1984-1 and Municipal Right of Way By-law 2009-072.” However, two alternatives were proposed if Council chose to lift the general ban:

1. Lift the general prohibition in a limited fashion to allow sports activities with some general guidance.
2. Lift the general prohibition in a limited fashion to allow sports activities on only specific types of roads and at certain times of day.

As noted above, Council resolved to proceed with a limited lifting of the ban, pending further information on best practices from other jurisdictions.

Public Engagement Survey

To involve residents in shaping the regulations, staff conducted a town-wide online survey from March 17 to April 7, 2025. Additionally, in-person kiosks were set up at three community centres during the week of March 24, 2025. Staff from Transportation and Engineering and Municipal Enforcement Services were present to answer questions and promote community participation. Paper copies of the survey were also made available should participants elect to not submit the survey electronically.

Kiosk locations were selected based on wards with the highest volume of sports-related complaints in 2023 and 2024. These included Queen Elizabeth Park Community and Cultural Centre (QEPCCC) in Ward 1 and Sixteen Mile Sports Complex in Ward 7. Sir John Colborne Recreation Centre for Seniors in Ward 2 was included to ensure a balanced demographic.

Promotional materials were posted at public libraries, community centre digital poster boards, the Town’s social media platforms, and letters were distributed to school boards and resident associations. Councillors also received materials for inclusion in their newsletters. The materials included survey information, links and QR codes, and details on kiosk times and locations.

Jurisdictional Scan

The original jurisdictional scan, included in the September 2024 report as [Appendix A – Outdoor Sports Activities By-laws Comparison Table](#), compared by-laws in nearby municipalities. This report expands on that with a second scan, focused on enforcement practices, detailed in Appendix B of this report. Regulations from

municipalities that permit sports activities in their municipal rights-of-way are being used as reference by Oakville staff in the development of Town regulations. Staff reached out to the same eight municipalities in Ontario from the first scan as their practices and regulations are more similar to Oakville's and excluded the two that are in Quebec that were included in the first scan.

COMMENT/OPTIONS:

Survey Results

The survey received 850 responses. Questions were designed to guide the creation of regulations for allowing sports on Town roads. Each question also allowed for additional comments. A summary analysis of the survey results is included in this report as Appendix A.

- **Questions 1 and 2** identified respondents' relationship to Oakville and their postal codes. Only 0.27% were non-residents, a negligible impact.
- **Question 3** asked which sports should be allowed. Ball hockey (674 votes) and basketball (661 votes) received the most support. Soccer (440), badminton (397), and cricket (191) followed. Write-in suggestions included baseball, pickleball, football, and rollerblading. About 9% opposed permitting any sports.
- **Question 4** gauged general support. 84% of respondents were either supportive or somewhat supportive of allowing sports on roads.
- **Question 5** asked about preferred times for sports activities. The most popular option (328 votes) was 9 a.m. to 9 p.m. from May to October and 9 a.m. to 5 p.m. from November to April. About 15% proposed alternatives, while 3% supported unrestricted play.
- **Question 6** sought feedback on perceived benefits. Between 70% and 89% agreed with the listed benefits. 9% reiterated opposition.
- **Question 7** addressed concerns. Child safety was the top concern (81%). About 8% expressed no concerns in allowing sports activities on Town roads.
- **Question 8** provided space for additional comments. Some suggested implementing traffic calming where sports are allowed. 3% argued for no regulation, preferring discretion. Most comments echoed earlier answers.

Jurisdictional Scan

Most municipalities contacted in 2025 reported no major policy changes from the 2023 scan. Among the eight contacted:

- Hamilton, Toronto, and Ottawa allow sports activities.
- Milton, Burlington, and Mississauga do not allow sports activities.

- Halton Hills and Kingston neither expressly allow nor prohibit them.

Enforcement in all municipalities is typically complaint-driven and educational. Challenges include:

- Balancing recreation with safety (Kingston).
- Public misunderstanding of enforcement limits (Halton Hills).
- Equipment issues, e.g., identifying ownership or dealing with heavy installations (Toronto and Ottawa).

No charges were laid in 2024; municipalities reported high compliance rates, often due to discretionary enforcement.

Review of Other Municipalities' Staff Reports and Council Resolutions

In addition to reaching out to the municipalities with a questionnaire, Oakville staff also reviewed the staff reports in this topic from those municipalities.

- **Toronto** ([May 2016](#)): Adopted [By-law 775-2016](#) to allow portable, temporary hockey and basketball nets, limited to boulevard areas, not permitted to be placed in the vehicular or pedestrian travelled portion of the roadway, including sidewalks.
- **Hamilton** ([March 2017](#)): Enacted [By-law 17-040](#) to permit temporary playing of street hockey under specific conditions, such as types of roads, times of day, and no interference with municipal maintenance services. Disputes are referred to the City's Mediation Service Program.
- **Kingston** ([December 2022](#)): Council chose to deregulate by removing specific prohibitions, using general by-laws to address complaints (e.g., noise, traffic obstruction).
- **Mississauga** ([November 2024](#)): Staff proposed Kingston's deregulation model and noted other municipalities taking similar approaches (London, Oshawa, Vaughan). Council resolved to do further review on the by-laws. Prohibition remains in place.

Based on survey data and the jurisdictional scan, the following regulations could be considered to implement Council's resolution:

- **Permitted Sports:** Ball hockey and basketball only, as they received the most public support and are commonly allowed elsewhere. Equipment must be removed when not in use.
- **Permitted Roads:** Local residential roads only, excluding bus routes. Definitions follow the Town's Road Classification Map that will be made available on the Town's website, if approved, and updated as required. Other road types pose higher safety risks.

- **Permitted Hours:** Daylight hours and prohibited from 8 p.m. to 9 a.m. (May to October) and 5 p.m. to 9 a.m. (November to April). These hours generally align with public preference and ensure good visibility. Sunrise/sunset times are discouraged due to enforcement challenges.

A separate report on the update of the Traffic By-law 1984-1 is included in tonight's Council Meeting agenda. The above regulations have been included in the by-law update, should Council wish to pass this report. No changes are proposed to the MRW By-law 2024-002. Violations (e.g., traffic obstruction, service interference) will still be enforced under existing provisions.

Enforcement Approach

Historically, the Town of Oakville has not issued tickets for individuals playing sports on public roadways. Additionally, when minors are involved, Halton Regional Police are the appropriate authority to address violations. The Town has undertaken enforcement actions in instances involving the storage of sports equipment within the MRW, including the removal and/or issuance of penalties.

The proposed amendments aim to establish that the primary approach to enforcement will be education of the safe use of sports equipment. Enforcement will occur when activities take place outside of the designated permissible times. While investigations will continue to be initiated based on public complaints, service requests will be prioritized and addressed in order of safety risk.

By-law enforcement of storage of sports equipment within the MRW by MES would continue to be provided on a reactive basis, where officers may address a single complaint related to the storage of sports equipment, and all equipment within line of sight of the original complaint. Owners would still be directed to remove the sports equipment from the MRW due to safety and/or obstruction concerns.

CONSIDERATIONS:

(A) PUBLIC

The public considerations in this situation are balancing the conflicting interest of those wanting to enable children and others to legally play sports on Town roads/sidewalks versus those wanting to avoid such activities due to nuisance concerns like noise, property damage, interference with traffic movement, and a genuine concern for neighbourhood safety.

(B) FINANCIAL

Municipal Enforcement Services and Roads and Works Operations will monitor impacts to case volume and staff resources and will incorporate personnel needs in future operational budget requests.

If additional claims are received by the municipality for property damage or injury arising out of the restricted lift of the prohibition, then that would be an additional cost to the Town.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

This report has been jointly prepared by Transportation and Engineering, Municipal Enforcement, and Legal, in consultation with Roads and Works.

Traffic By-law update, if required as a result of this report, will be prepared by Transportation and Engineering, in consultation with Legal.

(D) COUNCIL STRATEGIC PRIORITIES

This report addressed the corporate strategic goal for an:
Engaged Community through the provision of provide an effective licensing and enforcement framework to maintain community safety, protection and enjoyment.

(E) CLIMATE CHANGE/ACTION

There is no impact to climate change.

APPENDICES:

Appendix A – Results of Public Engagement Survey on Regulations of Playing Sports on Town Roads

Appendix B – Results of Jurisdictional Scan on Enforcement Practices

Prepared by:

Lily Lei, P.Eng.
Manager – Right of Way Management

Margaret Boswell
Manager – Municipal Enforcement

Recommended by:

Paul Cripps, P.Eng.
Acting Director – Transportation and Engineering

Selena Campbell
Director – Municipal Enforcement

Results of Public Engagement Survey on Regulations for Playing Sports on Town Roads

The Town of Oakville's current [Traffic Control By-law](#) does not allow sports activities in the Municipal Right of Way (MRW) i.e. town-owned streets in neighbourhoods.

On [September 16, 2024](#), Council voted to lift the ban on street sports. The town is now in the process of finalizing guidelines on the type of sports to be allowed, where and when. Council's resolution was, "That the general prohibition be lifted, in a limited fashion to allow identified sports (to be determined) on only specific types of roads and at certain times of day (to be determined) at the participants own risk, through a staff report that further informs Council on best practices in other jurisdictions."

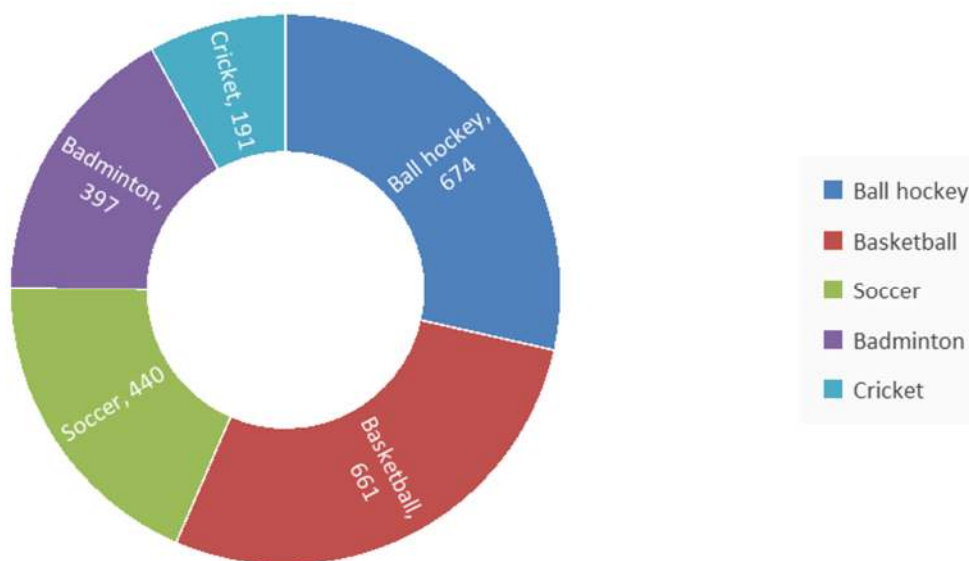
Public engagement was conducted to obtain resident's opinions regarding playing sports on town roads, and was launched with a Community Advisory on March 17, 2025. The public engagement survey was available from March 17, 2025 through April 7, 2025. Three public engagement kiosks were held at town community centres on March 24, 25 and 26, 2025. During the engagement, a total of 850 responses were received. The following is a summary of the engagement results.

