Midtown Oakville Transportation Plan

R.J. Burnside & Associates Limited
Midtown Oakville Transportation Plan
Version: 4.0

Town of Oakville
Community Infrastructure

Midtown Implementation Program
November 24, 2025

Executive Summary

The Midtown Oakville Transportation Plan outlines a comprehensive strategy to support the growth of Midtown Oakville into a vibrant, transit-oriented, and mixed-use urban centre. Centered around the Oakville GO Station, Midtown is planned to accommodate significant population and employment growth by 2051. This plan identifies the infrastructure, policies, and strategies required to support that growth sustainably.

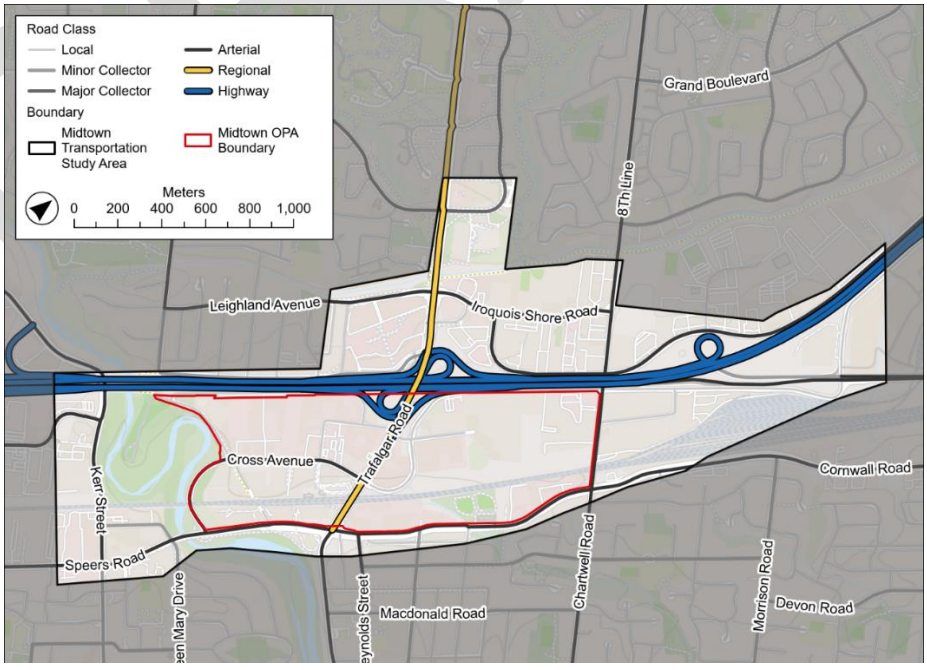
The Transportation Plan was developed in alignment with provincial, regional, and municipal planning frameworks, including the approved Midtown Oakville Official Plan Amendment (Midtown OPA or OPA 70). It integrates recommendations from previous studies and incorporates extensive public and stakeholder consultation. The preferred solution, a Balanced Transportation Strategy, combines road improvements, transit supportive strategies, and active transportation infrastructure and policies to create an integrated and connected network.

A. Study Purpose

The purpose of the Midtown Transportation Plan is to guide infrastructure and policy decisions that will support the growth of Midtown Oakville to 2051. The study area includes the 103-hectare Midtown OPA boundary and an expanded transportation-specific study area encompassing key corridors such as Trafalgar Road, Speers/Cornwall Road, and the Royal Windsor Interchange, as shown in Figure E-1. The Transportation Plan satisfies Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process and will inform future Schedule B and C projects.

The previous Midtown Class Environmental Assessment was approved in 2014. This study builds on the previous transportation plan and identifies next steps, including subsequent Environmental Assessment (EA) addendums.

Figure E-1: Study Area



B. Consultation

The development of the Midtown Transportation Plan was guided by a comprehensive and inclusive consultation process that engaged a wide range of stakeholders, including residents, businesses, indigenous communities, public agencies, and utility providers at various stages throughout the project. The engagement strategy implemented focused on ensuring transparency and gathering meaningful input throughout the study. This included a dedicated project webpage, social media outreach, email and phone contact options, virtual newsletter, and formal notices of study commencement and public meetings.

Three Public Information Centres (PICs) were held at key milestones between 2023 to 2025 to present findings, gather feedback, and refine the Transportation Plan. These sessions were coordinated with the Midtown Official Plan Amendment (OPA) process to ensure alignment and consistency. Interactive tools such as polling and decision-ranking exercises were used to encourage participation.

The date and intent of each PIC are as follows:

- October 25, 2023 – Inform the public on the project, gather input on issues and opportunities, and lay the foundation for a draft vision and principles to guide growth and change in Midtown
- March 27, 2025 – Present constraints and opportunities, alternative solutions, and the process to determine a preferred solution
- June 19, 2025 – Present the preferred solution and the process to arrive at the solution, and gather public feedback and questions

Two additional public consultations were held as part of the overall Midtown Implementation Program to support the Midtown Official Plan Amendment, these were held on January 11, 2024 and February 15, 2024.

C. Vision Statement

Midtown Oakville is strategically located but faces transportation challenges that must be addressed to support growth. The area is physically constrained by major barriers including the QEW/Highway 403, the Lakeshore West rail corridor and Sixteen Mile Creek. These barriers limit connectivity, restrict internal circulation, and concentrate traffic at key intersections such as Cross Avenue and Trafalgar Road.

There is an opportunity to overcome these challenges by creating a more connected, multimodal transportation network. As such, the following Vision Statement was developed for the Transportation Plan.

> "The Midtown Transportation Plan will address a vision of an equitable, accessible, and connected transportation system that supports a vibrant, people-oriented, and transit-supportive complete community in all seasons"

D. Multi-Modal Needs and Opportunities

The Transportation Plan takes a holistic, multimodal approach to transportation planning, recognizing that an effective urban centre must support a variety of travel modes. The plan identifies needs and opportunities for roads, transit, active transportation, goods movement, emerging technologies, parking and travel demand management.

For the road network, the plan highlights the need for new connections and capacity improvements to relieve congestion on Trafalgar Road and Cross Avenue. Opportunities include the North-South Road

extension to Speers/Cornwall Road, widening of Speers/Cornwall Road and early advocacy for the Royal Windsor Interchange expansion.

Transit strategies are centered around improving access to the Oakville GO station and supporting future Bus Rapid Transit (BRT) along Trafalgar Road. Opportunities include transit-supportive strategies such as fare subsidies and micro-transit options to support planned improvements identified from the Oakville Transit Five-Year Business Plan and Metrolinx Regional Transportation Plan. In addition, Halton Region's Integrated Master Plan (IMP) identifies Trafalgar Road as a Transit Priority Corridor with planned Bus Rapid Transit (BRT) infrastructure to support travel demand to 2051.

Active transportation opportunities reflect a proposed network of dedicated cycling and/or walking infrastructure, including cycle tracks, multi-use paths, and midblock pedestrian connections, designed to improve safety, comfort, and connectivity. Infrastructure improvements are supported by strategies that can be incorporated as part of the Community Planning Permit System requirements and municipal-led strategies that support the overall active transportation vision through programming, policy, maintenance, and infrastructure investments.

E. Alternative Solutions

Four alternative solutions were developed and evaluated to address Midtown's transportation challenges:

- **Previously Planned / "Business as Usual"**: Includes committed and planned projects and serves as a baseline for comparison.
- **Road Expansion Focused**: Prioritizes new road capacity, including additional crossings and widenings.
- **Transit and Active Transportation Focused**: Emphasizes sustainable modes with enhanced transit and active transportation policies.
- **Balanced Solution**: Integrates road, transit, and active transportation improvements to serve all users.

Each alternative was assessed using travel demand modelling and evaluation criteria such as transportation service, equity, climate change mitigation, environmental impact, and cost. The analysis showed that while road expansion alone could address some capacity issues, it would not support long-term sustainability goals. Conversely, a transit/active transportation focused approach would improve equity and reduce emissions but may not fully address congestion. Ultimately, the Balanced Solution emerged as the preferred option to accommodate travel demand generated from growth in both Midtown and broader (Town-wide) areas.

F. Preferred Solution

The Balanced Solution was selected as the preferred solution. This solution best supports all users and balances mobility and sustainability. It incorporates planned and committed projects from the previous 2014 Midtown Environmental Assessment, Midtown OPA, Oakville Transit Five-Year Business Plan, Metrolinx Regional Transportation Plan and Halton Region Integrated Master Plan (ongoing).

Key infrastructure components of the preferred Balanced Solution include:

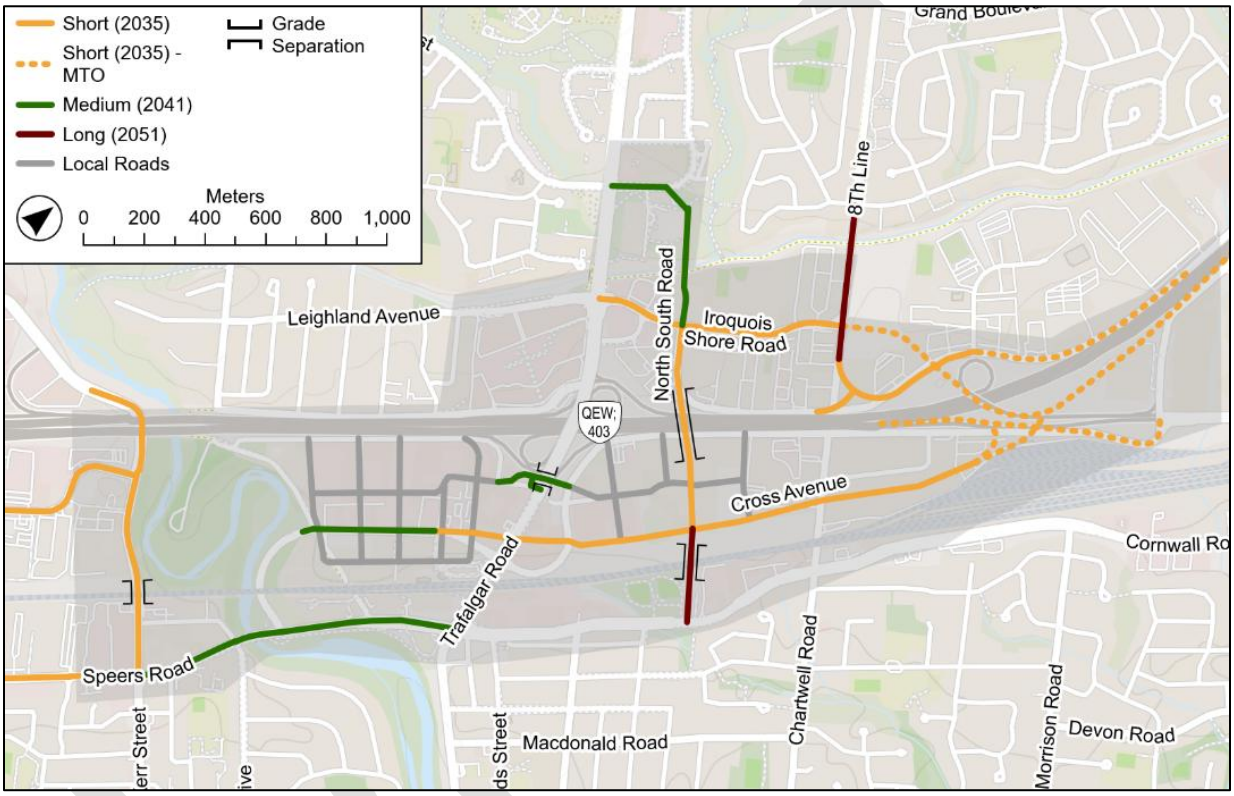
- New North-South Road between Speers/Cornwall Road and White Oaks Boulevard
- Rail grade separation at North-South Road
- Speers/Cornwall Road widening over the Sixteen Mile Creek
- Royal Windsor Interchange expansion

- A comprehensive active transportation network aligned with the Midtown OPA, including active transportation crossings over the QEW

The transportation needs for the arterial and collector network are noted to be driven by growth beyond the Midtown area. The need for these capacity improvements to provide congestion relief had also been identified in the Oakville (Town-wide) Transportation Master Plan (2025) and is therefore anticipated to serve a connectivity need for the broader area.

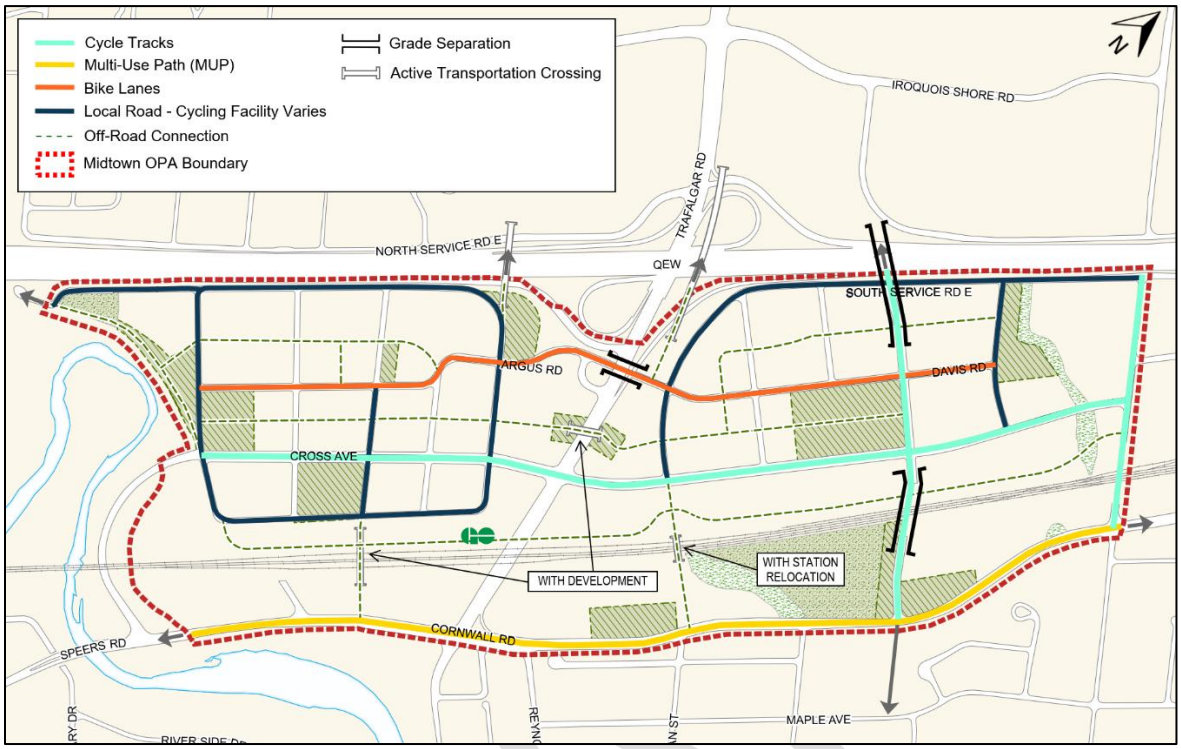
Figure E-2 and Figure E-3 illustrates the proposed infrastructure recommendations for the road and active transportation network, respectively.

Figure E-2: Recommended Road Network Phasing



Note: The network illustrates improvements near the boundaries of the Midtown transportation study area that were identified as part of the Oakville Transportation Master Plan (2025). These improvements include the widenings shown along Eighth Line, Wyecroft Road, Kerr Street, and Speers Road west of Kerr Street. These improvements were not assessed as part of this Midtown Transportation Plan and are illustrated for the purpose of providing an understanding of broader connections.

Figure E-3: Recommended Active Transportation Network



The preferred solution is supported by strategies for goods movement, emerging technologies, parking management and travel demand management. The plan recommends goods movement strategies, such as commercial loading zones, curbside management, and pick-up points to balance freight needs with community livability. It recommends strategies to prepare for future mobility trends, by identifying opportunities to support electric vehicles (EVs), autonomous vehicles (AVs), and intelligent transportation systems. Pilot programs for shared micro-mobility (e.g., bike-share, e-scooters) and mobility hubs are proposed to improve first/last mile connectivity and encourage more sustainable travel.

The preferred solution recognizes the importance of parking management in shaping travel behavior and reducing gridlock. The Transportation Plan recommends a phased parking strategy, including interim surface lots, municipal parking structures with adaptive reuse potential, and long-term pricing strategies. Maximum parking rates, EV readiness, and secure bike parking requirements are also proposed to align with sustainability goals.

Travel Demand Management (TDM) strategies help encourage shifts away from single-occupancy vehicle use. This plan recommends carrying forward the TDM framework developed as part of the Town-wide Oakville Transportation Master Plan (2025), including proposed measures such as employer-based programs, transit fare incentives, active transportation marketing, and integration of TDM requirements into development approvals. These initiatives aim to reduce peak hour congestion, lower emissions, and promote more efficient use of infrastructure.

G. Implementation

Implementation of the Midtown Transportation Plan should be phased to align with forecasted demand, anticipated development, funding availability, and regional coordination. The phasing strategy includes:

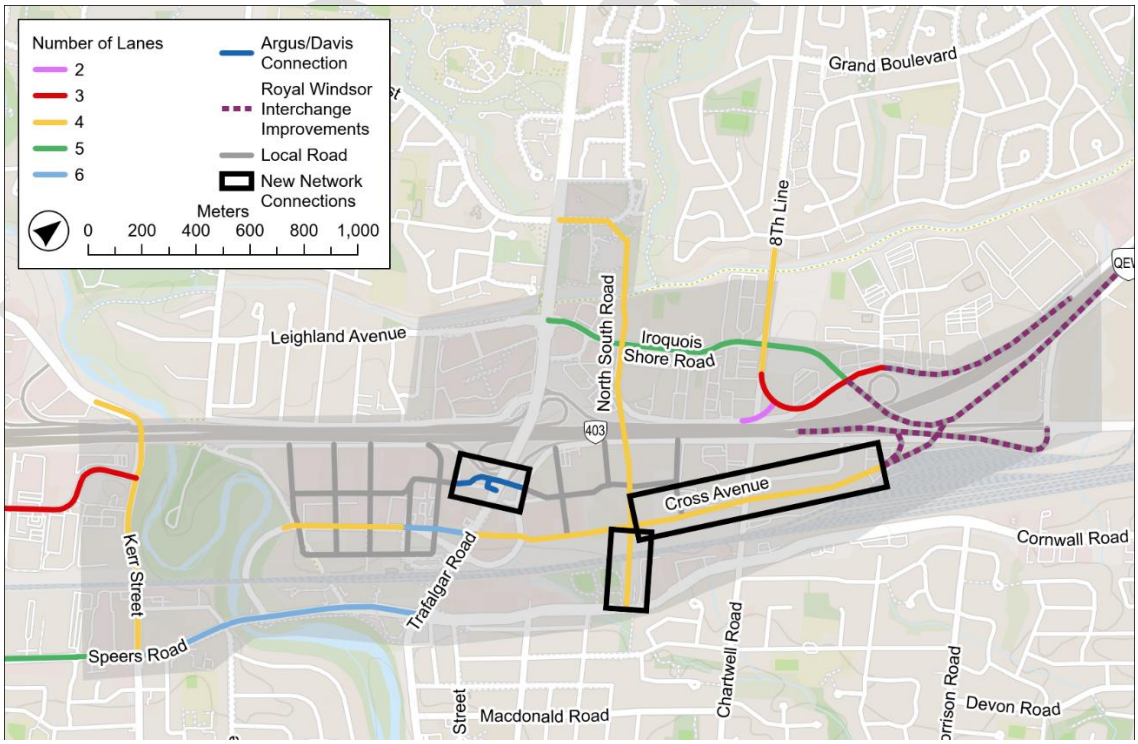
- Short term (2026-2035): High-priority projects such as the Cross Avenue extension, North-South Road (QEW crossing) between Iroquois Shore Road and Cross Avenue, and early advocacy for the Royal Windsor Interchange expansion.
- Medium term (2036-2041): Projects such as the Speers/Cornwall Road widening over Sixteen Mile Creek, transit lanes along Cross Avenue, and the North-South Road extension to White Oaks Boulevard/Trafalgar Road.
- Long Term (2041-2051): The North-South Road rail grade separation and extension south of Cross Avenue and completion of the local grid network and remaining infrastructure.

Many of the previously recommended road infrastructure components of the 2014 Midtown Class EA are deemed necessary to provide connectivity and access for Midtown and the broader area. These projects were approved and carried forward into Transportation Plan.

There are, however, a few key network elements that have been identified from this study, as a result of the approved Midtown OPA, that would trigger an EA addendum following the approval of the Midtown Transportation Plan. In order to advance the network within Midtown to support future growth, an EA addendum is proposed to be completed to update the 2014 Midtown Class EA and to incorporate the key road segments listed below and shown in Figure E-4.

- Cross Avenue, between east of North-South Road and Royal Windsor Drive
- Argus-Davis Road Connection and Underpass
- North-South Road rail crossing and extension south of Cross Avenue

Figure E-4: Recommended EA Addendums



H. Financial Implications

The high-level cost estimate (in 2024 dollars) of the transportation infrastructure improvements identified from this plan is $785 million, with funding contributions from the Town ($408M), MTO ($42M), Metrolinx ($85M), Halton Region ($69M), and developers ($181M). Costs will be refined as functional designs are completed and development applications are reviewed. The Town will play a key role in ensuring that development aligns with the Midtown Transportation Plan, particularly in securing pedestrian connections and protecting critical transportation linkages.

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1. Introduction

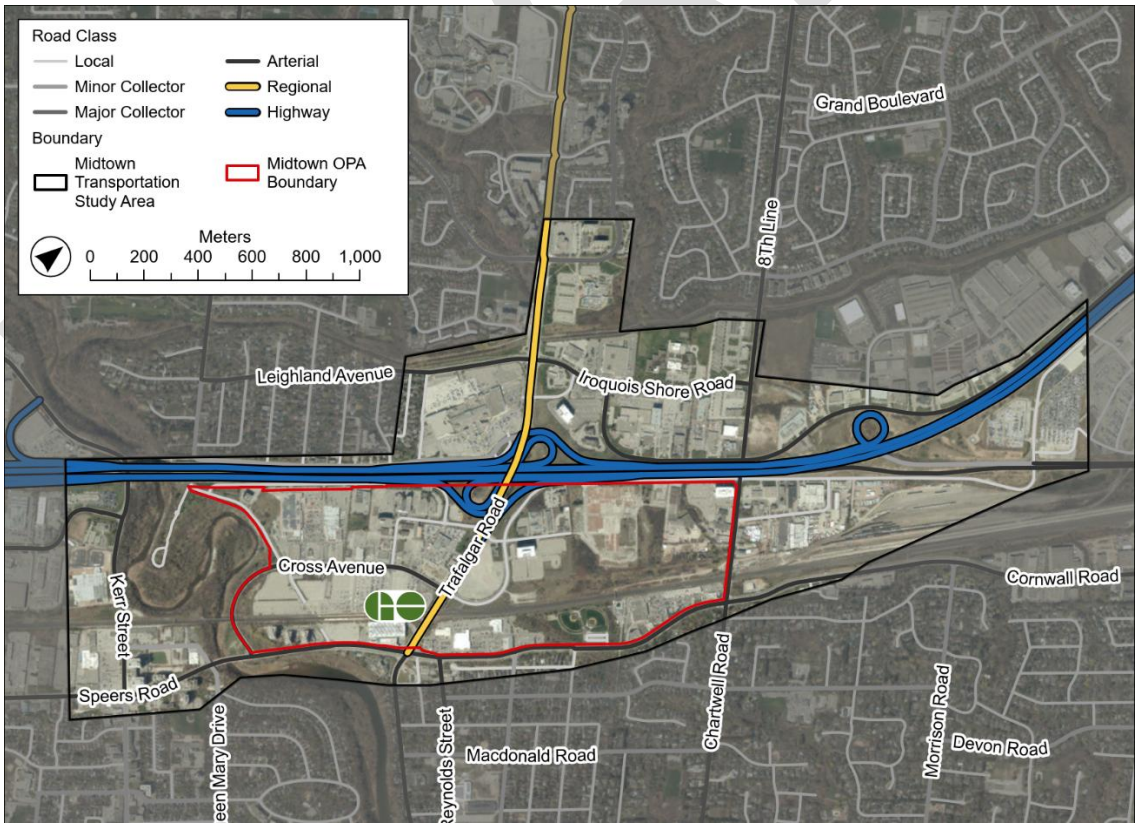
1.1 Purpose

The Town of Oakville has initiated a development planning process for Midtown Oakville (Midtown). Midtown is an underdeveloped 103-hectare area in Oakville centrally located around the Oakville GO Station. Plans are underway to make this area a liveable, connected, and mixed-use urban community that better serves the entire town.

With Oakville's population expected to substantially increase by 2051, it is acknowledged that there is a need for the Town to create more liveable spaces for people of all ages and income levels and purposefully plan how our municipality grows. Midtown Oakville has the potential to offer a mixed-use development area with more options for diverse and affordable housing, better connectivity to the rest of Oakville through pedestrian, cycling, and transit improvements, and the enhanced servicing infrastructure that is needed to support growth.

