



OAKVILLE

REPORT

Special Planning and Development Council Meeting

Meeting Date: February 15, 2022

FROM: Planning Services Department
Transportation and Engineering Department

DATE: February 1, 2022

SUBJECT: **Oakville Urban Mobility and Transportation Strategy**

LOCATION: Town-wide

WARD: Town-wide

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RECOMMENDATION:

1. That the report entitled Oakville Urban Mobility and Transportation Strategy dated February 1, 2022, from the Planning Services and Transportation and Engineering departments be received.
2. That the Oakville Urban Mobility and Transportation Strategy, dated November 2021, be endorsed as a lens through which staff and Council evaluate options and make decisions on the prioritization, design, operation and maintenance of town transportation infrastructure.
3. That the Oakville Urban Mobility and Transportation Strategy, dated November 2021, be endorsed as a guiding document to inform the preparation of upcoming town master plans and associated budgets.
4. That staff be directed to prepare and conduct a town-wide communication initiative in 2022 to inform residents and employers of the Oakville Urban Mobility and Transportation Strategy and its importance to the future of Oakville.

KEY FACTS:

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

- Growth directed to strategic growth areas and higher order transit corridors will encourage transit-supportive, compact mixed-use development, protect rural and agricultural lands, reduce greenhouse gas emissions and address climate challenges.

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- On September 26, 2017, Council adopted the town's urban structure (OPA 15) which identified a series of growth nodes and corridors to be developed as complete communities.
 - Success of the town's urban structure is dependent on the integration of multi-modal transportation options into the design of our growth nodes and corridors, which will facilitate a mode shift away from the predominant use of private automobiles for mobility in Oakville.
 - Choices the town makes with respect to mobility and goods movement will have significant implications for how effective the town will be at addressing climate change.
 - In September 2019, Steer was engaged as a consultant to prepare an Urban Mobility and Transportation Strategy for Oakville ("the Strategy") to explore and provide a comprehensive understanding of ways to marry transportation choices with the functionality of the town's urban structure.
 - Linking transportation and land use planning is vital to making our urban structure successful. The Strategy suggests that developing Complete Streets integrated with 15-minute neighbourhoods is key to community-building that supports the desired mode shift.
 - Pedestrians, cyclists, transit riders, and transporters of goods – not single occupant vehicles – need to become the most important users of the transportation system and community as a whole.
 - By pursuing the initiatives outlined in the Strategy, the town will directly address the two biggest contributors of community greenhouse gas emissions – transportation and the heating / cooling of homes and buildings.
 - The Strategy is essentially a toolbox and a playbook for building Complete Streets, 15-minute neighbourhoods and implementing other Transportation Demand Management Initiatives.
 - The Strategy represents an over-arching approach to managing the evolution of mobility in Oakville into the future. It should be a lens through which staff and Council evaluate options and make decisions as it informs the prioritization, design, operation and maintenance of town transportation infrastructure.
 - The Strategy emphasizes the link between transportation and land use, and specifically calls attention to the town's Transportation Master Plan and the Livable Oakville Official Plan. However, in order to truly integrate land use

and transportation, the philosophy represented by the Strategy needs to permeate into most master planning that the town does.

- The Strategy is intended to guide decision makers on how to prioritize and/or allocate the limited resources within the town based on the new mobility priorities proposed by the Strategy.
- Staff recommend that town staff prepare and conduct a communication initiative to inform the entire community – residents and employers – about the Strategy and its implications for growth management, climate change, community health, mobility, livability and more.
- The Strategy will be implemented continuously over time through the review (or creation) and implementation of the town's various master plans. Most of these will include a public consultation component, thereby ensuring continuous community engagement on initiatives informed by the Strategy.

BACKGROUND:

Provincial Policy Statement & Growth Plan

The Provincial Policy Statement directs municipalities to integrate land use, planning, growth management, transit-supportive development, intensification and infrastructure planning in order to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs.

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) sets out the population and employment forecasts that regional and local municipalities are required to plan for in their respective official plans to the year 2051.

Accommodation of future growth in accordance with Growth Plan policies will support the achievement of complete communities that, among many other things:

- expand convenient access to a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
- provide for a more compact built form and vibrant public realm; and
- mitigate and adapt to the impacts of a changing climate.