Question 1: Please tell us about yourself in relationship to Oakville; and

Question 2: Please enter the first three digits of your postal code

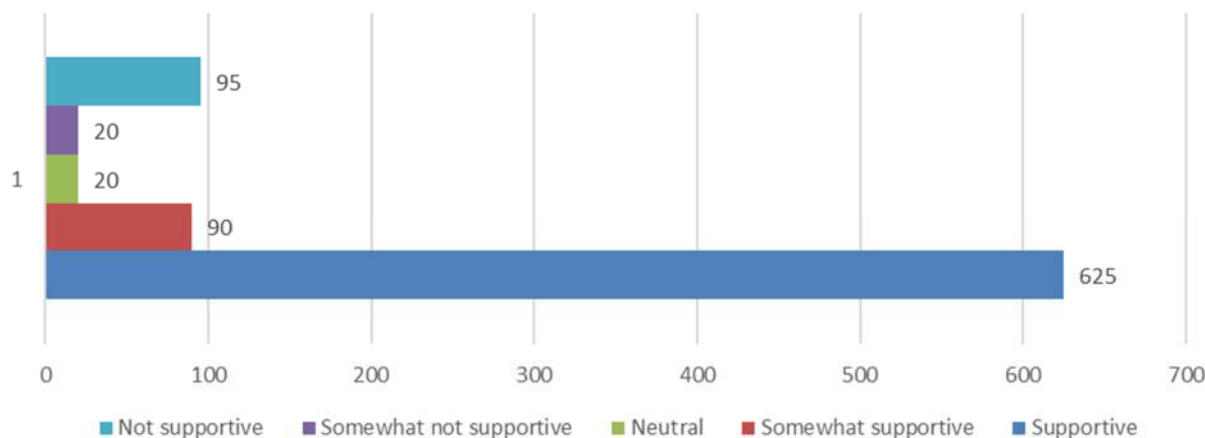
- The majority of respondents identified as a resident, business operator or member of community of Oakville.
- A negligible proportion of respondents, 0.27%, identified as non-residents of Oakville.

Question 3: The Town is considering guidelines for allowing some sports in a limited manner on town streets while balancing safety requirements. Which sport activities should be allowed on Oakville Streets



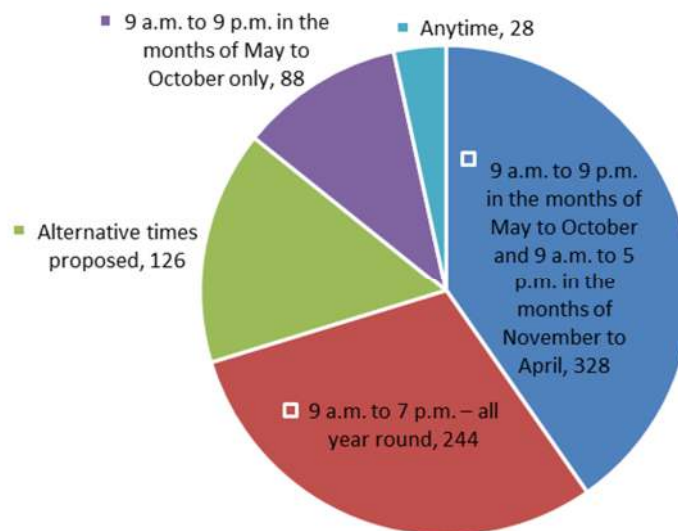
- Respondents suggested the following additional types of sports be allowed to be played on town roads: Baseball, Softball, Catch, Pickleball, Football, Tennis, Skateboarding, Frisbee, Inline Skates/Rollerblades/Roller Skates, Volleyball, Lacrosse, BMX Bicycling, Nerf and Water Guns, Scooters, Field Hockey, Spike Ball, Rugby, and Cross-Country Skiing.
- There were 74 respondents (9% of total responses) that selected none, indicating they do not support allowing playing sports on town roads.

Question 4: How do you feel about town's decision to allow sports activities on neighbourhood streets, with final guidelines still being finalized?



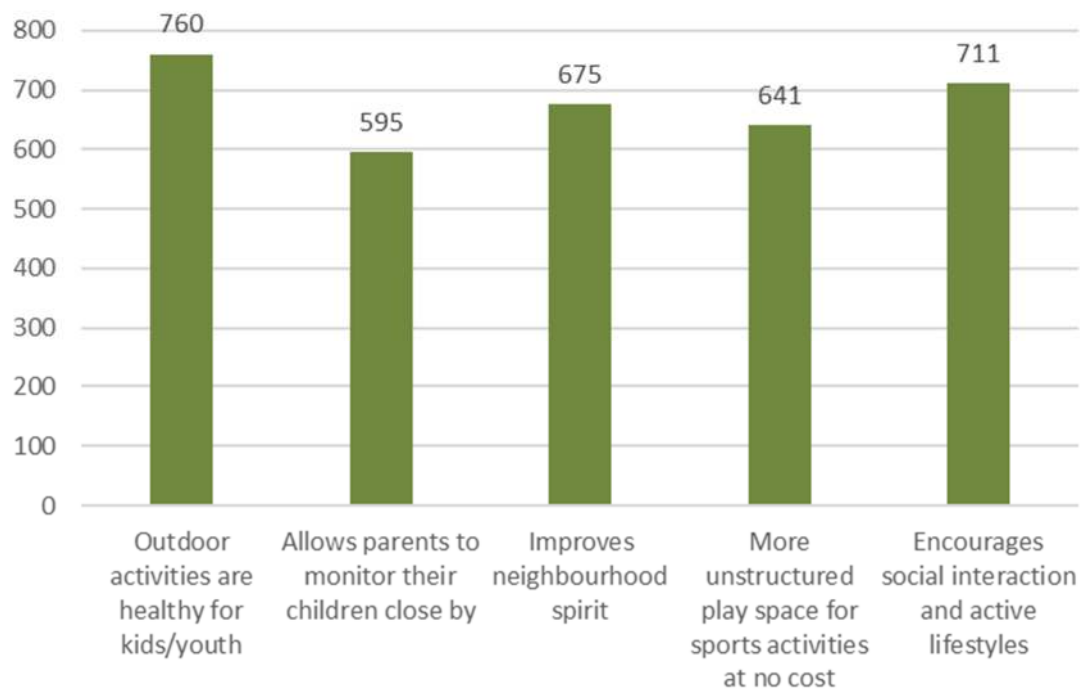
- 84% of respondents are supportive or somewhat supportive of allowing sports activities on town roads. Responses where only “Other” was selected were added to the corresponding choices based on whether the comments were not supportive, neutral or supportive.

Question 5: What time of the day would be feasible for allowing sports on streets?



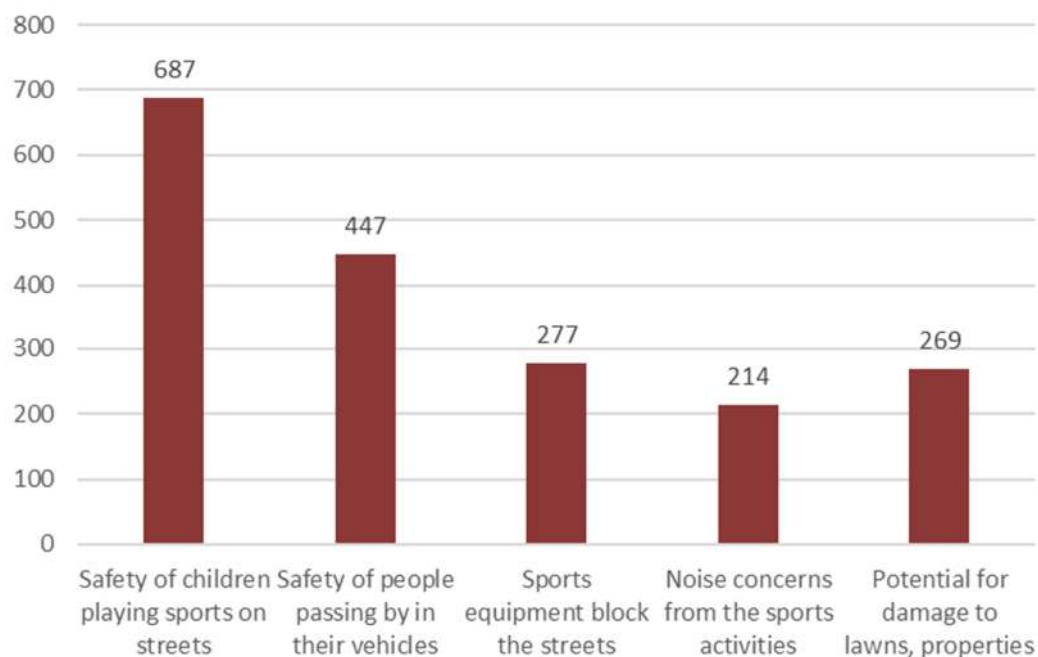
- There were 76 respondents (9% of total responses) that selected “Other” whose comments indicated they do not support allowing playing sports on town roads.

Question 6: Which of these do you agree with as benefits to be considered in establishing the guidelines?



- There were 75 respondents (9% of total responses) that selected “Other” whose comments indicated they do not support allowing playing sports on town roads.

Question 7: Which of these do you agree with as concerns to be considered in establishing the guidelines?



- There were 67 respondents (8% of total responses) that selected “Other” whose comments indicated they do not have any concerns allowing playing sports on town roads.

Question 8: Do you have any other comments that you would like us to consider?

- Several respondents indicated traffic calming measures should be implemented where playing sports is allowed on town roads. There were 27 respondents (3% of total responses) that indicated the town should not regulate playing sports on town roads. The majority of respondents’ comments were previously reflected in their other question answers.

Results of Jurisdictional Scan on Enforcement Practices

Table 1: Municipalities that Allow Sports Activities in the MRW

Table 1 below identifies the general regulations of each municipality. Details of the regulations can be found in the references and associated by-laws.

	Allow Sports Activities			Do Not Allow Sports Activities			Deregulated Sports Activities	
Municipality	Hamilton	Toronto	Ottawa	Milton	Burlington	Mississauga	Halton Hills	Kingston
Regulations	References / By-laws: <ul style="list-style-type: none">By-law 17-040March 2017 Report Road Type: <ul style="list-style-type: none">Local road (40 km/h or less) Time of Day: <ul style="list-style-type: none">Daylight hours (prohibited 8pm – 9am) Sports Type: <ul style="list-style-type: none">Hockey (portable nets)	References / By-laws: <ul style="list-style-type: none">By-law 775-2016May 2016 Report Road Type: <ul style="list-style-type: none">Local road (40 km/h or less) Time of Day: <ul style="list-style-type: none">Daylight hours (prohibited 8pm – 9am) Sports Type: <ul style="list-style-type: none">Hockey and basketball	References / By-laws: <ul style="list-style-type: none">By-law 2017-301 and By-law 2003-498 Road Type: <ul style="list-style-type: none">Where the free flow of traffic is not impeded. Time of Day: <ul style="list-style-type: none">Not specified Sports Type: <ul style="list-style-type: none">Ball Hockey	References / By-laws: <ul style="list-style-type: none">By-law 1984-1	References / By-laws: <ul style="list-style-type: none">By-law 86-2007	References / By-laws: <ul style="list-style-type: none">By-law 0555-2000 and By-law 0357-2010November 2024 Report	References / By-laws: <ul style="list-style-type: none">By-law 2019-0008	References / By-laws: <ul style="list-style-type: none">Bylaw - 2004-190December 2022 Report
What is your municipality's approach?	Reactive - An attempt is made to educate the individual and have the equipment removed from the road when a vehicle approaches and when they are done playing. If they fail to comply with these instructions, an Order to comply (OTC) is issued to the owner of the property under the City of Hamilton Streets By-law for an encumbrance on the road way. If they fall to comply with the OTC a charge would be laid and the item would be removed at the owners expense.	The City of Toronto’s Transportation Services (Permits & Enforcement) is generally complaint based when it comes to bylaw violations. Though, if Transportation Standards Officers observe bylaw violations during their patrols that could pose a public safety hazard, they are expected to address those violations forthwith in order to prevent any incidents from occurring.	Enforcement approach is complaint-driven - Escalating enforcement model is used: verbal warning, by-law infraction notice, notice of violation	No comment received	Reactive - only when a complaints is received, which is when staff will begin to investigate.	Reactive - enforcement approach is based on education.	Reactive - when addressing sporting equipment such as a hockey or basketball net left on the road or road allowance, we would first try to determine ownership of the equipment. Once ownership is confirmed, we would educate first and advise the owner that the equipment may be removed or they may receive a Notice of Violation (NOV)	Enforcement approach is complaints-driven . When there is an obstruction of the MRW, officers provide education and request removal. If non-compliance is continued, orders or fines may be issued.
Do you receive inquiries from Council or the public and if so, how are	Receive complaints from both Council and the public regarding the issue & both educated on the procedure the enforcement takes.	No comment received	No comment received	No comment received	No comment received	Yes, from both Council and residents. Most recently, in June 2023, a Councillor brought forward a motion to amend the by-laws to permit street sports. After discussion by Council, the	Not received by Council often	Addressed by providing information on bylaw provisions and safety concerns

