

Transportation Master Plan (TMP)



Council Workshop

April 14, 2025



Outline

- Transportation Master Plan Process
- Public Engagement
- Alternative Solutions and Preferred Solution
- Preferred Solution to 2051 – By Mode
- Emerging Technology & E-Scooter
- Travel Demand Management
- 2026/2027 Implementation
- Schedule and Next Steps



Oakville Transportation Master Plan (TMP)

PURPOSE STATEMENT

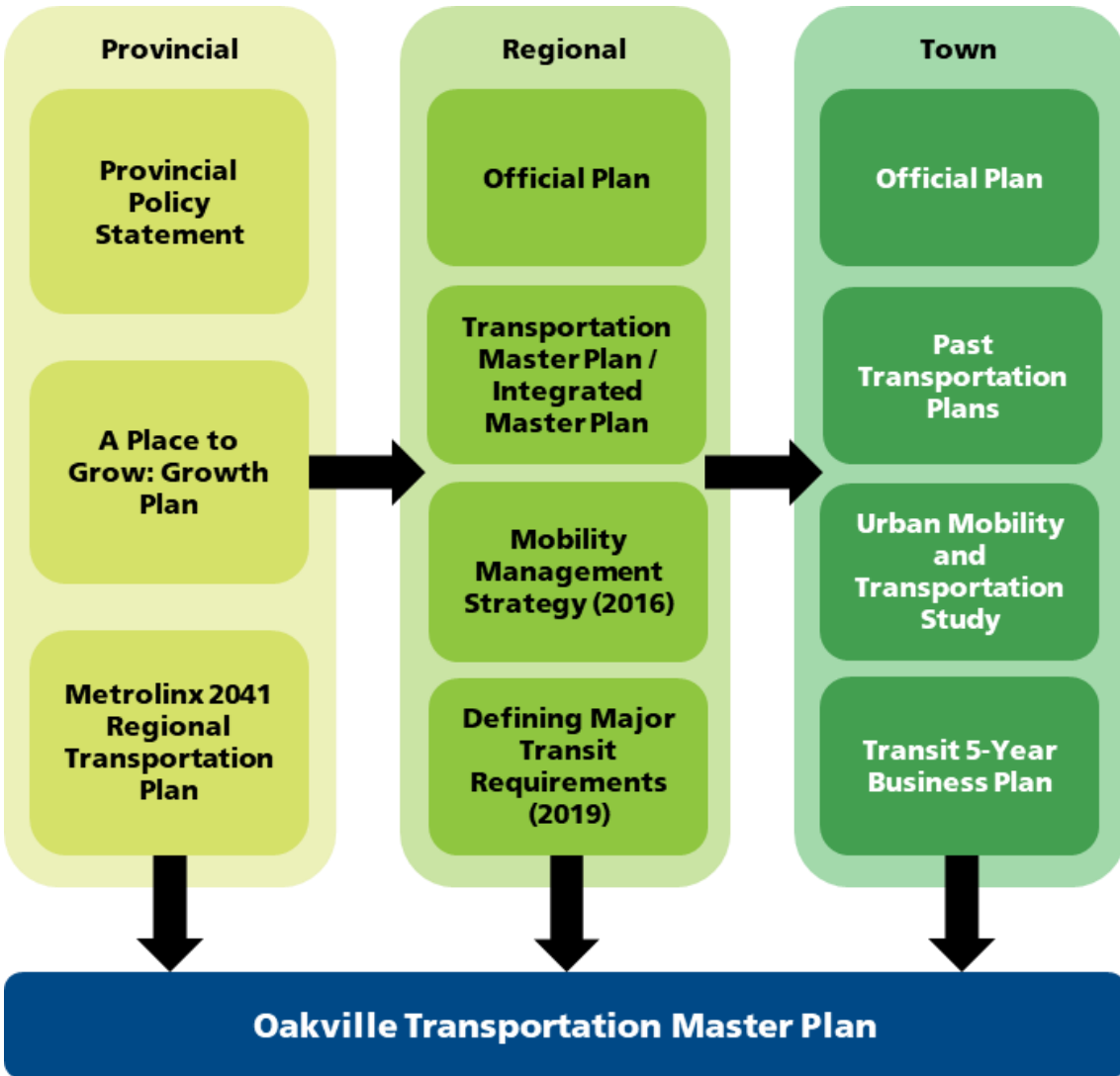
“The Town of Oakville is developing an equitable, sustainable, accessible, and connected transportation system that supports planned growth and enables the development of vibrant, people-oriented, and transit-supportive complete communities through 2051.”

PROJECT SCOPE



- Master Plan EA Process
- Consider all travel modes: Pedestrian, bicycle, transit, trucks, Cars
- Recommend infrastructure improvement and network for: streets, active transportation (AT), transit
- Develop policies and programs
- Horizon: Short (by 2035); Medium (by 2041); Long Term (by 2051)

How TMP Fits...



Guided by:

- Oakville Council Strategic Plan – four strategic priorities
- Oakville Energy Strategy (CES)

Close coordination with ongoing Halton Integrated Master Plan

Approach to Assessing Needs & Opportunities

The plan is comprehensive, data driven exercise ground in the following:



Data Driven Analytics

Used traffic, collision data, and Big Data (StreetLight, Strava, Environics), travel surveys (TTS)



Travel Demand Forecast

Used subarea of Halton Region Transportation Model and Halton Region Growth Forecasts (Joint Best Planning Estimates)

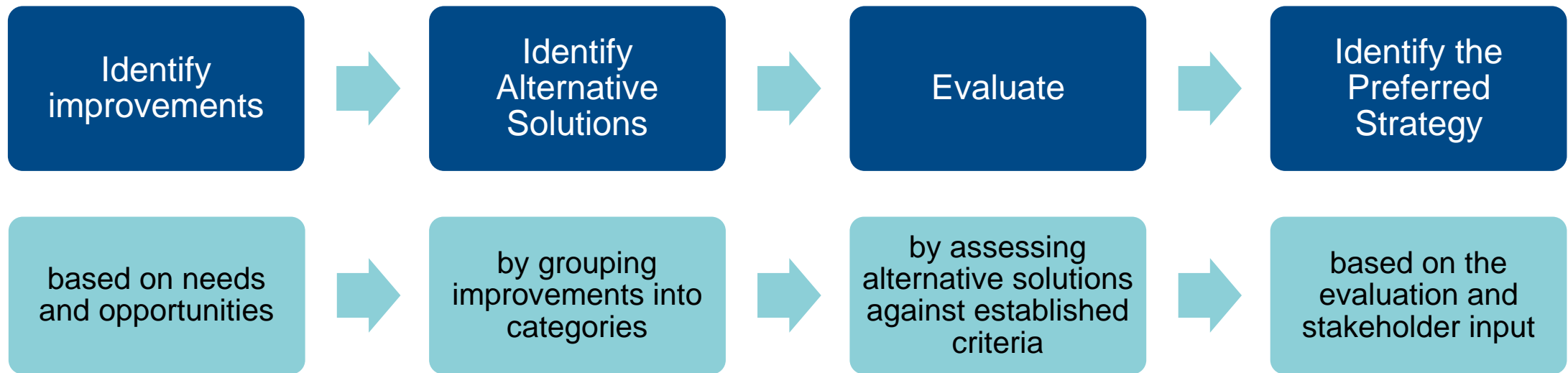


Research, Trends, Policies

Examined industry best practices, provincial, transportation policies, climate change / housing needs

Master Plan EA Process

- As part of the Municipal Class Environmental Assessment (MCEA) process, alternative solutions are identified to ensure a wide range of options are explored before selecting the preferred solution
- The preferred solution is most aligned with objectives and supporting criteria established through the TMP process



Evaluation Criteria

The evaluation criteria established below were used to assess the alternative solutions and identify a preferred solution.