Halton Region Official Plan & Integrated Growth Management Strategy

Halton Region is currently reviewing and updating its Regional Official Plan (ROP) to align with provincial policy, including recent changes to the Provincial Policy Statement and the Growth Plan.

One aspect of the Regional Official Plan Review is the Halton Integrated Growth Management Strategy (IGMS) which is looking at how and where Halton will grow over the next 30 years. Halton Region has developed a draft Preferred Growth

Concept which outlines how it intends to accommodate the growth being allocated to Halton Region by the Province.

At its January 18, 2022 Planning and Development Council meeting, Oakville Council reinforced its support for placing a greater emphasis on the intensification of Halton's urban areas to accommodate future growth, in contrast to continuing to expand urban boundaries with car-dependent development. This was in advance of the February 9, 2022 Halton Regional Council meeting where Regional planning staff's draft Preferred Growth Concept for the Region to the year 2051 will be discussed.

Growth directed to strategic growth areas and higher order transit corridors will encourage transit-supportive, compact mixed use development, protect rural and agricultural lands, reduce greenhouse gas emissions and meet climate challenges.

Town-wide Urban Structure

On September 26, 2017, Council adopted the town's urban structure (Official Plan Amendment Number 15). This forms the basis for Oakville's local growth management strategy. The town's urban structure is intended to protect natural heritage, open space and cultural heritage, maintain the character of residential areas and direct growth to an identified system of nodes and corridors.

This series of nodes and corridors are the focus of higher density mixed-use, walkable development which will include places to not only live, but also to work, shop, play and relax. This structure will only succeed, however, if multi-modal transportation options are integrated into the design of Oakville's strategic growth nodes and corridors.

It is important that Oakville facilitate a mode shift away from the predominant use of private automobiles for a variety of trip types and lengths in order for our urban structure to be successful.

It is not just about how we build places to live, work and play. It is also about how we move people in and through our town that will make our urban structure successful. Together, a synergistic mix of uses integrated with viable mobility options within the town's nodes and corridors will help to:

- build complete walkable communities;
- reduce emissions and the ecological footprint of the town; and,
- foster healthier lifestyles.

Climate Change

Choices the town makes with respect to mobility will have significant implications for how effective the town will be at addressing climate change.

Council's climate emergency declaration provides clear direction for Oakville to significantly lower community greenhouse gas emissions and improve our overall energy efficiency while strengthening the local economy.

The town's Community Energy Strategy states that, "*Transportation accounts for almost half of community-wide [greenhouse gas] emissions and total dollars spent on energy in Oakville.*" It also indicates that Oakville's homes alone contribute to 27% of the community's greenhouse gas emissions.

This means that how we choose to move around, and how we heat and cool our homes, represent our largest impact on the climate.

Shifting Priorities

Oakville needs to look at ways to move people and goods differently. It needs to facilitate a mode shift away from the predominant use of private automobiles for a variety of trip types and lengths in order for our urban structure to be successful.

As indicated in the Transportation Master Plan Review 2018, Oakville has limited opportunities to increase road capacity in response to growth. In other words, the town cannot continue to maintain the status quo of relying predominantly on private automobiles and the notion of perpetually widening roads to move people and goods. Continuing to do so will lead to traffic congestion, a community of wide, busy streets and an undermining of the town's urban structure.

Widening roads generates 'induced demand'. This is a fundamental concept in transportation planning explaining the real world experience that congestion cannot be solved by widening roads. When the capacity of a road goes up, so does the demand to use that road (i.e., 'induced' demand). In other words, a road just gets busier to match the increase in space while travel times remain the same (i.e., it will quickly become congested again).

Congestion will also impact the ability for goods to move efficiently in and through Oakville – an important factor for a healthy economy.

Oakville needs to use, or allocate, its public right-of-way space differently so that multiple modes of transport are both viable and attractive choices for Oakville residents and workers. Forms of transport such as walking, cycling and public transit require less space to move people than private automobiles (which are often single-occupant).

The need for an Urban Mobility and Transportation Strategy

It will take a coordinated master-planning effort by the town to realize the mode shift required to successfully implement the town's urban structure and effectively address the issue of climate change.