The Midtown Oakville OPA study area is bounded by the QEW to the north, Chartwell Road to the east, Cornwall Road to the south and the Sixteen Mile Creek valley to the west. However, to ensure a fulsome assessment, the area of review for this Transportation Plan comprises of an expanded transportation-specific study area, as shown in Figure 1-1, to include major transportation corridors and infrastructure such as Iroquois Shore Road, Kerr Street and the Royal Windsor interchange.

Figure 1-1: Midtown Oakville Transportation Plan Study Area



Through 2024 and 2025, the Midtown Official Plan Amendment (OPA) was developed and approved on February 18, 2025. This Transportation Plan is one of the implementation studies covering improvements necessary to support the community at every phase.

The purpose of the Midtown Transportation Plan is to outline infrastructure and policy provisions to support/manage future growth of Midtown Oakville to 2051.

1.2 Plan Development and Class EA Requirements

This study was carried out through an open public process as a Master Plan study under the Environmental Assessment (EA) Act to serve as direct input to any subsequent EA studies that may be deemed appropriate. Undertakings that fall under the Municipal Class Environmental Assessment (MCEA) process are defined by schedules with escalating requirements dependent on the potential for environmental impacts and level of complexity. The different schedules are: Eligible for Screening to Exempt, B, and C. These schedules are outlined in Table 1-1.

Table 1-1: Schedules of the Class EA Process

Schedule	Summary
Eligible for Screening to Exempt	Some projects may be eligible for exemption based on the results of a screening process. Proponents may choose to complete the applicable screening process to determine whether their project is eligible for exemption from the EAA or proceed with the applicable Schedule B or C process. Projects that are eligible for screening are detailed in column 2 of the tables in Appendix 1 of the MCEA. Proponents must fully and accurately complete the relevant screening process(es) outlined in Appendix 1 of the MCEA to proceed pursuant to the exemption. For the road project #14b in the Municipal Road Projects Table, proponents must complete both the Archaeological Screening Process and the Collector Road Screening Process to be eligible for exemption. Completing the screening processes is voluntary. Proponents of these projects are strongly encouraged to consider whether notice about the project should be given or consultation on the project should be carried out beyond that required by the screening process. Municipalities should also address any concerns raised with respect to the project, as appropriate. Proponents are also responsible for obtaining any other applicable permits, approvals and authorizations for their project.
Schedule B	Schedule B projects have the potential for some adverse environmental effects. Proponents are required, at a minimum, to complete phases one and two of the planning process set out in Section A.2, including mandatory consultation with Indigenous Communities, directly affected public and relevant review agencies, to ensure that they are aware of the project and that their concerns are identified and considered, and documenting the assessment requirements in a Project File Report. Schedule B projects generally include improvements and minor expansions to existing facilities as well as new smaller scale projects.

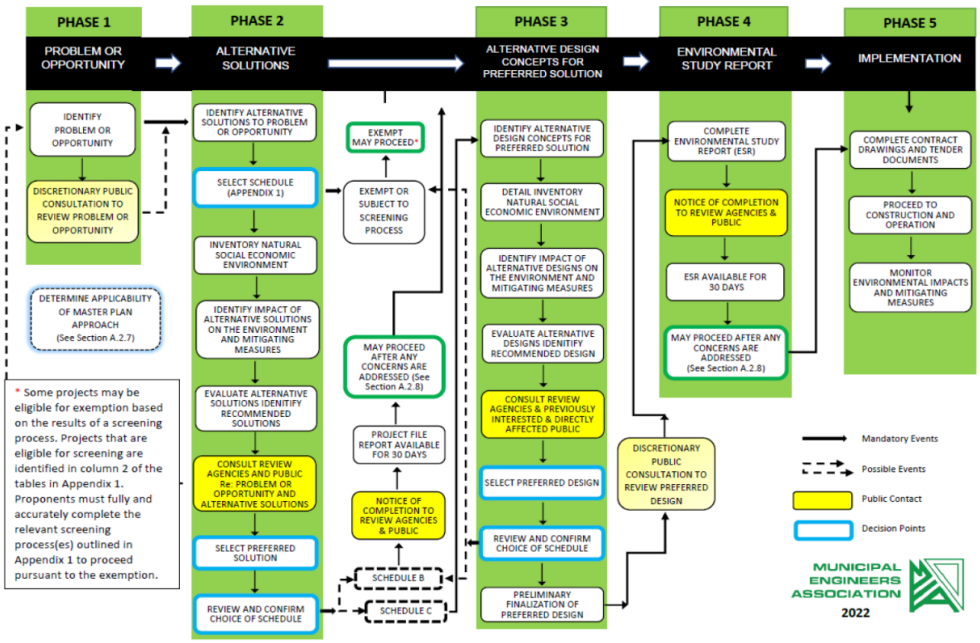
Schedule	Summary
Schedule C	Schedule C projects have the potential for significant environmental effects and must proceed through the full planning and documentation process set out in Section A.2. This includes mandatory consultation with Indigenous Communities, directly affected public and relevant review agencies, to ensure that they are aware of the project and that their concerns are identified and considered. An Environmental Study Report must be prepared and filed for review by Indigenous Communities, the public and review agencies. Schedule C projects generally include the construction of new facilities and major expansions to existing facilities.

The scope of the study will follow Section 2.7 (Master Plans) in the MCEA guidelines, following Master Plan Approach #1. This study satisfies Phases 1 and 2 of the five-phase MCEA process. Phase 1 defines the problem and/or opportunity, whereas Phase 2 identifies alternative solutions to the problem, considers environmental implications, consults with the public and affected agencies and selects a preferred set of solutions.

This Master Plan can be used as the basis for and in support of future investigations for specific Schedule B and C projects and Class EA Addenda of Schedule B and C projects, where Schedule B projects would require the filing of a project file for public review, Schedule C projects would require fulfillment of Phases 3 and 4 prior to filing an Environmental Study Report for public review and a Class EA Addendum would require consultation, documentation and filing of the Class EA Addendum report.

The Town will record consultation with any subsequent applications to the Ministry of Environment Conservation and Parks associated with any substantial changes to the Midtown Transportation Plan or any subsequent permits. The Municipal Class Environmental Process is illustrated in Figure 1-2.

Figure 1-2: Municipal Class Environmental Process



Source: Municipal Class Environmental Assessment, Municipal Engineers Association, 2024

The Midtown Transportation Plan process informed the Town of Oakville Midtown Official Plan Amendment. It identifies transportation network plans, new infrastructure and policies affecting the transportation system and land use planning, and climate change mitigation implications. It should be recognized that this Transportation Plan includes recommendations carried forward from the previously approved 2014 Midtown Class EA, along with new network connections. The Development Charges Act provides an opportunity for the Town to fund growth related transportation needs.

1.2.1 Coordination with Other Studies

The Midtown Oakville Transportation Plan was coordinated with other studies, including the Halton Region Integrated Master Plan, Oakville Transportation Plan and Development Specific Transportation Impact Studies. The following points summarize the relationship between the studies and Figure 1-3 illustrates that relationship.

- **Halton Region Integrated Master Plan (IMP)**: At the time of this study, Halton Region was completing its Integrated Master Plan which includes water, wastewater and transportation strategies to enable local municipalities to reach growth targets to 2051. The transportation component focusses on establishing a network for transit users, active transportation (e.g., pedestrians and cyclists), and cars and trucks that accommodate all users and abilities. Transportation capacity analysis is undertaken at the screenline level.
- **Oakville Transportation Master Plan (Oakville TMP)**: The Town recently completed the Oakville Transportation Master Plan (2025), which provides a long-term strategy and implementation plan to create a vibrant, livable and sustainable community and infrastructure system for all of the Town. The Oakville TMP provides a network of strategies to address Town-wide and area specific needs, planned programs, transportation policies and guidelines and an implementation strategy. Transportation capacity analysis and needs for additional improvements are undertaken at the screenline level.
- **Development Specific Transportation Impact Studies (TIS)**: As part of the development review process, individual development applications require transportation impact studies to define how the proposed development addresses Town policies, identifies and mitigates transportation impacts and phases transportation improvements with anticipated impacts. Transportation capacity analysis and needs for additional improvements are undertaken at the road link and intersection level.

Figure 1-3: Oakville Transportation Studies Comparison

	Oakville Transportation Master Plan	Midtown Transportation Plan	Development Applications and Town-Led Studies
Scope	**Town-wide transportation analysis and capacity improvements** 	**Midtown area specific transportation analysis and capacity improvements** 	**Specific design considerations along each road and intersection** 
Analysis Outputs / Metrics	Demand and capacity crossing major transportation corridors or barriers from a Town-wide travel demand model	Travel link demand and capacity from a Midtown area travel demand model	Intersection capacity analysis for relevant intersections
Example Outcome / Decisions	Example: Determining the east-west travel demand crossing Sixteen Mile Creek and identifying capacity improvements required 	Example: Determining if Cross Avenue provides sufficient capacity to move people east and west across the Midtown area and if additional lanes are required 	Example: Determining detailed design requirements of a corridor and its intersections, including lane requirements and cycling/walking/transit facilities 

A number of other studies were referenced and incorporated into this plan, within the context of their status, including the following:

- **Previous (Approved) 2014 Midtown Environmental Assessment**, which established key elements of the planned Midtown transportation system, such as the new North-South Road, additional QEW crossings and rail grade separations.
- **Oakville Transit Five-Year Business Plan**, which established a comprehensive transit implementation plan over the next five years for the Town, including Midtown. It also recommends a long-term transit network for the Town.
- **Metrolinx 2041 Regional Transportation Plan**, which established a multimodal transportation plan for the Greater Toronto Hamilton Area and includes recommendations for key projects in Midtown, including a Bus Rapid Transit (BRT) or Light Rail Transit (LRT) line connecting Midtown Oakville to Highway 407.

Provincial, regional and municipal studies and plans were also reviewed to inform the guiding principles and policies of this study, as further detailed in Section 2.4.

1.3 Public Consultation and Engagement

A comprehensive consultation process was undertaken to gather community and stakeholder input within the master plan process involving residents, businesses, and key stakeholders. The following sections document the public and stakeholder consultation process. From the outset of the study, a communication plan was prepared to guide the consultation process with the following objectives:

- To ensure that Town residents, the business community and other stakeholders are made aware of the importance of the transportation plan initiative and kept informed and up to date about study components, progress and opportunities for input.
- To create meaningful and strategically appropriate opportunities for public and stakeholder engagement over the course of the study.
- To inspire confidence in the development process for the Midtown Transportation Plan and in the Town's implementation and management of it.
- To establish and reinforce realistic expectations regarding feasible transportation-related choices and the way stakeholder input will be considered/acted upon.

A variety of tools were used to inform the community, including a webpage hosted on the Town's website, dedicated project email addresses and phone numbers, social media (Facebook, Twitter, etc.), newspaper advertisements and Town press releases. Notification to the public included a Notice of Commencement, two Public Information Centre notices, and presentations posted to the Town website. Key stakeholders that form part of the public consultation process include:

- The public,
- Indigenous Communities,
- Agencies (Halton Region, Metrolinx, Conservation Halton, Ministry of Transportation Ontario, Infrastructure Ontario, Ministry of Natural Resources and Fisheries, and Ministry of Municipal Affairs and Housing),
- Other Agencies (Halton District School Board, Halton Catholic District School Board, Oakville Chamber of Commerce, Future Energy Oakville, and Halton Health Care), and
- Utility companies.

The detailed public consultation documentation, including notices, public informational panels and engagement summary reports are summarized in **Appendix A**.

1.3.1 Methods of Notification

The Transportation Plan study was initiated on Wednesday, October 4, 2023 through a Notice of Study Commencement and Public Information Centre #1 published on the Town's website. The Town's Midtown webpage was maintained throughout the study to provide information about upcoming public events, council presentations, and contact information for the Town and Consultant project managers so that the public were able to contact the study team to provide input and comments.

Subsequent project notices were published on the Town's Midtown webpage and circulated to the project contact list. The dates notices were first issued are listed below.

- Notice of Study Commencement and Public Information Centre #1 issued October 4, 2025
- Notice of Public Information Centre #2 issued March 12, 2025
- Notice of Public Information Centre #3 issued June 5, 2025

1.3.2 Coordination with the Midtown Studies

Public engagement for the Midtown Review was initiated through the Midtown Official Plan Amendment (OPA), which was adopted by Council on February 18, 2025. The consultation for the OPA provided initial transportation information including the existing transportation network, a transportation vision for Midtown, the proposed internal road network and the proposed active transportation network. Consultation included public information centres (3) for the transportation plan, technical advisory committee meetings (5), meetings with developers and direct consultation with stakeholders.

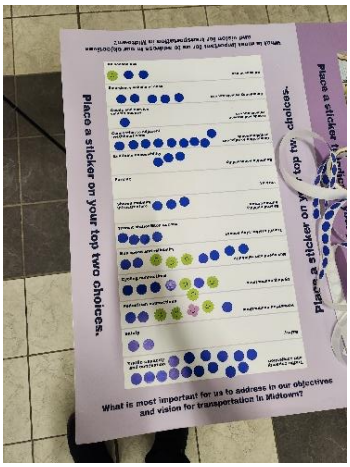
The Midtown Transportation Plan was completed concurrently with the Oakville Transportation Master Plan (2025), which is a Town-wide study to assess transportation needs. The Oakville TMP was completed and approved by Council in 2025. The assessment for each study informed and complemented the other to ensure a cohesive transportation strategy.

1.3.3 Public Information Centre Meetings

Public Information Centre (PIC) meetings were held at key stages during the development of the Transportation Plan to gather feedback. The meetings were coordinated with public meetings for the Midtown Official Plan Review. These public sessions provided opportunities for residents, stakeholders, and community members to review progress, ask questions, and offer feedback that helped shape the direction of the Midtown Transportation Plan. Interactive polling and decision ranking activities were incorporated at these events as another means to collect input and further encourage and increase engagement. The following list outlines the date and purpose of each PIC meeting.

- October 25, 2023 – Inform the public on the project, gather input on issues and opportunities, and lay the foundation for a draft vision and principles to guide growth and change in Midtown
- March 27, 2025 – Present constraints and opportunities, alternative solutions, and the process to determine a preferred solution
- June 19, 2025 – Present the preferred solution and the process to arrive at the solution, and gather public feedback and questions

During the duration of the Transportation Plan process, two additional public consultations were held as part of the overall Midtown Implementation Program to support the Midtown Official Plan Amendment; these were held on January 11, 2024 and February 15, 2024.



1.3.4 Indigenous Community Consultation and Engagement

The notices were sent by the Town to Indigenous Communities via email. The Ministry of the Environment, Conservation and Parks (MECP) has developed guidance on the steps to rights-based consultation with Indigenous communities. Indigenous communities with a potential interest in the project were identified through correspondence with MECP and notices were provided to the following communities:

- Mississaugas of the Credit First Nation
- Six Nations of Grand River
- Haudenosaunee Confederacy Chiefs Council (c/o Haudenosaunee Development Institute)

Follow up calls were made following the first two notices to ensure that notices were received by the correct contacts at each community.

2. Midtown Today

2.1 Existing Midtown Communities

The Midtown Oakville area, as shown in Figure 2-1, currently serves approximately 650 residents and 5,500 jobs and is comprised of a mix of uses, primarily retail and offices uses, with some residential uses in the southwest portion of the area. The Oakville GO station situated west of Trafalgar Road is a key land use in the area, served by approximately 4,400 parking spaces, a bus loop and a kiss-and-ride area. A substantial area of land is occupied by parking infrastructure through surface parking and the GO Transit parking structure. A large amount of land is also vacant and underutilized.

The Midtown Oakville area is surrounded by stable residential communities: Iroquois Ridge South and College Park to the north and Old Oakville to the south. These neighbourhoods are characterized by medium to low density single-family homes. Major shopping and commercial districts include Oakville Place, a regional shopping destination north of Midtown and the QEW, and the Kerr Street Corridor and Village, which is west of Midtown Oakville.

Figure 2-1: Midtown Oakville Aerial

2.2 Midtown and Area Transportation System

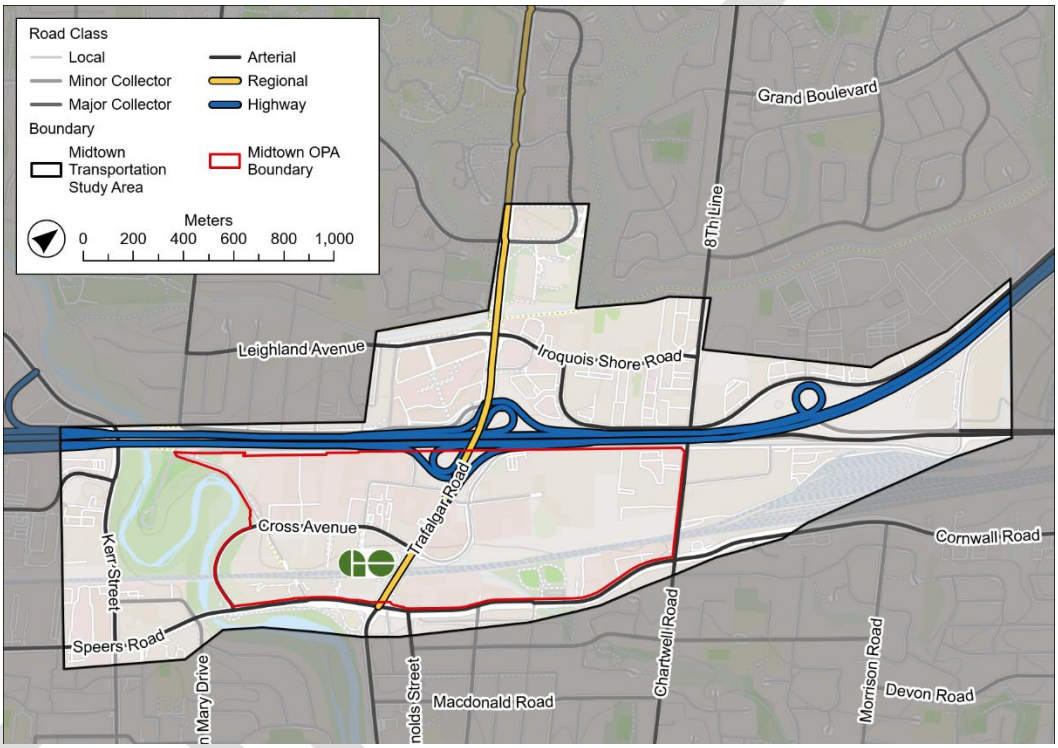
Midtown Oakville's existing transportation system is connected to the regional travel by offering direct access to the QEW and the broader provincial highway network via the Trafalgar Road and Royal Windsor Drive interchanges. The north-south Trafalgar Road corridor serves as a major north-south arterial route, connecting Midtown to broader Oakville and beyond, while Speers/Cornwall Road provides key east-west access across the Town. Trafalgar Road, north of Cornwall Road, is under the jurisdiction of Halton Region whereas Trafalgar Road, south of Cornwall Road, is a Town street. As such, this corridor requires coordinated planning and investment between both the Region and Town.

Trafalgar Road provides vital links to Downtown, Midtown, Oakville GO station, current Town Hall site, Sheridan College, Uptown Core and North Oakville. The Lakeshore West rail corridor that extends through the southern portion of Midtown provides passenger and freight connections, as well as a critical link to the GTA transit network. The accessibility by major roads and local and inter-regional transit, combined with the interchange of Trafalgar Road and the QEW and the Oakville GO station are major entry points to

the Town of Oakville and distinguish Midtown Oakville as a strategic location to accommodate both population and employment growth.

Despite its strategic location, the area currently has limited sidewalk coverage and minimal dedicated cycling infrastructure, which restricts active transportation options. The Oakville GO Station anchors the area as a major transit hub, serving the most passengers in the entire GO system after Union Station in downtown Toronto. Metrolinx has plans to enhance train frequency to/from this station along the Lakeshore West GO Line through the planned Regional Express Rail (RER) improvements. Figure 2-2 illustrates the existing transportation network in Midtown.

Figure 2-2: Existing Transportation Network in Midtown



2.3 Transportation Challenges

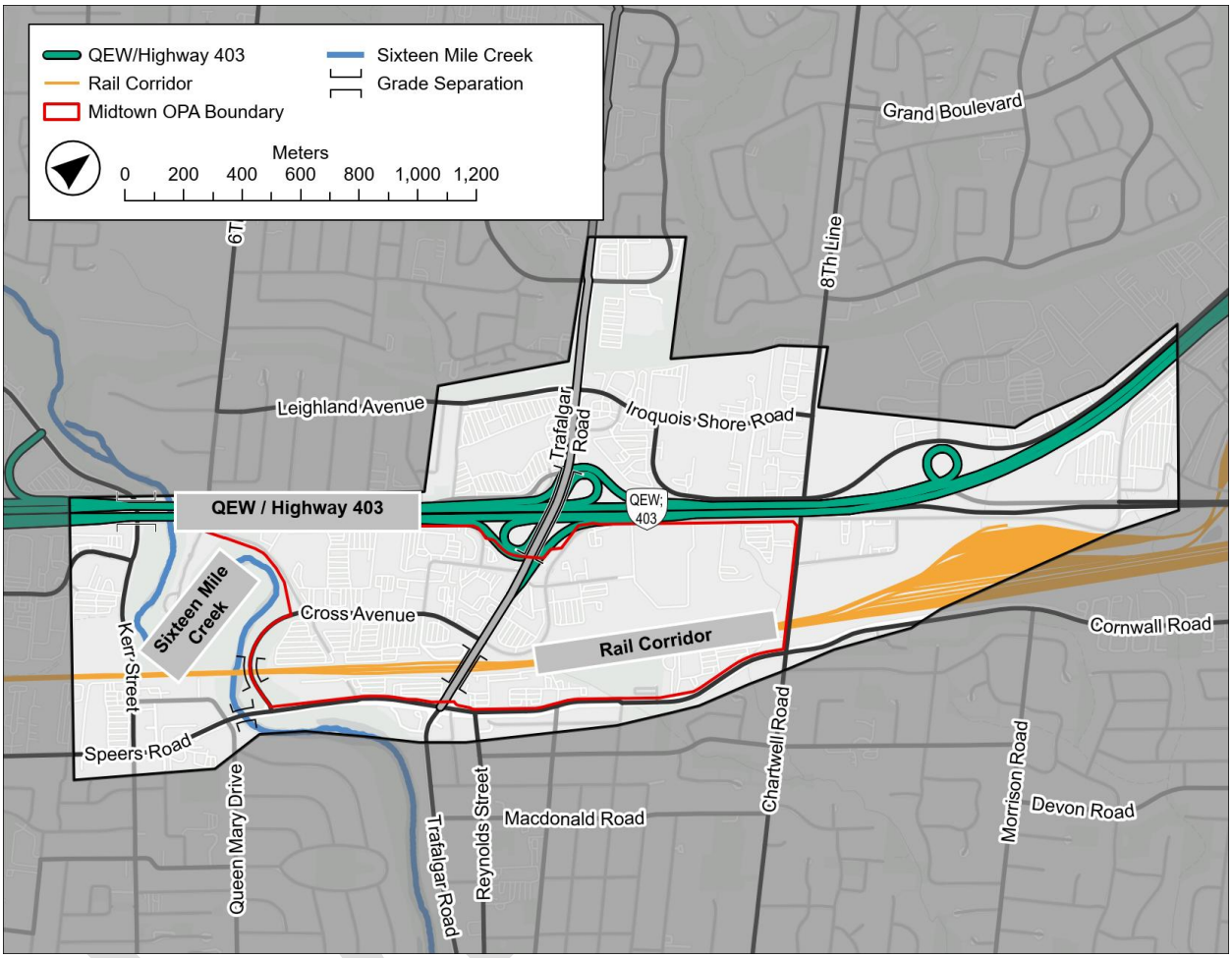
2.3.1 Transportation Barriers and Capacity Constraints

Midtown Oakville is surrounded by physical barriers that limit access and connectivity to adjacent communities. Midtown is constrained by the QEW / Highway 403 to the north, the rail corridor to the south, the Canadian National (CN) Oakville Yard sidings to the east and Sixteen Mile Creek to the west. These barriers are illustrated in Figure 2-3.

Trafalgar Road is also a barrier separating the east and west sides of this community. The Cross Avenue / Trafalgar Road intersection is the sole point of connectivity between the east and west sides of Midtown. The Cross Avenue / Trafalgar Road intersection will have to accommodate high volumes of through and turning traffic, goods movement, the majority of cyclists and pedestrians and transit routes.

These barriers limit traffic capacity for goods movement, transit, auto commuting and alternative modes of travel. Traffic capacity constraints will increasingly be a challenge for all vehicle modes of travel, as Midtown develops and density increases, including access to the GO rail station from origins throughout Oakville.

Figure 2-3: Midtown Transportation Barriers



2.3.2 Network Flexibility and Internal Circulation

The existing transportation network provides few connections to adjacent communities. There are few public roadways and active transportation connections for north-south and east-west circulation within the Midtown area. Cross Avenue and South Service Road are the sole connections between the east and west side of Midtown. Trafalgar Road is the main entrance point to the Midtown area.

Previous planning studies recognized the lack of transportation network flexibility and connections to adjacent neighbourhoods. The 2014 Midtown Oakville Transportation and Stormwater Class Environmental Assessment (2014 Midtown Class EA) recognized the lack of connectivity to adjacent neighbourhoods and identified new connections across the QEW east of Trafalgar Road, a new connection

under Trafalgar Road to South Service Road, active transportation crossings of the QEW and a local road grid network.