	Allow Sports Activities			Do Not Allow Sports Activities			Deregulated Sports Activities	
Municipality	Hamilton	Toronto	Ottawa	Milton	Burlington	Mississauga	Halton Hills	Kingston
they dealt with?						motion was amended to direct staff to produce a report that reviewed the current by-laws.		
What challenges surrounding enforcement is your municipality experiencing?	No comment received	Identifying the lawful owner of the basketball and/or hockey nets, though these are not significant challenges as Transportation Standards Officers will place/placard a Notice of Violation to the sports equipment and will occasionally do door knocks of neighbouring properties to inquire about the ownership of the equipment. In cases where a basketball and/or hockey net is unclaimed upon the expiration of the Notice of Violation, the equipment is removed by the City’s Road Operations crew and stored at a City Yard for 60 days before being disposed of.	Basketball nets being left overhanging the road because they are weighted down and heavy to move. In some cases, residents have also cemented them in place, which is also prohibited.	No comment received	No comment received	No comment received	At times, complainants are surprised/upset that we don’t enforce the act of the sport on roadways. Often if someone is complaining about the activity on the road/road allowance, there are underlying issues i.e. noise. In some cases where the complainant refuses to reason with the MLEO, the complainant may be referred to contact HRPS if they feel that the activity on the road/road allowance is hazardous or poses a threat to safety.	Primary challenges include balancing community recreational interests with safety & accessibility needs.
Do you issue orders to cease activities to remove sports equipment? Under which by-law(s)?	Yes - Streets By-law	Yes - Chapter 743 (Use of Streets and Sidewalks)	Yes - Traffic and Parking By-law No. 2017-301 & Use and Care of Roads By-law No. 2003-498	Yes – By-law 1984-1	Yes - Traffic By-law	Yes - Traffic By-law 0555-2000 & Highway Obstruction By-law 0357-2010	Yes - Highway Obstruction and Encumbrance By-law 2019-0008 Section 2(d)	Yes - Streets By-law
How many orders were issued in 2024?	10	251 public complaints & 169 notices of volation	174 complaints; 32 violations	No comment received	64 first notices & 22 second notices	26 Notices of Contraventions (NOC)	5 - out of the 5, two were given Notices of Violations (NOV)	5
How many charges were issued in 2024? (AMP or POA)	0	0	No comment received	No comment received	0	0	0	0

	Allow Sports Activities			Do Not Allow Sports Activities			Deregulated Sports Activities	
Municipality	Hamilton	Toronto	Ottawa	Milton	Burlington	Mississauga	Halton Hills	Kingston
How successful is your municipality in obtaining compliance on the prohibition of sports activities and/or equipment being utilized or stored on the municipal right of way?	100% compliance rate - last year, there were no charges and no items removed	Of the 169 Notices of Violation issued, the City of Toronto did not have to proceed with escalated enforcement as compliance was achieved. In cases of unclaimed basketball and/or hockey nets, the City of Toronto managed to have the sports equipment removed by Transportation Services (Road Operations) and stored at a City Yard for 60 days to give the lawful owner an opportunity to claim the equipment.	Generally, very few complaints per year about people playing road hockey or basketball and not moving aside for traffic. Normally any required enforcement would be by the police under the Highway Traffic Act, but believe that the call volume for this offence is quite low.	No comment received	The 22 follow up notices were sent because the resident did not remove the sports equipment after the first notice. A staff member drives by the notified homes after about a month to determine if the sports equipment has been relocated. If not, the second and sometimes third notice will be issued. After third notice is when we step in and remove the equipment from the road and store it at a city facility. Third notices rarely happen, and we did not issue any last year.	Unclear - there has been few complaints (95 in 2023) which is less than 1% of total requests received but this does not indicate compliance and can be interpreted as acceptance of practice of playing on streets	Quite successful in gaining compliance. Out of the five investigated, 2 were issued notices; four complied with the requirements and the files were closed. One is still actively being investigated by an MLEO. Where voluntary compliance isn’t achieved, we may choose to have the equipment removed and transported to a Public Works facility, ultimately gaining compliance.	High compliance rate with most issues being resolved through education and voluntary cooperation.
Is there a zero-tolerance policy or some leeway?	No comment received	No comment received	No comment received	No comment received	No comment received	Staff use discretion when responding to service requests, given the demographics of individuals who are subjects of the complaints.	Yes - sometimes (in the case of above)	No - Officers provide opportunities for voluntary compliance before proceeding with enforcement actions.

REPORT

Council

Meeting Date: July 7, 2025

FROM: Parks and Open Space Department

DATE: June 24, 2025

SUBJECT: Munn's Creek - Encroachments

LOCATION: Munn's Creek (South of Upper Middle Road)

WARD: Ward 5

Page 1

RECOMMENDATION:

1. That Council approve removal of all encroachments from Town land along Munn's Creek from 1528-1510 Elm Road (inclusive) and a Town fence be installed along the rear of these lots.
2. That staff enter into discussions with the homeowner at 1508 Elm Road to review opportunities to mitigate the encroachment behind this property which if removed will negatively impact the safety and functionality of the property.
3. That staff return to Council with an update report on the resolution of the encroachment at 1508 Elm Road by the 4th quarter 2025.

KEY FACTS:

The following are key points for consideration with respect to this report:

- Parks and Open Space staff have been corresponding with a number of Elm Road residents who have encroached onto Town parkland (Munn's Creek).
- Encroachments include fencing, sheds, landscaping, retaining walls, tarps and a trampoline. In most cases residents have extended private fencing across Town property to the edge of the creek – essentially annexing public lands for private use.
- Many of these encroachments are long standing and, in many cases, the current residents did not install the fences but purchased their home with the fences already in place.
- When encroachments on Town parkland are identified by Parks staff, the homeowner is contacted and requested to remove the encroachments in

accordance with the Parks By-law 2013-013. In almost all cases residents comply within the notice period. Parks staff have always taken the approach to work with the resident rather than immediately issue By-law offense notices. That philosophy has worked effectively in most instances.

- All Elm Road residents with encroachments on Town land were issued notices to remove the encroachments. A reasonable time period was allowed for the removal.
- Subsequent to the notification letter the affected Elm Road residents contacted Parks staff and requested a meeting with staff and their Ward Councillors. The resident's requested additional information regarding the process and asked if they would have an opportunity to approach Town Council on this matter.
- Parks staff have conducted 3 public meetings with the Elm Road residents, regarding this matter, in addition to meeting with individual property owners.
- The residents wish to purchase all or a portion of the encroachment area at the rear of their lots or obtain an encroachment agreement that will allow them to continue use of public land as their private amenity space. The residents requested an approximate appraisal value for the Town owned land if purchase becomes an option. Appraisal values for Town land should not be discussed in a public report but have been included within a separate confidential in camera report that is included in the council addendum agenda.
- Following a comprehensive investigation, review and consultation Parks staff is recommending Council approve the removal of encroachments from 1524-1510 Elm Road (inclusive) and direct staff to enter discussions with the resident at 1508 Elm Road. At that location there is a property line retaining wall that if removed, will impact the safety and functionality of a pool and rear yard for this resident. Additional information on that situation is described in the companion Confidential report on the July 7, 2025 agenda.
- Council approval of this report is requested.

BACKGROUND:

Parks and Open Space staff have been corresponding and meeting with a number of Elm Road residents who have encroached onto Town parkland. The homes with the encroachments are from 1528 – 1508 (inclusive). Private fencing has been installed beyond their rear property lines, in most instances very close to the edge of Munn's Creek. Essentially the residents have extended their backyards through annexing Town parkland adding additional rear yard amenity space. Two (2) residents at 1534 and 1530 Elm Road have installed private fences *inside* the

property line, effectively contributing private property to Town parkland. The area of Munn's Creek discussed within the report is contained within Appendix A.

To verify field observations Parks staff engaged the services of J. H. Gelbloom Surveyors to identify rear property lines of all residences from 1534 - 1508 Elm Road and identify any properties which had encroachments on Town land and extended their rear yard amenity space through fencing. Individual rear property lines were identified through orange flagging tape for both staff and the residents.

Appendix B, attached to this report, is the survey performed by J. H. Gelbloom Surveyors. The solid black line that is continuous represents the property line, and the dotted line represents the private fencing. Each lot was surveyed and inventoried with respect to physical encroachments. Gardens, sheds, trampoline, tarps, walkway, retaining walls, were noted on Town land. On average each encroachment or annexed parcel of Town land extends approximately 25 ft into Town land from the property line. Some are slightly more or less depending on the meander of the creek.

Appendix C attached to this report provides a visual of each lot and encroachments with the approximate property line identified in orange for each lot. Depending on the decision of Council, Parks staff would plan to install a 4 ft vinyl chain link fence on Town property along the solid black line noted on the survey drawing. This fence would demarcate the private/public property line.

Parks By-law 2013-013

In Parks By-law 2013-013 under **Protection of Property** section it states,

8. No person shall, in any Park engage in the following activities, permit or direct someone to engage in the following activities or otherwise use Parkland for the following purposes;

f) cause or permit any encroachment onto Parkland including but not limited to compost piles or compost containers, woodpiles, fences, sheds, or any other buildings

Through this report staff is requesting Council approve the Recommendations noted.

COMMENT/OPTIONS:

The homes along the section of Munn's Creek being discussed in this report were originally built in the early 1970's. At that time creek blocks were not viewed as an opportunity for a recreational facility such as a trail. As a result, there was no top-of-

bank walkway established behind these Elm Road homes for a pedestrian trail, as you would typically find north of Upper Middle Road and a multitude of other subdivisions across the Town. As a result, many of these encroachments have existed for a very long time. It is important to note that many of the residents did not install the encroachment but *inherited* the annexed portion of Town property when they purchased their home. In fact, during the public consultation many residents noted they had no idea they were purchasing a property whereby they would not own the entire fenced yard.

Staff assume most residents did not obtain an OLS Ontario Land Surveyor survey prior to purchase because it would have clearly illustrated the correct property boundaries and alerted the resident that a portion of the fenced rear yard was public land and not private property.

Concern Over Encroachments

Staff are concerned about private encroachments on Town land because they are a violation of the Parks By-law. They can hinder or block the use of public lands for Oakville residents. Left in place they can set a precedent for other residents to encroach or annex public lands for their private use and enjoyment. Some concerns about the Elm Road encroachments include:

- Safety and accessibility to Town land for Emergency Services. With the rear lot fencing extended right to the edge of the creek, it is extremely difficult to walk along the creek.
- Fences can catch or retain woody debris that comes down the creek in a high-volume rain event. This woody debris could cause high water, potential flooding, and erosion along the edge of the creek.
- Access is required to Town land to mitigate liability. Staff recently discovered dangerous trees on Town land along this area of Munn's Creek and had to remove them.
- Access to Town land along the creek allows for easier maintenance of trees and invasive species.