To this end, the town initiated development of a strategy for urban mobility and transportation for Oakville. The intent of this process is to generate a primary background document for input into the town's ongoing official plan review, the upcoming transportation master plan review, and other town master planning initiatives. The urban mobility and transportation strategy will also need to inform the corporate direction for how the municipality prioritizes, operates and maintains our transportation facilities.

In September 2019, Steer was awarded the contract and began work on the strategy. Their work is now substantially complete.

URBAN MOBILITY AND TRANSPORTATION STRATEGY:

The Urban Mobility and Transportation Strategy ("the Strategy") calls attention to the fact that Oakville has long developed around the private automobile. As a result, the predominant auto-dependent built-form in Oakville and the prevailing transport mode of choice of its residents (i.e., the private automobile) reflects that history.

Oakville is now at a turning point in its development. The Strategy warns that if things do not change, and Oakville continues with the status quo of developing as an automobile-dependent community, the town will not be able to:

- accommodate the demands of the future that come from being part of a growing region,
- adapt to an evolving transportation landscape, or
- respond to a changing climate.

The Strategy seeks to provide a unified direction for the transportation landscape in Oakville. This direction encompasses all of the strategic growth areas that have already been established, as well as future ones. It also addresses all other parts of town where growth and change need to be more subtle. The recommendations may differ by area but the overall, unified vision does not.

The Strategy is designed to fill the gaps in the existing body of planning work and present a new vision for the Town of Oakville – as well as how to achieve it. It will do this by focussing on the critical link between land use and transportation, and by identifying initiatives for Oakville to undertake to formally unify them in its policies and procedures.

The final Strategy is attached to this report as Appendix A.

Re-prioritizing Transport Modes

Up until now, Oakville has generally developed as a series of neighbourhoods of single family-homes which have generated numerous trips to work, to school, for recreation, or for shopping. The single-use nature of land in these neighbourhoods,

however, necessitated a network of wide roads to connect the various districts and land uses of the town together.

The Strategy highlights that building this road network made more and more of the town accessible by car, in turn, encouraging more of this type of development. At the same time, however, other modes of travel were discouraged because destinations inevitably became overly spread out. The result has been a vicious cycle in which the town has been designed around the car at the expense of other transportation options.

Pedestrians, cyclists, transit riders, and transporters of goods now need to become Oakville's top priorities (see Figure 1, below). They must become the most important users of the transportation system and community as a whole. Moving people and goods, not cars, should be the emphasis. This flips what has historically been prioritized in Oakville in order to facilitate a mode shift away from cars towards other choices for mobility. Prioritizing this mode shift will also improve the conditions for the movement of goods in Oakville, which is another important priority for our transportation network.

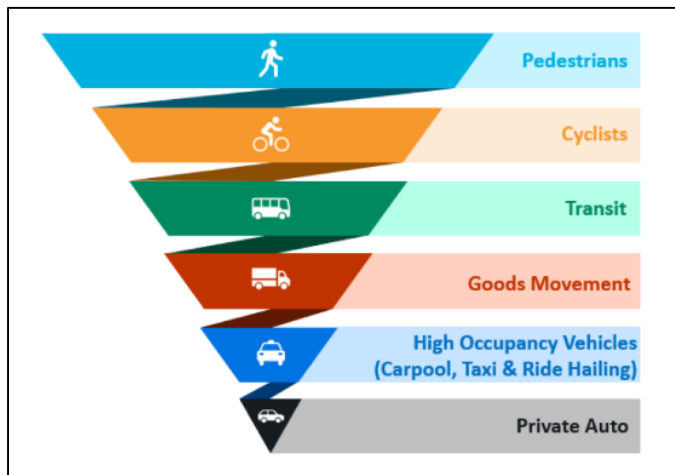


Figure 1 - Transport Mode Priorities
 (Source: Fig.3-1 of the Urban Mobility and Transportation Strategy)

People moving in private automobiles is not eliminated from the mix. It is simply that their importance, or priority, becomes less than that of pedestrians, cyclists, transit and/or transporters of goods.