2.3.3 Reliance on Cars

Despite the presence of the Oakville GO rail station, there is a high reliance on automobile travel in and out of Midtown. High automobile use is influenced by the accommodation of vehicles relative to other modes of travel. Currently there is a very high parking supply within Midtown with no cost for parking. Given the current low density of land uses, traffic levels are being accommodated with levels of congestion that do not discourage auto use. While Oakville Transit and GO Transit provide bus service to the GO rail station, auto travel may be viewed by commuters as more convenient or reliable for meeting the GO rail schedule.

The low use of walking and cycling as travel modes is a function of the low density of land uses and the lack of active transportation infrastructure, as there are few sidewalk connections and dedicated cycling facilities throughout Midtown and servicing the GO station.

2.3.4 GO Station Access

While the Oakville GO station is centrally located within Midtown, the abundance of existing surface parking further promotes auto-dependency, making it less conducive to active or transit-oriented access. These surface lots are expected to be redeveloped over time. However, establishing effective connections and transportation synergies will rely on collaboration and advocacy with Metrolinx. This partnership will be essential to ensure that future developments support multimodal access and align with broader regional transit goals.

2.4 Travel Characteristics and Trends

2.4.1 Data Sources

Travel data has assisted the project team and stakeholders gain an understanding into the patterns of travel demand. Data sources include those derived from traditional collection methods such as surveys and evolving data sources such as "Big Data" derived from cell phone location tracking, traffic cameras, GPS devices, and sensors embedded in the road.

Within the Greater Golden Horseshoe Area (GGHA), a key traditional travel data source is the Transportation Tomorrow Survey (TTS), which is a survey of travel behaviour on a typical day for approximately 4% to 5% of households in the GGHA. The TTS data has been available at 5-year intervals since 1986. The analysis conducted in this study uses TTS data from 2016. The latest TTS data collected in 2022 was considered but not used to represent current behaviour, given the effects of the COVID-19 pandemic and associated travel restrictions between 2020 and 2022. It provides data on the number of trips and for each trip, including time of trip, purpose, origin and destination, mode of travel, travel time as well as household characteristics for more than 1,500 neighbourhoods and business areas for the Greater Toronto and Hamilton Area, Brantford/Brant area, Wellington/Guelph area, Waterloo Region, Dufferin County, Simcoe County, City of Kawartha Lakes and the Peterborough City and County area.

The TTS data has commonly been used to develop municipal transportation forecasting models to inform future infrastructure needs through the following key steps and associated TTS data inputs:

- **Trip Generation**: TTS provides the number of trips generated by household and population together with household and population characteristics.
- **Modal Split**: TTS provides the percentage of trips by car driver and passenger, transit, walking, cycling and other modes of travel together with household and population characteristics.
- **Trip Distribution**: TTS provides the allocation of trips from and to specific geographic areas or neighbourhoods by mode together with household and population characteristics.

Relationships can be developed between demographic information (e.g. age, household, income, household size, location, vehicle ownership etc.) and travel characteristics including trip generation, mode choice and trip distribution to develop a transportation demand model.

Canadian Census data is another traditional survey data source that includes commuter data based on the home address and the "Place of Work" question. The Canada Census data includes demographic information (such as age and income) at the Census tract (i.e. neighbourhood level).

"Big Data" providers including StreetLight, a platform that uses location/GPS-based information to collect live data, can define current travel patterns (trip generation, modal split and trip distribution) in addition to route selection. These data sources are continuously processed, rather than collected every 5 years. There are noted to be biases associated with all data, however, biases associated with "Big Data" may be less understood.

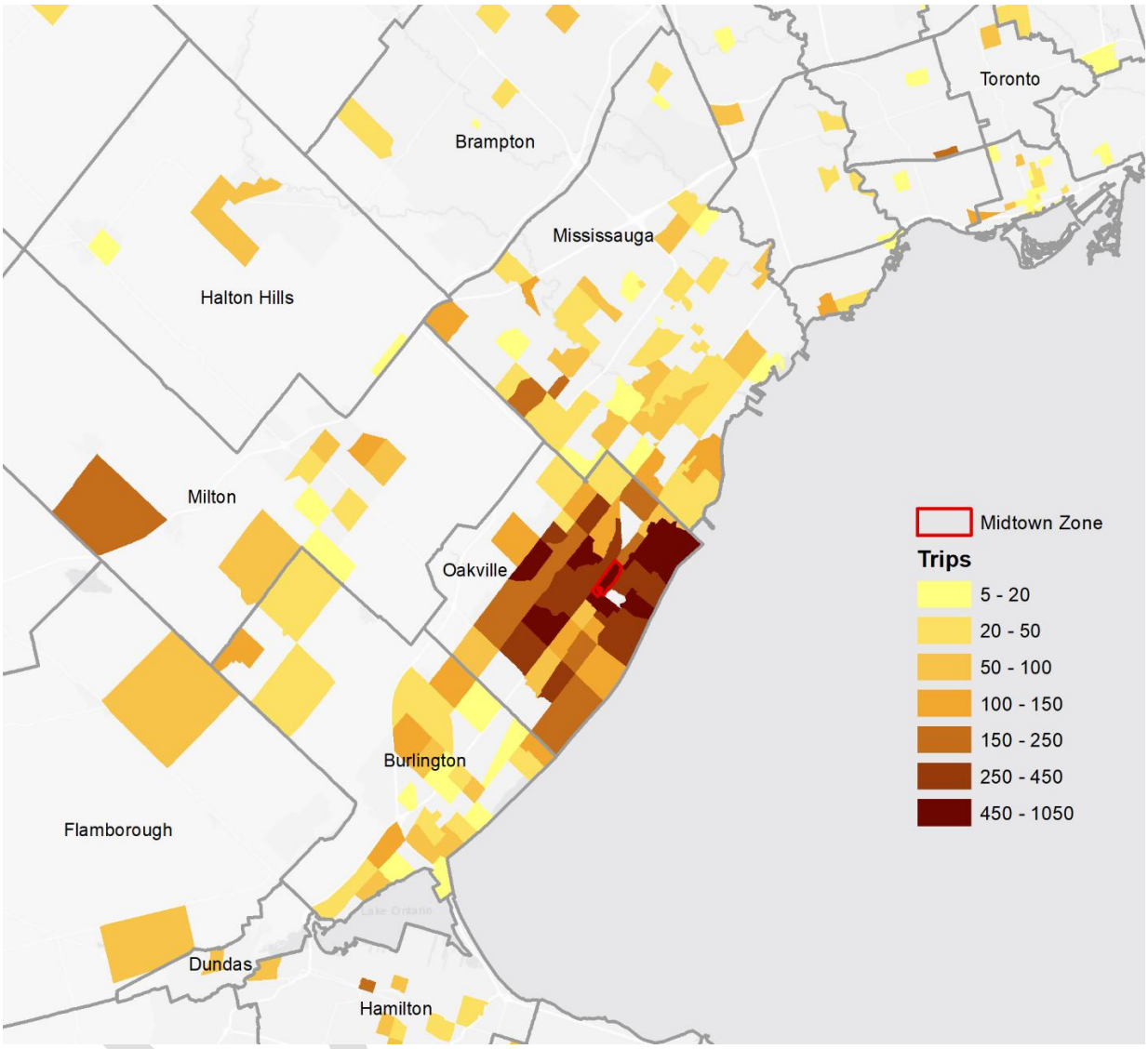
Both traditional data and "Big Data" sources were considered in the Midtown Transportation Plan to understand where people are travelling, why people are travelling, how people are travelling and when people are travelling.

2.4.2 Travel Behaviour

Trip generation by all modes of travel for a site or community is a measure of travel demand. Trip generation for a particular analysis period is related to the level of development of a community in terms of population and employment. Trips within Midtown currently reflects the level of activity associated with the approximately 650 residents and 5,500 jobs.

Trip origins and destinations are key aspects of understanding travel demands and developing solutions to meet those demands. Figure 2-4 illustrates the daily trip density originating from various zones that are destined to Midtown Oakville. Darker shades signify a higher volume of trips originating from each zone. According to data sourced from TTS, Midtown Oakville currently experiences approximately 20,000 total inbound and outbound trips. Notably, over 70% of these trips originate within Halton Region, with Oakville being the primary origin of trips destined to Midtown. These travel patterns are highly influenced by the presence of the GO station in Midtown Oakville.

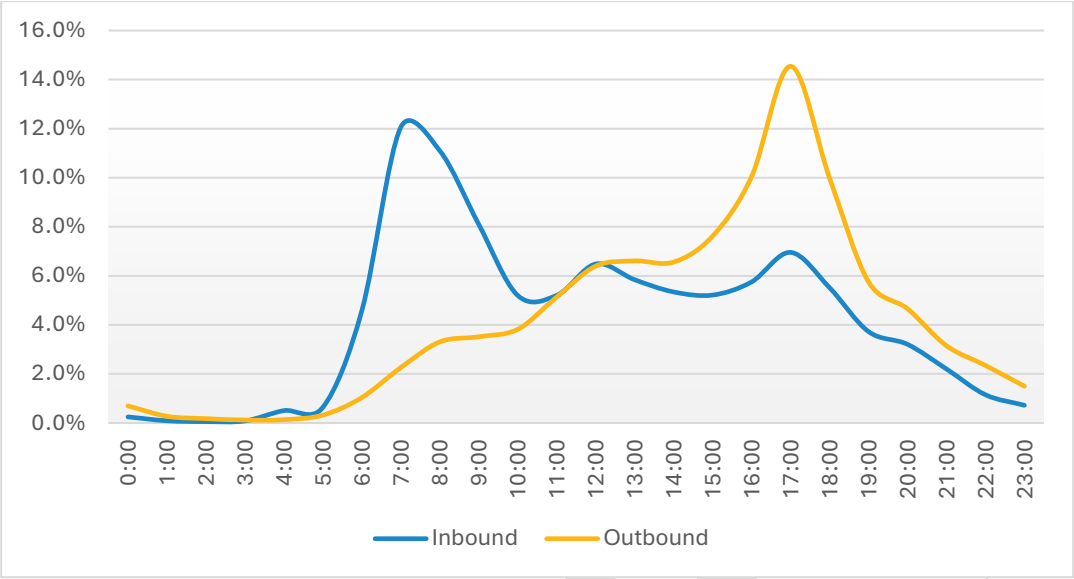
Figure 2-4: Origins or Destinations for Daily Trips to/from Midtown Oakville



Source: Transportation Tomorrow Survey (TTS), 2016

Land use plays a crucial role in shaping travel patterns, particularly evident in the context of Midtown Oakville. The presence of the GO station and predominantly business and commercial zoning, the absence of significant residential land use greatly influences current travel patterns. Figure 2-5 illustrates the temporal travel demand utilizing StreetLight Data; it reflects the daily profile of inbound and outbound trips for Midtown Oakville, consistent with findings from the TTS dataset. The analysis demonstrates a notable AM peak for inbound trips and a substantial PM peak for outbound trips, emphasizing the significant impact of the GO station on travel patterns within Midtown Oakville.

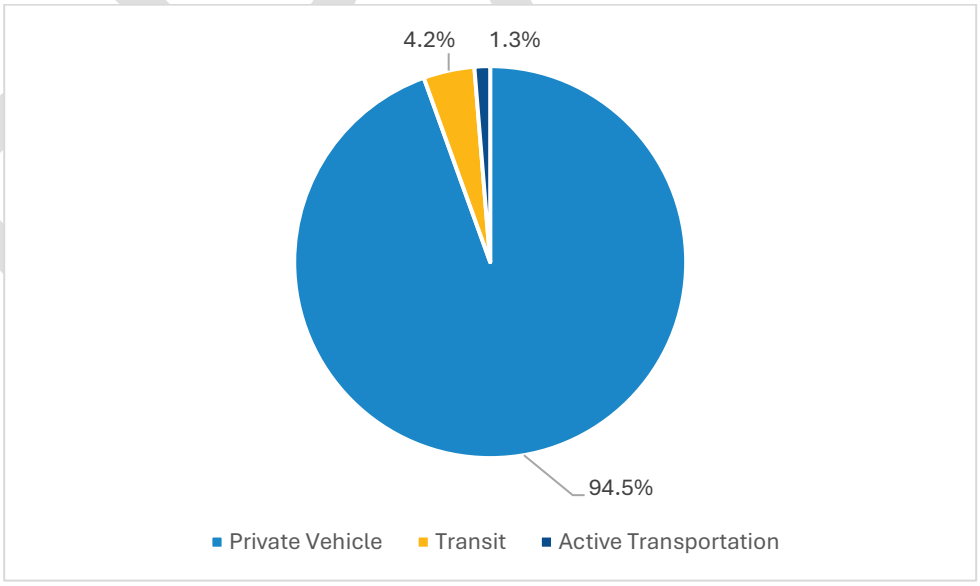
Figure 2-5: Daily Time Distribution of Trips that Start or End in Midtown



Source: StreetLight Data

Having a significant portion of the origin and destination traffic for Midtown within the Town of Oakville during the morning (AM) and evening (PM) peak hours underscores the critical role of medium distance trips and the potential for promoting transit or active transportation modes. However, the mode share analysis conducted by TTS (as shown in Figure 2-6) indicates that approximately 94% of individuals opt for automobiles for their trips to Midtown Oakville.

Figure 2-6: How People are Currently Travelling to Midtown



Source: Transportation Tomorrow Survey (TTS), 2016

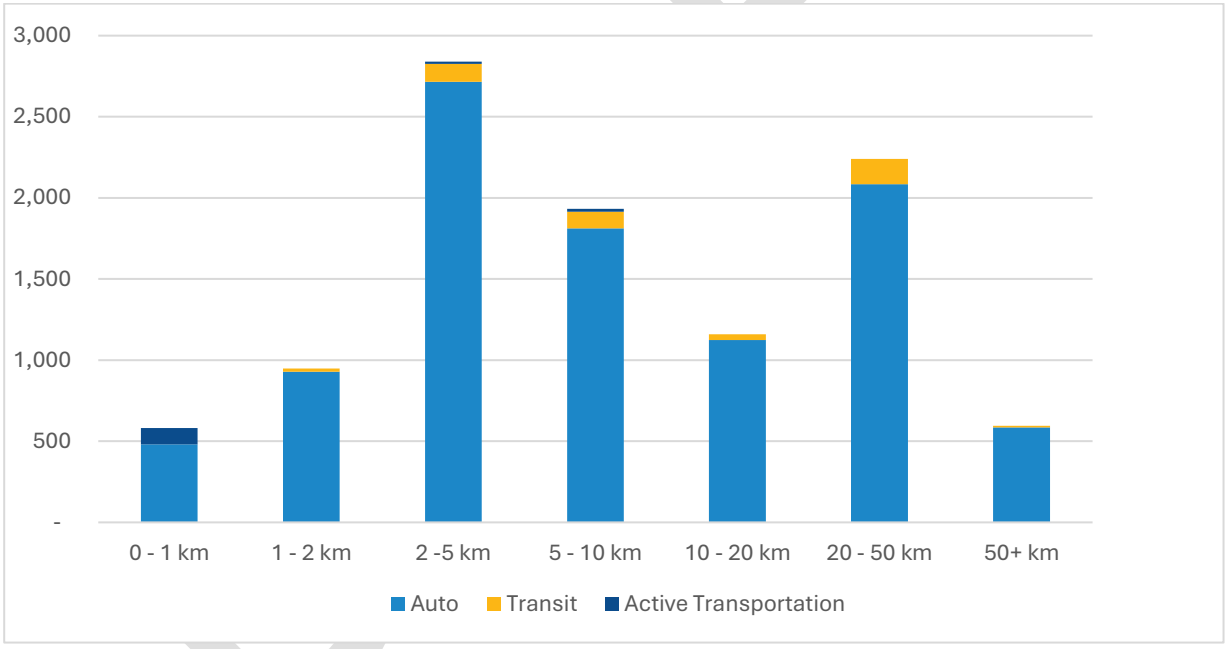
Transportation surveys in Canadian urban environments indicate average cycling and walking trip distances that are shorter or medium distance; surveys conducted by the City of Vancouver have identified

an average cycling and walking trip distance of 5.6 km and 1.9 km, respectively. For the purposes of analysis, trips covering distances of less than 5 km (estimated 20 min cycle) have been classified as potential cycle trips, while those under 2 km (estimated 30 min walk) have been categorized as potential walk trips. The mode share by trip distance for inbound trips to Midtown, according to TTS data, is illustrated in Figure 2-7.

The graph demonstrates that only 17% of trips with a length of less than 2 km are completed by active transportation modes, with almost no active transportation mode usage for trips within 2 to 5 km (0.5%). Shorter trips, particularly those under 5 km, represent the greatest opportunity for shifting travel behavior toward more sustainable modes such as walking and cycling. These distances are typically manageable without a vehicle, yet the current mode shares indicate a strong car dependency, even for short commutes within Midtown.

The highest transit share is observed for trip lengths of 20 to 50 km and 5 to 10 km, with transit mode shares of 7% and 5% respectively. Notably, for trips spanning 20 to 50 km, the predominant mode of transit is GO train trips. This suggests that while regional transit is being used for longer commutes, local and mid-range trips remain underserved by active and sustainable modes, thereby representing an opportunity to shift more trips to local transit and reduce car dependency.

Figure 2-7: Trip Distance by Mode for Trips Destined to Midtown



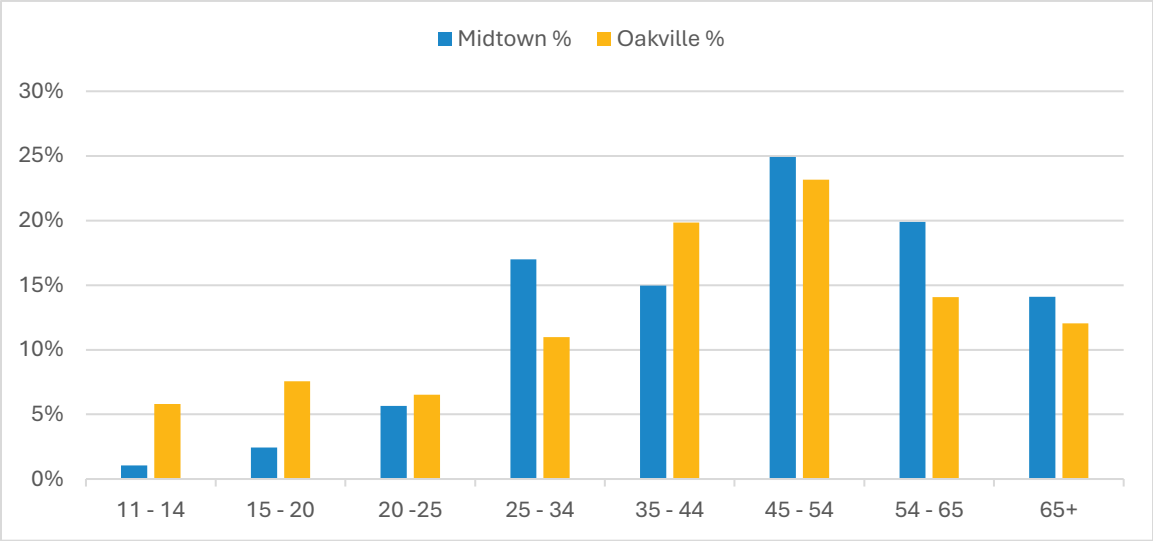
Source: Transportation Tomorrow Survey (TTS), 2016

Insight into traveler characteristics contributes to the understanding of the dynamics of travel behaviour and how various demographic groups interact with available modes of travel and infrastructure. Figure 2-8 presents categories of travellers' age groups for inbound trips in Midtown and the Town of Oakville as a whole.

The analysis reveals distinct travel patterns between the Town of Oakville and Midtown, which is influenced by the presence of the GO rail station and with business and commercial activities. The data highlights that the predominant (82%) age group of travelers in Midtown falls within the 20 to 65-year-old bracket, comprising mainly employed individuals commuting for work purposes. In contrast, amongst

those travelling to Oakville as a whole, the same 20 to 65-year-old bracket makes up a lower (75%) proportion of travelers.

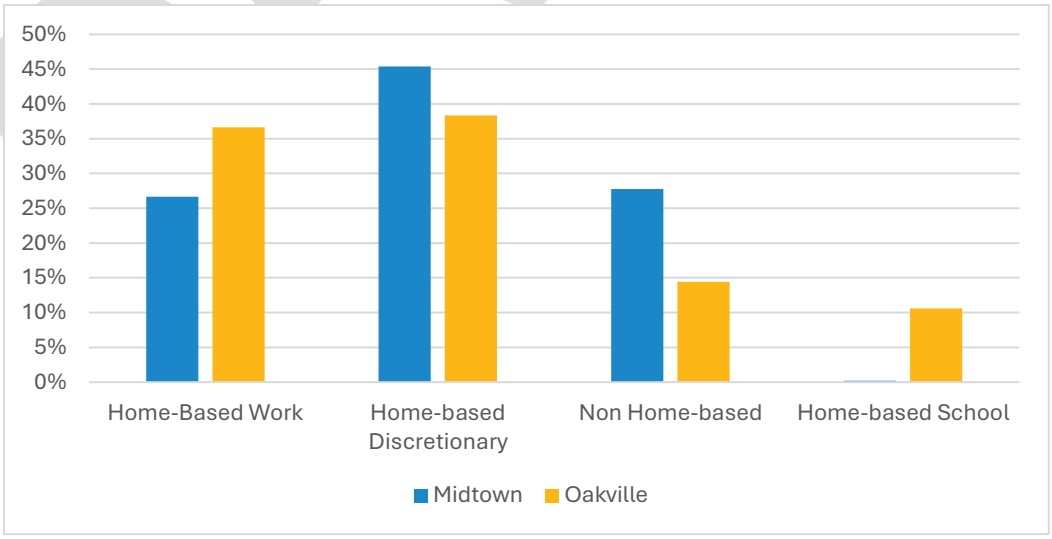
Figure 2-8: Age Groups of Travelers Destined to Midtown vs. Oakville



Source: Transportation Tomorrow Survey (TTS), 2016

Trip purpose is often influenced by traveller demographics and the surrounding land uses. Figure 2-9 provides a comparison between the trip purposes for those travelling to/from Midtown and Oakville. Midtown is characterized by a greater concentration of commercial uses and GO station, resulting in a greater likelihood for travellers to engage in out-of-home leisure and travel-related activities. In contrast, Oakville's more dispersed land use pattern supports a greater share of "Home-Based Work" and "Home-based School" trips. These differences highlight how urban form and land use distribution directly impact travel behavior and trip purposes.

Figure 2-9: Trip Purpose for Midtown vs. Oakville



Source: Transportation Tomorrow Survey (TTS), 2016

3. Midtown Supporting Sustainable Growth

3.1 Planning Context – Guiding Principles and Policies

3.1.1 Provincial Policies

Provincial policies direct when, where and how much growth will occur. Policies also provide directions on environmental and sustainability objectives that may influence the approach to transportation solutions. The Provincial Planning Statement, A Place to Grow: Growth Plan for Greater Golden Horseshoe, and Metrolinx Regional Transportation Plan are amongst the three key provincial documents that guide the development of the Midtown Transportation Plan, as described in greater detail below.

The 2024 Provincial Planning Statement (PPS) summarizes the province's policy regarding land use and associated infrastructure, including transportation. It provides specific directions to address the projected growth needs by establishing a safe, energy-efficient transportation system that promotes a land use pattern, density and mix of uses while minimizing vehicle trips through multimodal networks and supporting active transportation. The PPS defines Major Transit Station Areas (MTSAs) as lands around higher order transit stations that reflect strategic growth areas. It also establishes directions for the planning and preservation of transportation and transit corridors to meet the current and future needs. The PPS recommends that planning in the vicinity of rail facilities should be undertaken so that their long-term operation and economic role is protected. The PPS builds upon policies from A Place to Grow plan and Regional Transportation Plan.

A Place to Grow: Growth Plan for Greater Golden Horseshoe, 2020 ("Growth Plan") was developed to provide a framework to manage growth within the Greater Golden Horseshoe. The Growth Plan prioritizes intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit availability. For Halton Region, it identifies a forecasted population of 1,100,000 and forecasted employment of 500,000 by 2051. The Growth Plan adopts a coordinated approach to provide connectivity between various modes of transportation and reduce reliance on automobile by promoting transit and active transportation. It also directs the municipalities to develop and implement transportation demand management policies in their Official Plans.

The Metrolinx (2018) Regional Transportation Plan (RTP) envisions an integrated multimodal transportation system that will improve travelers' experience and make travel more affordable for elderly and low-income residents of the Greater Toronto Hamilton Area. The plan will also help achieve provincial objectives for land use intensification and the reduction of greenhouse gas (GHG) emissions. One of the key projects in Midtown identified to accommodate this vision is a Bus Rapid Transit (BRT) or Light Rail Transit (LRT) line connecting Midtown Oakville to Highway 407.