Engineering Review

Due to the age of some encroachments along Elm Road, some that included retaining walls constructed of timber and gabion stones, staff engaged the services of an engineering firm to review all the properties to ensure the elimination of any structures would not negatively impact the structural integrity of backyard structures, the safety of the residents, or negatively impact the functionality of the property. The firm MTE was engaged to review the properties and provide a summary of the encroachment and a recommendation whether the encroachments could be safely removed.

The MTE report is attached to this report as Appendix D. Based on their investigation and review, they recommend the majority of encroachments onto Town property near Munn's Creek from 1528 - 1510 Elm Road can be removed and a fenceline reinstated at property limits. The consultant did note that a portion of the encroachments at 1508 Elm Road need to be maintained as it contains significant structural elements that in MTE's opinion, if removed, will cause significant impact on the safety and functionality of the property.

Munn's Creek Erosion Mitigation Study

The homes 1528-1508 with encroachments onto Town land reside within the Munn's Creek Erosion Study. The study (Upper Middle Road – Culham Street) was completed by the Town in 2020 and approved by Council in June 2020. The study identified solutions for the stabilization and rehabilitation of Munn's Creek. The solutions address the long term sustainability of the creek and considers factors such as creek confinement, habitat function and tableland uses.

Munn's Creek rehabilitation has already been successfully completed along several sections of the creek including the section along Pembroke Road, directly opposite where the 1528-1508 encroachments exist. The rehabilitation of Munn's Creek along the rear of Pembroke residents was completed in 2021. The Elm Road portion of Munn's Creek rehabilitation has been partially designed, and capital funds are available to execute the project. Council's decision on the encroachments will dictate whether the creek rehabilitation will proceed. If Council approves the report recommendations to deny the residents request to retain or acquire the encroached land, the Elm Road portion of the Munn's Creek Mitigation project would proceed in 2026, and a property line chain link fence would be installed in conjunction with the rehabilitation works.

Public Engagement

From the outset of the investigation into the Elm Road encroachments, Parks staff have engaged the residents and Ward 5 Councillors on actions being taken, process, considerations, options, and next steps. Letters have been exchanged, on-site meetings with residents have occurred, and three (3) public meetings have been held, March 2024, September 2024, and May 2025. The individual lot surveys revealed that in 2 cases (1534 and 1530 Elm Road) had rear yard fences installed well inside their property lines. As a result, the Town was encroaching on *their* property in these cases. To correct this situation in late 2023 Parks staff installed a new Town fence (4 foot black vinyl chain link) along the property line at the rear of 1534 and 1530 Elm Road. To ensure the Town has control over the fence in perpetuity it was installed 100 mm onto Town property.

During the public consultation, Parks staff have been steadfast that private encroachments onto Town land are not permitted under the Parks By-law 2013-013 and must be removed. Parkland is obtained for the community and annexation of town land for private use is not acceptable. Throughout the public process, residents have requested how they might be able to retain all or a portion of the encroached lands as private amenity space. Parks staff have advised they cannot grant them public land for their private use. Staff noted there are 3 options that could be submitted by staff to Council for their consideration to resolve the matter.

1. Council approve removal of all encroachments and return the annexed land to publicly accessible town land.
2. Council approves each landowner an encroachment agreement to retain a portion or all of the annexed town lands.
3. Council approve the sale of all or a portion of the encroached lands to each homeowner at fair market value.

If Council were to approve encroachment agreements, there would be costs to each resident as follows; (2025 Council approved rates and fees)

Encroachment Agreement:	\$1,929.00 + HST
Agreement preparation:	\$756.00 + HST
Reference Plan:	\$3,000 (estimated)

If Council were to approve selling all or a portion of each of the annexed parcels, the resident(s) would be required to pay for an appraisal of the property, purchase the property at market value, and pay for the cost of a reference plan.

Summary:

Staff deal with encroachments on to Town parkland on a regular basis. Most are portable in the sense of tables, chairs, trampoline, compost container, illegal dumping, wood piles, etc.

Many of these occur in older areas of Town where no Town fence separates public and private property. The problem of encroachments became such an issue in the 1980's that Council approved a Fencing and Gate Policy whereby all new parkland would be fenced, and private gates were not permitted onto natural areas such as woodlots, trails and most recently stormwater management ponds.

Staff have spent considerable time with the Elm Road residents and understand their perspective. Allowing them to continue annexing public land for their private use sets a bad precedent and may encourage others to fence off Town land for their

own private use. Approving the encroachments would also be in contravention of the Parks By-law 2013-013. Staff also do not support the sale of parkland to the residents or an encroachment agreement. The Town acquires parkland for the entire community and requires all the parkland in our inventory. Given the Town's reduced ability to acquire future parkland based on recent legislative changes, this makes the Town's current inventory of parkland even more valuable and necessary for the entire community. Based on the above staff recommend the following to Council:

Staff Recommendations

1. That Council approve removal of all encroachments from Town land along Munn's Creek from 1524-1510 (inclusive) and a Town fence be installed along the rear of these lots;
2. That staff enter into discussions with the homeowner at 1508 Elm Road with regard to opportunities to mitigate the encroachment behind this property which if removed will negatively impact the safety and functionality of the property.
3. That staff return to Council with an update report on the resolution of the encroachment on Town land at 1508 Elm Road by the 4th quarter 2025.

CONSIDERATIONS:

(A) PUBLIC

The Elm Road residents who have encroached onto Town land have been fully involved in the discussions and process. All residents have been invited to the July 7, 2025 Council meeting.

(B) FINANCIAL

Any costs associated with removing encroachments and installing fencing along Munn's Creek will be funded by capital project 53371810 Munn's Creek, Reaches 33-35.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

This report was prepared with the assistance of the Transportation and Engineering, as well as Legal departments.

(D) COUNCIL STRATEGIC PRIORITIES

This report is aligned with the Council Strategic Priorities of Accountability, and Livability.

(E) CLIMATE CHANGE/ACTION

With the removal of the encroachments, maintenance of the creek and environs will be much easier and more efficient. Removal of structures and any hardscaping will return more pervious surface to Town land which is environmentally beneficial.

APPENDICES:

Appendix A – Aerial Context Map of Munn's Creek/Elm Road
Appendix B – Survey of Elm Road Lots with Encroachments
Appendix C – Photographs of Elm Road Lots with Encroachments
Appendix D – Engineering Report from MTE Consultants

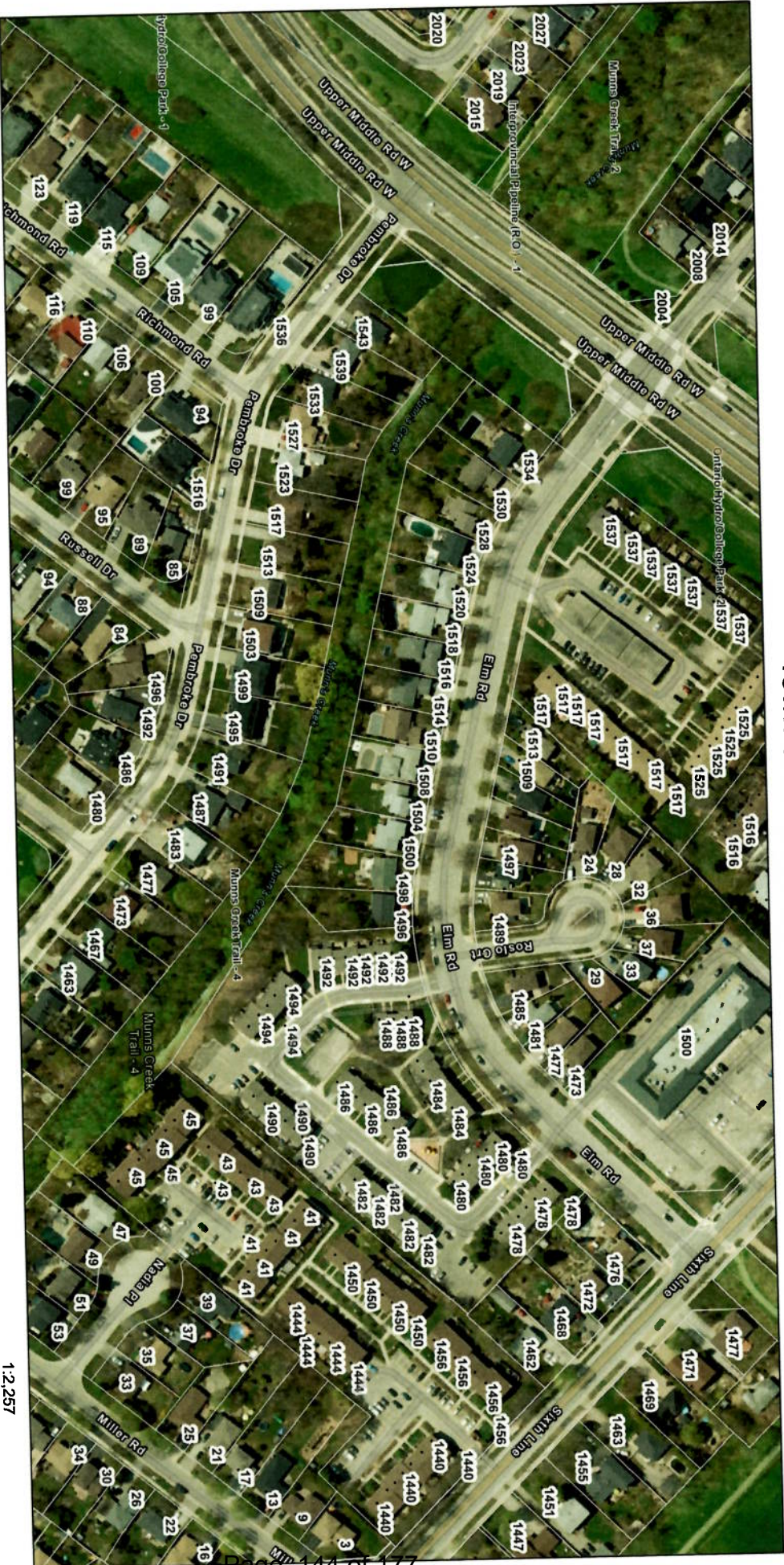
Prepared by:

Christopher Mark, Director, Parks and Open Space

Submitted by:

Paul Damaso, Commissioner, Community Services

Town of Oakville



6/15/2025, 8:15:03 AM

Address Points

Wards

Roads

Polaris Registered Parcels

Parks



Town of Oakville, Maxar, Microsoft, Esri Community Maps
Contributors: City of Hamilton, Province of Ontario, Town of
Oakville, Esri Canada, Esri, TomTom, Garmin, SafeGraph,
Geotechnologies, Inc, METANASA, USGS, EPA, NPS, US Census
Bureau, USDA, USFWS, NRCAN, Parks Canada

Town of Oakville
© Town of Oakville Disclaimer: This is Not A Legal Plan Of Survey