Prioritizing and shifting Oakville's choice of transport to these other modes will increase the number of people moving within Oakville rights-of-way without increasing the width of its streets. Moving people using modes that require less space per person, for example, will then also benefit the movement of goods throughout the town by potentially avoiding congestion which can create delay for goods movement.

Shifting priorities will also require rethinking our strategies and policies for maintaining our streets, sidewalks and pathways to ensure that pedestrian, cycling and public transit facilities operate safely and efficiently at all times. Providing a well-balanced, multi-modal transportation system is also important to ensuring that Oakville's transportation system is equitable for all its residents and workers, so that people who cannot, or choose not to, drive are given the same consideration by Oakville's policies and infrastructure as people who do choose to drive.

Linking Transportation and Land Use

Oakville has already taken steps to achieve a mode shift in order to reduce its reliance on private automobiles.

It has identified an urban structure to ensure that future growth will occur in the right way in the appropriate areas to support these alternative transportation modes (e.g., walking, cycling, transit, etc.).

The town's transportation master plan acknowledges that the existing trend of high auto modal share combined with projected growth in Oakville and surrounding communities is leading towards significant congestion. As a result, it has proposed strategies to increase the modal share of transit and active transportation.

Last December, Council endorsed seven transit priorities that will further enhance Oakville's ability to provide a regionally integrated multi-modal transportation system that offers safe and efficient ways to move around the town.

However, previous work has stopped short of focussing specifically on how to prioritize and encourage the use of certain modes over others, particularly as it pertains to intensification corridors and growth centres. Previous work has not always captured the critical link between land use policies and transportation policies, particularly how they must support each other if they are to be successful.

The Strategy advises that a key to making our urban structure successful is linking transportation and land use planning. The complete community, high-density growth nodes — like those identified in our urban structure — will ultimately only work if there are lots of viable choices for moving people. Our urban structure will simply not work if cars continue to be the only viable mode of transport for most residents. Without a variety of viable transport options, Oakville's urban structure would most likely result in densely populated areas characterized by gridlock and frustrated motorists.

The Strategy suggests that developing Complete Streets integrated with 15-minute neighbourhoods are two key community-building ideas that will support the desired mode shift when linked together.

Complete Streets are streets designed in a way that enables safe, comfortable, and convenient travel for all ages and abilities, **no matter what travel mode they choose**. This approach reframes how we design our streets. Space within our right-of-ways is reallocated from auto modes to walking, cycling and transit on both existing and future streets.

Improving balance between travel modes is only the first step. Oakville needs to actively prioritize these modes to close the gap between automobiles and other uses that has grown over years of auto-centric transportation and land use planning.

15-minute Neighbourhoods are neighbourhoods in which people can work, live and/or play all within a distance that is feasible to walk, cycle or take transit (i.e., 15 minutes).

To get people out of their cars, Oakville must build neighbourhoods that are pleasant, quick and easy to traverse without the use of a car. People in 15-minute neighbourhoods will be able to conduct many of their daily activities without needing a car because more trips are shorter in order to go to school, work, or the grocery store. These neighbourhoods give people real choices in what mode they take because every mode is truly viable.

Addressing Climate Change

As noted earlier, Oakville's Community Energy Plan points out that how we move around and how we heat and cool our homes accounts for more than 75% of our community greenhouse gas emissions.

If Oakville pursues the directions in the Strategy, and focusses on transforming Oakville into a series of 15-minute neighbourhood nodes built on a network of complete streets that empower transit and active transportation, Oakville will be directly addressing the two biggest contributors of community greenhouse gas emissions in Oakville – transportation and the heating / cooling of homes and buildings.

15-minute neighbourhoods interwoven with complete streets will have the effect of reducing Oakville's reliance on the automobile because most of the daily activities for residents will be within a 15 minute walk, cycle, bus ride, etc. of their home. And a network of complete streets will make the short walk, or cycle that much more attractive and viable as an option. For longer trips, transit will be easily accessible and because it is given priority, will often be quicker than driving in a car and hunting for a parking space at the destination.

Reducing both the frequency of private automobile trips and their length will have a direct positive effect on the amount of greenhouse gas emissions emitted by people moving around in Oakville.