3.1.2 Halton Region Official Plan

As part of Bill 23, More Homes Built Faster Act, 2022, Halton Region was defined as an "upper-tier municipality without planning responsibilities", which resulted in the Halton Region Official Plan (ROP) being considered an Official Plan for each of the local area municipalities, including the Town of Oakville, until it is revoked or amended. The official date of this change as per Bill 185, Cutting Red Tape to Build More Homes Act, 2024, is as of July 1, 2024.

The ROP identifies Midtown Oakville as a Major Transit Station Area. The ROP plans to create vibrant, diverse and pedestrian oriented urban environments and support transit and active transportation for

everyday activities. The ROP recommends multimodal access to stations and support of complete communities in Midtown Oakville. The ROP sets out a minimum of 200 (residents and jobs combined per hectare) density target to be achieved by 2031 for Midtown Oakville.

In support of the ROP, the previous Halton Region Transportation Master Plan (2011) established a sustainable, integrated transportation system that considers all modes of travel (automobiles, transit, cycling, walking) to achieve the region's needs safely, effectively and cost efficiently by 2031. At the time of this study, Halton Region was completing their Integrated Master Plan (IMP), which includes water, wastewater and transportation strategies to enable local municipalities to reach growth targets to 2051. The transportation component of the IMP focusses on establishing a network for transit users, active transportation, cars and trucks that accommodate all users and abilities. The IMP serves as an update to the previous TMP, and will propose improvements along regional roads within Oakville, including Trafalgar Road north of Cornwall Road.

3.1.3 Town of Oakville Official Plan

Municipal policies are focused on a more specific level of services and infrastructure owned and governed by the Town of Oakville. This includes services, infrastructure, and operations of transportation system within the jurisdiction of the Town.

Oakville's Official Plan, Livable Oakville, guides how the Town will grow and develop. Livable Oakville identifies Midtown Oakville as a Growth Area and designated as an Urban Core, meaning it is envisioned to have a strong urban focus and incorporate retail and service commercial, major office, office and residential uses.

Livable Oakville aims to transform Midtown Oakville into a vibrant, transit-supportive, mixed use urban community and Employment Area and defines the following objectives to achieve this goal.

- To create transit-supportive development by promoting compact urban form, improving internal road circulation and developing a high-quality pedestrian-oriented environment.
- To create a vibrant and complete new community by facilitating public investment transit to support future growth.
- To achieve required growth targets by promoting and enabling Midtown Oakville as the Town's primary Growth Area.

Livable Oakville Identifies the following transportation initiatives for Midtown Oakville.

- Metrolinx to develop an eastward extension of the train platform across Trafalgar Road in order to enhance access to the station.
- A new multi-purpose north-south arterial road across the QEW highway.
- Grade Separation of Chartwell Road.
- Three grade separated pedestrian and cycling facilities across the QEW highway and the railway.
- A municipal parking garage to provide shared parking facilities for uses in the area.
- Creating a distinctive landscape for Trafalgar Road to support and encourage walking.
- Extending Cross Avenue to link the Chartwell area to the rest of Midtown.

3.1.4 Midtown Oakville Official Plan Amendment (Midtown OPA)

On February 18, 2025, Town Council passed By-law 2025-037, which adopted the Official Plan Amendment 70 (Midtown OPA), under section 17 (22), of the Planning Act. Midtown OPA provides an update on the land use policies applying to Midtown Oakville as a Protected Major Transit Station Area (PMTSA) and to update related policies that apply on a Town-wide basis, including policies that enable the use of a Community Planning Permit System, in the Livable Oakville Plan (Official Plan).

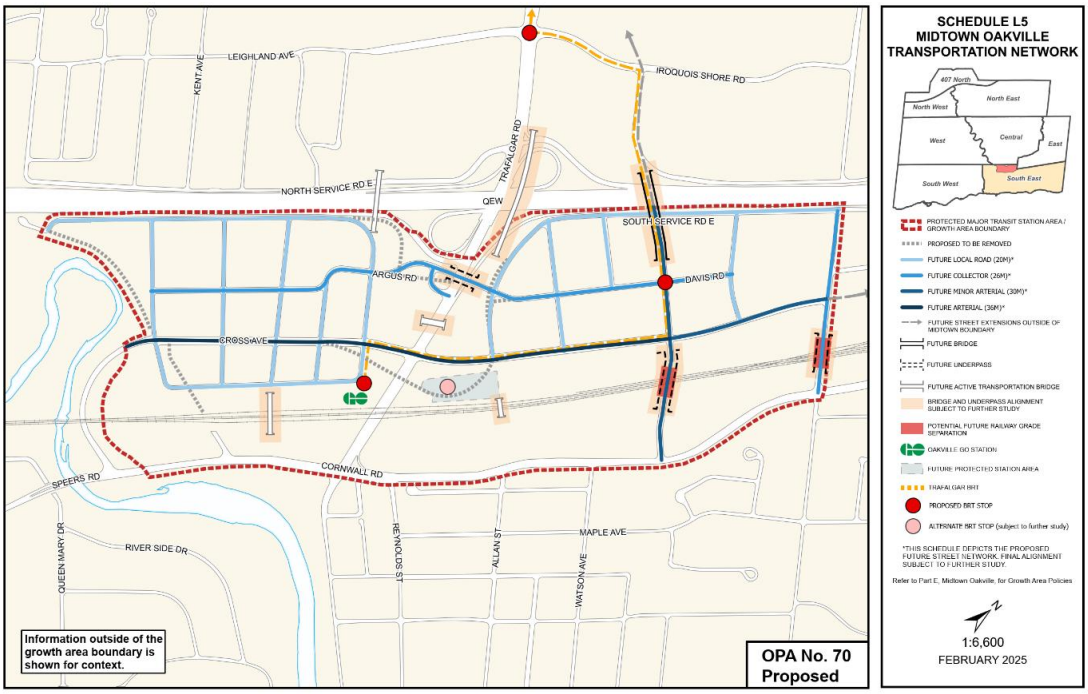
The Midtown OPA establishes the need for a grid network of streets that accommodates land access and circulation. Midtown Oakville aims to achieve a vibrant and complete community by ensuring high quality human-scaled design that complements and contributes to the vitality of both Midtown Oakville and the Town. Midtown Oakville strives to create a transit-oriented community by providing a transportation network that connects to, and through, the area for public transit, pedestrians cyclists and vehicles.

The OPA includes the following key policies as it relates to transportation:

- Design and operation of existing and new streets shall prioritize year-round active transportation and transit use.
- Development shall contribute to the connected public street and mobility network.
- Cross Avenue and the new north-south street connecting Cornwall Road and South Service Road east of Trafalgar Road will serve transit services including high-order transit to/from the Midtown Oakville transit hub.
- Midtown Oakville streets shall provide pedestrian facilities on both sides.
- Active transportation routes, including underpasses and bridges, shall be designed for pedestrian and cyclist comfort and safety.
- Pedestrian and cycling infrastructure should contribute to a continuous and comprehensive network and connect with the broader townwide and provincewide networks.
- Development shall promote safe, barrier-free, convenient and predictable mid-block connections.

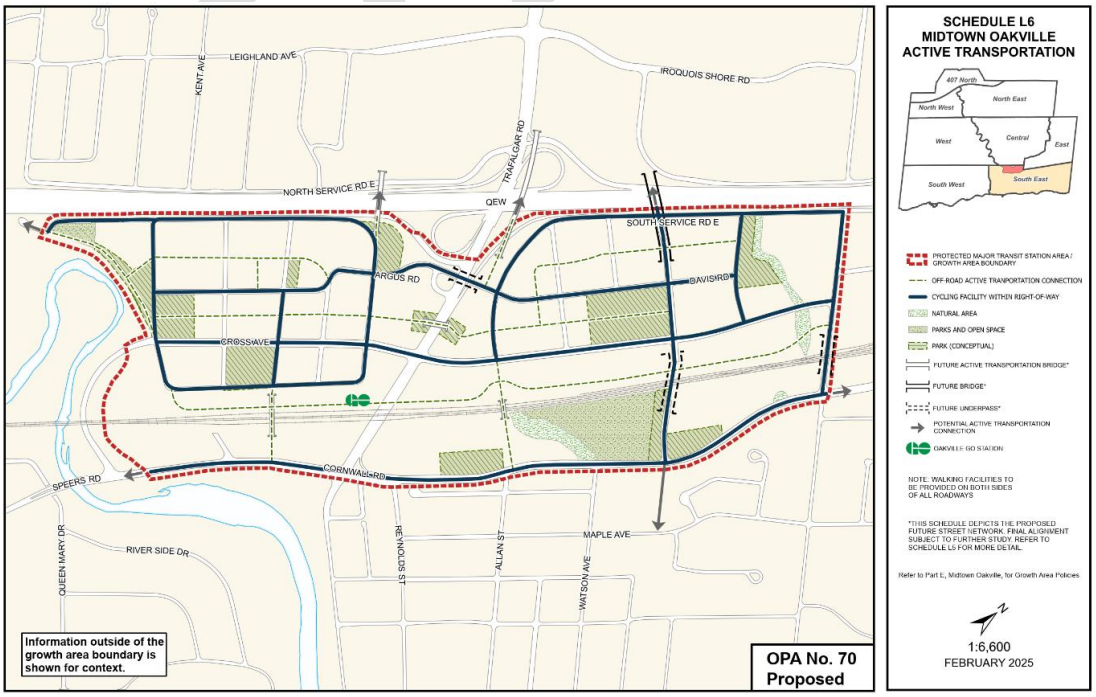
The OPA includes Schedule L5 – Transportation Network and Schedule L6 – Active Transportation, as shown in Figure 3-1 and Figure 3-2, respectively. The Town and/or Halton Region may secure rights-of-way on alignments as shown in Schedules C and D of the Livable Oakville Official Plan and Schedules L5 and L6 of the Midtown OPA. Changes to the requirements, location or alignment of new transit services, streets, and active transportation facilities on these schedules will not require an amendment to the OPA, provided that the general intent and purpose is maintained.

Figure 3-1: Schedule L5 – Transportation Network



Source: Midtown Oakville Official Plan Amendment (OPA) 70

Figure 3-2: Schedule L6 – Active Transportation



Source: Midtown Oakville Official Plan Amendment (OPA) 70

3.2 Previously Identified and Planned Improvements

3.2.1 Midtown Class Environmental Assessment (2014)

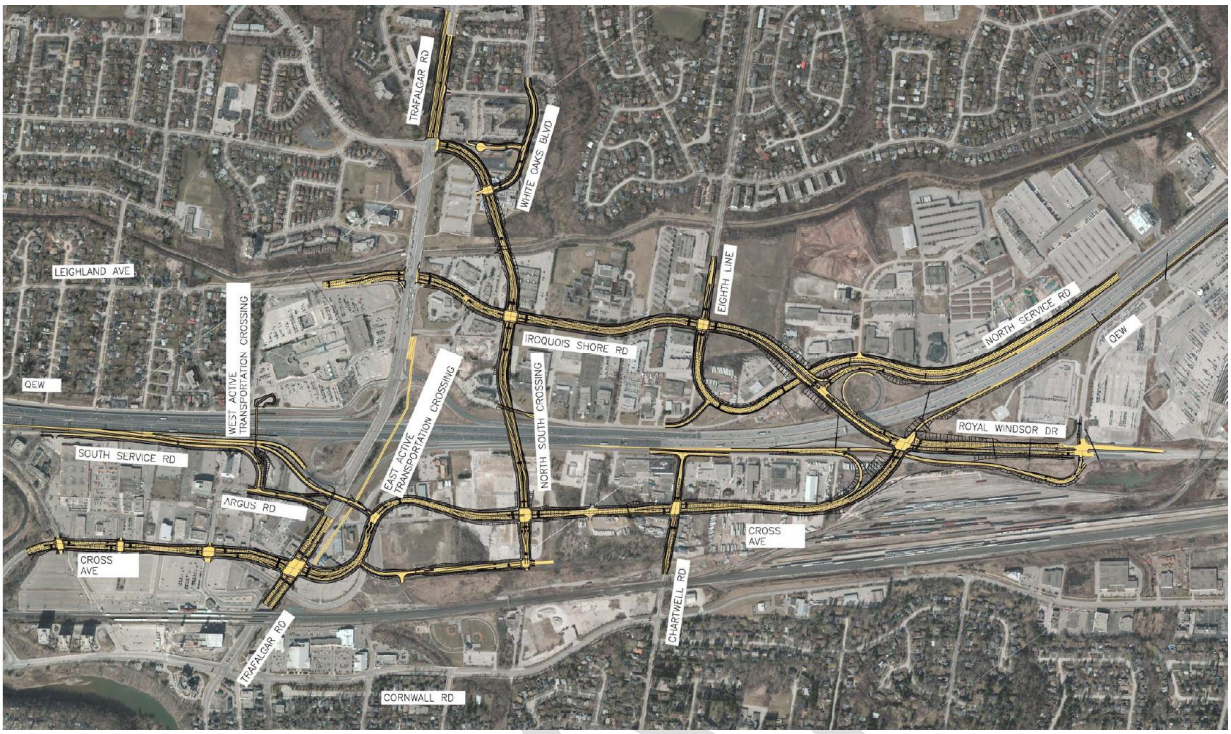
In 2014, the Town of Oakville (Town) completed the Midtown Oakville Transportation and Stormwater Municipal Class Environmental Assessment (Midtown Class EA). The preferred solution for the Midtown Class EA was developed through the Switching Gears Oakville Transportation Master Plan (2013), utilizing travel demand forecasts to a horizon year of 2031. The Midtown Class EA identified the transportation and storm drainage infrastructure necessary to accommodate the development levels that were envisaged for Midtown at that time.

The previous Midtown Class EA study identified multi-modal barrier crossings. The approved road configuration and design is illustrated in Figure 3-3. It includes new connections to the Highway 403 / Queen Elizabeth Way (QEW) and road and active transportation links. The solutions and designs confirmed and developed in Midtown Class EA included the following improvements:

- Cross Avenue realignment and extension east of Trafalgar Road (replacing the existing Cross Avenue / Trafalgar Road / South Service Road intersection)
- New North-South Crossing of the QEW and White Oaks Boulevard realignment
- Royal Windsor Drive interchange improvements to allow full movements
- Iroquois Shore Road widening and extension to the Royal Windsor Drive interchange
- North Service Road realignment from Invicta Drive to Iroquois Shore Road/Eighth Line
- East (of Trafalgar Road) Active Transportation crossing of QEW
- West (of Trafalgar Road) Active Transportation crossing of QEW
- New QEW Eastbound off-ramp to the Cross Avenue Extension
- Realignment of the Eastbound QEW off-ramp and Argus Road
- New Station Road extending east from Cross Avenue parallel to rail tracks

These transportation improvements were approved through the Municipal Class Environmental Assessment (MCEA) process. The merits of the Midtown Class EA improvements will be reassessed and confirmed within the context of the current land use strategy and OPA policies.

Figure 3-3: Transportation and Stormwater Municipal Class EA Road Configuration



Source: Midtown Oakville Transportation and Stormwater Municipal Class Environmental Assessment (2014)

3.2.2 Oakville Transportation Master Plan

The Midtown Transportation Plan was coordinated with the Town-wide Oakville Transportation Master Plan (TMP), completed and approved by Council in 2025. The overarching vision for the TMP was to establish a transportation system that builds long-term prosperity, environmental stewardship and benefits the well-being of residents. The TMP includes infrastructure, policy and guideline recommendations to accommodate growth to 2051.

The scope of the TMP was to assess Town-wide transportation needs, whereby the following key needs were identified within or near Midtown Oakville to help inform and justify detailed analysis and modelling conducted as part of this Transportation Plan.

- Arterial capacity improvements crossing major barriers such as the QEW, Sixteen Mile Creek and rail corridor,
- Relief along Speers Road/Cornwall Road west of Trafalgar Road,
- Relief along Trafalgar Road, and
- Cross Avenue improvements in recognition of the likely retention of the GO Station on the west side of Trafalgar Road for the short and medium term.

The following road improvements within or near the Midtown Oakville study area were recommended to improve connectivity to the broader area beyond Midtown and address future capacity needs considering the growth in this area.

- Eighth Line widening to 4 lanes between North Service Road and Falgarwood Drive

- Iroquois Shore Road widening to 5 lanes between Trafalgar Road and Eighth Line
- Iroquois Shore Road extension from Eighth Line to North Service Road
- Speers Road/Cornwall Road widening to 5 lanes between Fourth Line and Kerr Street
- Kerr Street widening to 4 lanes between Speers Road and North Service Road

Active transportation is recognized as an important component in achieving future sustainable mode share targets. Key active transportation infrastructure improvements and policies recommended from the TMP include the following:

- Multi-use path (MUP) along Speers/Cornwall Road between Kerr Street and Watson Avenue
- Multi-use path (MUP) and bike lane along Chartwell Road between South Service Road and Cornwall Road
- Collaborate with the Ministry of Transportation (MTO) and Halton Region to establish a design standard for safety design features and/or treatments to accommodate active transportation users near highways
- Collaborate with Halton Region to establish a design standard for protected active transportation crossings at regional and Town intersections
- Update engineering standards to incorporate a toolbox for active transportation safety design treatments
- Establish multi-use path (MUP) design standards to be incorporated as part of the engineering guidelines
- "Complete Streets" guidelines to design streets in a way that enables safe access for road users, including pedestrians, cyclists, transit users and drivers, within the context of the road function and adjacent land uses.

As it relates to transit, the TMP recommends implementing the Oakville Transit Five-Year Business Plan, including proposed bus routing and service frequencies to gradually ramp-up towards the proposed Frequent Transit Network and Bus Rapid Transit (BRT) services along the Dundas and Trafalgar corridors.

By implementing the recommended near-term (five-year) and long-term transit improvement plan identified in the Five-Year Business Plan, the Town and Oakville Transit will be well positioned to take advantage of the key priority transit projects planned below:

- Trafalgar BRT
- Dundas BRT
- Palermo Transit Terminal
- Midtown Oakville (including Oakville GO modifications)
- Enhanced and Expanded On-Demand Transit Services
- Regional Express Rail (RER) on the Lakeshore West GO line
- Electrification of Oakville Transit Bus Fleet

3.2.3 Halton Region Improvements

Most roads within the Midtown Oakville study area are Town roads, except for Trafalgar Road north of Speers Road/Cornwall Road, which is a Halton Region road.

Halton Region's TMP update is currently being undertaken as part of the Region's Integrated Master Plan (IMP), which combines the region-wide Water, Wastewater, and Multi-Modal Transportation Master Plan. The Region's transportation strategy considers:

- Localized corridor widening and improvements.
- Flexibility and adaptability to support the evolution of the Transit Priority Corridors,
- Prioritizing walking and cycling facilities, and
- Supporting strategies and technologies (e.g. transit signal priority)

The IMP identifies Trafalgar Road and the future North-South Road as part of the Core Bus Rapid Transit (BRT) Network. The Region is continuously consulting with the Town to refine the strategies and infrastructure improvements planned within Oakville, especially in Midtown.

As it relates to active transportation, the IMP recommends that two-way cycle tracks be implemented along Trafalgar Road north of the QEW. Under the Municipal Act, the Town owns and maintains sidewalks and active transportation facilities constructed by Halton Region within the boulevard of Halton Region roads located within the Town. The Region owns and is responsible for the maintenance of all regional road bicycle lanes between curb edge to curb edge.

3.2.4 Metrolinx Improvements

Metrolinx's 2041 Regional Transportation Plan (RTP) is a comprehensive strategic plan that provides guidance for the future development of the transportation system in the Greater Toronto and Hamilton Area (GTHA) through the year 2041. The RTP is organized around five Strategies defined to help achieve the plan's vision and goals. Strategies 1 and 2 of the RTP focus on the need to expand committed transit infrastructure such as the GO Regional Express Rail (GO RER), as well as the frequent rapid transit network (FRTN). To support these strategies, the RTP identifies the following initiatives that will impact the transit network in or surrounding Midtown.

- **Dundas Street BRT**: Planned east-west BRT corridor along Dundas Street, from Kipling Station in Toronto to Bronte Road in Oakville. In 2020 Metrolinx completed the Dundas BRT Initial Business Case and work is progressing;
- **Trafalgar BRT/LRT**: Planned north-south BRT along Trafalgar Rd, from Oakville GO Station to Highway 407; and,
- **Cornwall Rd Bus Priority**: Planned bus priority measures along Cornwall Road, Speers Road and Harvester Road, from Waterdown Road in Burlington to Port Credit GO station in Mississauga.

As part of Metrolinx's GO Regional Express Rail (RER) Expansion Program, the Lakeshore West Line GO Expansion will transform the corridor into an all-day, two-way, 15-minute or less electrified service, between Union Station and Burlington GO, as shown in Figure 3-4. It is anticipated that future service will be up to 29% faster for Electric Multiple Units (EMU) and 8% faster for electric locomotives.

Figure 3-4: GO Expansion Lakeshore West Corridor Project

The Metrolinx GO Rail Station Access report provides requirements and guidelines that support the forecasted ridership growth associated with the GO Expansion program by providing for increased station access capacity and improved options for customers to access GO stations by walking, local transit, cycling, passenger pick-up and drop-off, and parking. The report highlights infrastructure requirements for the Oakville GO Station, which is planned as a couplet station with Bronte GO due to their close proximity and overlapping catchment areas. The report classifies the Oakville GO Station as a Transit priority station, expected to have local transit as main access mode (more than 25% transit, and less than 29% walk & bike), therefore, requiring transit infrastructure.

Minimum requirements for Oakville GO station improvements by 2041 include additional multi-use paths and bikeways to and from the station, increased number of bus bays, as well as pick-up and drop-off facilities, bike parking and car parking spaces. Off-site improvements identified include integrating a future BRT service from Midtown along a dedicated alignment across QEW and along Trafalgar Road with planned bus infrastructure at the Oakville GO station.

3.2.5 MTO Improvements

The Ministry of Transportation Ontario (MTO) and the Town are working collaboratively to progress the various infrastructure projects within MTO's jurisdiction. The key projects within Midtown are the full interchange at Queen Elizabeth Way (QEW) and Royal Windsor Drive and the North-South Corridor crossing over QEW. The need for these projects was identified as part of the approved 2014 Midtown Class EA and both projects are currently under review by MTO. The Royal Windsor full interchange project is expected to be completed as part of the Highway 403 improvements project and the North-South crossing is still in the preliminary stages of approval.

Improvements along the QEW/Highway 403 within Oakville are documented in MTO's Transportation Environmental Study Report for Highway 403 and Queen Elizabeth Way from Trafalgar Road to Winston Churchill Boulevard (2013). These improvements include:

- Extension of the existing HOV lanes on QEW from Trafalgar Road to Winston Churchill Boulevard.
- North to East (Highway 403 SB to QEW EB) and East to North (QEW WB to Highway 403 NB) ramps at the Highway 403 / Ford Drive interchange.
- Core-collector system along QEW to facilitate movements between Ford Drive and Winston Churchill Boulevard and to accommodate the new North to East / East to North ramps.

3.3 Transportation Vision and Problem and Opportunity Statement

The following overarching **Vision Statement** was established for the Midtown Oakville Transportation Plan based on guiding principles and policies from provincial, regional and Town plans.

> *"The Midtown Transportation Plan will address a vision of an equitable, accessible, and connected transportation system that supports a vibrant, people-oriented, and transit-supportive complete community in all seasons"*

To facilitate the implementation of the vision in recognition of the transportation system challenges and opportunities, the following transportation **Problem and Opportunity Statement** was developed:

> *"To accommodate growth in Midtown, there is a need to identify and develop solutions for all seasons that is accessible to everyone in a phased approach that supports development as it proceeds, including:*
>
> - *New crossings of physical barriers to accommodate active transportation, transit, goods movement and traffic,*
> - *Transit priority measures to allow for efficient transit service to and from the Oakville GO,*
> - *Street designs that accommodate safe and direct pedestrian and cyclist movement, and*
> - *Parking supply and regulation plans that balance operations with sustainability objectives.*
>
> *The transportation strategy can build upon key initiatives, including: GO rail expansion / electrification, Trafalgar Road plans for Bus Rapid Transit (BRT) and transit priority opportunities on Speers Road / Cornwall Road."*

The long-term transportation plan for Midtown is supported by the following transportation objectives:

Develop a pedestrian-oriented network	Improve internal road circulation and connections	Support transit connections	Support sustainable modes of travel	Accommodate density and growth

4. Multi-Modal Network: Needs and Opportunities

Midtown's future transportation network was assessed in recognition of the need to apply a sustainable planning approach to support livable communities and climate change objectives. While road widenings can address congestion, the benefits are short-term; wider roads temporarily ease traffic which leads to induced latent demand and restores congestion over time. Such improvements are still recognized to be beneficial to accommodate key movements at intersections, but adding corridor lane capacity for vehicles cannot be the sole solution to address increased travel demands. It is critical that network solutions and newly proposed road links are complemented by active transportation and transit improvements to provide more viable travel choices and mitigate congestion.

4.1 Roadway Network

4.1.1 Travel Forecasting Demand Model

A travel demand model was developed for Midtown Oakville to assess roadway capacity needs. It is a tool to test growth forecasts proposed for Midtown on a block-by-block level. The model is macroscopic and was therefore used to inform major infrastructure needs and compare alternative scenarios. Area-specific studies would be subject to detailed analysis to address capacity needs of intersection operations.