Encroachment onto Munns Creek Parkland



Elm Rd. / Munns Creek Property Encroachments

1534 Elm Rd.

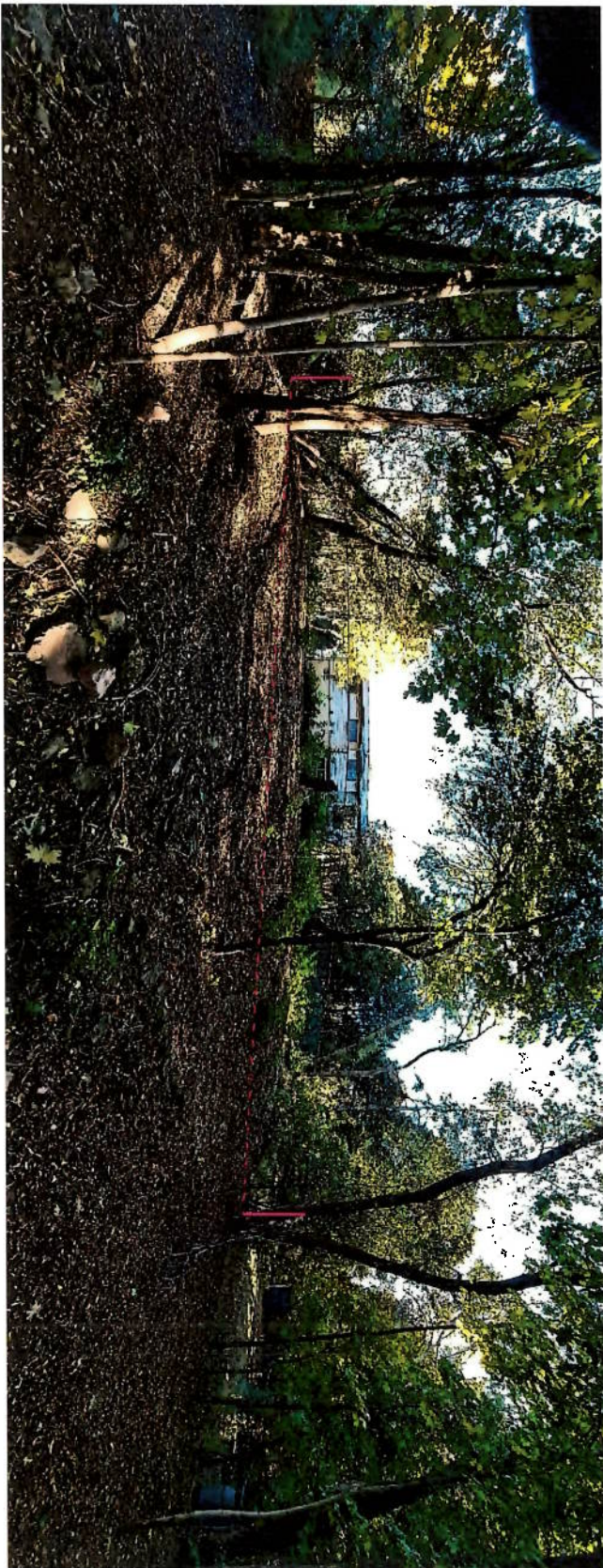
Encroachment Notes: Current fence installed inside their property. Pool.



Elm Rd. / Munns Creek Property Encroachments

1530 Elm Rd.

Encroachment Notes: Current fence installed inside their property.



Elm Rd. / Munns Creek Property Encroachments

1528 Elm Rd.

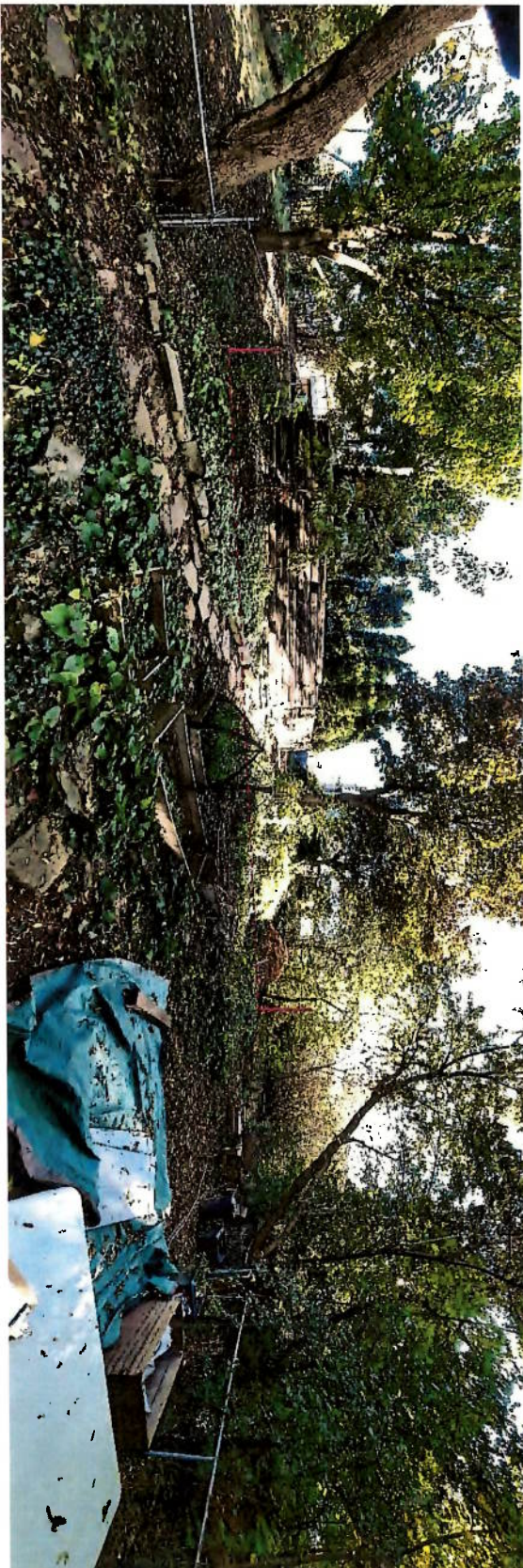
Encroachment Notes: Town land fenced in, no debris, slight slope, short cut grass.



Elm Rd. / Munns Creek Property Encroachments

1524 Elm Rd.

Encroachment Notes: Town land fenced in. Pool. Stone landscaping, newly installed shed on patio pavers, garden furniture, slight slope.



Elm Rd. / Munns Creek Property Encroachments

1520 Elm Rd.

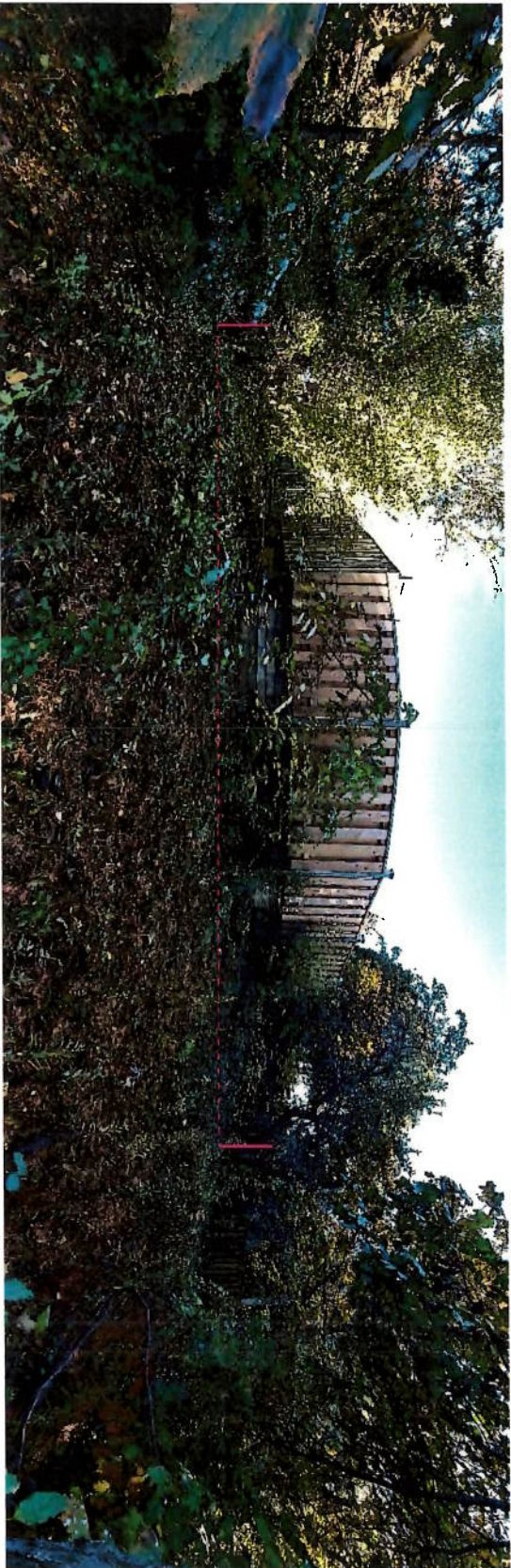
Encroachment Notes: Town land fenced in, no debris, slight slope, short cut grass.



Elm Rd. / Munns Creek Property Encroachments

1518 Elm Rd.

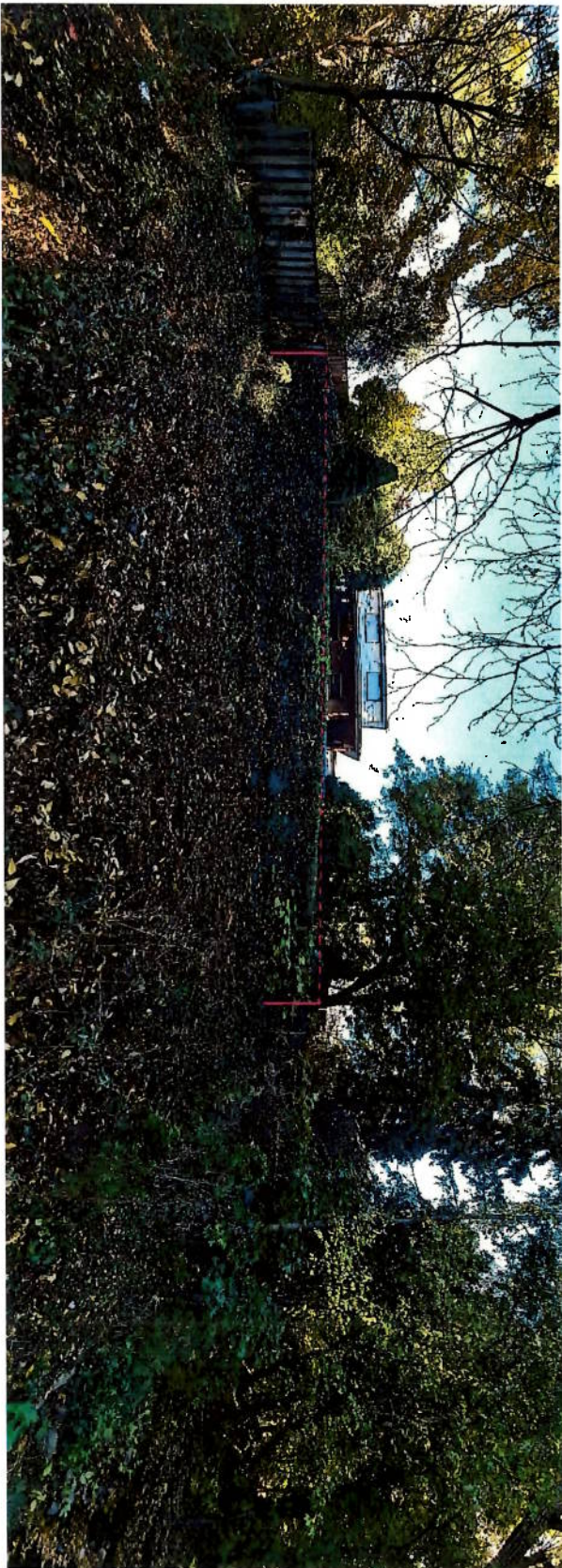
Encroachment Notes: Town land fenced in. Pool. No debris, sloped grade, weeds/rough cut grass.



Elm Rd. / Munns Creek Property Encroachments

1516 Elm Rd.

Encroachment Notes: Town land fenced in. Pool. Gabian retaining wall at property line, sloped grade, weeds/rough cut grass.