Transportation Service

- Improves capacity
- Reduces delay
- Supports connectivity
- Improves safety

Transportation Equity

- Benefits equity-seeking groups
- Improves access to transit
- Accommodates active transportation
- Protects vulnerable road users

Climate Change and Natural Heritage Impact Mitigation

- Reduces Greenhouse Gas (GHG) Emissions
- Minimizes impact to environmental features
- Supports “Clean Energy” initiatives
- Supports sustainable (future-ready) solutions / resilient to the effects of climate change

Growth and Economic Development

- Supports existing and/or future businesses / employers
- Attracts future businesses / employers
- Supports transit hubs

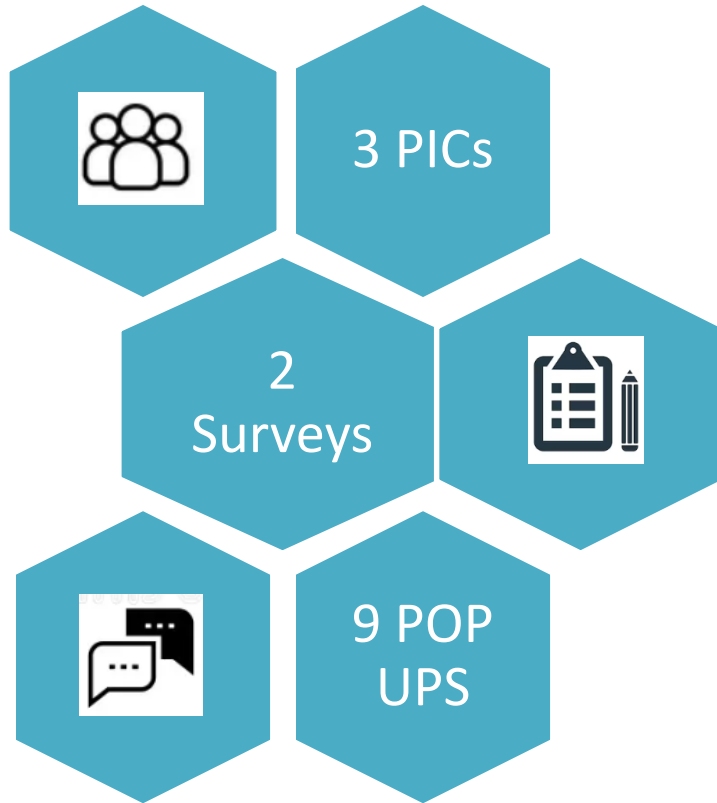
Livability

- Supports vibrant, social spaces
- Supports healthy living
- Offers diverse and viable mobility choices

Cost

- Minimizes town capital expenditures
- Minimizes town operating and maintenance costs

Public Engagement

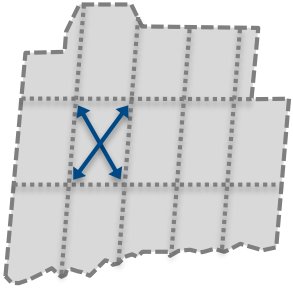


**What we have
heard...600 points of
contact + 300 comments**

- General acceptance/preference of PIC#3 recommendations – combined alternative solution.
- Improve Oakville transit frequency and connectivity, enhance integration with GO Transit, and invest in regional transit connections.
- Improve Active Transportation connections between communities with a preference for physically separated facilities and enhance local and inter-community pedestrian and cycling connectivity.
- Strengthen connections to adjacent municipalities.
- Implement traffic calming measures.
- General support for e-scooter program, with interest in bike-share programs as well.

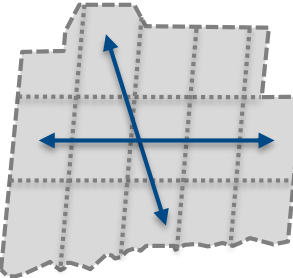
Alternative and Preferred Solution

Each alternative included a set of improvements for **all modes** (active transportation, transit and streets), along with other initiatives / policies



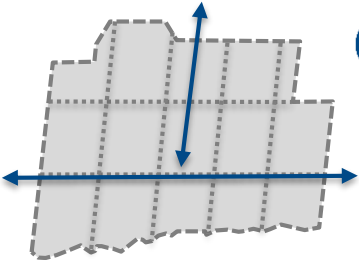
1 Focus on Travel Within Neighbourhoods

- Short Distance Trips
- Traffic calming along local roads
- Pedestrian linkages
- Enhanced on-demand transit service



2 Focus on Travel Between Neighbourhoods

- Medium Distance Trips
- Corridor studies to improve mobility
- Dedicated cycling facilities along collector roads
- Higher frequency inter-neighbourhood transit routes



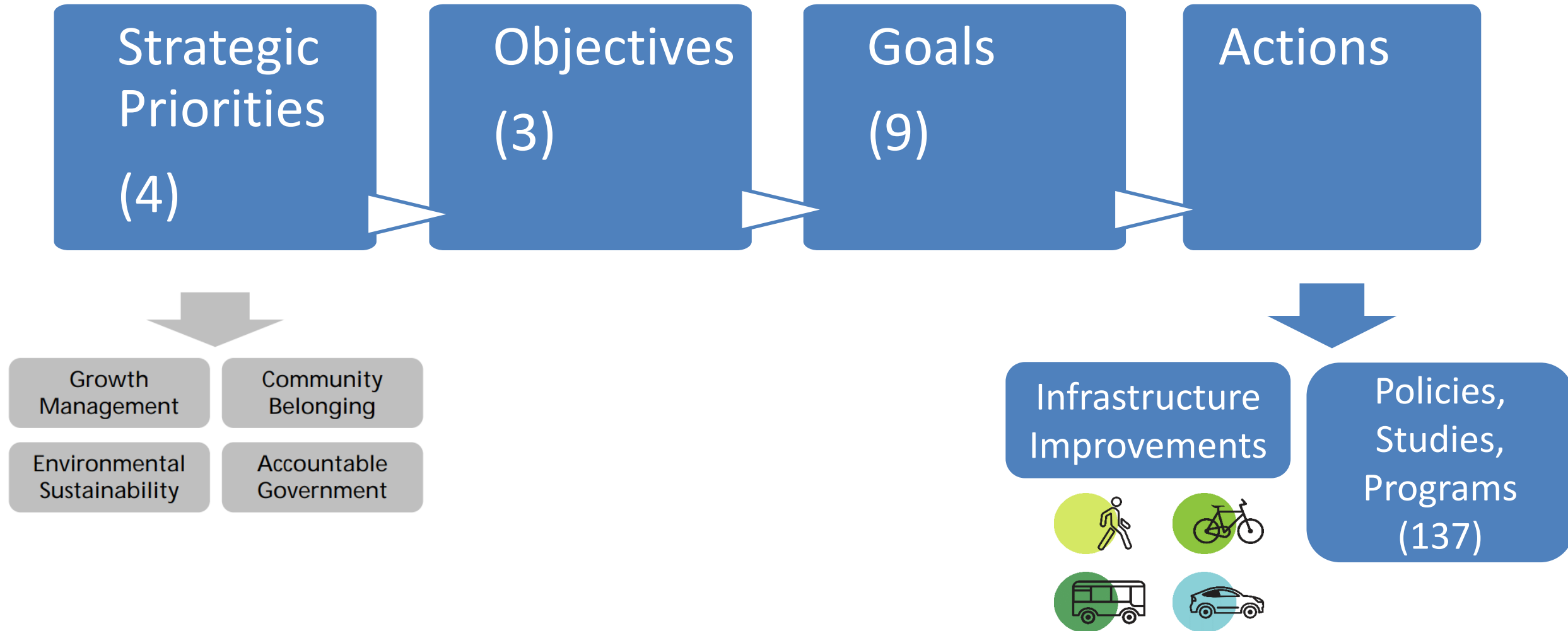
3 Focus on Travel to the Broader Regions