Building more compactly in strategic growth areas using attached forms of housing, such as townhouses or apartment buildings, will increase the viability of district energy systems for the heating and cooling of buildings because buildings are closer together. Furthermore, attached forms of housing have the ability to be more energy efficient than single-detached housing because they share walls and floors/ceilings with each other. Other green building techniques can further enhance the energy efficiency of these buildings.

Overview of the Strategy

The Strategy is essentially a toolbox and a playbook for building Complete Streets, 15-minute neighbourhoods and implementing other Transportation Demand Management Initiatives. It provides a collection of tools, ideas and strategies grouped into each of these areas. It then provides a series of recommended actions for how to use these tools to achieve the desired vision for Oakville.

The Tools

The collection of tools for Complete Streets are grouped into the following themes:

- pedestrian elements,
- cycling elements,
- transit elements,
- freight & goods movement,
- auto elements, and
- parking.

The toolbox for 15-minute Neighbourhoods is broken into the following sections:

- elements of successful 15-minute neighbourhoods,
- key recommendations for implementing 15-minute neighbourhoods,
- building key nodes 'from scratch',
- building on existing main street areas / nodes, and
- strategically retrofitting existing neighbourhoods to become 15-minute neighbourhoods.

The Strategy discusses how to put all of these tools and ideas together. It stresses that there is no one-size-fits-all solution because every street is different. Attempting to accommodate every mode perfectly on every street is somewhat of a paradox because elements that make one mode perform better can often make another perform worse.

The Strategy urges Oakville to adopt a multi-modal, multi-use road classification system to capture how modes are prioritized in Oakville. This is different than the current classification system that is based on auto volumes, speeds and road widths. This alternative classification system will help guide decision makers when they need to make tough decisions on how to prioritize and/or allocate the limited

resources within the town based on the new priority hierarchy proposed in the Strategy.

The final set of tools is classified in the Strategy as Travel Demand Management (TDM). TDM is a broad subject and some elements have already been discussed as part of the previous toolboxes. TDM is about encouraging behaviour change to take some of the strain off existing infrastructure by reducing the need to travel, changing people's choice of transport mode in order to avoid congestion, and re-timing their trips away from peak periods.

The TDM tools are grouped into the following themes in the Strategy:

- social programs;
- mobility as a service (MaaS), including car share, van pool services, ride-hailing, and micromobility; and
- new technologies, including electric vehicles, autonomous vehicles, and the importance of open data.

The Playbook

The playbook portion of the Strategy provides a high-level guide for implementing the tools. It acknowledges that it will take a lot of effort, political willpower and funding to bring the ideas presented in the Strategy to fruition.

Implementation of the Strategy is comprised of four main parts:

Aligned Coordination – Residents, developers, Halton Region, Metrolinx and other agencies and partners need to be allied with Oakville in an aligned pursuit of this Strategy for it to ultimately succeed.

Improving Follow-Through – It can be hard to transition from a study to real world application. The Strategy suggests utilizing business cases as a mechanism to prioritize and provide the rationale for the specific investments. Business cases holistically capture the costs and benefits (both economic and strategic) of implementing a project through a consistent methodology and metric that will allow Oakville to 'speak the same language' as upper levels of government. Metrolinx, for example, uses Business Cases to determine the benefit-cost ratio of projects prior to moving to detailed planning, design and implementation.

Action Items – The Strategy is not the final product to provide all the specific mobility solutions; it is simply the beginning. The Action Items section of the Strategy provides a list of studies to complete and areas to ensure aligned coordination between the town and stakeholders. Identifying specific infrastructure improvements is not the point of the Strategy. Rather, these things will be identified by future town master planning work.