Elm Rd. / Munns Creek Property Encroachments

1514 Elm Rd.

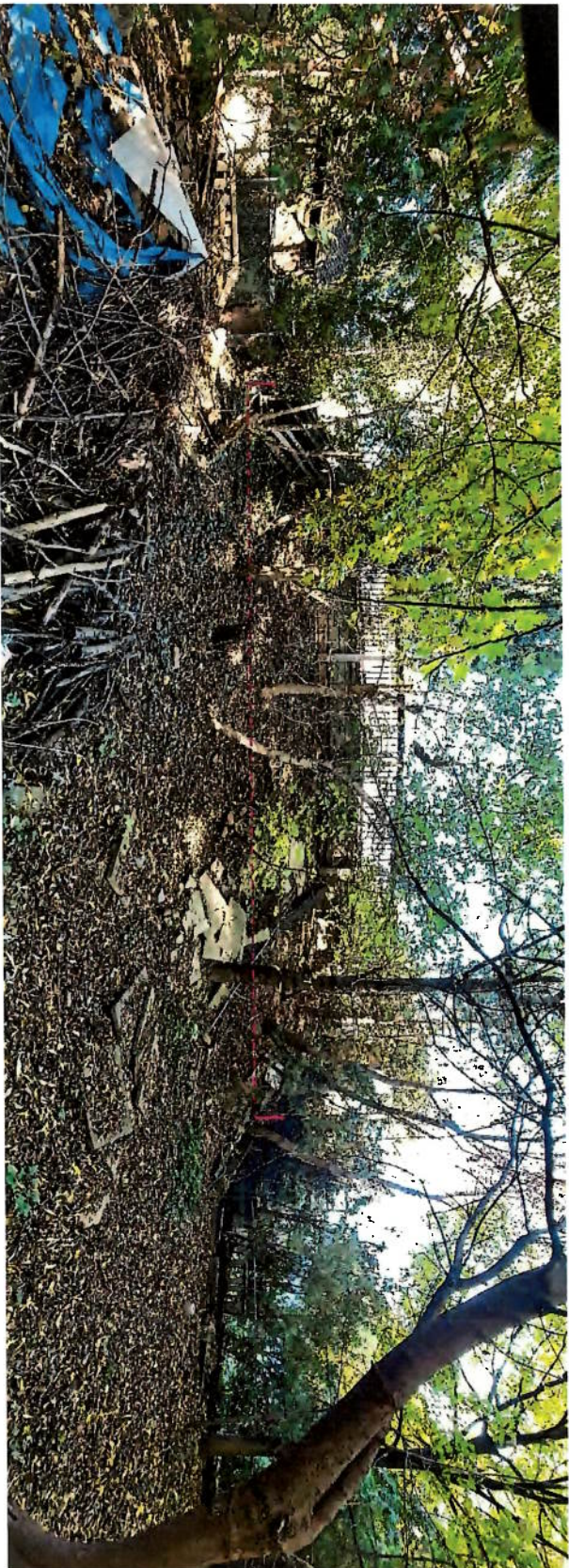
Encroachment Notes: Town land fenced in, trampoline, play structure, sloped grade,



Elm Rd. / Munns Creek Property Encroachments

1510 Elm Rd.

Encroachment Notes: Town land fenced in. Pool. Wood, tree and stone debris, sloped grade at property line.



Elm Rd. / Munns Creek Property Encroachments

1508 Elm Rd.

Encroachment Notes: Town land fenced in. Pool. Railroad tie retaining wall at property line, metal garden shed, clopped grade, weeds.





MTE Consultants
1016 Sutton Dr., Unit A, Burlington, ON L7L 6B8

To:	Oliver Haegg	MTE File No.:	61051_001
Company:	Town of Oakville	Date:	April 10, 2025
Email:	Oliver.haegg@oakville.ca	From:	Rui Zhou
Phone:	905-845-6601 ex. 2894	Project Name:	1508-1528 Elm Road Munn's Creek Encroachments

Re: Munn's Creek Encroachment Recommendations
1508-1528 Elm Road

INTRODUCTION

MTE Consultants Inc. were retained by the Town of Oakville to investigate the existing physical and stable top of bank and floodplain based on visual cues from a site visit and provide recommendations as it relates to the encroachments from 1508-1528 Elm Road backing onto Munn's Creek.

It is understood that the Munn's Creek banks will be rehabilitated in accordance with the Munn's Creek Erosion Mitigation Plans by Aquafor Beech. The encroachments from the above noted properties onto Town property along Munn's creek include sheds, play equipment, retaining walls, and miscellaneous landscaping. These encroachments represent an obstacle to the rehabilitation efforts as well as safety hazards on Town property.

EXISTING TOP OF BANK & FLOOD PLAIN LIMITS

A site visit was conducted by MTE on February 20th, 2025 with Town staff to investigate the site conditions. Unfortunately, heavy snow cover was present which limited the information gathered. However, the existing physical top of bank was able to be observed along Munn's Creek. Due to continued erosion over the years, the existing physical top of bank is close to the centerline of the creek but is a near vertical slope down to the Creek bottom.

Based on the site visit, the location of the physical top of bank is relatively in line with the information available within of the Munn's Erosion Mitigation Plans by Aquafor Beech, floodplain and stable top of bank mapping from Conservation Halton (including topographic information). As such, the stable top of bank and flood plain limits for Munn's Creek can be assumed to be generally in alignment with the current Conservation Halton flood plain limits as well as the plans prepared by Aquafor Beech.

A sketch is attached illustrating the approximate existing physical top of bank location relative to the existing flood plain and stable top of bank limits. The Aquafor Beech Munn's Creek Erosion Mitigation Plans have also been attached for reference.



RECOMMENDATIONS

Based on the nature of the encroachments, significant structural elements such as large retaining walls required for the safety and continued function of properties are recommended to be maintained.

As per MTE's site visit, photos, and survey information, the majority of encroachments are recommended to be removed. A sketch of recommendations for each property is included in the attached and are summarized as follows:

1508 Elm Road

- Remove all encroachments up to the edge of the bottom of the existing retaining wall structure and relocate fence line in line with edge of retaining wall. Fencing to be extended vertically or installed on top of retaining wall to serve as a guard if the final grade difference between top of wall and bottom of wall is greater or equal to 0.6m.
- Area containing the significant structural elements (retaining walls) to be transferred (at cost) to 1508 Elm Road.

1510 Elm Road

- All Encroachments to be removed and fencing re-instated at property limits.

1514 Elm Road

- All Encroachments to be removed and fencing re-instated at property limits.

1516 Elm Road

- All Encroachments to be removed and fencing re-instated at property limits.
- Minor portion of existing stone retaining wall to be removed and area re-graded at max 3:1 slope.

1518 Elm Road

- All Encroachments to be removed and fencing re-instated at property limits.

1520 Elm Road

- All Encroachments to be removed and fencing re-instated at property limits.

1524 Elm Road

- All Encroachments to be removed and fencing re-instated at property limits.

1528 Elm Road

- All Encroachments to be removed and fencing re-instated at property limits.



MTE Consultants

1016 Sutton Dr., Unit A, Burlington, ON L7L 6B8

CONCLUSION

In conclusion, the approximate existing physical top of bank, stable top of bank, and flood plain limits were confirmed through a site visit and review of existing documentation. Based on the above information, it is recommended that the majority of encroachments onto Town property near Munn's Creek at 1508 to 1528 Elm Road are to be removed and the fence line re-instated at property limits.

Furthermore, it is recommended that a portion of encroachments at 1508 Elm Road be maintained as it contains significant structural elements that in MTE's opinion, if removed, will cause significant impact on the safety and functionality of the property. The Town may consider conveying the associated land to 1508 Elm Road at an appropriate cost determined between the Town and 1508 Elm Road.

We trust the information enclosed herein is satisfactory. Should you have any questions please do not hesitate to contact our office.

All of which is respectfully submitted,

MTE Consultants Inc.

A handwritten signature in black ink, appearing to read 'Rui Zhou'.

Rui Zhou, P.Eng

Manager, Design (Civil)

416-489-7888

rzhou@mte85.com

Memo

To: Mayor Burton and Members of Council

From: Muhammad Imran – Manager, Neighbourhood Traffic Safety

CC: Jane Clohecy, Chief Administrative Officer
Phoebe Fu – Commissioner, Community Infrastructure
Paul Cripps – Director, Transportation and Engineering

Date: June 17, 2025

Subject: Automated Speed Enforcement (ASE) Program Operational Statistics Report
(January 22 to April 30, 2025)

Purpose:

The purpose of this memo is to provide Council with a summary of key statistics and findings over the first 99 days of ASE camera operations, from January 22 to April 30, 2025.

Background:

In October 2021, Council approved the implementation of 14 Automated Speed Enforcement (ASE) cameras in Community Safety Zones as part of the Neighbourhood Traffic Safety Program to enhance road safety. The primary objectives of the ASE program are to reduce excessive speeding, address aggressive driving behaviours in designated areas, and improve compliance with posted speed limits. These measures aim to lower the risk of collisions and enhance the safety of all road users, especially vulnerable road users such as children, pedestrians, and cyclists.

The first round of ASE locations were activated on January 22, 2025, with 2 cameras per ward.

Key Program Statistics (First 3 Months)

a) ASE Infractions Severity Analysis

A total of 17,041 penalties, averaging approximately 172 penalties per day were issued to vehicles exceeding the posted speed limits in designated Community Safety Zones. A

summary of the number of penalties issued at each camera location, along with the posted speed limits in that Community Safety Zone is provided in Table 1, Appendix A.

In addition to the total number of penalties issued, a detailed analysis was conducted to better understand driver-behavior at each ASE camera location. The infractions are categorized based on the degree to which drivers exceeded the posted speed limits: 0 to 15 km/h, 16 to 25 km/h, and more than 25 km/h. This breakdown provides insight into the severity of speeding and helps identify locations with a higher incidence of excessive speeding. Overall, 67% of all infractions fell within the 0 to 15 km/h range, 30% within the 16 to 25 km/h range, and 3% were more than 25 km/h over the posted speed limit. The analysis also identified the maximum recorded speed at each ASE site. These findings, summarized in Table 2 Appendix A, offer a more comprehensive understanding of driver behaviour, posted speed limit compliance, and the nature and magnitude of speeding violations across all ASE camera sites. These figures illustrate non-compliance with posted speed limits, driver behaviour and degree of excessive speeding in community safety zones. Notably, certain locations such as Rebecca Street and Sixth Line experienced significantly higher infraction volumes, indicating areas where speeding remains a prevalent concern.

b) Penalty Orders Issuance, Breakdown, Screening, and Adjudication

The Provincial Offence Officers at the Joint Processing Center (JPC) are responsible for issuing and mailing ASE penalty orders to the registered plate owner of the vehicle. These notices are sent within 23 days of the recorded infraction. Upon receipt, vehicle owners have several options to pay the penalty: online through the Town's website using a QR code provided on the penalty order, by mailing a cheque, or by submitting payment in person using the secure drop box located outside the main entrance of Town Hall.

Once a penalty order is received, the vehicle owner has 30 days to either pay the fine or request a screening or hearing review. In accordance with Ontario Regulation 355/22, the screening and adjudication of disputed ASE penalties are conducted by staff from the Town's Legal Department.

Each ASE penalty order clearly outlines three components: the set fine, the victim fine surcharge, and the Ministry of Transportation (MTO) plate lookup fee:

- The set fine is determined by the Chief Justice of the Ontario Court of Justice and is based on the vehicle's recorded speed over the posted limit at the time the image was captured.
- The victim fine surcharge, established by the Ministry of the Attorney General, is calculated as a percentage of the set fine.
- The MTO plate lookup fee covers the cost of retrieving the registered vehicle owner's information.