- Long Distance Trips
- Cycling corridors and multi-use trails
- Collaboration with Metrolinx to improve GO Transit
- Collaboration with the Province for highway improvements

The preferred solution is a **combination** of alternatives

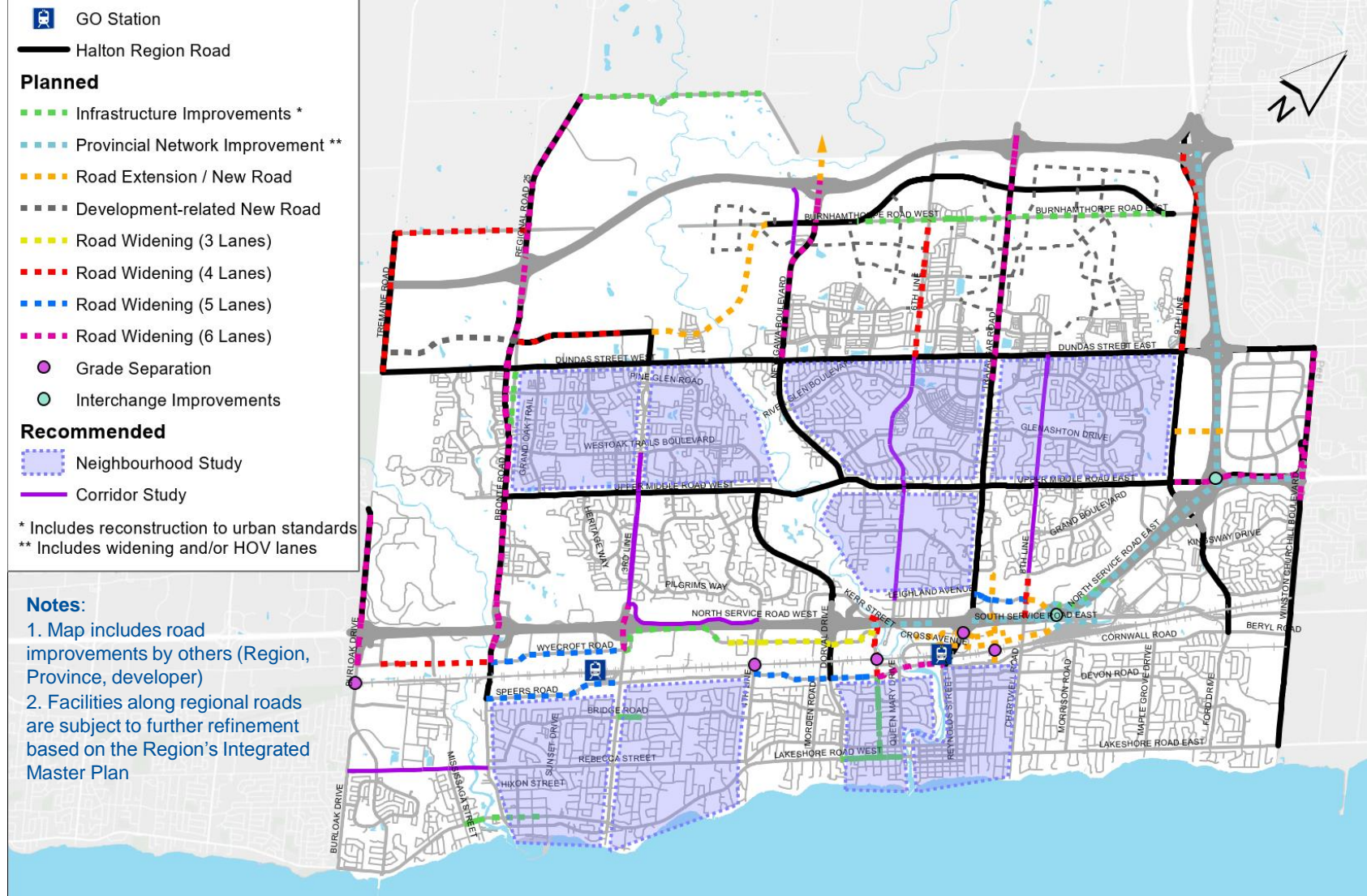
- Include previous TMP / ATMP recommendations
- Infrastructure improvements for all modes
- Supported by policy and program for TDM, goods movement and emerging technology needs

Master Plan Strategic Framework





Streets



Preferred Solution to 2051 – Streets

Includes:

- All improvement from previous TMP
- New grade separation in Midtown
- Various studies



Streets

Adopt Complete Streets typologies and guidelines (see table below)

Existing Road Classification	Complete Streets Typology	Context / Land Uses	Function
Multi-purpose Arterials	Mobility Link	Urban / Suburban	Support a high degree of mobility and corridor efficiency through the provision of major transit and AT facilities
	Urban Thoroughfare	Urban / Suburban	Support a high degree of mobility and commercial access
Minor Arterial / Transit Corridors	Transit Priority Corridor	Urban	Support a medium to high degree of mobility through the provision of localized transit facilities and dedicated active transportation infrastructure
	Main Street	Downtown / Commercial	Support businesses and walkability through provision of streetscaping / placemaking elements and enhanced pedestrian realm
Industrial Arterials / Commercial Collectors	Industrial	Industrial / Employment / Commercial	Support and facilitate access for moderate volumes of traffic moving within and through employment / industrial districts
Major Collectors	Commercial Collector	Urban / Commercial	Support and facilitate access for low to moderate volumes of traffic moving through retail / commercial areas
	Suburban Collector	Suburban	Support low to moderate volumes of traffic to connect to higher order road classes
Minor Collectors	Residential Collector	Suburban	Support low volumes of intra-community traffic
Local Roads	Neighbourhood Street	Suburban	Support neighbourhood access and traffic calming
	Laneway	Urban / Suburban	Support neighbourhood access and placemaking



Streets

Implement Multi-Modal Level-of-Service (MMLOS) guidelines

- MMLOS is a framework for evaluating street design based on the experience and efficiency of all users – pedestrians, cyclists, transit riders and motorists.

Key Elements include:

- ✓ Level of Service (LOS) for All Modes: Measuring mobility, safety, and comfort beyond just vehicle flow or v/c ratios.
- ✓ Context-based Prioritization: Evaluating and prioritizing street typology based on function and user needs.