Included below are various strategic planning documents that the Strategy should inform, the feasibility / business cases that would be most prudent to initiate, and areas that are most important for aligning coordination among stakeholders encapsulated in the Strategy's action items:

STRATEGIC PLANNING DOCUMENTS

- Official Plan
- Transportation Master Plan
- Complete Streets Framework
- Multi-modal Levels of Service Framework
- Business Case Framework
- Transit Service Review
- Parking Strategy
- Transportation Demand Management Strategy
- Emerging Technologies Strategy
- Goods Movement Strategy
- Year-Round Maintenance & Asset Management Strategy
- Vision Zero (or similar) Strategy
- Economic Incentives Strategy
- Development Charges Background Study
- Community Benefit Charge Study
- Pedestrian Charter Update
- Sidewalk Gap Analysis

FEASIBILITY STUDIES / BUSINESS CASES

- Trafalgar BRT Lite / BRT Business Case
- On-Demand Transit Service Business Case
- Bike Share Business Case

ALIGNED COORDINATION

- Regional Road Network
- Fare Integration
- Goods Movement
- Emerging Vehicles
- Municipal Control
- Open Data
- Stakeholder Groups

Monitoring – To keep up momentum, Oakville must track the progress of the Strategy over time and across multiple projects. The Strategy provides a framework to keep track of Oakville's progress towards its desired vision by introducing measures of success for each of its strategic goals.

INFORMING TOWN MASTER PLANNING

The Strategy represents an over-arching approach to managing the evolution of Oakville into the future. It should be a lens through which we examine much of what the town does, similar to the lens that is the climate change emergency. As mentioned earlier, implementing the Strategy tackles the two largest contributors of greenhouse gas emissions in Oakville contributing to climate change.

While the Strategy emphasizes the link between transportation and land use, and specifically calls attention to the town's Transportation Master Plan and the Livable Oakville Official Plan, in order to truly integrate land use and transportation, the philosophy represented by the Strategy needs to permeate into most other master planning that the town does as well.

For example, our libraries, recreation centres, sport facilities, parks, etc. are currently designed, sized and located in a 'district' fashion to create a centralized location for various recreation facilities. When the distance people may need to travel to reach the facilities is combined with the fact that people may need to bring equipment with them to participate in activities at these facilities, active transportation may not be viable. Therefore, people choose to drive.

If a true link between transportation and land use is to be achieved, how we design and locate these facilities and destinations needs to change to better embrace (and prioritize) visitors arriving by foot, bicycle, transit and other forms of active transportation. Then, how we pay for, operate and maintain these town-owned assets may need to be adjusted as a result.

Similarly, how we operate and maintain our network of streets needs to be informed by the Strategy. At present, it can be argued that the town's winter maintenance strategy focusses first on clearing ways for cars, trucks and buses to be able to move after a snow fall. Sometimes it can take a couple days for sidewalks and bike paths to be cleared, at times forcing people to walk on the road (even arterials) where motorized vehicles are travelling because the sidewalks are blocked with plowed snow.

Re-prioritizing this existing framework, however, may mean changing the equipment that is purchased or the standard protocols for which sidewalks or roadways are cleared first (or given priority).

The Strategy cannot be implemented through a single 'add-on' initiative or a one-time budget item. It represents an approach and philosophy to tackling tough decisions about the future of Oakville. It should guide decision makers on how to prioritize and/or allocate the limited resources within the town based on the new priority hierarchy proposed by the Strategy.

In order for the Strategy to be successful, it needs to be a guiding document that informs the preparation of most master plans for the town, such as:

- Town of Oakville Strategic Plan
- Annual Town Budget,
- Transportation Master Plan (including Active Transportation)
- Livable Oakville,
- Asset Management Plans,
- Fire Master Plan,
- Parks, Recreation and Libraries Master Plan,
- Cultural Plan,
- Economic Development Strategy,
- Financial and Strategic Planning,
- Environmental Strategic Plan, and
- Development Charges and Community Benefits Charge By-laws.

It will be implemented continuously over time through most master plans undertaken at the town and their implementation, not just the Transportation Master Plan and Livable Oakville Official Plan.

COMMUNITY ENGAGEMENT

The public needs to be made aware of the importance of implementing the Urban Mobility and Transportation Strategy to the future of Oakville. It has implications for growth management, climate change, health, mobility, livability and more.

First, staff recommend that town staff prepare and conduct a communication initiative in 2022 to inform the entire community – residents and employers – about the Strategy and its implications. Educating the public about the importance of this approach to community-building, and the benefits of relying on alternate modes of transportation in addition to privately-owned automobiles, is crucial to its success.

It should generate discussion within the community regarding the choices we make when we move and the implications of those choices on our natural and built environments within the town and region.