The model is based primarily on an Oakville subarea model of the Halton Region model (managed and developed by Halton Region). Halton's model is calibrated at the screenline level, providing a representation of travel patterns and traffic flows within the Region. The use of this model was coordinated with the Oakville Transportation Master Plan (2025), which also used Halton Region's model, extracted for the subarea of Oakville.

A trip generation model was developed for the future (2051) scenario to assess the impacts of growth in Midtown. The model uses various demographic elements such as household size, income and other socio-economic variables to quantify the demand for travel. The future population and employment forecasts were based on Halton Region's Joint Best Planning Estimates (JBPEs), which was updated in 2023 and allocate 32,468 people and 17,998 jobs in Midtown by 2051, broken down to a disaggregated zonal system.

It is noted that the Growth Analysis Study (2024) completed in support of the Midtown OPA forecasted growth that was lower than that of the JBPEs. The JBPEs were still used to inform the recommendations of this Transportation Plan to align with Town and Region-wide studies, which all collectively used the same estimates, and represent a conservative analysis to plan for long-term infrastructure.

However, a sensitivity test was conducted using the forecasts from the Growth Analysis Study (2024) to understand the potential impacts of the lower allocated growth. The results of the analysis indicated that the lower growth scenario generally reduces traffic in and around Midtown, although the effects are relatively minor overall, as congestion on the major corridors is caused by background (non-Midtown) traffic. Trafalgar Road, for example, remains congested, especially over the QEW in both directions.

The modelling approach and detailed results are provided in **Appendix B**.

4.1.2 Role of the Roadway Network Serving Mobility Needs

As Midtown Oakville evolves into a vibrant, mixed-use urban centre, the transportation network must adapt to support a diverse range of mobility needs. This may include new roads or road extensions to improve connectivity and circulation. Roadway improvements can also involve reconfiguring the existing network to address future capacity needs. This can take the form of additional turn lanes and/or lane widenings. When thoughtfully designed, the roadway network can also serve a wide spectrum of mobility needs beyond just vehicles. Roadways can be intentionally configured to accommodate multiple modes of transportation, such as transit, cycling, walking, and driving, by allocating dedicated space and infrastructure that supports each mode safely and efficiently.

The existing road network within Midtown is distinguished by multi-purpose arterial, minor arterial/transit corridor, major collector, minor collector and local roads. These roads were characterized as part of the Livable Oakville Official Plan based on a function of transportation needs that they currently or plan to serve. Each road type is distinguished by typical criteria, such as the number of lanes, traffic (vehicles per day), access requirements, transit accommodation, and designated rights-of-way.

A summary of the existing road functions in Midtown is provided in Table 4-1. With the development and approval of the Midtown OPA, the road classification of key road corridors in or near Midtown was updated. These updates are listed in Table 4-2 and illustrated in Figure 3-1.

Table 4-1: Existing Road Classifications in Midtown

Existing Road Classification	Function	Criteria	Existing Roads in or near Midtown
Major Arterials / Transit Corridors (Halton Region roads)	▪ Act as major transit corridors ▪ Accommodates high volumes of traffic ▪ 4 or 6 lanes ▪ 40,000 or 60,000 vehicles per day	▪ High degree of access control ▪ Direct access from properties discouraged ▪ Transit-supportive land uses to be encouraged along right-of-way ▪ 35-50 metres	▪ Trafalgar Road, north of Cornwall Road
Multi-purpose Arterials	▪ Act as major transit corridors ▪ Accommodates high volumes of traffic ▪ 4 or 6 lanes ▪ 40,000 or 60,000 vehicles per day	▪ Intermediate degree of access control ▪ Transit-supportive land uses to be encouraged along right-of-way ▪ 35 metres	▪ Cornwall Road ▪ Iroquois Shore Road ▪ Royal Windsor Drive ▪ Kerr Street, south of Wyecroft Road ▪ Wyecroft Road
Minor Arterials / Transit Corridors	▪ May act as local transit corridors ▪ 2 or 4 lanes	▪ Transit-supportive land uses to be encouraged along right-of-way ▪ 26 metres	▪ Cross Avenue ▪ Eighth Line ▪ Chartwell Road

Existing Road Classification	Function	Criteria	Existing Roads in or near Midtown
	▪ 20,000 or 40,000 vehicles per day		▪ North Service Road ▪ Trafalgar Road, south of Cornwall Road ▪ Leighland Avenue ▪ Sixth Line, north of Leghland Avenue ▪ Kerr Street / North Service Road, north of Wyecroft Road ▪ Reynolds Street
Major Collectors	▪ May act as local transit corridors ▪ 2 lanes ▪ 10,000 vehicles per day	▪ Direct access from abutting properties will be permitted ▪ 26 metres	▪ White Oaks Boulevard ▪ McCraney Street
Minor Collectors	▪ 2 lanes ▪ 5,000 vehicles per day	▪ Direct access from abutting properties will be permitted ▪ 20 metres	▪ Sixth Line, south of Leighland Avenue ▪ Queen Mary Drive
Local Roads	▪ Not to accommodate through traffic ▪ 2 lanes ▪ 1,500 vehicles per day	▪ Access to individual properties ▪ 16-18 metres	▪ Argus Road, Davis Road, Lyons Lane, etc.

Source: Extracted from Livable Oakville Official Plan

Table 4-2: New Road Classifications in Midtown (Approved by the Midtown OPA)

Road Name	Proposed Road Classification	Right-of-Way (ROW) Width (m)
Cross Avenue west of N-S Road	Arterial	36
Cornwall Avenue	Arterial	35
Cross Avenue east of N-S Road	Minor Arterial	30
N-S Road	Minor Arterial	30
Argus-Davis Road	Collector	26
Chartwell Road	Collector	26

4.1.3 Existing Roadway Network Needs Assessment

An evaluation of Midtown's existing roadway infrastructure reveals network deficiencies and capacity limitations. The modelled existing volume to capacity ratios, are shown in Figure 4-1.

Figure 4-1: Modelled Existing (2024) Peak Hour Volume to Capacity Ratios

The network capacity analysis indicates the following needs:

Need to Relieve Trafalgar Road Congestion

Trafalgar Road has a multi-functional role in the transportation network and is shown to experience congestion under current conditions. It is a major north-south corridor that carries high volumes of traffic to and from the QEW interchange and serves as a popular route for through traffic in the broader area, even beyond Oakville. As such, Trafalgar Road is vital to Town-wide and regional travel due to the physical constraints that limit the number of north-south roadways available in the study area. Trafalgar Road also forms a key access route to Cross Avenue for travellers accessing the Oakville GO station. The high existing volumes along Trafalgar Road create capacity constraints that result in delays and inefficiencies for travellers.

Need to Improve GO Station Access

The Oakville GO Station currently serves the most passengers in the entire GO system after Union Station in downtown Toronto. Cross Avenue provides direct access to the GO station, making the intersection of Trafalgar Road and Cross Avenue a critical pinch point for both transit users and through traffic. Based on model analyses, approximately 50% of vehicles on Trafalgar Road south of the QEW continue through Midtown, while about 25% are travelling to/from the Oakville GO Station. The remaining 25% are travelling to/from other areas of Midtown. The high percentage of vehicular traffic accessing the GO station is due, in part, to the availability of parking that the station offers, making driving the most popular mode to access transit. Under current conditions, this area is already experiencing congestion. Without intervention, it is expected to worsen as demand increases with the implementation of the Regional Express Rail (RER), including improved frequency for the Lakeshore West GO line.

4.1.4 Future Roadway Network Needs Assessment

The transportation needs for the arterial and collector network are driven primarily by both existing traffic and growth beyond the Midtown area. Sensitivity tests indicate that growth within Midtown itself has limited impact on the congestion of major arterials.

Several improvements were previously brought forward from 2014 Midtown Class EA. As part of this study, initial modelling analysis was completed for the 2051 horizon to understand the impacts and benefits of previously planned network elements (i.e. the new North-South Road from Cross Avenue to White Oaks Boulevard/Trafalgar Road). The goal of this exercise was to confirm the need for these planned network elements and investigate the need for additional improvements.

Accounting for the planned growth in Midtown and increased flow in traffic entering and exiting the area, a number of planned improvements as recommended from the 2014 Midtown Class EA were further validated and carried forward, including:

- Cross Avenue realignment and extension east of Trafalgar Road
- New North-South Crossing of the QEW and White Oaks Boulevard realignment

The future model includes the previously approved transportation improvements listed above. The model also incorporates improvements required to address Town-wide transportation needs as recommended from the Oakville Transportation Master Plan (2025) and listed in Section 3.2.2. The results, as illustrated in Figure 4-2, indicate several constrained corridors within Midtown. Notably, Trafalgar Road continues to experience constraints, even with the new North South Road over the QEW highway. Speers Road / Cornwall Road and Cross Avenue are also projected to operate over capacity.

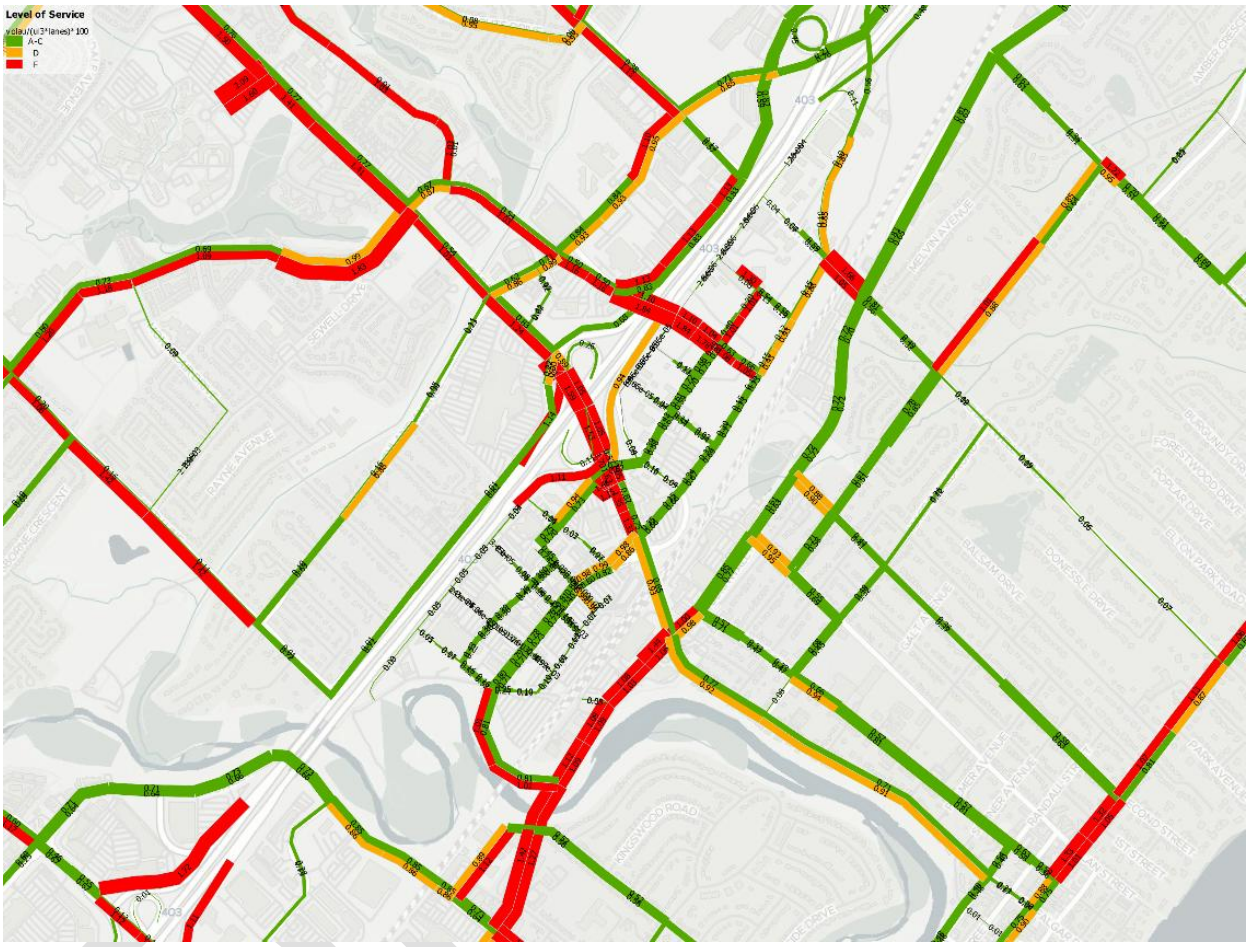
The following sections identify roadway needs to address future traffic conditions as listed and described below. The transportation needs for the arterial and collector network are noted to be driven by growth beyond the Midtown area. The need for these capacity improvements to provide congestion relief had also been identified in the Oakville (Town-wide) Transportation Master Plan (2025) and is therefore anticipated to serve a connectivity need for the broader area.

- Additional barrier crossings
- New North-South Road extension (south to Cornwall Road)
- Capacity Improvements across Sixteen Mile Creek
- Royal Windsor Interchange improvements

- Collector and local grid network

The supporting modelling analysis is provided in **Appendix B**.

Figure 4-2: Modelled Future (2051) Peak Hour Volume to Capacity Ratios



The following sections identify roadway needs to address future traffic conditions.

Additional Barrier Crossings

There are a number of major transportation barriers in the Midtown area: the QEW highway, rail corridor and Sixteen Mile Creek. However, the area is limited to a few crossings. Trafalgar Road is the primary existing north-south road crossing over the QEW. Even with the proposed new North-South Road over QEW, both crossings are projected to operate at or over capacity, signifying the need for further capacity improvements or shifts toward more sustainable modes should additional crossings not be feasible.

Similarly, Cornwall Road / Speers Road is the only east-west crossing over Sixteen Mile Creek. This segment is also projected to exceed capacity. This presents opportunities for additional crossings over Sixteen Mile Creek, capacity improvements or shifts toward more sustainable modes.

The limited connections over transportation barriers reduce network flexibility and contribute to bottlenecks, especially during peak travel times. New crossings of physical barriers can also serve to accommodate active transportation, transit, goods movement and traffic.

New North-South Road Extension (south to Cornwall Road)

Trafalgar Road is currently and forecasted to be heavily congested under the 2051 model scenario. Trafalgar Road services a QEW interchange and it currently and will continue to accommodate Town-wide and regional travel.

The extension of the new North-South Road to Cornwall Road should be investigated to improve connectivity and serve as an attractive, alternative route to Trafalgar Road. For the North-South Road extension to operate as an efficient corridor to effectively relieve Trafalgar Road traffic, a rail grade separation should be considered.

With grade separations at both the highway and rail corridor, the North-South Road can fulfill its purpose of accommodating a greater and more efficient travel demand to improve connectivity across the broader area for vehicle traffic and sustainable modes of travel. The grade separation also allows this corridor to function as a desirable alternate route for Trafalgar Road near the highway, which is already congested to accommodate access to/from the ramps.

From a network planning perspective, implementing a rail grade separation at North-South Road also aligns with the planned spacing of rail crossings. The next grade separations to the west that facilitate movement to/from major neighbourhood generators are planned to be located approximately 2 km apart (Kerr Street and Fourth Line). The North-South Road grade separation would maintain this spacing consistency, which is important to ensure adequate crossing opportunities for both the west and east side of Midtown for an efficient network.

With rail traffic expected to increase, particularly given the planned Regional Express Rail (RER) improvements, the crossing is anticipated to exceed Transport Canada's crossing safety product thresholds. This can lead to increased safety risks for both vehicles and pedestrians due to the high volume of train movements, traffic diversion and infiltration into nearby residential neighbourhoods as drivers seek alternate routes. This, in turn, can potentially create new congestion and safety challenges.

It is noted, however, that the previous 2014 Midtown Class EA identified the need for a planned 4-lane widening and grade separation of Chartwell Road between South Service Road and Cornwall Road. The previously proposed grade separation at Chartwell Road was assessed relative to a new proposed link extending the planned new North-South Road as part of this Transportation Plan.

Capacity Improvements across Sixteen Mile Creek

Future model forecasts highlight the need to provide some relief to Speers Road/Cornwall Road near the Midtown area. The Speers Road/Cornwall Road corridor is one of the few east-west Town arterial roads that traverses across most of Oakville, providing key connections to other major north-south routes. It serves an important traffic throughput function beyond the Midtown area and was identified to require improvements to relieve projected congestion. Additional alternative crossings over Sixteen Mile Creek may help alleviate this pressure. A widening along Speers Road/Cornwall Road can be considered but is recognized to require significant infrastructure investment due to the bridge structure over Sixteen Mile Creek and the retaining walls along Speers Road. The feasibility and merits of additional crossings over the creek and/or widening along Speers Road/Cornwall Road should be assessed collectively and in relation to one another.

Royal Windsor Interchange Improvements

Improvements to the Royal Windsor Interchange were previously identified in the 2014 Midtown Class EA to help accommodate the significant existing and future travel demand.

Currently, there is a gap of over 4 km between the Trafalgar interchange and the next full interchange to the east, which is twice the 2 km spacing distance between existing interchanges in Oakville. The Royal Windsor Interchange will improve access to/from surrounding employment areas, including Ford Motor Company, which is the largest employer in the Town. The full interchange will also help disperse traffic more evenly across the road network, reducing pressure on the Trafalgar Road interchange.

Furthermore, the expansion of this interchange is required to meet the demands of regional travel beyond Oakville. Even with current and future efforts to invest in sustainable modes such as transit, walking, cycling and carpooling, it is recognized that there is and will be significant vehicular demand to facilitate the movement of people and goods / services, particularly for those travelling long distances via the highways.

The Town recognizes that collaboration with the Ministry of Transportation (MTO) will be key and has already been engaged in discussions with MTO to advocate for the project.

Collector and Local Grid Network

To accommodate future growth, the development of a local grid-like street pattern is essential for ensuring connectivity, accessibility, and network efficiency. The Midtown OPA emphasizes the importance of a grid network that supports land access and circulation while promoting a human-scaled design. This includes prioritizing walkability and the integration of high-quality, dedicated cycling facilities along key corridors that connect Midtown internally and to adjacent areas. The transportation network schedules from the Midtown OPA propose a new east-west local road, Argus-Davis, which is envisioned to support a main street environment and improve walkability by encouraging active transportation and creating a more inviting public realm.

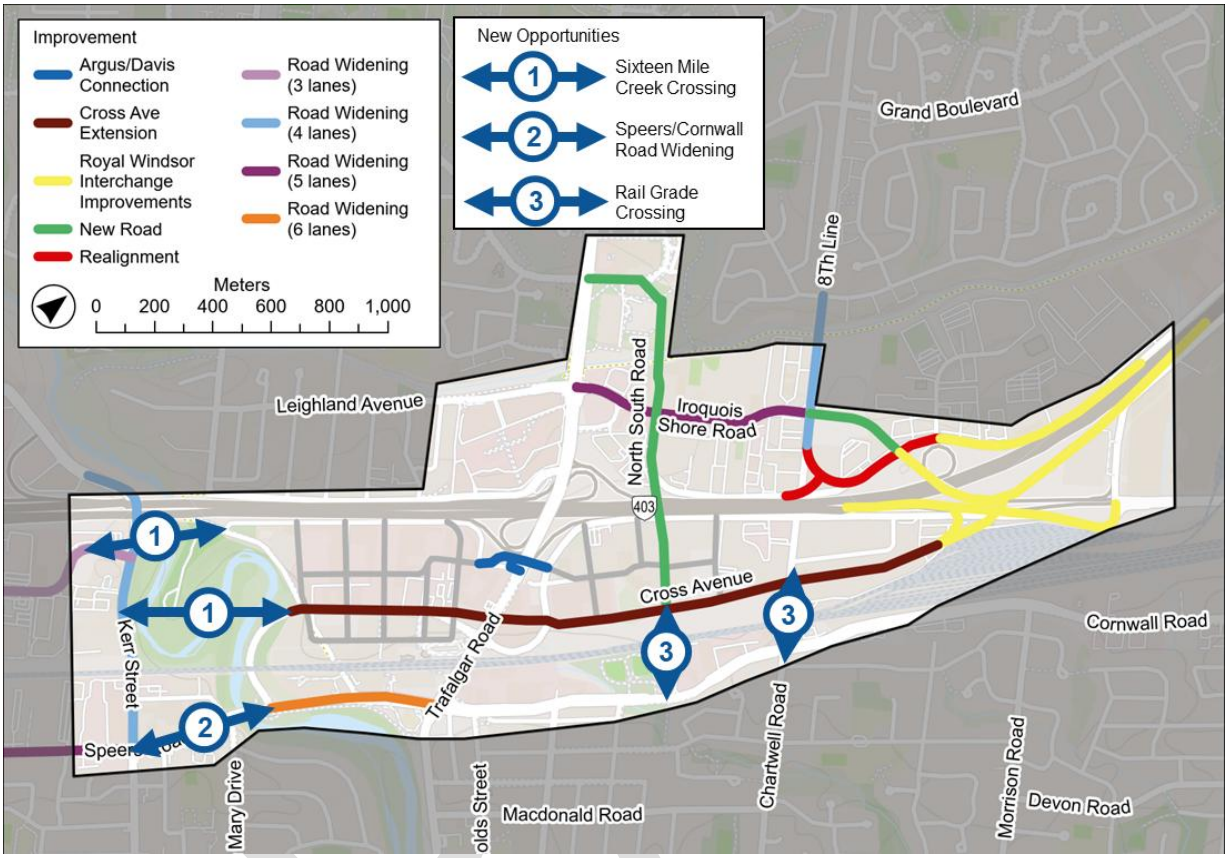
As development occurs, the demand for additional access points will also become increasingly important to ensure efficient servicing and mobility. Roads such as Cross Avenue will require strategic upgrades, including the addition of turn lanes, to address increased ingress/egress turning movements and intersection operations. These improvements will help reduce congestion, facilitate smoother traffic flow, and support safe access to new developments at functional access points. The street pattern should be designed such that active transportation connections to/from parks, public open spaces, and developments are facilitated to promote sustainable growth.

4.1.5 Roadway Network Opportunities

The future model forecasts for the preliminary roadway network and the needs assessment in the previous section were used to inform the roadway network opportunities shown in Figure 4-3. The preliminary network carries forward elements identified in the Midtown OPA and identifies the following additional improvements or reassessments that will undergo further analysis:

- North-South Road Extension to Cornwall Road, including a rail corridor crossing
- Rail corridor crossing at Chartwell Road
- Crossing over Sixteen Mile Creek
- Widening of Speers Road over the Sixteen Mile Creek

Figure 4-3: Roadway Network Opportunities



4.2 Transit

4.2.1 Transit Objectives

The goal of the Transit Needs and Opportunities Report is to identify transit-related strategies to improve the transportation network for Midtown Oakville. Transit is a key mode of transportation in connecting Midtown to the rest of Oakville as well as to other urban centres and key nodes in the metropolitan region. Transit will be key to unlocking growth in Midtown by providing much higher capacity and throughput in moving people both around the Town and regionally.

The objectives of this transit assessment are as follows.

- Undertake a high-level review of the relevant policies and plans, to highlight priorities and identify opportunities for further consideration;
- Recommend transit priority infrastructure within Midtown; and,
- Recommend transit supportive policies to encourage modal shifts.

The following is a summary of the Transit Needs and Opportunities Report. The fulsome, detailed review is provided in **Appendix C**.

4.2.2 Existing Transit Needs Assessment

Midtown Oakville is served by two public transit operators: Oakville Transit and Metrolinx (operating as GO Transit). Oakville Transit provides for travel within the municipal boundary and into adjacent municipalities of Burlington and Mississauga. The Oakville GO station supports regional connectivity and will be critical for future growth. It is a gateway for commuters traveling to growth centres in surrounding municipalities, offering access to the Lakeshore West GO line and regional GO bus services. Additionally, it provides transfers to 14 Oakville Transit routes, including key bus routes such as Routes 1 (Trafalgar) and 190 (River Oaks Express).

Based on existing travel patterns, most of the trips to/from Midtown are internal to Oakville, meaning there are opportunities for a greater uptake in local transit. Despite this, travel characteristics reveal that the overwhelming majority (85%) of daily trips to/from Midtown are made by driving. The preference to drive over taking transit may be attributed to factors such as limited transit coverage or indirect routing options, resulting in higher travel times compared to driving.

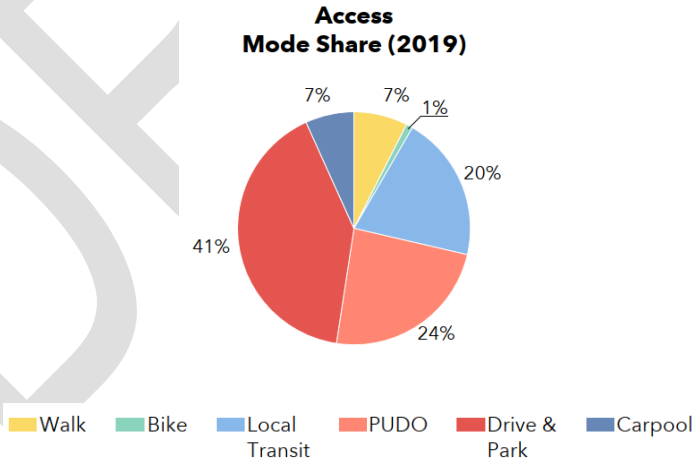
To encourage a mode shift, transit should offer a level of service, reliability and convenience that rivals the personal vehicle. This need for competitiveness is demonstrated by the Lakeshore West GO line. In assessing current trips made by transit from the Town to other urban centres, a large proportion is destined to downtown Toronto (Union Station), as shown in Figure 4-4. The Oakville GO Station attracts significant ridership, as it offers a more efficient mode of travel relative to driving. According to the GO Transit online planner tool, taking the train from the Oakville GO Station to Union Station (downtown Toronto) can require significantly less time (33 min) compared to driving (40 min to 1 hr 25 min) during the weekday peak period.