Benefits of Adoption:

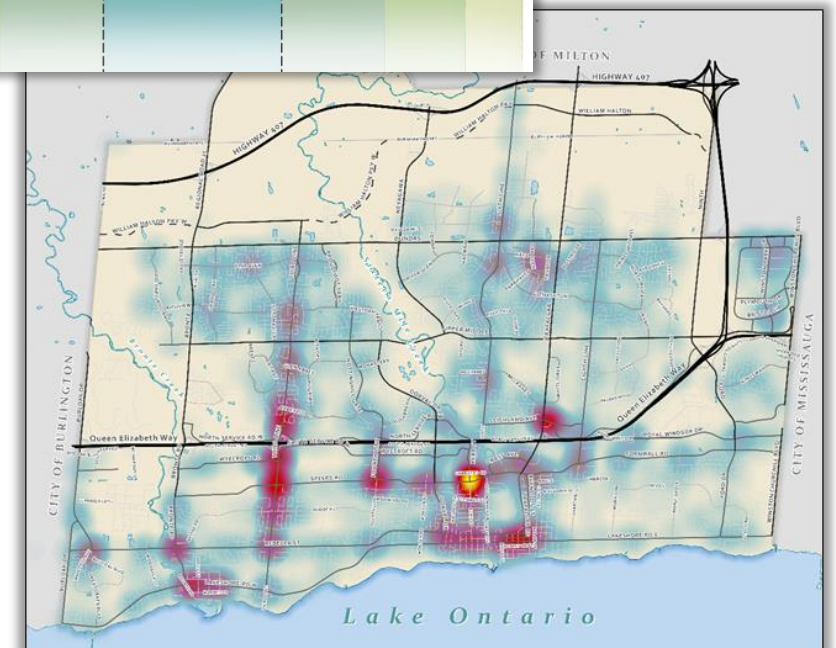
- The town shall apply these guidelines in the construction and reconstruction of streets, as well as in the planning of new developments. By ensuring the needs of all users are considered, the town can strive to create safer, more accessible and vibrant public spaces.



Streets

Selected Actions

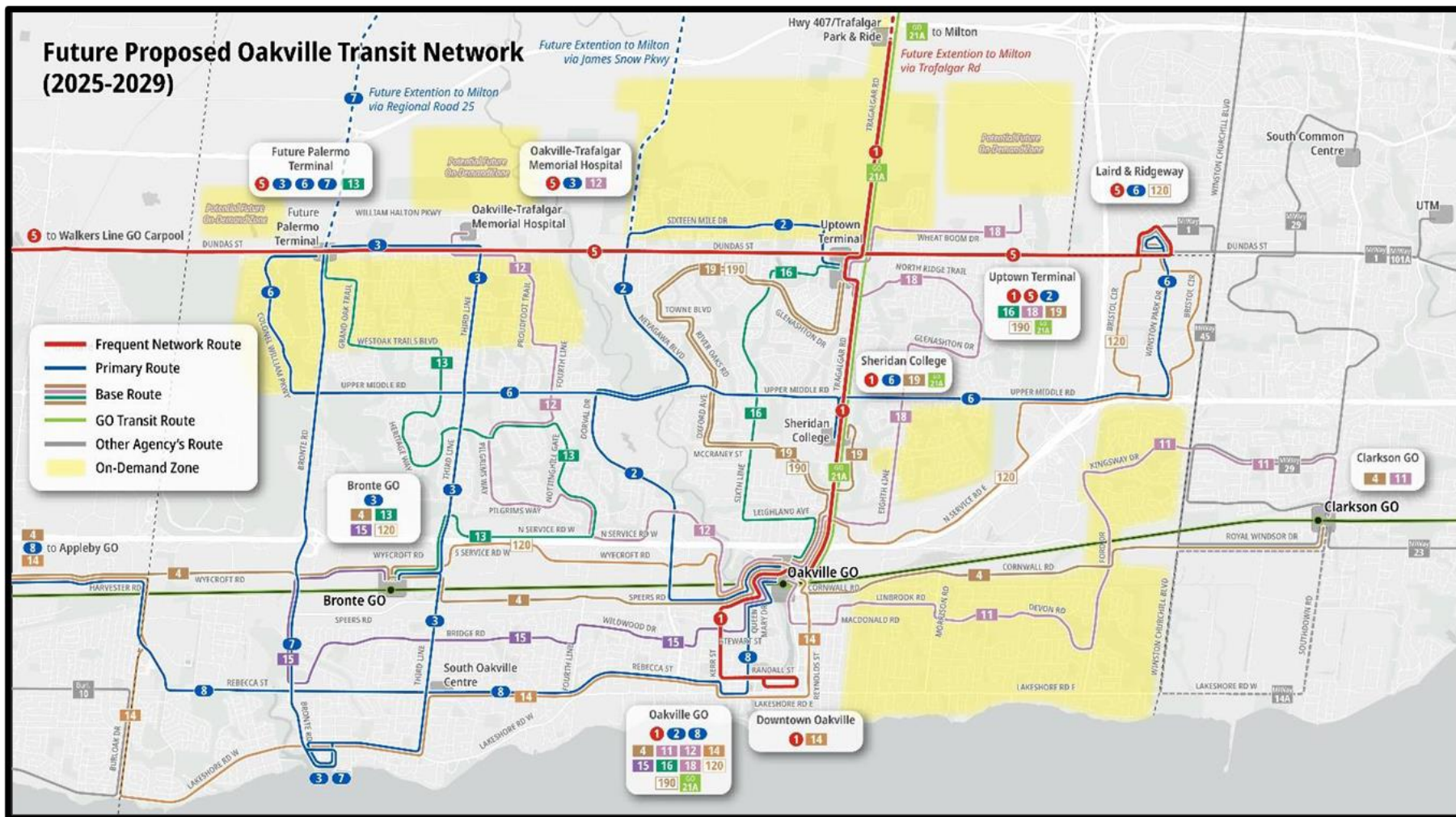
- Adopt **Complete Street** and **MMLOS** guidelines and typologies and update OP, Eng. Standards
- Develop a **Curbside Management Strategy**
- Complete **Neighbourhood Studies** to identify missing AT connections and road safety improvements
- Complete **Corridor Studies** on major streets to establish operational improvements
- Complete **Safety Assessments** for streets not within neighbourhood study area but have significant collision rates to identify mitigation measures