Once ASE penalties are collected by the Town, the MTO plate lookup fee and victim fine surcharge are remitted to the Ministry of Transportation and the Ministry of the Attorney General, respectively

As of April 30th, a total of 1,172 screening requests were submitted, representing approximately 7% of all issued penalties and 4,346 penalties remain unpaid, accounting for 25% of the total issued penalty orders. Unpaid penalties that are not resolved within the prescribed timeframe will proceed to the plate denial process and be forwarded to the Ministry of Transportation (MTO) for collection as part of the vehicle license plate renewal process. A summary of screening requests and unpaid penalties is provided in Table 3, Appendix A.

c) Pre-ASE vs Post ASE (During Operation) Speed Comparison

A comparison of vehicle speeds before and after the activation of ASE cameras demonstrates a notable improvement in speed compliance across most sites. As summarized in Appendix B, Table 1, the analysis reveals an average reduction of 6 km/h (11%) in the southbound/westbound directions, and an even more significant average reduction of 7 km/h (13%) in the northbound/eastbound directions. The most substantial reductions occurred at Nottingham Gate and Westoak Trails Boulevard with speed decreases of up to 16 km/h and 12 km/h respectively.

These early results suggest that the presence of ASE cameras is having the intended deterrent effect and contributing to a meaningful shift in driver-behaviour. Data from the first three months indicates that installing ASE cameras in Community Safety Zones is fostering positive behavioural changes and helping to promote a culture of speed compliance even beyond designated enforcement areas.

It's important to note that in the first three months of ASE camera operations, 57 incidents of stunt driving were recorded by ASE cameras, where drivers were caught travelling 40 km/h or more above the posted speed limit within designated Community Safety Zones. These excessive speeding violations are classified under the Highway Traffic Act as "stunt driving" and represent a serious risk to public safety, particularly in areas with high pedestrian activity, such as near schools, parks, and residential neighbourhoods. The presence of ASE cameras plays a critical role in deterring this type of reckless driving behaviour by introducing consistent, automated enforcement and ensuring that such violations do not go unnoticed. Addressing stunt driving through ASE helps reduce the risk of severe collisions and this program provides a cost-effective and sustainable supplement to traditional speed enforcement by enabling continuous monitoring without requiring the on-site police presence which reinforces the Town's commitment to making our streets safer for all road users.

Next Steps:

As per the ASE camera rotation schedule, the ASE camera vendor will begin relocating the cameras to the next set of designated Community Safety Zones by the end of the week of May

26, 2025. Each camera will undergo a complete setup and configuration process at its new location to ensure full operational readiness. We anticipate that the ASE cameras will be fully reactivated and in enforcement mode by the end of the second week of June 2025. Once operational, enforcement activities will resume at the new sites.

Staff will provide a fulsome update to Council on the ASE program statistics including budget implications through the annual Neighbourhood Traffic Safety update in September 2025.

Appendix A: Issued ASE Charges Statistics.

Appendix B: Pre-ASE vs Post ASE (During Operation) Speed Statistics.

Automated Speed Enforcement (ASE) Program Operational Statistics Report (January 22 to April 30, 2025)

Appendix A: Issued ASE Charges Statistics

Table 1 – Issued ASE Charges		
ASE Camera Location	Posted Speed	ASE Charges
Colonel William Parkway Northbound North of Richview Blvd.	40 km/h	740
Rebecca St. Westbound West of Jones St.	40 km/h	6729
Nottingham Gate Southbound South of Forest Trail Place	50 km/h	863
Old Abbey Lane Southbound South of Priory Court	40 km/h	326
Kingsway Dr. Northbound North of Chalfield Dr.	40 km/h	344
Reynolds St. Northbound North of Sheddon Ave.	40 km/h	632
Pine Glen Rd. Eastbound West of Oakhaven Dr.	40 km/h	995
Westoak Trails Blvd., Eastbound East of Calloway Dr.	40 km/h	1160
River Glen Blvd. Southbound South of Towne Blvd.	40 km/h	341
Sixth Line Northbound North of Elm Rd.	40 km/h	2855
Glenashton Dr. Westbound West of Grosvenor St.	40 km/h	1182
North Ridge Trail Northbound North of Grace Dr.	50 km/h	139
Sixteen Mile Dr. Eastbound East of Eberly Woods Dr.	40 km/h	588
Post Rd. Northbound North of Fowley Dr.	40 km/h	147
Total Charges (January 22, 2025, to April 30, 2025)		17041

Table 2 - Analysis of ASE Infractions by Speed Range (Jan 22 – Apr 30)					
ASE Camera Location	Issued Penalties	Up to 15 km/h	16 km/h to 25 km/h	25 km/h and over Posted Speed	Max Speed
Colonel William Pky.	740	569 (77%)	163(22%)	8 (1%)	109 km/h
Rebecca Street	6732	4006 (60%)	2445 (36%)	281(4%)	104 km/h
Nottingham Gate	863	681 (79%)	176 (20%)	6 (0.7%)	95 km/h
Old Abbey Lane	326	222 (68%)	94 (29%)	10(3%)	86 km/h
Kingsway Drive	344	235 (68%)	95 (28%)	14 (4%)	89 km/h
Reynolds Street	632	431 (68%)	184 (29%)	17 (3%)	132 km/h
Pine Glen Road	997	686 (69%)	287 (29%)	24 (2%)	106 km/h
Westoak Trails Blvd.	1159	831 (72%)	311 (27%)	17 (1%)	82 km/h
River Glen Blvd.	341	221 (65%)	113 (33%)	7 (2%)	83 km/h
Sixth Line	2855	1980 (69%)	813 (28%)	62 (2%)	98 km/h
Glenashton Drive	1182	843 (71%)	320 (27%)	19 (2%)	87 km/h
North Ridge Trail	139	115 (82%)	19 (14%)	5 (4%)	89 km/h
Sixteen Mile Drive	588	429 (73%)	149 (25%)	10 (2%)	80 km/h
Post Road	143	114 (80%)	25 (17%)	4 (3%)	97 km/h

Appendix A: Issued ASE Charges Statistics

Table 3 - Screening Requests and Unpaid Penalties

Total Charges	17,041
Screening Requests	1,172
Percentage of Screening Reviews	7%
Unpaid Penalties	4346
Percentage of Unpaid Penalties	25%

Automated Speed Enforcement (ASE) Program Operational Statistics Report (January 22 to April 30, 2025).

Appendix B: Pre-ASE vs Post ASE (During Operation) Speed Statistics

Table 1 - Pre-ASE vs Post ASE (During Operation) Speed Compliance Comparison

ASE Site	Before Installing ASE Camera		After Installing ASE Camera					
	NB/EB 85th Percentile Speed (km/h)	SB/WB 85th Percentile Speed (km/h)	NB/EB 85th Percentile Speed (km/h)	SB/WB 85th Percentile Speed (km/h)	NB/EB Difference (km/h)	NB/EB Percentage Difference	SB/WB Difference (km/h)	SB/WB Percentage Difference
Colonel William Pky.	55	57	50	46	-6	-10%	-11	-19%
Rebecca Street	64	60	55	49	-8	-13%	-11	-19%
Nottingham Gate	63	62	47	54	-16	-25%	-8	-13%
Old Abbey Lane	55	52	47	49	-8	-15%	-2	-5%
Kingsway Drive	49	50	49	46	0	-1%	-3	-7%
Reynolds Street	57	64	50	54	-8	-14%	-9	-15%
Pine Glen Road	54	53	51	48	-4	-7%	-5	-10%
Westoak Trails Blvd.	60	57	48	47	-12	-20%	-10	-17%
River Glen Blvd.	54	48	47	48	-7	-12%	0	-1%
Sixth Line	54	54	46	47	-9	-16%	-6	-11%
Glenashton Drive	59	55	50	51	-9	-16%	-4	-7%
North Ridge Trail	60	63	53	52	-7	-12%	-11	-17%
Sixteen Mile Drive	49	50	46	47	-3	-7%	-3	-6%
Post Road	50	50	45	44	-5	-11%	-5	-11%
Overall Average					-7	-13%	-6	-11%

* Negative (-) sign denotes decrease in speed after activating ASE cameras.

Legend.	
NB	Northbound
SB	Southbound
EB	Eastbound
WB	Westbound

Memo

To: Mayor Burton and Members of Council

From: Paul Cripps – Director, Transportation and Engineering

CC: Jane Clohecy, Chief Administrative Officer
Phoebe Fu – Commissioner, Community Infrastructure
Sam Inchasi –Director Roads and Works Operations

Date: June 23, 2025

Subject: Identification of School Crossing Guard Locations Procedure Review

Purpose

The purpose of this memo is to highlight the key differences between the old and revised Identification of School Crossing Guard Locations Procedure to provide clarity on the updates and their impact on policy implementation.

Background

The School Crossing Guard Policy is reviewed and updated every five years to ensure it remains effective and aligned with current traffic safety needs. This latest revision reflects adjustments to procedural clarity, eligibility criteria, existing crossing guard location discontinuation guidelines, and collaboration with school boards to enhance crossing guard placement and management.

Summary of Changes:

1. Process for Implementing New Crossing Guard Locations:

- The revised policy removes the 15,000 vehicles per day (VPD) traffic volume requirement, which was previously a factor in determining the eligibility for placement of crossing guards.

2. Process for Discontinuation of Existing Crossing Guard Locations:

- New compliance thresholds are defined:

- Previously, if a location was reviewed and found to have compliance at or below 30%, it was required to be studied for two consecutive years before a recommendation for discontinuation could be made. Under the revised policy, such locations will undergo a supplementary review within the same school year, and if compliance remains at or below 30%, a recommendation for removal will be made.

3. Crossing Guard Allocation for New Schools:

- The previous policy did not include a process for crossing guard allocation at new schools. The revised policy states that when a new elementary school opens, the Halton Catholic District School Board (HCDSB), Halton District School Board (HDSB), Conseil scolaire catholique MonAvenir, Conseil scolaire Viamonde, or Town staff may recommend crossing guard locations. The specific locations and number of guards will be determined in coordination with the school board based on anticipated walking routes, and these locations will be monitored and adjusted during the first school year based on observed pedestrian traffic patterns. These locations will not be subjected to the above noted discontinuation process and criteria.

4. Inclement Weather Procedure:

- Weather Thresholds:
 - Under the previous policy, crossing guard service during extreme weather depended on warnings from Environment Canada or Halton Region and whether schools remained open. Cold conditions could lead to delays, and hot weather might result in limited service, but cancellations were not automatic, and thresholds were ambiguous. In contrast, the new policy sets clear thresholds that are reviewed the day prior and are based on the coming 24-hour temperature forecasts issued at 4 PM by Environment Canada: guards will not be on duty if the forecasted temperature (including wind chill) is -30°C or colder, or if the humidex is 40°C or higher, regardless of school operations.
- Communication:
 - The previous policy involved informing schools and transportation services, with the Halton Catholic District School Board and Halton District School Board expected to post updates on their websites and in their parent communications. The new policy expands and formalizes communication, with efforts to notify all relevant parties, including crossing guards, both school boards, all affected publicly

funded elementary schools, HSTS, Senior Leadership Team, Councillors, Communications (social media), and Service Oakville, a day in advance, and no later than 5 PM, in order to allow appropriate communication to be issued by the respective school boards.

- Other Weather Events:
 - The previous policy acknowledged that major events like blizzards or ice storms could disrupt service. The new policy provides clearer guidance, explicitly listing flooding, hailstorms, tornadoes, blizzards, and ice storms as weather-related causes for potential service cancellations or interruptions.

5. Clarification of Responsibilities:

- The revised policy clearly assigns responsibilities to the department heads:
 - Director of Transportation and Engineering oversees compliance with crossing guard location procedures.
 - Director of Roads and Works Operations ensures compliance with the inclement weather procedure.

Conclusion

The revised School Crossing Guard Policy enhances procedural transparency, removes the 15,000 VPD requirement, simplifies the process for discontinuation of existing crossing guard locations, and introduces a structured inclement weather procedure. The new policy also clarifies the role of school boards in determining crossing guard locations. These updates ensure more effective management of school crossing guard locations in Oakville with the goal to provide safe and suitable crossing locations for the students.

Staff will continue to provide Annual Crossing Guard Program Update memo to Council summarizing the recommendations to add new warranted crossing guard locations and remove any existing crossing guard locations which fail to meet compliance thresholds.

