

## **Appendix A – Summary of public consultation and feedback**

The public consultation for the Urban Mobility and Transportation Study included a public open house on June 22, 2023 and an online consultation period from June 22 to August 13, 2023. The consultation was advertised by a news release (published June 1), a public notice in Oakville Beaver and [Oakville.ca](https://www.oakville.ca) (published June 1), an article in the Mayor's newsletter (published June 7), a memo in the Council Information Package (sent June 13), social media posts (between June and August), meetings with ward councillors and mayor (met August and September), and an UMTS project website created, with a questionnaire survey. Below is the summary of the feedback received from the public.

### Feedback related to safety and security

- There is a need to review the safety and accessibility aspect in some areas of existing communities and address the issues for people with disabilities.
- It will be dangerous to attract the public to use active modes while there is a lack of active transportation facilities.

### Feedback related to the use of travel demand data to better understand the changing travel patterns

- New data should be used to illustrate alternative forms of transportation, in the past and nowadays, and highlight its impacts in terms of discrete measurements.
- Some suggested that types of journeys be measured to understand and prioritize modes of transportation. In addition, consideration should be given to calculate value of time, because a long travel time for a journey will never be an acceptable option.
- The pandemic impacted travel as working from home resulted in reduced commuting using vehicles however recreational trips have been increased using public transit, cycling, and walking.
- Some feel that there is no difference between pre- and post-pandemic times. Some feel that the transportation mode choice changes drastically from summer to winter and this should be accounted for in transportation mode prioritization.

### Feedback related to emerging transportation technologies (e.g. electric vehicles, e-scooters)

- There is a need for active transportation infrastructure with safe bike lanes, separate pedestrian sidewalks, and separate e-scooters.
- There is more interest in cycling and walking (and now e-scooters), however Town's active transportation infrastructure is not always aligned.

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Feedback related to Mobility for all ages and abilities

- There are supports to push towards walking and cycling infrastructure and making the Town more equitable and accessible for all ages and abilities.
- People should feel safe to travel in whatever ways they choose. Mobility freedom is important.

Feedback related to public transit services and infrastructure

- Public transportation is not adequate to cover all the areas of the Town and needs to expand. A few residents demand more area coverage, frequency, and operational hours of public transit. A few would like to see more Oakville Transit connections with other networks that will increase transit options to the commuters intending to travel in or/and outside the Town.
- Public transit is lacking in frequency and convenience. There is a need to synchronize the bus timings with GO trains to avoid long wait times.
- There are no commercial activities in the vicinity of GO station parking and allowing a few of them will promote active transportation in the area and save the commuter time.
- The resident supports the idea of free transit for children/seniors and suggested that it will be convenient to start public transit before the houses are built in the new subdivision as it will encourage the reduction of single-vehicle occupancy. Newly developed areas should be planned and designed with public transit and active transportation connections.
- High school students can be targeted to use public transit as they can't drive and want to travel in groups and like independence. The initiatives are required to make it easy for high school students to get to and from school from their homes rather than go to bus terminals to take buses. It should be a viable choice for high school students by including more stops in existing and new neighborhoods, closer stops to schools, and more frequency. The Halton School Board supports public transit and active transportation modes and is interested in seeing the impacts of free rides for youth and seniors around the secondary school sites.
- There is a demand for a bus connection between Bronte GO station and across Lakeshore Road West. Express bus service is required along Trafalgar Road to connect to Oakville GO station and pedestrian-only streets will be required within the Midtown area.
- Some commented that people will not use crowded public transit and still use their vehicles for privacy and that is the realistic approach for shaping the future of the town
- Public transit is not easy to use and needs improvements such as designating bus stops with names rather than numbers, installing digital displays of when to expect the next bus at each stop, and updating the same information online as well.

Feedback related to active transportation (i.e. walking and cycling)

- The active transportation modes are severely lacking in the Town under existing conditions. Dangerous driving also contributes to discouraging active transportation. Therefore, it is difficult to persuade residents to use active transportation that it is a convenient mode of transportation.
- A pilot project can be launched in downtown on a selected street by declaring a vehicle-free zone which will increase the standard of living for the residents and boost economic activities. The street should be closed to vehicles where on-street walking is allowed.
- An active transportation plan for suburban areas of the Town should be available at “activity centres” (i.e., Trafalgar Road/Upper Middle Road).
- The bridge is needed over Sixteen Mile Creek running parallel to the rail track for an active transportation connection between Kerr Street and GO station.

Feedback related to vehicle movement and roadway infrastructure

- An effort to reduce current mode share of driving automobile will cause traffic gridlock, as cyclists need a complete lane and walking isn't necessarily a viable option.
- There are examples of roundabouts that work in other cities that could work in Oakville.
- The UMTS study is strongly biased against the automobile mode of transportation as it is listed as the lowest priority in all modes of transportation. The automobile mode of transportation will continue to be a transport choice in the future therefore the Town's policy document should reflect it as a high priority.
- With the development of Midtown, the downtown will continue to be a major attractor through this transition and the UMTS report does not adequately consider how to avoid the traffic congestion and even gridlock that will be likely to result. There are interested in transportation modeling to see the results in terms of increased traffic loads in the existing neighborhood.
- By using enforcement measures such as increasing taxes or fines, the usage of automobiles can be reduced.
- North Oakville has significant parking issues and parking restrictions are not a viable solution.
- Look for ways to reduce vehicle dependency such as staggered working hours over the 24-hour clock and not following the typical workday hours.
- There is a need to focus on incentivizing other modes of transportation without punishing automobile mode.

Feedback related to Mixed-use neighbourhoods

- Transit-oriented development will abolish low-density housing development and favour high-density communities.
- The vision should include public transit connectivity with other municipal transit systems, free transit for sub-groups within the Town such as high school students, subsidized transit system consideration, de-carbonation, and electric mobility of buses, creating an interconnected mixed use community.
- Allow live and work type arrangements in existing communities that will improve quality of life, reduce traffic congestion, and be more desirable for active transportation.
- By working with all stakeholders together, new forms of developments can reduce the reliance on automobiles.
- Increasing the density in the Town's growth areas, nodes, corridors, and the right type of densities will encourage more individuals to use active transportation modes for daily needs.
- Some are in favour future provisions for Light Rail Transit, but knowing there should be a change in the existing land use and zoning bylaws to help the vision be achieved.

Feedback related to climate and emission goals

- The UMTS should have a primary focus on reducing greenhouse gas emissions, increasing energy efficiency, and connecting the community with energy goals.
- There is support that the roads should not be widened anymore that will lead to stopping car dependency and at the same time increase the frequency of public transit even if it means smaller buses, dedicated bus lanes and signal priority, direct connectivity of buses with shopping and dining hubs and building protected bike lanes and intersections will promote active transportation. All of these will result in better air quality and environment.
- Some are in favour of different transportation demand measures such as carpooling etc. to reduce greenhouse gas emissions.
- There is support for promoting emission-free vehicles.