Transit

- **Implement the Oakville Transit Five-Year Business Plan**

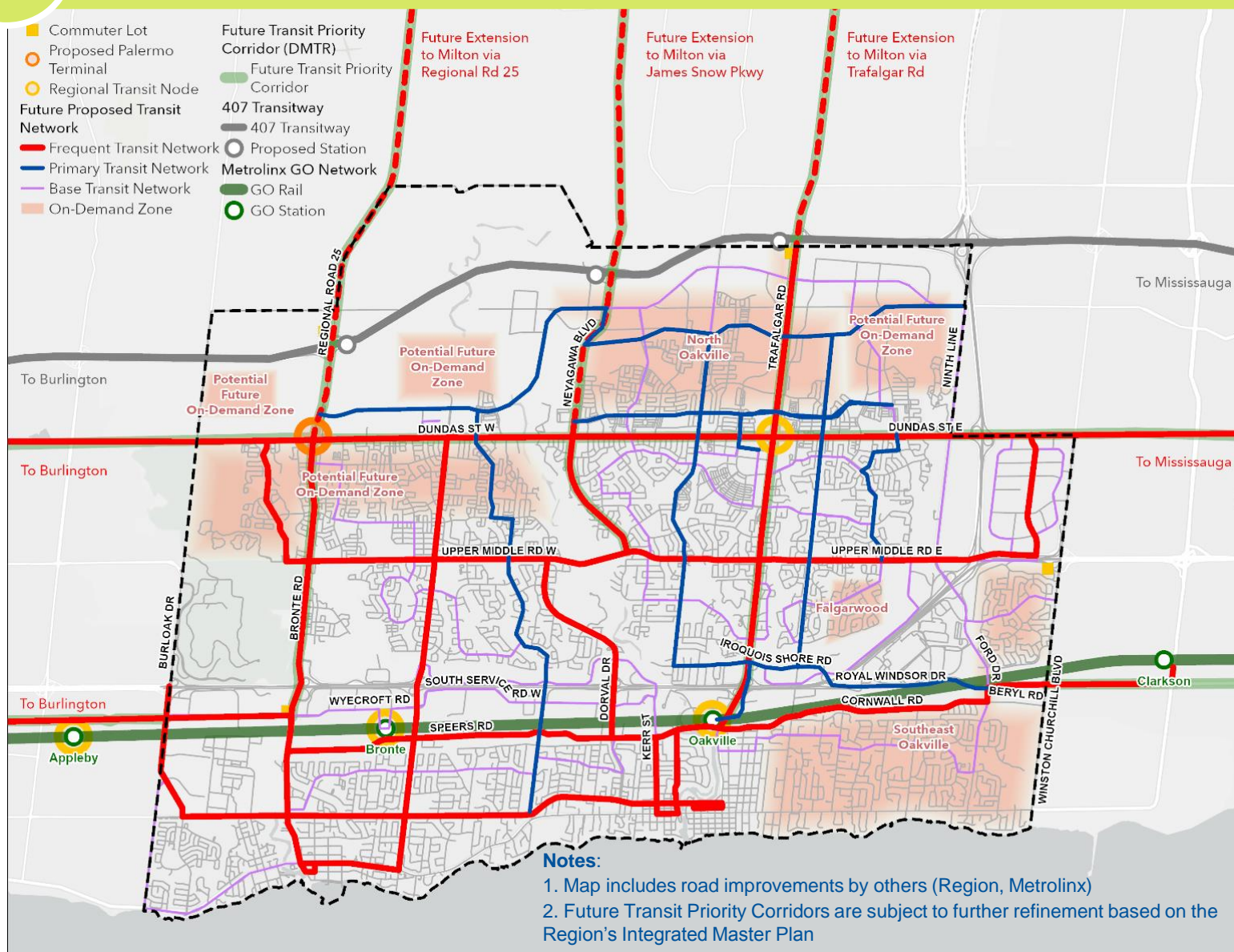


Increase
service levels
with additional
transit services

Implement 2025-2029 Family of Services Transit Network



Transit



Preferred Solution to 2051 – Transit

Includes:

- Frequent Transit Network (FTN)
- Palermo Transit Terminal
- Future BRT (Trafalgar, Bronte, Dundas)
- Regional Express Rail on Lakeshore West Line
- Continue expansion of on-demand service



Transit

Selected Actions

- **Collaborate with other agencies** to implement transit supportive infrastructure in Oakville (e.g. Trafalgar Dundas and Trafalgar BRT, Neyagawa, Bronte and Trafalgar 407 Transitway Stations)
- Continue to **seek funding opportunities** from different levels of government
- Adopt improved **Oakville Transit bus stop guidelines** on existing and new routes
- Continue **electrification** of Oakville Transit fleet
- Continue advocating for **Transit Priority Corridors** with Halton Region
- Continue advocating for **fare and service integration**





Active Transportation (AT)

Recommendations

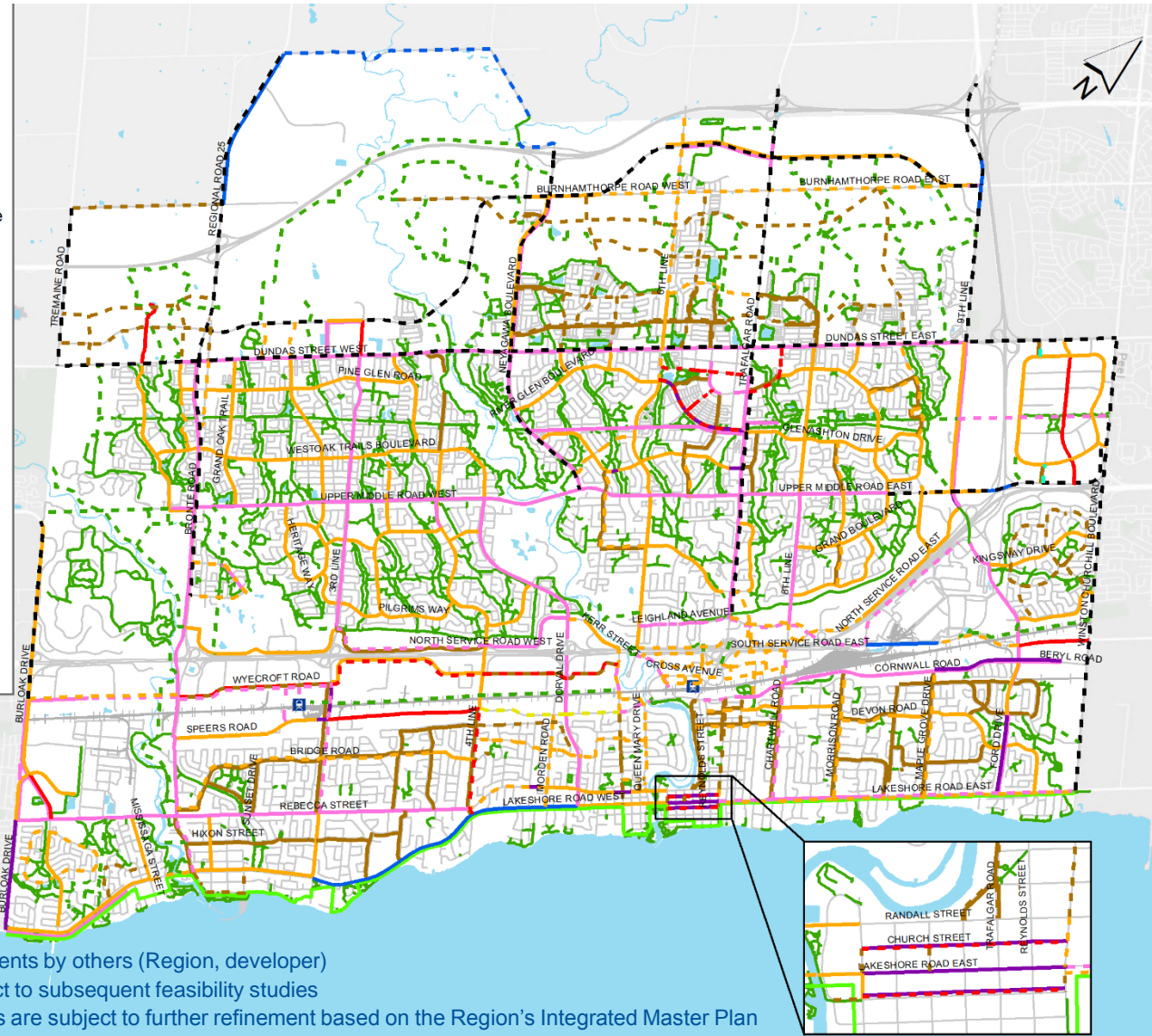
- Bike Lane
- Buffered Bike Lane
- Cycle Track (In-Boulevard)
- Multi-Use Trail
- Paved Shoulder
- Physically Separated Bike Lane
- Regional Facility
- Sharrows
- Signed Bike Route
- Town Trail