While the Oakville GO Station is a competitive and attractive option for longer distance travel, access to the station is still reliant on driving. As shown in Figure 4-5, 72% of the trips to the Oakville GO Station are made by car (via drive and park, carpool or pick-up/drop/off). This may be due, in part, to the abundance of parking provided at the station, totaling approximately 4,400 spaces. The preference for car-based access is also influenced by local transit service levels and connectivity to adjacent neighbourhoods.

Figure 4-4: Daily Transit Trips from Oakville to other Urban Centres

Source: Transportation Tomorrow Survey (TTS), 2016

Figure 4-5: Oakville GO Station Mode Access



Source: Metrolinx GO Rail Station Access (2023)

The following key needs were identified to achieve the established transit objectives.

Supporting Sustainable Access to the GO Station

Currently, many commuters rely on driving to access the Oakville GO Station, contributing to an already-congested Trafalgar Road. To reduce this reliance, sustainable modes should be made more attractive,

convenient, and safe. There needs to be connection access improvements for the GO station, especially to support active modes. This can be achieved with dedicated pedestrian and cycling infrastructure, as well as improved local transit frequency. These improvements can also support placemaking and foster a more walkable and vibrant urban environment. Proactive implementation of these connections can set a precedent for an early uptake in sustainable transportation modes.

Implementing Oakville Transit's Five-Year Business Plan

Implementing actions out of the Oakville Transit Five-Year Business Plan is critical in accelerating the shift to sustainable modes. The plan lays the groundwork for improving service frequency, including on routes connecting to the Oakville GO Station, major employment areas, and residential neighbourhoods, with the ultimate goal of making transit a more viable option for travel.

Short-term initiatives from the plan, such as increasing service frequency on select routes, expanding Ride On-Demand coverage, and improving late-night availability are proposed to provide current commuters viable alternatives to driving, while fare incentives for youth and seniors encourage early adoption. Infrastructure improvements, including bus stop upgrades and traffic signal enhancements, also support more efficient transit operations.

These improvements should be prioritized early, to allow the Town to build momentum toward long-term mode shift goals and reduce existing pressure on the road network.

Infrastructure to Support Transit

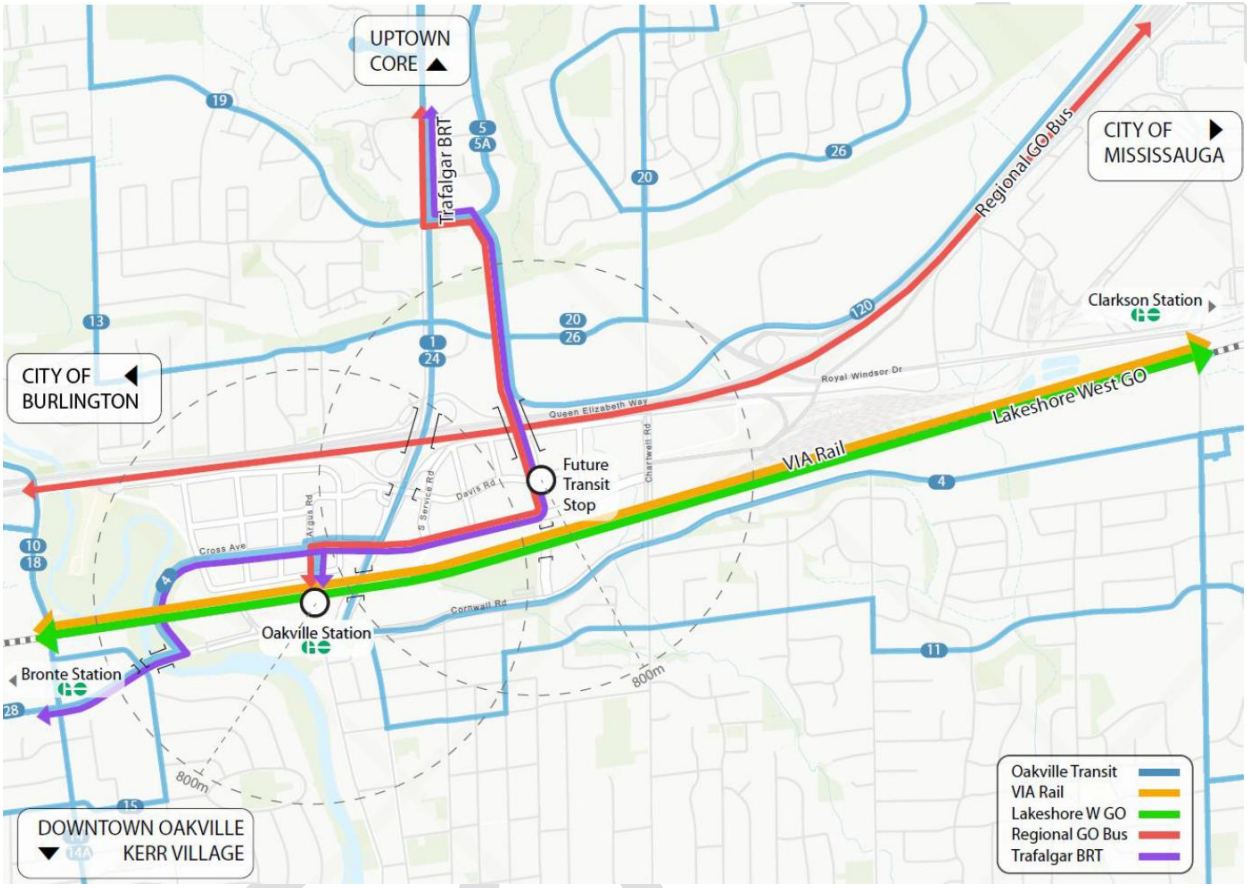
An efficient transit network relies not only on service optimization but also on the strength of the supporting infrastructure. Corridor and intersection level improvements that increase the efficiency of bus operations should be considered. Intersections such as Cross Avenue and Trafalgar Road, for example, can be a location of delay if it is not designed for efficient access for GO buses and Oakville Transit services. Transit-supportive infrastructure includes dedicated bus lanes, transit priority measures (i.e. transit signals and queue jump lanes), and high-quality bus stop amenities (e.g. benches, shelters, heating, lighting, etc.).

4.2.3 Future Transit Needs Assessment

Based on the background policies and an existing conditions review, a previously planned "Business-as-Usual" (BAU) transit scenario for Midtown Oakville was developed, reflecting planned and committed improvements for the Town's transit network. The scenario serves as a baseline for assessing future transit ridership potential and includes the following key infrastructure elements (see Figure 4-6).

- New North South Road – Cross Ave to Trafalgar Road;
- Dedicated bus lanes along new North South Road, from Cross Ave / Lyons Ln to White Oaks Boulevard / Trafalgar Road;
- Expanded GO RER network;
- Re-routing of existing bus services from Trafalgar Road to the new North South Road, where possible, and
- Midtown proposed road network.

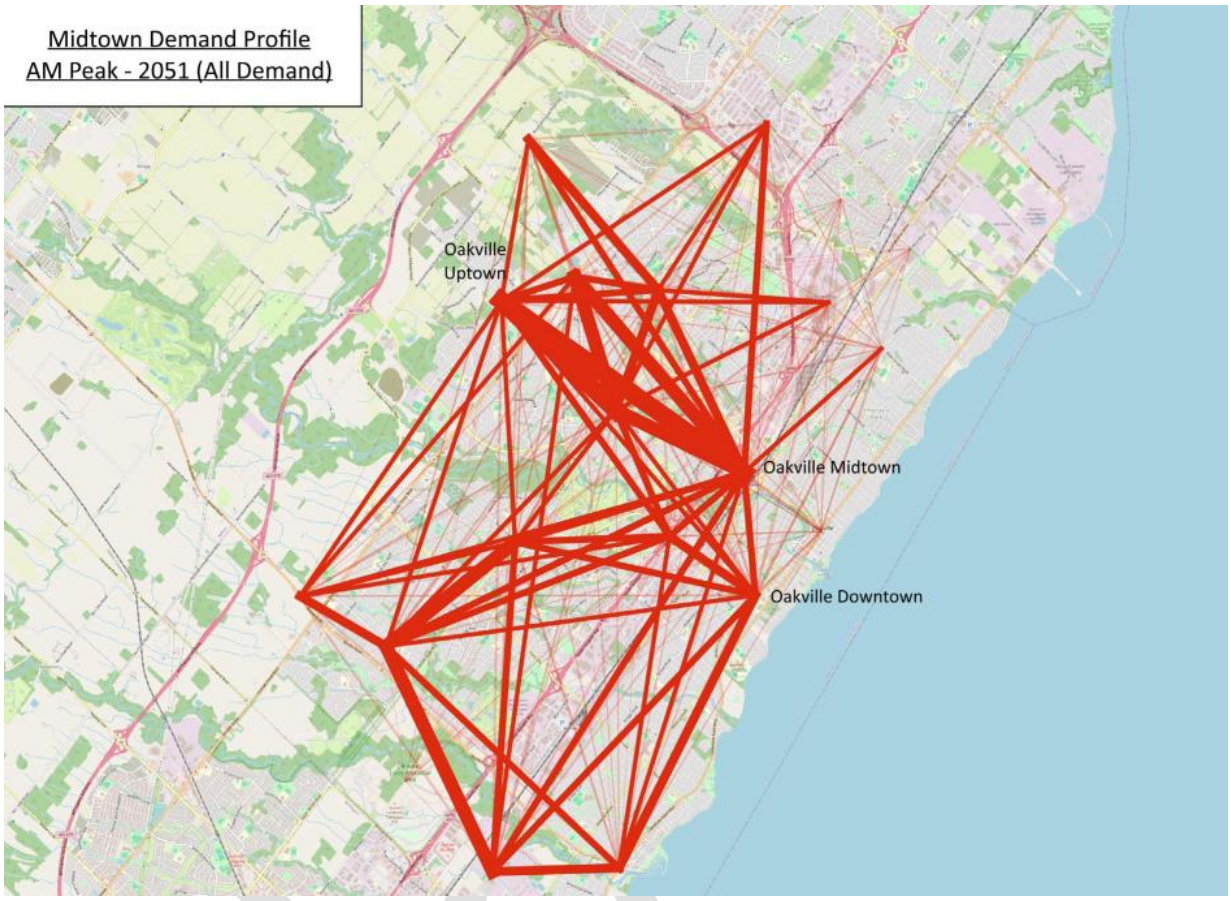
Figure 4-6: Planned 2051 Transit Network



A 2051 modelling analysis of key origins and destinations for all trips within the Town for the morning peak hour indicates that Uptown Oakville will be one of the major origins generating 3,580 trips. Key destinations will be Kerr Village (1,760 trips) and the Oakville Trafalgar Memorial Hospital (2,500 trips). The Oakville GO station will generate about 3,840 trips and attract 2,320 trips, most of which is expected to be made by transit.

A review of major origin-to-destination (OD) demands, as shown in Figure 4-7, demonstrate how OD pairs are concentrated and line up with the North-South Road access, which is currently almost exclusively provided by Trafalgar Rd. This demand pattern highlights the need to improve north-south connections to support future demand.

Figure 4-7: Future 2051 Origin-Destination Demand Patterns



4.2.4 Transit System Opportunities

Higher transit use can help reduce pressure on the road network, decrease the need for road space and parking, and allow the overall transportation network to move more people more efficiently. Higher transit use can also benefit the road network by helping to reduce traffic congestion. Encouraging this modal shift is fundamental to adequately support the growth projected for Midtown and ensure equitable access to opportunities and services.

As a designated Protected Major Transit Station Area (PMTSA) under section 16 (15) of the Planning Act, Midtown Oakville and the Oakville GO Station are a focal point for intensification and transit-oriented development. As a PMTSA, it is envisioned to support a mix of higher-density residential, commercial, and institutional uses within walking distance of the station, creating a vibrant, compact, and complete community. These future land uses should be supported by strategies that maximize transit ridership, reduce reliance on private vehicles, and support sustainable growth.

Midtown Oakville's transit future hinges on early and coordinated advocacy for major regional transit projects. The GO Regional Express Rail (RER) expansion and the proposed Trafalgar Bus Rapid Transit (BRT) are important initiatives that require collaboration between the Town of Oakville, Halton Region, and Metrolinx. Early implementation of these projects will significantly enhance regional connectivity,

reduce travel times, and support the area's growth targets. Proactive planning and collaboration with regional partners are essential to ensure these projects are delivered efficiently and effectively.

4.3 Active Transportation

4.3.1 Active Transportation Best Practices

The following industry "best practice" guidelines were reviewed to guide the Midtown active transportation assessment, including facility selection and design requirements.

- **Ontario Traffic Manual (OTM) Book 18: Cycling Facilities (2021)**: The 2021 update to Ontario Traffic Manual (OTM) Book 18 – Cycling Facilities serves as a comprehensive guide for the planning, design, and implementation of cycling infrastructure in Ontario. It provides detailed design standards, guidelines, and best practices for the development of safe and accessible cycling facilities, including bike lanes, cycle tracks, shared roadways, and multi-use paths. It also details supporting cycling infrastructure and strategies for implementation and maintenance. Table 4-3 provides a summary and description of cycling facility types identified from the OTM.
- **National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2025)**: NACTO's Urban Bikeway Design Guide provides state-of-the-practice solutions to help create complete streets that are safe and enjoyable for cyclists. This reference was completed based on input from worldwide literature and the experience of the cycling cities in the world. Supporting "Working Papers" were published over 2022-2023 on topics such as data collection / metrics, cycling laws, bike network development, designing for small things with wheels, and durable bikeway designs.
- **TAC Geometric Design Guide for Canadian Roads (2017)**: Chapter 5 (Bicycle Integrated Design) of the Transportation Association of Canada (TAC) Geometric Design Guide provides guidance and examples to help holistically integrate cycling facilities into the roadway design. The guide covers human factors, design needs, facility types, facility selection, cycling elements at intersections, bikeway facilities at transit stops and all-season maintenance.

The fulsome and detailed active transportation review is provided in **Appendix D**.

Table 4-3: Ontario Traffic Manual Book 18 – Types of Cycling Facilities

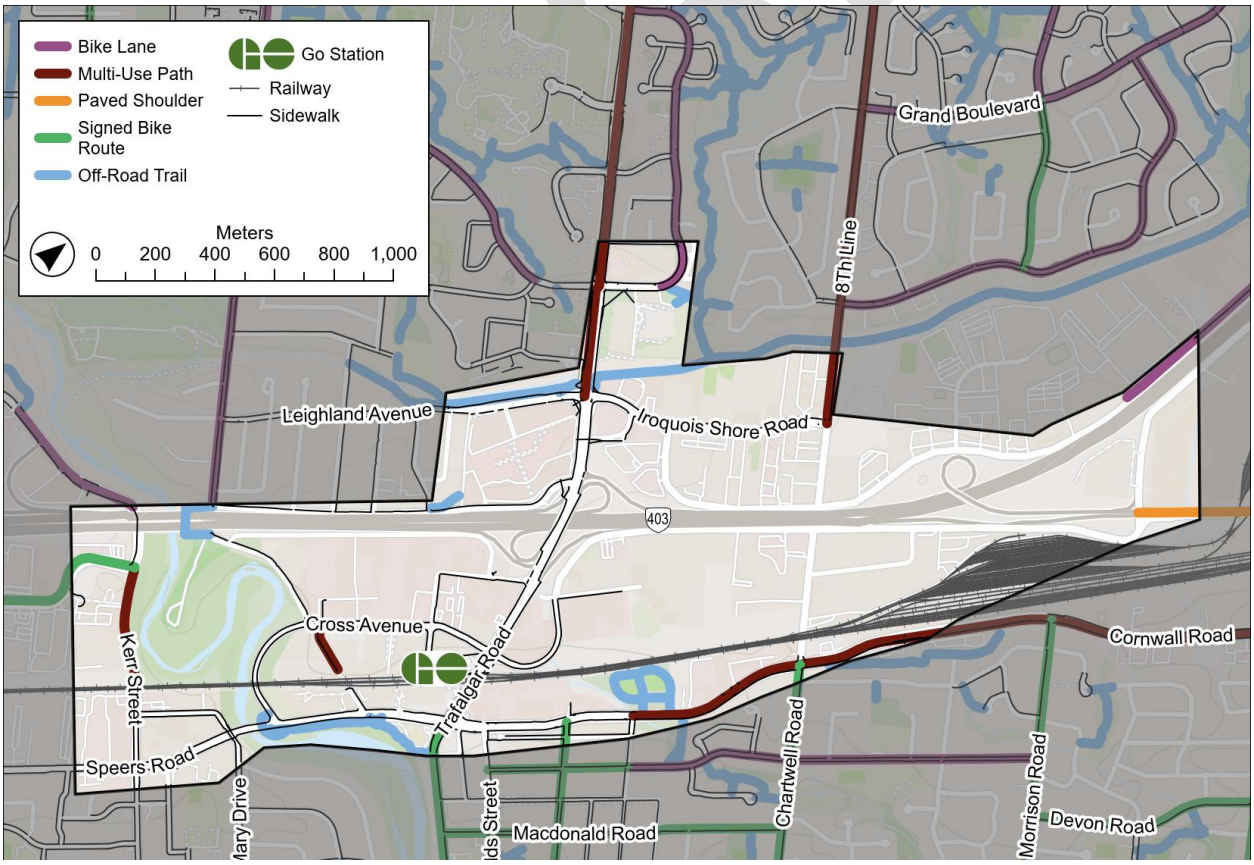
Category	Facility Type	Description
Physically Separated Bikeways	Physically Separated Cycling Lanes	Cycling lane separated from vehicle lanes with a horizontal and / or physical buffer
	Cycle Tracks	Cycling lane separated from vehicle lanes with a curb and buffer, oftentimes located parallel to a sidewalk
	In-Boulevard Multi-Use Paths	Two-way path shared between cyclists and pedestrians, separated from vehicle lanes with a curb and buffer
Bicycle Lanes	Conventional Bicycle Lanes	One-way bicycle lane separated from vehicle lanes solely by a painted white line
	Buffered Bicycle Lanes	One-way bicycle lane separated from vehicle lanes solely by a painted buffer and no vertical separation elements
	Contraflow Bicycle Lanes	Two-way bicycle lane operating in the opposite direction of traffic on a one-way road, separated from vehicle lanes by a painted line, buffer or a form of physical separation

Category	Facility Type	Description
Shared Cycling Facilities	Advisory Bicycle Lanes	Shared cycling space delineated by a dashed line on a roadway that contains no centreline
	Neighbourhood Bikeways	Bicycle travel encouraged through treatments including traffic calming measures, traffic reduction, signage, pavement markings and intersection crossing treatments on low-volume, low-speed streets
	Mixed Traffic Operation (signed routes)	No dedicated cycling facility; cyclists are permitted to travel on all roads
	Paved Shoulders	A space delineated by a painted line, and sometimes a buffer zone, to accommodate stopped motor vehicles, emergency uses, pedestrians and cyclists along higher-speed and higher-volume roads

4.3.2 Existing Walking and Cycling Needs Assessment

Any form of self-propelled mode of transportation that uses human energy such as walking, cycling, skating, jogging, and rolling, is referred to as active transportation. The Town of Oakville is responsible for the accommodation of active modes of travel on Town roads, Town parks, Town trails and open spaces and within the boulevard of Halton Region roads. The existing active transportation network in Midtown is shown in Figure 4-8.

Figure 4-8: Existing Active Transportation Network



Within Midtown, the only physical cycling facilities that exist are the (in-boulevard) multi-use paths and off-road trails, which can be used by both pedestrians and cyclists. Similar to walking, the feasibility of cycling is a function of the Town's urban form. Land uses and infrastructure are spread out (including crossings for the QEW and Sixteen Mile Creek), which makes cycling difficult for trips that are long. However, because cyclists can cover more ground faster relative to walking, this limitation is less impactful than for walking trips.

The existing pedestrian infrastructure within Midtown is limited and somewhat disconnected, with sidewalks provided on Trafalgar Road and only a few Town roads. The majority of local Town roads either have no sidewalks or sidewalks provided along one side only. There are, however, more facilities provided along roads that are adjacent to or just outside of the Midtown study area. Multi-use paths (MUP) are provided along Cornwall Road, Leighland Avenue, Iroquois Shore Road and North Service Road. The Town's off-road major trail system is also limited within the Midtown area. Off-road trails are located within the Cornwall Road Sports Park and just south of Cornwall Road, between Trafalgar Road and Sixteen Mile Creek.

Oakville's land use of single-family homes and single-use zoning means that destinations are spread out. While the infrastructure is largely in place for people to walk, the longer distances required to get to destinations makes it difficult to do so.

Midtown Oakville is surrounded by physical barriers that limit access and connectivity to adjacent communities. Midtown is constrained by the QEW / Highway 403 to the north, the rail corridor to the south, the Canadian National (CN) Oakville Yard sidings to the east and Sixteen Mile Creek to the west.

Trafalgar Road is also a barrier separating the east and west sides of this community. The Cross Avenue / Trafalgar Road intersection is the sole point of connectivity between the east and west sides of Midtown for walking and cycling trips. With the current network, the Cross Avenue / Trafalgar Road intersection will have to accommodate high volumes of through and turning traffic, goods movement, the majority of cyclists and pedestrians and transit routes.

Cyclesheds and Walksheds are graphical representations of the distance that can be travelled from an origin point by walking or cycling given available routes. Cycleshed and walkshed analysis for Midtown Oakville from the Oakville GO station was performed as shown in Figure 4-9 and Figure 4-10, respectively. Based on the existing road and active transportation network, pedestrians and cyclists are able to access most of the Midtown area west of Trafalgar Road within 5 minutes for cyclists and 10 minutes for pedestrians.

Due to the lack of road connectivity extending east, access to the eastern area of Midtown is limited and/or circuitous. There is also a lack of accessibility to the northwest and southwest across Sixteen Mile Creek. It should also be noted that this analysis was conducted based on the assumption that cyclists would use roadways to travel, which is not necessarily the case for recreational cyclists that would prefer to use dedicated cycling facilities, as an example.