Appendix A – 2024 Identification of School Crossing Guard Locations Procedure

Identification of School Crossing Guard Locations

Procedure number: MS-CDV-002-002
Parent policy number: MS-CDV-002
Section: Municipal services
Sub-section: Community development
Author(s): Transportation and Engineering
Authority: CAO
Effective date: 2012-07-09
Review by date: 2029
Last modified: 2024-11-20

Purpose statement

This procedure outlines the process for implementing and discontinuing school crossing guard locations within the Town of Oakville.

Scope

This procedure applies to all municipal roadways and eligible elementary schools within the Town of Oakville (town).

Procedure

Introduction of New School Crossing Guard Locations

The town provides school crossing guards at locations along pedestrian routes to elementary schools in accordance with the Council approved criteria as contained in Appendix A.

The town may receive requests for new school crossing guard locations from a school board (due to the planned opening of a new school or expansion to an existing school), or from an interested party (due to an existing condition).

Locations with a posted speed limit of 60 km/h or more, or school bus drop-off/pick-up locations are not eligible.

Requests for school crossing guard locations shall be reviewed by staff as follows:

- 1) Investigate the proposed location to determine if it is a safe and suitable crossing location for students.
- 2) Perform a warrant assessment based on projected (for future) or observed (for existing) school children pedestrian activity and other pertinent factors.
- 3) The following minimum student thresholds shall be met for each control type
 - a) Side-street or Mid-block Stop - 5 students
 - b) All-way Stop - 10 students
 - c) Traffic or Pedestrian Signal - 15 students
- 4) If the criteria are met, the new school crossing guard location is supported and staff shall:
 - a) request funding approval for staffing the new crossing guard location through the annual budget process.
 - b) notify the school board and/or interested party of the assessment result
- 5) If the criteria are not met, staff shall notify the school board and/or the interested party that the request for the new school crossing guard location has been denied.

Discontinuation of an Existing School Crossing Guard Locations

- 1) Staff shall perform periodic monitoring of locations with school crossing guards, approximately every 5 years or as deemed necessary based on discretion. The percentage compliance with the warrant criteria shall be documented during these evaluations.
- 2) A location whose warrant compliance value falls in the range of 31% to 50% shall be placed in a watch list, monitored annually and assessed for ongoing trends.
- 3) A location whose warrant compliance value is at or below 30% of the criteria and/or the minimum student volume is not met shall undergo a supplementary review within the same school year. If the warrant compliance remains at or below 30% in the next review, a recommendation for removal will be made for the forthcoming school year.
- 4) If the recommendation for removal is made, the location shall be recommended for removal through a Council report. Upon Council approval, staff will notify the affected school, school board, and local ward Councillors of the crossing guard location removal within the current year.
- 5) Additionally, upon receipt of notification from a school board that a school crossing guard location is no longer required, due to a school closure or boundary change, the school crossing guard location shall be removed.

Crossing Guard Allocation for New Elementary Schools

When a new elementary school opens, the Halton Catholic District School Board (HCDSB), Halton District School Board (HDSB), Conseil scolaire catholique MonAvenir, Conseil scolaire Viamonde or staff may recommend the establishment of crossing guard locations. The precise locations and number will be determined in coordination with the school board based on the anticipated walking routes. These locations will be monitored and, if necessary, adjusted during the first school year to align with the actual pedestrian traffic patterns observed.

Inclement Weather Procedure

This procedure defines the parameters for crossing guard duties during extreme cold and heat weather conditions. When extreme heat or cold weather conditions are forecasted during scheduled crossing guard shift times, guards will not be on duty, regardless of the actual temperatures at the time. Specifically, crossing guards will not be on duty if:

- The temperature, including windchill, is forecasted to be -30°C or colder
- The temperature or humidex is forecasted to reach or exceed 40°C

Additionally, service disruptions may occur due to unforeseeable or actual extreme events such as flooding, hailstorms, tornadoes, blizzards, or ice storms.

Inclement Weather Notification Process

Every effort will be made to communicate cancellation prior day in advance. However, there may be unforeseen circumstances when a cancellation is necessary with little or no notice. All groups listed—Crossing Guards, School Boards, Schools Individually, Halton School Transportation Service (HSTS), Senior Leadership Team, Councillors, Communication Department (Social Media Outlets), and Service Oakville—will be notified of the cancellation. Schools will be asked to include this Inclement Weather Procedure in their parent newsletters at the beginning of the school year.

References and related documents

Municipal Roads Policy
Province of Ontario Highway Traffic Act
Oct 7, 2002 Staff Report- Proposed Adult School Crossing Guard Warrant
October 21, 2002 Council Minutes Item 5- Approval of Adult School Crossing Guard Warrant
Environment Canada – Public Alerting Criteria
Halton Region Health Department – Cold Alert
Halton Student Transportation Services
Ontario Traffic Council Guidelines
Halton District School Board – Inclement Weather Procedures – Administrative Procedure
Halton Catholic District School Board – Inclement Weather

Definitions

School Crossing Guard: refers to a person sixteen years of age or older who is directing the movement of persons across a highway and who is employed by the town.

School children pedestrian: includes school children from Kindergarten to grade 6.

Eligible Elementary School: a publicly funded school with children in Kindergarten to grade 6.

Interested Party: Mayor, Council or Ward Councillor, a school board, a school administration, the Director of Roads and Works Operations, the Director of Transportation and Engineering or parent council of an eligible elementary school.

Responsibilities

The Director of Transportation and Engineering: Responsible for ensuring compliance, maintenance, and interpretation of the procedure for the School Crossing Guard Introduction and Discontinuation sections.

The Director of Roads and Works Operations: Responsible for ensuring compliance, maintenance, and interpretation of the procedure for the Inclement Weather section.

Appendices

Appendix A - School Crossing Guard Warrant

Memo

To: Mayor Burton and Members of Council

From: Paul Cripps, Director, Transportation and Engineering
Sam Inchasi, Director, Roads and Works Operations

Copy: Jane Clohecy, CAO
Phoebe Fu, Commissioner, Community Infrastructure

Date: June 23, 2025

Subject: **2025 Annual School Crossing Guard Program**

This memo provides an update on the School Crossing Guard Program. The key points are:

- The procedure outlining the process for implementing and discontinuing school crossing guard locations was established in 2012, as part of the Municipal Roads Policy MS-CDV-002 and was last modified in 2024.
- The Halton District School Board (HDSB) has advised that there will be one (1) new school opening in September 2025.
 - Two (2) new crossing guard locations are recommended to support children walking to this new school.
 - These locations will be monitored throughout the first school year and adjusted, if necessary, to reflect actual observed pedestrian routes to the school.
 - Following the first school year, crossing guard locations will be confirmed and the regular review and evaluation process for existing crossing guard locations will be followed.
- At this time, one (1) additional new crossing guard location is recommended for the 2025/26 school year as a result of staff analysis undertaken based on requests from stakeholders.
- At this time, no existing crossing guard locations are recommended for removal.

Background

The purpose of the memo is to:

- present the results of ongoing crossing guard location monitoring,
- identify any locations where warrant compliance values support the removal of existing school guard locations, and

Memo

- advise of any new locations supported by warrant assessment.

The Town's Identification of School Crossing Guard Locations Procedure (MS-CDV-002-002) outlines the process for implementing and discontinuing school crossing guard locations. This procedure was established in 2012 as part of the Municipal Roads Policy MS-CDV-002 and is regularly reviewed and updated. The Procedure was last updated in 2024.

Regular review and monitoring of the existing approved crossing guard locations ensures data is reflective of any changes in school programming and/or walking boundaries. Staff review locations periodically and annually per the Council approved procedure. Locations that fall below the warrant threshold will be removed following the issuance of notice to identified stakeholders per the Council approved procedure.

Crossing Guard Program Assessment Summary

The Town of Oakville currently has 102 approved crossing guard locations. Staff conduct assessments for the new prospective crossing guard locations and reviews existing crossing guard locations to ensure they continue to meet warrant compliance during the school year. Existing crossing guard locations are removed if they fail to meet the minimum warrant compliance within the same school year and/or are no longer eligible as per the Town of Oakville Crossing Guard Policy (i.e., posted speed limit on roadway changed to 60 km/h).

During 2024-2025, staff undertook annual warrant compliance assessments for a total of nine (9) existing and two (2) prospective new crossing guard locations. All of the nine (9) existing crossings guard locations reviewed in 2024/25 will remain in place; however, three (3) of the nine (9) existing crossing guard locations will require supplementary review as their compliance level is below 30%.

As a result of assessments at two new prospective locations, one (1) new crossing guard location is recommended. In addition, two (2) crossing guard locations are recommended following consultation with the Halton District School Board (HDSB) to support a new school opening in September 2025. The details are summarized as follows.

New Crossing Guard Locations for Harvest Oak Public School – (Subject to Budget Approval)

- Wheat Boom Drive and Meadowridge Drive.
- Wheat Boom Drive and John Mckay Boulevard.

Memo

Prospective Locations Reviewed – Warranted

- Bronte Road and Rebecca Street.

Prospective Locations Reviewed - Not Warranted

- Elmwood Road and Maurice Drive.

Existing Crossing Guards Locations - Warrant Compliance Assessments – No Changes Required.

- Heritage Way and Kings College Drive.
- Morrison Road and Linbrook Road.
- North Ridge Trail/Grand Boulevard and Glenashton Drive/Bayshire Drive.
- Grand Boulevard and Grosvenor Street.
- Wheat Boom Drive and Postridge Drive.
- Postridge Drive at Pedestrian Crossover (PXO).

Existing Crossing Guard Locations - Supplementary Review Required (Compliance falls below 30%)

- Bronte Road and Lakeshore Road West.
- Bridge Road and Stanfield Drive.
- Monks Passage and Monastery Drive.

Operational and Budgetary Impacts

As the town grows and new schools are opened, additional crossing guard locations will require increases to the crossing guard complement at an average cost of \$15,000 per year per guard. In order to ensure fiscal sustainability, and as confirmed by Council adopted policy and procedure, it is prudent to review compliance regularly. Any locations identified for Supplementary Review are monitored through additional assessments in the spring and fall to determine if the crossing guard location continues to be warranted.

The Transportation and Engineering Department will continue to provide technical field reviews and computation of the warrant criteria to determine locations where crossing guards are warranted. The Roads and Works Operations Department works to resource approved locations with trained crossing guards. Both departments work closely with the local School Boards in an effort to ensure the School Crossing Guard Program remains optimal and effective.

The provision of crossing guards supports the Town's Climate Action Plan by encouraging and supporting non-automobile trips to and from school.

Memo

To: Mayor Burton and Members of Council
From: William Short, Town Clerk
CC: Jane Clohecy, CAO
Sheryl Ayres, Commissioner, Corporate Services
Date: June 24, 2025
Subject: Municipal Clearance for Liquor Sales Licence

The following requests for comment regarding Municipal Clearances for liquor sales licences were received and circulated by the Clerk's department from May 28 to June 24, 2025, for the following establishments:

- Burloak Indoor Golf



William Short

Town Clerk



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2025-125

A by-law to confirm the proceedings of a meeting of Council

COUNCIL ENACTS AS FOLLOWS:

1. Subject to Section 3 of this by-law, every decision of Council taken at the meeting at which this by-law is passed and every resolution passed at that meeting shall have the same force and effect as if each and every one of them had been the subject matter of a separate by-law duly enacted.
2. The execution and delivery of all such documents as are required to give effect to the decisions taken at the meeting at which this by-law is passed and the resolutions passed at that meeting are hereby authorized.
3. Nothing in this by-law has the effect of giving to any decision or resolution the status of a by-law where any legal prerequisite to the enactment of a specific by-law has not been satisfied.

PASSED this 7th day of July, 2025

MAYOR

CLERK