Existing

- Bike Lane
- Buffered Bike Lane
- Multi-Use Trail
- Paved Shoulder
- Sharrows
- Signed Bike Route
- Waterfront Trail
- Town Trail
- GO Station

Notes:

1. Map includes road improvements by others (Region, developer)
2. New town facilities are subject to subsequent feasibility studies
3. Facilities along regional roads are subject to further refinement based on the Region's Integrated Master Plan



Preferred Solution to 2051 – Active Transportation

Implementation will be assessed:

- Through neighbourhood/corridor studies
- Feasibility study to evaluate site conditions



Active Transportation (AT)

Recommendations

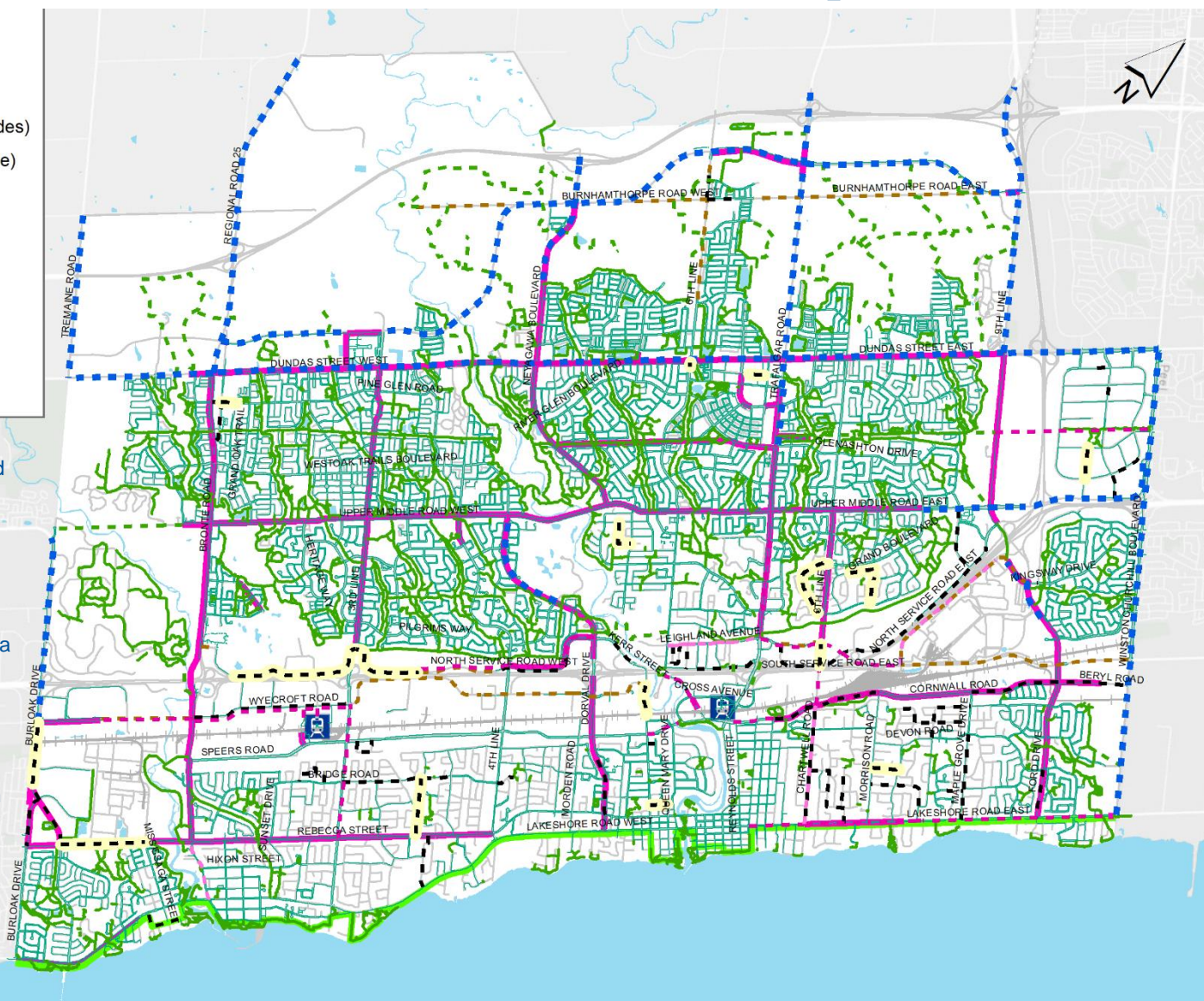
- Multi-Use Trail
- Town Trail
- Sidewalk (both sides)
- Sidewalk (one side)
- Regional Facility
- New Connection

Existing

- Multi-Use Trail
- Waterfront Trail
- Town Trail
- Sidewalks

Notes:

1. Map includes road improvements by others (Region, developer)
2. All new sidewalks identified within existing built out areas are subject to a Sidewalk Feasibility Study
3. Facilities along regional roads are subject to further refinement based on the Region's Integrated Master Plan



Preferred Solution to 2051 – Pedestrian Network

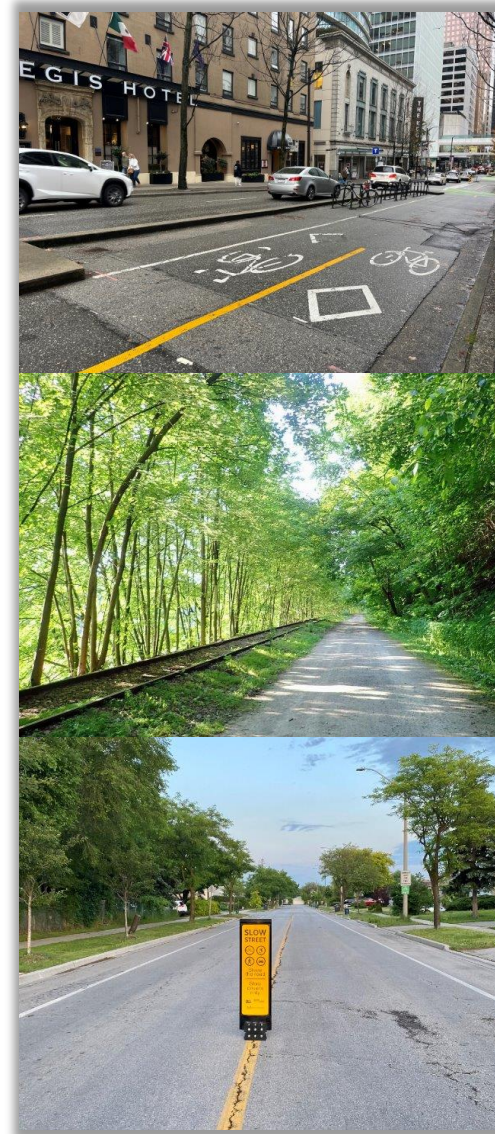
- Map includes previously identified routes from the 2017 ATMP and previous 2018 TMP
- Feasibility review will be conducted prior to implementation