Figure 4-9: Existing Cycleshed Analysis

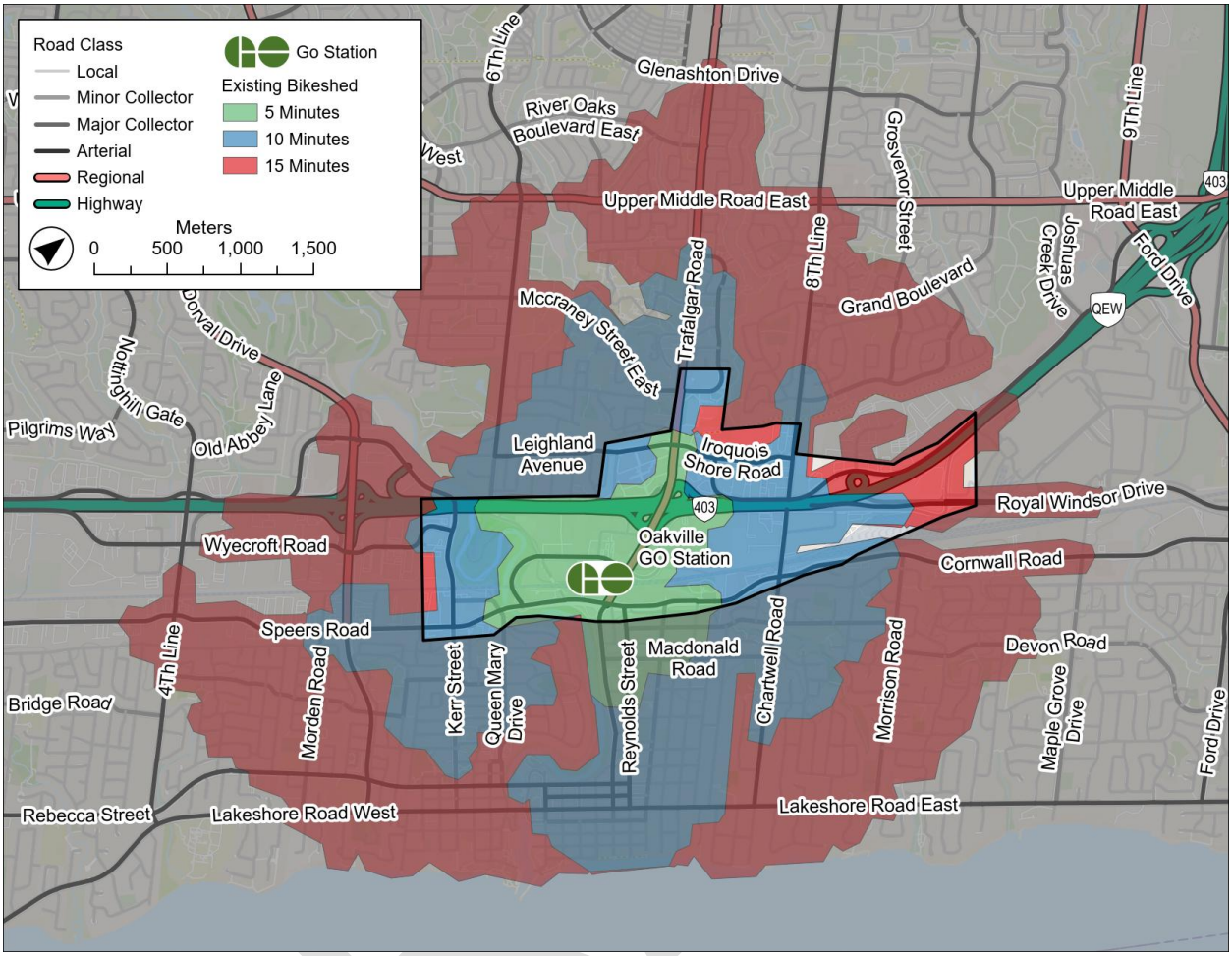
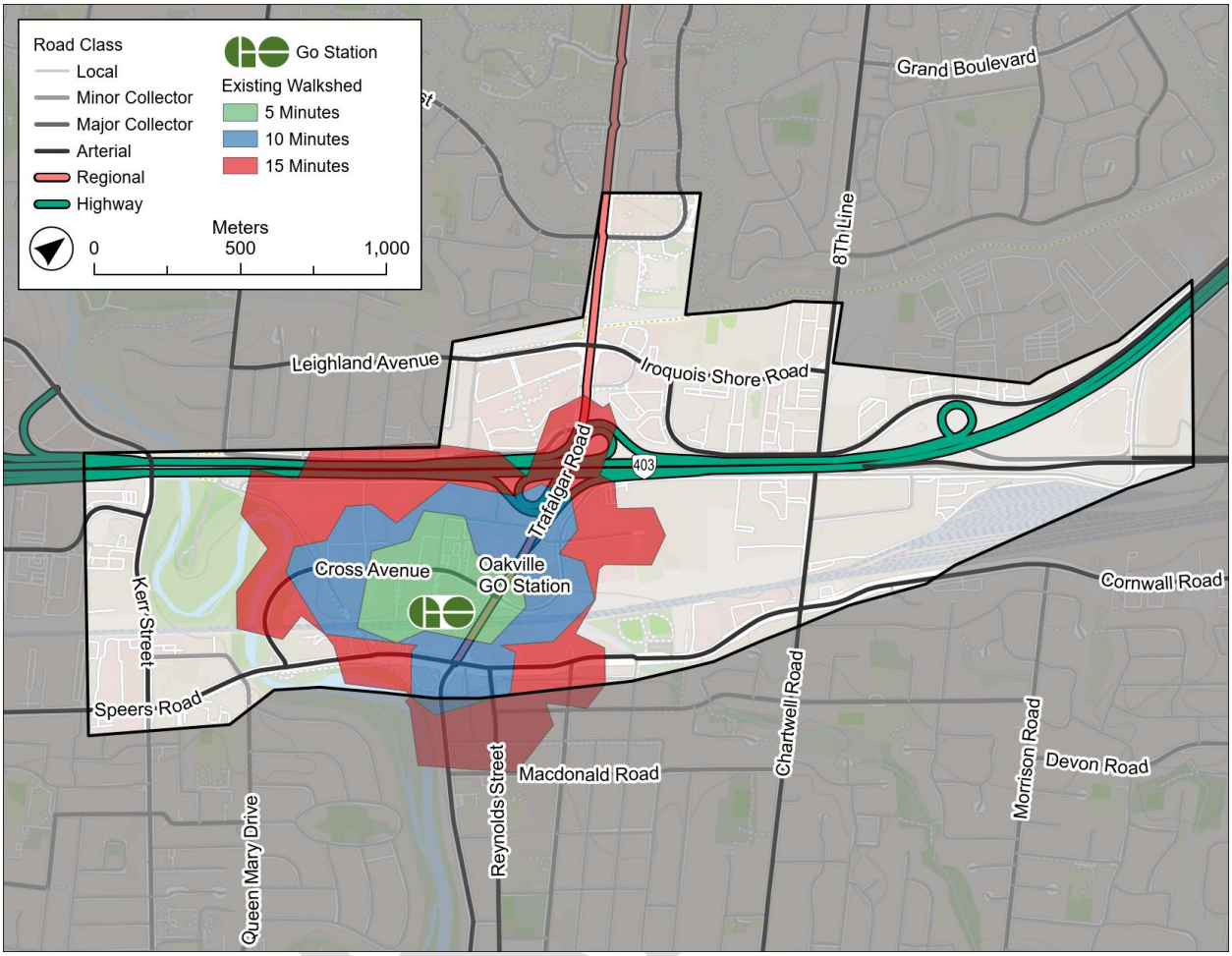


Figure 4-10: Existing Walkshed Analysis



4.3.3 Future Walking and Cycling Needs Assessment

The Midtown Oakville Vision recognizes the need to develop solutions for all seasons to support development as it proceeds, including new crossings of physical barriers to accommodate active transportation and street designs that accommodate safe and direct pedestrian and cyclist movement.

Future active transportation needs were identified through the Official Plan Amendment (OPA) process and established based on guiding principles and supporting criteria developed to support the outlook for Midtown.

The process of identifying active transportation routes and connections for the ultimate long-term (2051) network is founded on guiding principles developed to address existing gaps and support planning objectives and policy direction established for Midtown Oakville. The guiding principles used to create a functional active transportation network that aligns with the policies of the Official Plan Amendment is summarized in Table 4-4.

Table 4-4: Midtown Active Transportation Guiding Principles

Guiding Principle	Description	Criteria
Fulfills an Existing Need	The current network lacks barrier crossings and pedestrian access and linkages.	□ Provides a barrier crossing □ Facilitates local pedestrian access □ Addresses a gap in the walkshed/cycleshed analysis
Provides Comfort	Active transportation infrastructure should minimize barriers that pose a hindrance to the flow of pedestrian and cyclist traffic.	□ Does not require crossing of a major arterial road
Prioritizes Safety	Active transportation routes should prioritize areas of lower vehicular traffic exposure or off-road alternatives as they offer a safer operating environment for cyclists and pedestrians.	□ Route is located along a low volume, low speed road □ Route is off-road (e.g., through parklands or internal to the development)
Provides Connectivity / Continuity	The active transportation system should provide a well-connected and uninterrupted grid-like network.	□ Route serves a major east-west/north-south travel spine function
Supports Mode Integration	Active transportation routes should facilitate seamless connections to key destinations such as the GO station and transit bus stops.	□ Route accommodates pedestrian desire lines □ Route facilitates access to a GO station and/or transit bus stop
Offers Network Flexibility	Active transportation routes should offer transportation network flexibility beyond the study area through connections to adjacent neighbourhoods.	□ Route connects to an existing or proposed active transportation facility adjacent to and/or beyond the study area
Promotes Internal Circulation	Active transportation routes should promote internal circulation to encourage walking or cycling as a desirable travel mode for short distance trips.	□ Route forms part of the local off-road network

The adopted Midtown OPA (February 2025) identifies conceptual active transportation routes as shown in Figure 3-2 based on the guiding principles detailed in the previous section. The alignment of these facilities will be confirmed through further study and detailed design.

Recognizing the need to prioritize safety, cycling facilities are proposed within the right-of-way along primarily local and collector roads, whereby the vehicular speeds and volumes are anticipated to be lower than those of arterials serving a major thoroughfare function. Cycling facilities are also proposed along the arterial roads of Cross Avenue and Cornwall Road, as they each serve a major east-west travel spine function within Midtown and connect to the broader existing or planned active transportation network beyond Midtown.

To promote an active transportation network that prioritizes comfort, safety, local pedestrian access and internal circulation, numerous conceptual midblock off-road active transportation connections are proposed to connect to future on-road facilities and create a fulsome grid-like network. These linkages will be key in accommodating pedestrian desire lines, as they provide local, direct connections to other major on-road active transportation corridors. These off-road connections are expected to traverse though parklands or be built as part of development through privately owned public spaces (POPs). Of note is an east-west off-road trail just north of the rail corridor proposed to connect to/from the GO station.

There are also key infrastructure elements of the active transportation network identified below that are integral to supporting the sustainable mode share.

- An active transportation QEW crossing west of Trafalgar Road,
- An active transportation QEW crossing immediately east of Trafalgar Road,
- An active transportation QEW crossing via the proposed extension of N-S Road,
- An active transportation rail line crossing via a grade separation for Chartwell Road, or an active transportation rail line crossing via a grade separation for the N-S Road extension to Cornwall Road,
- An active transportation bridge at the rail line west of Oakville GO Station (which is assumed to be implemented with development),
- An active transportation bridge at the rail line east of Trafalgar Road (as part of Metrolinx's station relocation work),
- An active transportation QEW crossing via an extension of Lyons Lane,
- Roads with proposed cycling facilities within the right-of-way, and
- A number of midblock off-road active transportation connections.

4.3.4 Walking and Cycling Opportunities

The following sections summarize opportunities identified for walking and cycling in Midtown.

4.3.4.1 Main Street Corridors

There is an opportunity to design and provide for a main street corridor that prioritizes pedestrian needs and creates vibrant, accessible, and economically thriving surroundings. Sustainable mode shifts can also be encouraged through attractive walking spaces, which is critical in supporting Midtown as a mixed-use and high-density area where reducing car dependency will improve safety, air quality, and livability.

Wider sidewalks and pedestrian-friendly features encourage foot traffic, supporting local businesses and creating a lively public realm. Dedicated market zone spaces support social interaction, outdoor dining, and street-level retail, making the area more attractive to residents and visitors alike. These streets are identified in the Official Plan Amendment as Active Frontages (Figure E-2 of the OPA).

The realigned Argus/Davis Road was identified as a corridor whereby a main street function could be fulfilled, given its prime location through the main area of Midtown and the connectivity it would provide to the proposed local network.

4.3.4.2 Supporting Transit Connections

To promote active transportation as a viable mode to accommodate first/last mile travel to/from major transit hubs and increase transit ridership, investments need to be made to active transportation connections surrounding major transit hubs.

The Oakville GO station is a Major Transit Station Area (MTSA) as defined by Metrolinx and the 2041 Regional Transportation Plan (RTP). The designs of the GO station areas should reflect the policies of the Transit Oriented Communities design guidelines (Infrastructure Ontario/Metrolinx, 2022) and GO Rail Station Access guidelines (Metrolinx, 2023). Transit-oriented communities are areas that contain a mix of housing, jobs, retail, public amenities, and entertainment within walking distance of transit stations. Higher residential densities allow many residents access to GO stations using active transportation modes.

Supplementing the transit-oriented community concept, MTSAs aim to create walkable neighbourhoods designed with a people-first approach and integrated green spaces. These neighbourhoods are planned to have development connected by green spaces that provide four-season benefits including shade and weather protection. Urban forests, parks, and green spaces will provide opportunities for meaningful interaction with fellow residents and visitors, active recreation opportunities, human and environmental connections, and contribute to the concept of a 'Complete Community' whereby residents can access all basic services within short distances.

The guiding principles of the Metrolinx GO Rail Station Access Guidelines is to invest and support ridership growth by creating a balance of pedestrians, cyclists, local transit, and other vehicles to ensure safe and efficient movement to and through the station for all GO Transit customers. The modal hierarchy will prioritize more sustainable travel behaviour. Targeted parking expansion will be undertaken to support ridership growth while minimizing conflicts with relevant policy objectives. The hierarchy of station access investments from high to low include walking, transit, cycling, pickup / drop-off, carpool passenger, drive and park.

Promoting active modes as a form of access for transit involves providing direct, safe and convenient routes to the station, on-site connections to support access into the station and supporting amenities at the station.

The Town should continue to collaborate with Metrolinx to enhance GO station accessibility through amenities such as bike hubs and integration between planned station access improvements and connections to the broader network. Station facility and amenity improvements include additional pedestrian walkways and multi use trails within the site, bus bays, bike parking, waiting and loading spaces, and carpool / reserved parking spaces. Active transportation connections within the GO station site will support transit accessibility and broader walking and cycling connectivity.

The Oakville Transportation Master Plan (2025) recommends that the Town develop a bike-share pilot program for a location with high potential for demand and available cycling infrastructure. A bike-share program can help facilitate first/last-mile connections for transit users. As such, the Town should consider collaboration opportunities with Metrolinx on a future potential bike-share pilot for Midtown.

4.3.4.3 Supporting User Preferences

The development of an active transportation network will require an understanding of who the existing and desired users are, along with their cycling experience and route and facility preferences.

A well utilized cycling network consists of facilities that accommodate the following two key user groups. Distinguishing the preferences of these user groups allows for a better understanding of active transportation facility and network needs.

- **Recreational Cyclist** – Recreational riders typically bike for the purpose of enjoyment or exercise. They are usually less experienced and therefore have a lower comfort level when it comes to biking along high speed or high-volume roads or intersections. These trips can take place along scenic routes and connect key destinations.
- **Commuter Cyclist** – Commuter or "utilitarian" riders make destination-oriented trips, typically for work, school or errands. They usually prefer direct routes to minimize travel time.

The planned network supports both recreational and commuter cyclists. There are cycling loops along local and collector streets on both sides of Trafalgar Road to support recreational use and midblock/inter-neighbourhood connections to provide access to parks and transit stops/stations. A direct, east-west and north-south spine corridor is provided along Cross Avenue and North-South Road, respectively, to facilitate commuter traffic to/from the broader areas.

4.3.4.4 Pick-up/Drop-off Activity

Pick-up and drop-off (PUDO) activity (i.e. for e-commerce, rideshare services) can impact traffic flow and disrupt cyclist movement if vehicles are stopped illegally within cycling or travel lanes, creating hazardous conditions for road users. To ensure that the safety and movement of active transportation users is preserved, PUDO activity generated from new developments needs to be managed to minimize conflicts with cyclists.

PUDO activity can be better managed to reduce conflicts with cyclists through designated on-street or on-site accommodation, such as dedicated PUDO laybys, traffic circles, and curbside zones. When PUDO zones are intentionally designated, they can provide predictable and safe areas for PUDO activity without encroaching on cycling and travel lanes.

The Oakville Transportation Master Plan (2025) recommends that a curbside management strategy be developed, which will identify PUDO policies and best practices in relation to other curbside needs, such as dedicated pedestrian spaces and cycling facilities, to be applied to growth areas such as Midtown.

Development applications can also incorporate PUDO strategies early in the site planning process through the identification of:

- Designated off-street PUDO areas that are separated from pedestrian walkways and cycling paths.
- Curb extensions or lay-bys to accommodate short-term stopping without obstructing traffic or active transportation lanes.
- Traffic calming features such as traffic circles or raised crossings near PUDO zones to slow vehicle speeds and ensure pedestrian safety.
- Signage and pavement markings to clearly indicate PUDO zones and discourage illegal stopping.

4.3.4.5 Facility Types

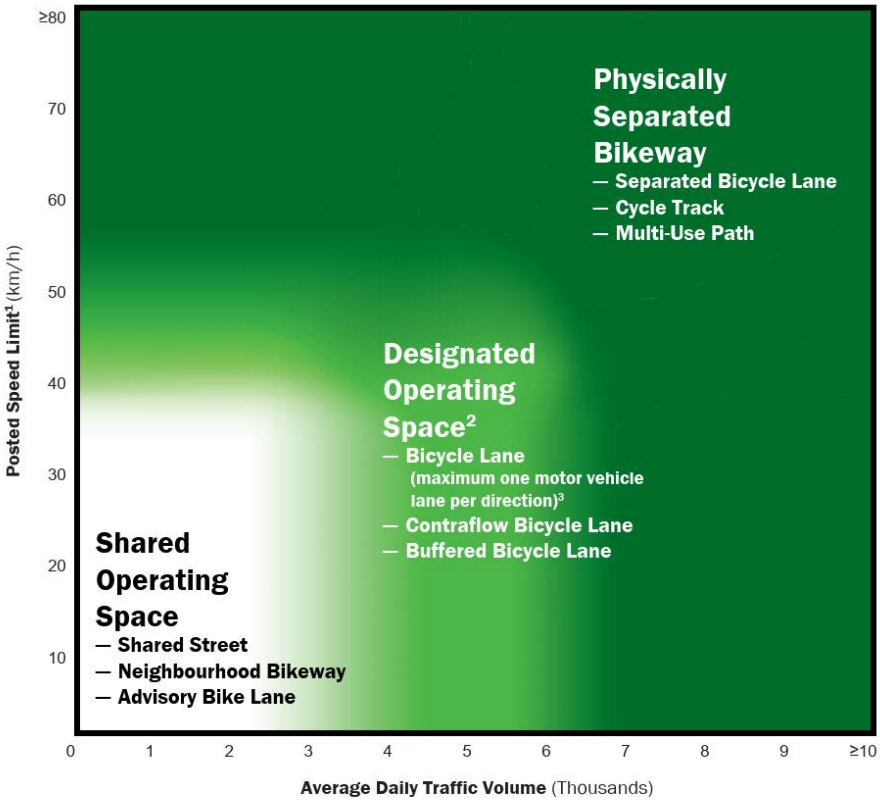
The most appropriate type of active transportation facility is dictated, in part, by the characteristics of the roadway. The Ontario Traffic Manual (OTM) Book 18 – Cycling Facilities highlights the importance of selecting the appropriate cycling facility based on a context sensitive approach that accounts for the

functionality of the road and various factors such as traffic volume, speed limits, surrounding land use, and user demographics.

For instance, in urban areas with high traffic volumes and frequent intersections, separated cycle tracks or dedicated bike lanes may be preferable to ensure cyclist safety and encourage cycling as a viable mode of transportation. Conversely, in rural or suburban settings with lower traffic densities and longer distances between destinations, shared roadways or wide shoulders may suffice, providing a balance between cyclist accommodation and cost effectiveness. Moreover, considerations such as road gradient, surface quality, and proximity to amenities further influence facility selection to optimize cyclist comfort and accessibility. Therefore, the suitability of cycling facilities must be carefully assessed within the specific context of each road to meet the needs of cyclists while ensuring compatibility with existing infrastructure and road functionality.

The OTM recommends conducting a preliminary assessment of bicycle facility requirements using nomographs for urban / suburban conditions, as shown in Figure 4-11. These nomographs inform the level of protection required for a bicycle facility, which is contingent on the Average Annual Daily Traffic (AADT) and posted speed limit along the road.

Figure 4-11: Desirable Cycling Facility Preselection



1 Operating speeds are assumed to be similar to posted speeds. If evidence suggests this is not the case, practitioners may consider using 85th percentile speeds or implementing measures to reduce operating speeds.
2 Physically separated bikeways may always be considered in the designated operating space area of the nomograph.
3 On roadways with two or more lanes per direction (including multi-lane one-way roadways), a buffered bicycle lane should be considered the minimum with a typical facility being a physically separated bikeway.

Source: Ontario Traffic Manual (OTM) Book 18 – Cycling Facilities

The nomographs emphasize the need to provide a varying level of bikeway protection or separation based on vehicular speed and volumes. The magnitude of separation can be informed, in part, by road classifications (arterial, collector and local). Generally, vehicular volumes and speeds are typically higher along arterial roads, making cycling facilities with greater protection (i.e., multi-use paths, cycle tracks, physically separated bike lane) more desirable. Conversely, vehicular volumes and speeds are typically lower for local roads, making shared facilities or visually separated facilities (i.e., painted bike lane) an acceptable form of infrastructure for the roadway context.

However, the nomographs are the first step in the facility selection process. There are site-specific design factors that need to be considered to determine if the level of separation for the facility type is appropriate for the function of the street and surrounding land uses. As such, the following design heuristics are considered in the identification of suitable cycling facilities for roads within Midtown.

- **Road Classification** – As mentioned, the road classification informs the anticipated volumes and speeds that the road intends to serve, which affects the desired level of separation required for the facility type, per Figure 4-11.
- **On-Street Parking** – The presence of on-street parking impacts the safety and comfort of cyclists. The potential for dooring and conflicts as a result of vehicles merging in/out of parking spaces can affect the risk exposure of people cycling. Consideration should be given to cycling facilities provided on the passenger side of the vehicle to minimize these risks.
- **Pedestrian Activity** – Pedestrian volumes contribute to the appropriateness of the cycling facility. Multi-use paths are acceptable when there is anticipated to be minimal pedestrian activity. Otherwise, there may be conflicts between cyclists and pedestrians. Separation between users can be also provided through sidewalks and a tactile strip.
- **Transit Needs** – The appropriate type of cycling facility should consider the presence and needs of transit. If the corridor serves a transit priority function and/or provides dedicated transit infrastructure, cycling facilities should ideally be located within the boulevard to avoid conflicts with buses and passenger loading/unloading.
- **Intersection / Driveway Frequency** – The frequency of crossings creates more conflict points and increases the stress level for recreational cyclists. There are, however, treatments such as crossing setback distances and raised crossings that can be considered to mitigate these risks.
- **User Safety and Comfort** – Facility selection will require an understanding of cycling users along with their respective stress tolerance levels. Selecting bicycle facilities that improve safety and comfort for users is crucial for increasing demand. There are recognized safety benefits of cyclists being separated from adjacent motor vehicle lanes by a horizontal buffer plus vertical elements such as flex bollards or a barrier curb. The buffer restricts encroachment of traffic, creating a more secure and comfortable environment for cyclists. Further, as noted in OTM Book 18, physically separated bikeways may always be considered in the designated operating space area of the nomograph.
- **Function of Route within Cycling Network** – The type of cycling facility depends on the function it serves within the context of the existing and planned active transportation network. Facilities should also account or the continuity of adjacent facility types to create better predictability for users.

An assessment of potential facility types for the proposed cycling network in Midtown is provided in Table 4-5.

Table 4-5: Facility Assessment

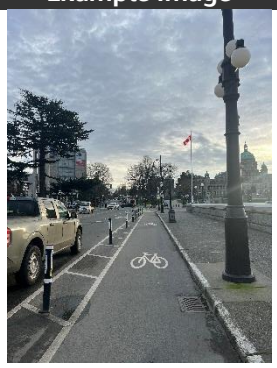
Road Name	Proposed Road Classification (Right-of-Way Width)	Potential for On-Street Parking	Anticipated Pedestrian Activity	Transit Needs	Intersection / Driveway Frequency	Function of Route within Cycling Network	Suitable Facility Types
Cross Avenue west of N-S Road	Arterial (36 m)	No	Medium to High	Yes	Intersecting local roads every 100-150 m	Main access route to/from the GO station	✓ Multi-use path ✓ Cycle track
Cornwall Avenue	Arterial (35 m)	No	Low	Yes	Minimal; some T-intersections	East-west commuter spine route that connects to the existing multi-use path east of Watson Ave	✓ Multi-use path ✓ Cycle track
Cross Avenue east of N-S Road	Minor Arterial (30 m)	No	Medium to High	No	Some intersecting local roads	Provides east-west continuity for GO station users	✓ Multi-use path ✓ Cycle track ✓ Physically separated bike lane
N-S Road	Minor Arterial (30 m)	No	Low to Medium	Yes	Intersecting roads spaced moderately far apart	North-south route that provides a crossing over the QEW highway	✓ Multi-use path ✓ Cycle track
Argus-Davis Road	Collector (26 m)	Yes (Both Sides)	High	No	Intersecting local roads every 100-150 m	Recreational main street corridor	✓ Physically separated bike lane ✓ Buffered bike lane ✓ Bike lane
Chartwell Road	Collector (26 m)	No	Low	No	Minimal	Provides north-south connectivity to the existing signed route south of Cornwall Ave	✓ Multi-use path ✓ Cycle track ✓ Physically separated bike lane ✓ Buffered bike lane ✓ Bike lane
Local Roads	Local (20 m)	Yes (One or Both Sides)	Medium	No	Access to property driveways	Facilitates local neighbourhood access	✓ Cycle track ✓ Physically separated bike lane ✓ Buffered bike lane ✓ Bike lane ✓ Shared facility

4.3.4.6 Design Guidance

The Ontario Traffic Manual (OTM) Book 18 prescribes recommended minimum and desired widths for all of the facility types identified in the previous section, as summarized in Table 4-6.