Staff are looking at a number of potential strategies that would be appropriate, including:

- a series of short educational videos posted on the Town's website, and distributed through social media, potentially covering a number of topics, including:
 - explaining what an urban mobility and transportation strategy is;
 - why choices related to how we move around are important;
 - how urban mobility relates to climate change and our carbon footprint;

- how will future technologies may impact the way we move; and
- how urban mobility relates to built form and land use.
- Information and other material posted on the Town's website;
- Pop-up information kiosks at various community centres, shopping malls, etc. to engage people in the locations they frequently travel to (depending on the COVID restrictions in place at the time of engagement); and
- Virtual webinars or panels with subject matter experts on targeted topics related to urban mobility (similar to the educational videos) which would also potentially allow facilitated discussion among attendees.

Secondly, additional public consultation will continue to occur through the community engagement components of town master planning initiatives, including the upcoming Transportation Master Plan Review and the ongoing Official Plan Review.

CONSIDERATIONS:

(A) PUBLIC

Prior to the first wave of COVID-19 restrictions, town staff and Steer had preliminarily begun to reach out to key stakeholders within the community by holding a preliminary stakeholder engagement session for internal and external stakeholders in October 2019.

Staff subsequently met with the Oakville Chamber of Commerce on two occasions to introduce the urban mobility strategy initiative and Steer, as the consultant, to this group as means to begin engaging the business community in our discussions.

The public needs to be made aware of the importance of implementing the Urban Mobility and Transportation Strategy to the future of Oakville. To this end, the report recommends that town staff conduct a communication initiative in 2022 to inform the Oakville community about the Strategy and its implications.

Additional public consultation will occur through the community engagement components of most town master planning initiatives, including the upcoming Transportation Master Plan Review and the ongoing Official Plan Review.

(B) FINANCIAL

Implementation of the recommendations from the Urban Mobility and Transportation Strategy and this report will inform and impact the financing and delivery of municipal programs, services and infrastructure. These needs will

be assessed and included in future capital and operating budgets for approval through the regular annual budget approval processes.

The communication initiative would be funded through the current operating budgets of the Transportation and Engineering and/or Planning Services departments.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

Implementation of the recommendations from the Urban Mobility and Transportation Strategy and this report will impact most town departments. The Strategy will provide a lens through which to view most master planning for the town.

(D) CORPORATE STRATEGIC GOALS

This report addresses all five of the corporate strategic goals. Building compact, walkable, mixed use neighbourhoods integrated with a transportation network that provides a gamut of viable and accessible transportation choices for all residents, with an emphasis on transit and active transportation, will:

- continue to ensure that Oakville is the most liveable town in Canada,
- foster a community environment that engages all residents,
- deliver an efficient transportation system and transit service,
- improve the town's multi-modal transportation network supporting effective movement of people and goods, and
- protect greenspace by accommodating future growth within Oakville's existing urban area.

(E) CLIMATE CHANGE/ACTION

Building compact, walkable, mixed use neighbourhoods integrated with a transportation network that,

- provides a host of viable and accessible transportation choices for all residents,
- emphasizes transit and active transportation, and
- reduces Oakville's dependency on private automobiles

will directly address Oakville's two biggest contributors to greenhouse gas emissions – transportation and the heating / cooling of homes and buildings.

CONCLUSION:

Implementation of the Oakville Urban Mobility and Transportation Strategy will ensure that the town's growth management strategy – its urban structure – is ultimately successful by integrating transportation and land use planning.

At the same time, it will allow Oakville to directly address its two biggest contributors to climate change – transportation and the heating / cooling of homes and buildings.

Pedestrians, cyclists, transit riders, and transporters of goods now need to become the most important users of Oakville’s transportation system and community as a whole. Moving people and goods, not cars, must be the top priority.

In order to truly integrate land use and transportation, the over-arching approach and philosophy represented by the Strategy needs to permeate most master planning that the town does. It needs to be a lens through which we examine much of what the town does to inform the corporate direction for how the municipality prioritizes, operates and maintains our transportation facilities and builds our community.

APPENDICES:

Appendix A – Oakville Urban Mobility and Transportation Strategy, Final Report, including appendices, dated November 2021

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