Active Transportation (AT)

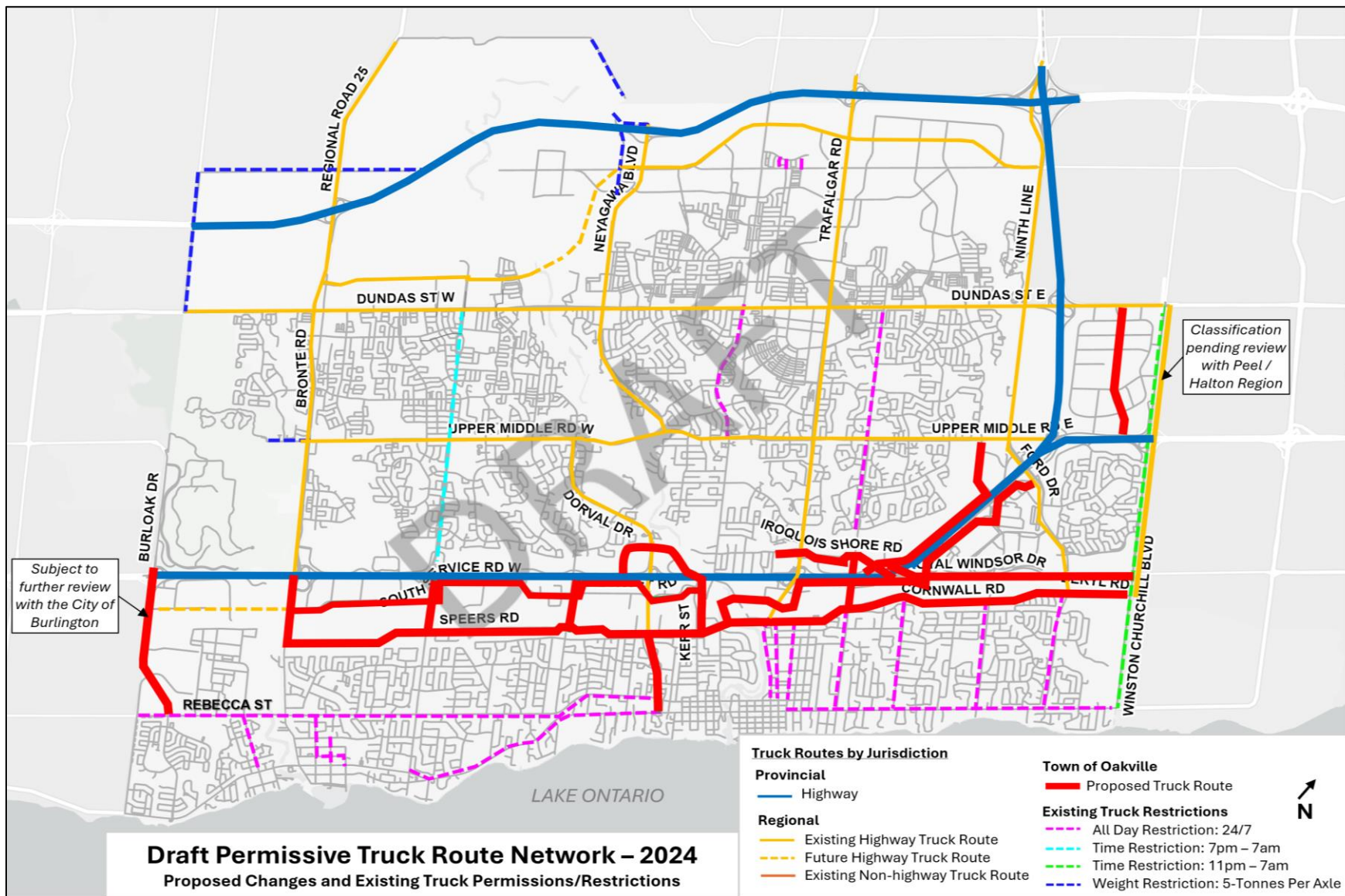
Selected Action – Themes:

- **Active Transportation Infrastructure:** Design and implement new routes, conduct studies for corridor retrofits and sidewalk feasibility, and establish standards for multi-use trails and protected crossings.
- **Policy and Planning:** Update town policies, including the Official Plan and Zoning By-laws to ensure new developments account for AT facilities
- **Collaboration and Safety:** Work with external stakeholders to implement rail grade separations, establish safety design standards, and update engineering guidelines to account for AT
- **Support and Amenities:** Install bicycle parking, amenities and destination signage, establish subsidy programs for bike parking in private developments; and allocate funding for education





Goods Movement



Preferred Solution for Permissive Truck Route Network

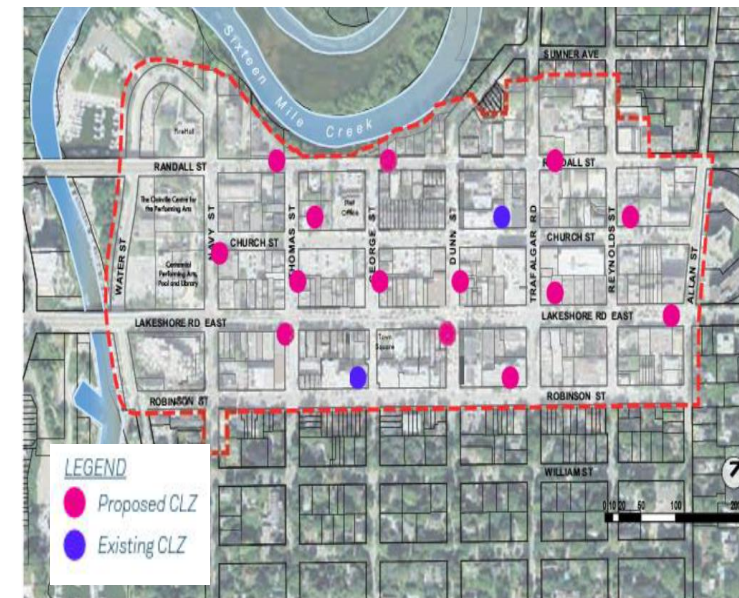
- Transition to permissive routes that trucks can travel while maintaining existing truck restrictions.



Goods Movement

Selected Actions

- Review and Implement **Truck Time-of-Day Restrictions** including enforcement.
- Develop **curbside management strategies** including loading zones for commercial truck and **expand short-duration (20 minute) on-street parking zones**, in appropriate areas, to accommodate curbside deliveries.
- Explore opportunities to **implement dynamic curbside management** to improve utilization and flexible of Oakville's curbsides, especially in busy areas.
- Through the upcoming Employment Lands Study, **encourage major freight generators to develop around 400-level highways** to reduce future truck volume infiltration within Oakville



Examples of Commercial Loading Zones (CLZ)



Curbside management pavement markings



Emerging Technologies

Selected Actions:

- Set requirements / incentives for the inclusion of **car sharing** vehicles in new development.
- Facilitate / incentivize privately run **van-pools**.
- Develop **bike-share pilot program** for high demand locations.
- Explore **Electric Vehicle and EV Charging** adoption and study future needs opportunities.
- Pilot adaptive signals and continue to **optimize signal systems** and smart video detection cameras.
- Develop **Autonomous and Connected Vehicle** readiness strategy.





E-Scooters (Low Carbon Mobility – LCM)



General support for e-scooter program proposed actions

FACT SHEET

- **E-scooters are not permitted in Oakville public right-of-way** as per the Ontario Highway Traffic Act
- The province has established an e-scooter pilot program, **however Oakville has not joined at this time.**
- **E-scooter uses and concerns are growing** (e.g. unclear of regulation, variety of models, speeding).

Proposed Actions

Educational Campaign

- Address Safety Concerns (helmet use, minimum age etc.,)



✓ e-scooter*

Infrastructure Connectivity

- Increase network connectivity to support safe e-scooter use

By-Law Amendment

- Opt-in to the provincial pilot to permit e-scooter use

NOT e-scooters*



✗ No handle



Has a seat



Has a basket



Has 4 wheels

* According to the Provincial pilot program definition



Travel Demand Management (TDM) / Low Carbon Mobility

TDM refers to strategies and actions to promote active transportation, public transit, carpooling, telecommuting, etc, with the goal to provide more efficient uses of the transportation system.

5 Themes

Parking and
Curbside
Management

Changing Travel
Characteristics

Supporting
Sustainable
Modes

Changing the
Development
Review Process

Developing a
Culture

7 Goals

1. Reduce single-occupancy vehicle (SOV) use
2. Incentivize sustainable transportation modes (public transit, walking, and cycling)
3. Support the development of livable and healthy communities
4. Improve job quality and foster economic development
5. Improve public health and wellbeing
6. Leverage new technologies to enhance TDM initiatives
7. Ensure collaboration with the Region and other local municipalities on TDM initiatives



Travel Demand Management (TDM) / Low Carbon Mobility

Selected Actions

- Adopt a **TDM checklist** for transportation studies for new developments
- Expand the town's **real-time monitoring of paid parking** stalls to other growth areas and **develop demand-based parking pricing**
- Develop a **Carpool Lot Strategy** in collaboration with Halton Region and MTO
- Develop a **Bike Hub Integration Program** at Oakville's GO Stations (in partnership with Metrolinx) and Sheridan College
- Establish a **stronger winter maintenance policy for priority bicycle routes**, especially trails to key commuter destinations
- Expand availability of **high-quality bike parking** across the town in the road right of way and growth areas.
- Continue **promotion, and education programming** including Smart Commute, Bike shop workshop, targeted school engagement.



2026/2027 Implementation



Streets

Early (2026/2027) Recommendations:

- Initiate Neighbourhood Studies in order of priority
- Initiate Corridor Studies

Planned road improvements and grade separations:

- Cross Avenue and Midtown capital road projects
- Iroquois Shore Road between Trafalgar Rd and Eighth Line widening
- Wyecroft Road between Bronte Road to Third Line widening



Active Transportation

Early (2026/2027) Recommendations:

- Initiate feasibility studies for proposed cycling facilities
- Consult on proposed AT projects:
 - Lakeshore Road East from Allan Street to Winston Churchill Boulevard (Bike Lanes)
 - Maple Ave between Reynolds St and Allan St (Bike Lane)

Planned AT improvements:

- Bridge Road between Lees Lane and Third Line (Bike Lane)



Transit

Early (2026/2027) Recommendations:

- Continue implementation of the Oakville Transit Five-Year Business Plan
- Expand On-demand service where applicable
- Transit improvements, including routes along:
 - Dorval Drive
 - Third Line
 - Speers Road/Cornwall Road
 - Upper Middle Road
 - Bronte Road

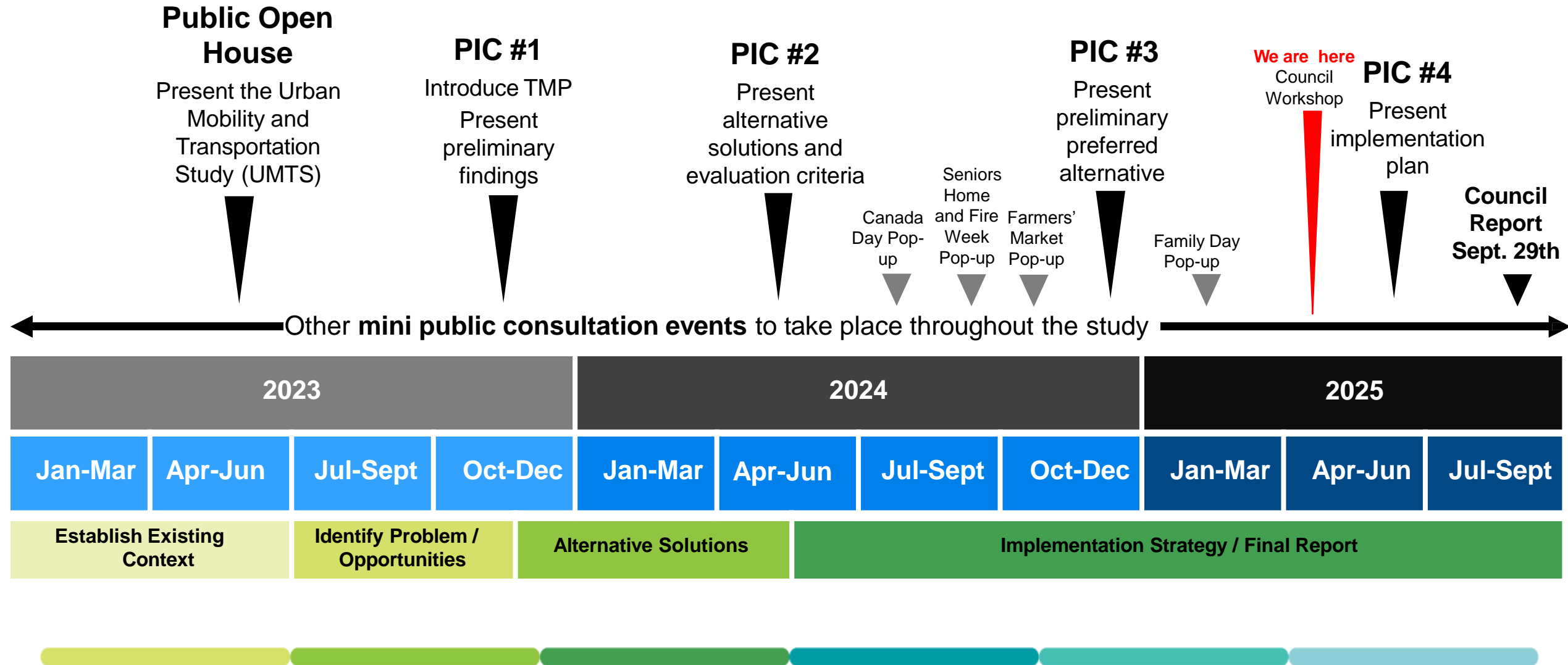
Summary of TMP

- ✓ Long-term transportation strategy to accommodate future growth
- ✓ Integrates infrastructure improvements, service enhancements, policies, and programming
- ✓ Aligns with Council Strategic Plan, Official Plan, and other guiding strategies / plans
- ✓ Recommends solutions across all modes of mobility

Next Steps

- Finalize costing of infrastructure improvements
- Finalize short, medium, long term capital program and implementation plan
- Develop Implementation Plan
- Public consultation session #4 – May 27, 2025
- Recommendation report to Council – September 29, 2025

TMP Schedule and Upcoming Public Events



Thank you

Any questions?