Table 4-6: Cycling Facility Design Requirements

Facility Type	Example Image	Minimum	Design Heuristics
Multi-use path	 *Source: R.J. Burnside & Associates Limited*	3.0 – 3.5+ m	• Permits mixed (pedestrian and cyclist) traffic • Width shown is exclusive of buffer width • A tactile strip of 0.6 m is required • A tactile strip of 0.6 m is required between a cycle track and sidewalk • A width of over 4.0 m can be considered if high pedestrian/cyclist volumes are expected
Cycle track (one-way)	 *Source: R.J. Burnside & Associates Limited*	1.5 – 2.5 m	• Width shown is exclusive of buffer width • A tactile strip of 0.6 m is required between a cycle track and sidewalk
Cycle track (two-way)	 *Source: Alta Planning + Design*	3.0 – 4.0 m	

Facility Type	Example Image	Minimum	Design Heuristics
Physically separated bike lane	 *Source: R.J. Burnside & Associates Limited*	1.5 – 1.8 m lane 0.3 – 1.0 m buffer (bollards / planters / concrete barriers)	• Where higher volumes of cyclists are expected or desired, consider providing a wider separated bicycle lane (up to 2.5 m wide) • 1.8 m is the minimum width required to allow overtaking within the bicycle lane • A minimum buffer width of 0.6 m is required if there is a parking lane adjacent to the bicycle lane
Buffered bike lane	 *Source: TranBC*	1.5 – 1.8 m lane 0.3 – 1.0 m buffer	• The desired total width of the parking lane plus the parking buffer is 3.4 m to for cyclists to ride outside of the door zone • The combined bicycle lane and buffer width should be exceed 2.8 m as the facility may be used as a motor vehicle lane
Bike lane	 *Source: Bike Cleveland*	1.5 – 1.8 m	• The desired total width of the parking lane plus the parking buffer is 3.4 m for cyclists to ride outside of the door zone
Shared facility	 *Source: R.J. Burnside & Associates Limited*	4.3 m or greater for mixed traffic operation	• For lane widths above 4.9 m, a designated bike facility is recommended • Neighbourhood bikeways should be considered for low-volume, low-speed streets to discourage through traffic and prioritize cyclist movement

The adopted Midtown Official Plan Amendment (OPA) requires that streets "provide pedestrian facilities on both sides." This can take the form of sidewalks and/or a multi-use path. The minimum sidewalk width according to the Town's design standards and the Accessibility for Ontarians with Disabilities Act (AODA) is 1.5 m. In recent years, municipalities such as Toronto are shifting toward a higher (2.1 m) sidewalk width as a standard. A 1.8 m sidewalk accommodates two mobility assisted devices passing each other. However, the sidewalk width should be designed with consideration for the anticipated level of pedestrian activity and therefore can be greater in width depending on the context. The recommended pedestrian clear zone

width, meaning the area dedicated to pedestrians that are clear of any obstructions, is provided in Table 4-7.

Table 4-7: Pedestrian Clear Zone Design Requirements

Pedestrian Clear Zone Width (m)	Design Heuristics
1.8 - 2.1	• Minimum requirement to allow two mobility assisted devices to pass each other
3.0 +	• Preferred width for roads with medium to high levels of pedestrian activity

In space constrained situations, whereby there is not enough roadway width to accommodate preferred pedestrian facilities, the Town may coordinate with developers to provide greater building setbacks to allow for an expanded and enhanced pedestrian realm or pedestrian connections through development blocks as part of the development. This is sometimes known as Privately-Owned Publicly-accessible Spaces (POPS). Roadways within Midtown that are designated as Active Frontages in the OPA require that buildings be designed to include a greater public realm frontage. An example of this is shown in Figure 4-12.

Figure 4-12: Example Development with Active Frontages

Source: City of Hamilton

Facilities can also be made more attractive and safe through the use of pedestrian-scale lighting. It improves visibility, makes paths more inviting, and allows for greater usability during the evenings and winters. It is recommended that pedestrian-scale lighting requirements be incorporated into the Town's design standards.

Figure 4-13: Bicycle Signal

Source: City of Mississauga

At the intersection level, OTM Book 12A, Bicycle Traffic Signals also prescribes application criteria for the implementation of bicycle signals. Bicycle signals provide cyclists with dedicated signal phases to reduce conflicts with motor vehicles and pedestrians. It can also serve to enhance visibility and predictability at intersections, particularly if there are geometric or sightline deficiencies. Bike signals are applicable at intersections where there are high cyclist volumes, geometric/sightline issues and/or a multi-use path crossing. To better support cycling as a viable and attractive mode, it is recommended that bike signals be considered as part of the functional and detailed design of new streets in Midtown.

4.3.5 Winter Maintenance

Proposed active transportation improvements will impact the winter operating budget, salt use, and staffing / equipment needs. While Oakville maintains sidewalks within the Town, there is currently no service level criteria for multi-use path and bicycle lane maintenance. In addition, if there is a multi-use path, it is typically plowed to a 1.5 m width.

Maintenance costs will also vary by facility type. Costs to maintain on-street, physically protected bike lanes can be high, whereas on-street, non-barrier protected bike lanes are more cost effective as they are maintained concurrently with the adjacent roadway during snow clearing operations. However, these unprotected facilities may not provide a safe environment for a cyclist depending on the road context.

Multi-use path maintenance will likely require a new service level, and physically protected facilities may require that the Town procure specialized maintenance equipment. All types of bicycle facilities, however, will need to comply with standards (MMS O.Reg. 239/02) and have defined service levels. Well-maintained facilities are a critical factor in ensuring that walking and cycling are viable modes throughout the year.

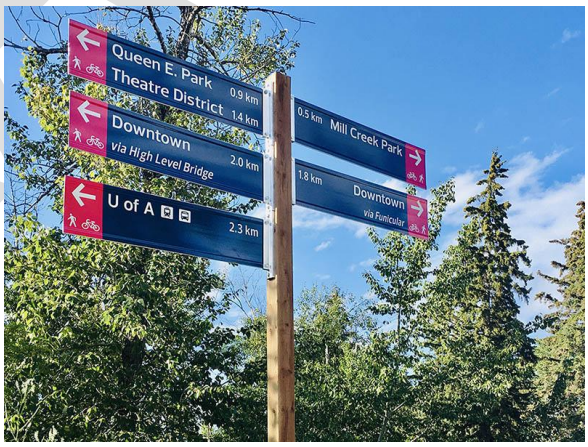
The Oakville Transportation Master Plan (2025) recommends that the Town's summer and winter maintenance service levels for all types of cycle facilities, including multi-use paths, be reviewed and updated.

4.3.6 Wayfinding and Signage

Effective wayfinding and signage are critical components of a successful active transportation system, as it has a direct impact on the ease and comfort of navigation for pedestrians and cyclists. Clear, consistent signage helps users identify safe and direct routes, and connect to key destinations such as transit stations, parks, and community facilities. Intuitive signage also enhances accessibility, encourages walking and cycling, and supports mode shift away from car dependency.

Similarly, the Town should develop a wayfinding and signage strategy for Midtown, with improvements to be integrated into the design and buildout of new streets. These standards should guide design, placement, and messaging.

Figure 4-14: Wayfinding Signage Example



Source: City of Edmonton

4.3.6.1 Amenities

Providing appropriate cycling amenities is essential to support and encourage active transportation as a viable, safe, and convenient mode of travel. Amenities such as bike parking, end-of-trip facilities, and repair stations improve the user experience and help normalize cycling as part of daily mobility. The type and scale of amenities required will vary depending on the context. Higher activity levels, such as transit hubs and commercial centres, demand more extensive infrastructure compared to that of lower-density residential areas or local destinations. To guide the implementation of these amenities, a tiered system

can be applied that categorizes locations based on expected demand. Table 4-8 summarizes recommended cycling amenity requirements by tier to allow for a targeted investment.

Table 4-8: Tiered Amenity Selection Criteria

	Locations	Potential Amenities
Tier 1 - High-Demand Areas	▪ Major transit stations ▪ Major social gathering spaces and key destinations (e.g., large commercial, civic, or employment hubs)	▪ Extensive, secure bike parking (including covered options and security cameras) ▪ Full-service bike repair stations ▪ Mobility hubs with multiple modal connections ▪ Public washrooms/change rooms ▪ Wayfinding or signage ▪ Lockers
Tier 2 - Moderate-Demand Areas	▪ Community centres ▪ Major intersections ▪ Key transit stops	▪ Standard bike racks ▪ Basic bike repair stations ▪ Wayfinding or signage ▪ Lockers
Tier 3 - Low-Demand Areas	▪ Neighbourhood parks ▪ Local destinations (e.g., libraries, schools, smaller commercial areas)	▪ Minimal bike parking ▪ Wayfinding or signage ▪ Repair and mobility features optional or as-needed

4.4 Goods Movement

Goods movement, including trucking and freight transport, plays a vital role in supporting local businesses and residents by ensuring access to essential goods. It is also a key contributor to both the local and regional economies. However, concerns about increased traffic in neighbourhoods are growing. This is driven in part by the rise in e-commerce and direct-to-consumer services such as Amazon and Uber Eats, resulting in a shift of freight volumes from commercial to residential locations. Potential impacts of this shift include more traffic, safety conflicts with pedestrians and cyclists, and increased noise and emissions. Planning and management of freight activities can help balance efficient delivery while minimizing disruptions to communities and vulnerable road users.

As it relates to Midtown, the following levels of government and tier of municipality are responsible for overseeing and planning for goods movement and trucking.

- **Federal Government** – The rail line for the Lakeshore West GO is shared with the Canadian National Railway (CNR) and is influenced by national level policies regarding rail corridor protection, rail grade separation and adjacent land uses.

- **Provincial Government** – The province, specifically the Ministry of Transportation Ontario (MTO), is responsible for road maintenance of provincial 400-level and provincial highways and bridges.
- **Municipalities** – Municipalities are responsible for road maintenance within their jurisdiction. In this case, the upper tier municipality (Halton Region) is responsible for regional roads only and the lower tier municipality (Town of Oakville) is responsible for the Town roads within their jurisdiction. It is important to note that the Town is also currently Halton Region's maintenance contractor and therefore maintains regional roads within Oakville during the summer and winter, on behalf of Halton Region.

To help accommodate goods movement needs while mitigating potential impacts on residential neighbourhoods, the following opportunities were identified.

Commercial Loading Zones (CLZ)	Commercial Loading Zones (CLZs) are designated curbside spaces intended to facilitate express deliveries and service vehicle access in high-density commercial areas. These zones help alleviate first- and last-mile delivery challenges by reducing illegal parking and minimizing center-lane loading. CLZs are most effective when located within 60 meters of businesses, ensuring convenient access for delivery drivers. Flexibility in the design and location of CLZs will help adapt to evolving delivery needs. This strategy has already been implemented in Downtown Oakville and could be beneficial in Midtown, where high parcel delivery demand is expected due to its density and designation as a major transit station area.
Neighbourhood Loading Zones (NLZ)	Neighbourhood Loading Zones (NLZs) extend the concept of CLZs into residential areas, providing designated curb space for express deliveries, service vehicles, and trucks. These zones are beneficial in higher-density neighbourhoods where curb space is limited and delivery vehicles often resort to illegal or obstructive parking. NLZs could be time-regulated, allowing delivery access during the day or early evening while permitting residents to use the same space for overnight or visitor parking. This dual-use approach balances the needs of both residents and delivery services.
Development Loading Requirements	As e-commerce continues to grow, development loading requirements must evolve to accommodate increased demand for front-door deliveries. Traditional off-street loading docks and alleyways in dense areas are often unsuitable for quick express deliveries, which typically require brief stops and sign-off. Instead, on-street loading zones and front-in, front-out circulation designs are more effective for individual site developments.

Curbside Management	There is growing competition for limited curb space in urban areas. Delivery trucks, transit vehicles, ride-hailing services, and personal vehicles all compete for access, making dynamic curbside management essential. Municipalities are increasingly exploring flexible curb use strategies that adapt throughout the day, allocating space for deliveries during peak hours and for customer parking or other uses during off-peak times, as an example. This approach ensures that curb space is used efficiently and equitably to support a wide range of transportation and delivery needs.
Balancing Sustainability Objectives	High-density, mixed-use developments must balance the needs of freight movement with community livability and sustainability goals. Increased delivery activity in these areas raises concerns for pedestrians and cyclists, especially where infrastructure is shared. Thoughtful planning is required to ensure that freight access does not compromise safety or quality of life.
Congestion	Trafalgar Road is currently highly congested near Midtown, due in part to the proximity of the highway interchange. Major employers such as Ford and other industrial users in the area rely on efficient highway connections for goods movement. Planned improvements to the Royal Windsor Interchange will be critical in supporting freight movement and relieving traffic near the Trafalgar and QEW highway interchange.
Pick Up Points	Pick-up points offer a practical solution to reduce residential delivery congestion by consolidating package deliveries in centralized locations. These points function similarly to community mailboxes, allowing customers to retrieve parcels from secure lockers or local businesses. This model, already adopted by companies such as Amazon through its Locker and Counter services, can help reduce failed delivery attempts, lower delivery costs, and minimize package theft. It also alleviates traffic on narrow residential streets by reducing the number of delivery vehicles needed.
Safety Conflicts Related to Trucking Activities	The interaction between delivery trucks, cyclists, and pedestrians often leads to safety conflicts, particularly in dense urban areas. Common concerns include trucks blocking bike lanes, limited visibility, and unsafe intersections. Potential safety measures include separated or buffered bike lanes and traffic calming features such as speed bumps and curb extensions to enhance pedestrian safety. However, it is noted that these features must be designed to accommodate larger vehicles.

4.5 Emerging Technologies

Innovations such as clean energy vehicles, autonomous vehicles (AVs), micro-mobility solutions, and mobility-as-a-service (MaaS) are reshaping mobility network needs. While these technologies hold promise, their future adoption and long-term impacts are still uncertain. However, the current state of emerging technologies can be evaluated to effectively plan and prepare the transportation landscape to accommodate them. This will help ensure that future strategies remain flexible, adaptable, and responsive to evolving trends.

Table 4-9 summarizes key emerging technologies and their potential benefits and challenges. In response, the Town may need to proactively initiate measures to prepare for these developments and/or mitigate any associated challenges.

Table 4-9: Benefits and Impacts of Emerging Technologies

Emerging Technology	Description	Potential Benefits	Potential Challenges
Shared and Micro-Mobility ▪ Car-share (e.g. Communauto) ▪ Ridehailing (e.g. UBER) ▪ Shared bike/e-scooter programs	Micro-mobility refers to small-form transportation offerings that are used for short distance trips. They are generally electrified with a small motor, for low-speed operation. Shared mobility are services in which transportation options such as bikes, scooters and cars can be rented on demand from a shared pool for specific trips, rather than personally owned by individuals. Micro-mobility offerings are often implemented as part of shared-mobility programs.	▪ May reduce car ownership and auto dependency by improving first/last mile connectivity ▪ Supports climate change objectives through reduced vehicle-kms travelled ▪ Opportunity for micro-transit/on-demand transit, which can fill gaps in the fixed route network by expanding transit coverage to more users	▪ Safety issues associated with shared mobility options (as shared bike or e-scooter programs typically do not provide helmets) ▪ The Town is addressing legal, enforcement and infrastructure ▪ Dockless systems may cause conflicts with other urban infrastructure ▪ Dynamic, "surge pricing" makes ridehailing expensive ▪ Fire risk associated with e-scooters due to the use of lithium-ion batteries ▪ Convenience of ridehailing may draw users away from transit
Automobile Electrification	This refers to vehicles that reduce the carbon emitted into the transportation system. This can take the form of vehicles powered by biofuels, hydrogen fuel cells or lithium-ion batteries. The use of lithium-ion batteries is most popular, as it is featured in numerous commercial products on the market, including Tesla.	▪ Reduced local emissions support climate change objectives ▪ More efficient than gas powered vehicles ▪ Enables transit fleet electrification, which Oakville has already started implementing	▪ Weather impacts on vehicle performance especially in cold climates ▪ More expensive to maintain ▪ Lithium extraction can have severe environmental consequences ▪ Increases the attractiveness of auto travel

Emerging Technology	Description	Potential Benefits	Potential Challenges
Autonomous / Connected Vehicles	Autonomous vehicles (AVs) are equipped with systems that allow computers to take over some or all driving functions. Many AVs are also considered Connected Vehicles as they rely on sensors and cameras to monitor their surroundings and use this data to perform tasks such as steering, accelerating, braking, changing lanes, and parking.	▪ Potential to improve travel options for those who cannot drive themselves ▪ Potential to reduce travel times as it allows vehicles to drive closer together and more efficiently ▪ Presents opportunities for autonomous transit and goods movement	▪ Network benefits may not be realized due to challenges associated with regulatory coordination, data sharing and hacking concerns ▪ Increases the attractiveness of auto travel
Intelligent Transportation Technologies	"Smart" traffic signals use sensors, cameras, or communication with nearby vehicles, combined with artificial intelligence, to monitor traffic conditions and adjust signal timings in real time to optimize traffic patterns across multiple intersections. In more advanced systems, these signals can also exchange data directly with connected vehicles for even more precise traffic management.	▪ Improve traffic flow and efficiency ▪ Allows for data-driven planning	▪ High implementation costs ▪ The "black box" nature of the technology makes direct, location-specific intervention difficult
Mobility-as-a-Service (MaaS)	Mobility-as-a-Service (MaaS) is a digital platform that integrates multiple transport modes, such as transit, bike share and ridehail, into a single app or website for trip planning, booking and payment.	▪ Centralized interface that presents a range of travel options can help inform decision making and encourage shifts to more sustainable modes	▪ Challenges associated with the unification of all transportation options

Emerging Technology	Description	Potential Benefits	Potential Challenges
Mobility Hubs	Mobility hubs are physical locations where multiple transportation modes converge, providing a multi-modal access or transfer point for users. These hubs can vary in size, from large transit stations to smaller, more localized nodes.	▪ Improved network connectivity through more seamless transfers between modes ▪ Supports transit-oriented development	▪ Potential for more conflicts between modes and user confusion

4.6 Parking Strategy

Parking plays a critical role in shaping compact urban development, supporting good urban design, fostering sustainable mobility and supporting economic development. Parking strategies can involve shared space between different land users or development sites and recognition of available on-street parking opportunities.

Parking pricing is also a powerful tool to encourage people, especially commuters, to consider alternative travel choices. When parking is provided free of cost, or at an artificially low cost, people's choice is biased towards driving rather than carpooling, pick-up/drop-off, walking, cycling or taking transit. Like most goods and services, demand for parking will not be restrained if it is free or provided in significant abundance.

More recently, many municipalities and some developers have realized parking can be a powerful tool to achieve a variety of community objectives. An effective parking management strategy can:

- Encourage the use of sustainable transportation alternatives,
- Foster compact urban development and good urban design,
- Provide for a more efficient use of public and private parking resources,
- Encourage and support sustainable economic development, and
- Generate parking revenues that can be used to improve development economics and fund transportation demand management (TDM) initiatives.

In 2024, Bill 185 (Cutting Red Tape to Build More Homes Act), made various amendments to several existing acts in order to streamline the process of building new build homes including the amendment to the Planning Act in Schedule 12 limits Official Plan or Zoning By-law to require the provision of parking facilities. Since Midtown Oakville is a designated MTSA, Bill 185 enforces no minimum parking requirements for new developments, creating the risk of undersupplying parking spaces for the anticipated demand.

The Town and developers can play a critical leadership role in making sure that the appropriate supply and management of parking is provided. This may include full-cost unbundled parking pricing. Development will likely proceed with parking supplies that support the marketability of individual sites. The Town can establish a strategy to provide municipal parking, including parking structures to accommodate the needs of the area as a whole, to facilitate shared parking and address interim needs with the potential to gradually reduce supply and increase prices over time to shift commuter choices toward sustainable modes.

A parking strategy was developed for Midtown to align parking supply with policy goals, support interim solutions, and promote long-term mode shifts. The overarching key goals of the strategy are listed below and established through consultation with Town staff:

- Minimize excessive parking supply
- Establish a flexible municipal parking supply strategy that will supplement parking provided by development to meet operational parking requirements
- Establish maximum parking rates
- Establish bicycle parking rates

- Establishing pricing strategies to manage the parking demand
- Identify an interim parking phasing strategy
- Address land use synergies and shared parking opportunities
- Balance parking needs with anticipated modal choice and auto ownership

Given that there is a degree of uncertainty in the future parking demand, due to dependencies on realized transit and active transportation improvements and associated behavioural shifts to sustainable modes, two future scenarios were assessed to establish parking needs and opportunities, as explained below.

- **Scenario #1** considers a scenario whereby the proposed developer parking rate meets the needs of future demands.
- **Scenario #2** considers a scenario whereby the future parking demand is higher than the proposed developer parking rate.

Scenario #1 and Scenario #2 represent the lower and higher extents of the anticipated parking demand within Midtown Oakville, respectively. Scenario #2 can also be considered an "interim" condition as the Midtown area is transitioning to a more mixed-use, multimodal and transit-oriented community. The assessment indicated that the additional parking supply required for Midtown Oakville could range between 3,500 to 10,100 spaces. Potential public parking supply options to accommodate the future projected demand were investigated and included:

- On-street parking,
- Coordination of use for GO station parking,
- Use of hydro corridor lands for parking, and
- Municipal parking structures.

Additional supporting strategies to balance parking needs and mode shift objectives were also explored. The full parking strategy report is provided in **Appendix E**.

4.7 Travel Demand Management

Travel Demand Management (TDM) refers to a set of strategies aimed at reducing congestion and improving the efficiency of transportation systems by influencing how, when, and why people travel. Instead of expanding road infrastructure, TDM focuses on managing demand through measures such as promoting public transit, carpooling, and cycling. It also includes promotional strategies or incentives encourage more sustainable travel choices. The overarching goal is to shift travel behavior to reduce peak-hour traffic, lower emissions, and make better use of existing transportation infrastructure.

TDM initiatives are critical in Midtown, as the significant population and employment growth should be managed sustainability through initiatives that encourage non-auto modes to ultimately support a more efficient, accessible and environmentally responsible transportation system.

The (Town-wide) Oakville Transportation Master Plan (2025) developed a comprehensive TDM action plan and suite of TDM solutions to align with the following five core themes and overarching goals to drive meaningful change in transportation behaviour and infrastructure.

- **Theme #1**: Parking and Curbside Management
- **Theme #2**: Changing Travel Characteristics

- **Theme #3**: Supporting Sustainable Modes
- **Theme #4**: Changing the Development Review Process
- **Theme #5**: Developing a Culture

The TDM solutions developed as part of the TMP highlights action items, recommended timelines for implementation, and organizational responsibilities. Strategies include measures such as promoting active transportation, enhancing transit accessibility, implementing employer-based programs, and optimizing parking management. Given Midtown's anticipated growth and its role as a major transit-supportive area, most, if not all, of the TDM solutions recommended from the TMP are applicable.

5. Development of Alternative Solutions

Alternative transportation solutions were developed in accordance with Phase 2 of the Environmental Assessment process to address the problem and opportunity statement and to support Midtown's transportation vision.

The development of alternative solutions involves identifying groups of solutions that can collectively accommodate projected growth and travel demand. Alternatives were informed by an assessment of major crossings to improve connectivity across physical barriers such as rail corridors, highways and natural features (i.e. Sixteen Mile Creek). These major infrastructural elements were evaluated for their functional feasibility.

5.1 Feasibility of Network Opportunities

Major transportation infrastructure opportunities, including grade separated structures, have been identified to support network connectivity and future growth allocations within and beyond Midtown. A preliminary feasibility assessment of these infrastructure components is summarized in the sections below.

Following this study, the feasibility of proposed improvements will be assessed relative to detailed servicing, grading and structural requirements as part of the functional design stage.

5.1.1 Chartwell Road Rail Grade Separation Opportunity

Chartwell Road is a two-lane north/south collector roadway extending from the South Service Road East to Lake Ontario with an at-grade crossing north of Cornwall Road. Chartwell Road has an approximate ROW width of 20 m and a regulatory speed limit of 50 km/h. This road has an urban/semi-urban environment with a mixture of residential and commercial properties.

Chartwell Road may be an opportunity to provide a grade separated access to Midtown to the south across the rail corridor for vehicles and active transportation. The functional feasibility of a Chartwell Road grade separation across the rail corridor was assessed per **Appendix B**. An underpass road and active transportation crossing was deemed to be a beneficial element of the Midtown transportation system.

The feasibility assessment of the grade separation was deemed to have a high level of impact. Analysis considers constraints and technical issues associated with the potential connection including the proximity of a potential grade separation to Cornwall Road and residential land uses south of the rail corridor and businesses north of the rail corridor.

As it relates to stormwater management, Chartwell Road collects surface runoff from South Service Road East, as well as from external catchments. At present, drainage is primarily directed into roadside ditches and low-lying areas, with no formal stormwater management practices in place to regulate flow or treat discharge before it enters Lower Morrison East Creek. The Sixteen Mile to Lower Morrison Creek Flood Hazard Mapping Study (CH, 2025) also indicates Chartwell Road is impacted by flood plain and spill immediately north of the rail crossing. The introduction of a rail grade separation may disrupt these existing drainage patterns, potentially increasing ponding depth along the right-of-way of the proposed underpass.

5.1.2 North-South Road Rail Grade Separation Opportunity

The 2014 Midtown Class EA recommended a new north-south road connection across the QEW east of Trafalgar Road. This planned connection has been approved through the Class EA process and extends from White Oaks Boulevard over the South Service Road to Davis Road, connecting to a future extension of Cross Avenue.

The completion of the North-South Road and further extension may be an opportunity to provide a grade separated access to Midtown to the south across the rail corridor for vehicles and active transportation. The functional feasibility of a North-South grade separation across the rail corridor was assessed as documented in **Appendix B**. An underpass road and active transportation crossing was deemed to be a feasible element of the Midtown transportation system. Utility impacts and requirements for potential relocation will be further investigated.

As it relates to stormwater management, the North-South Road will be receiving surface runoff from the proposed ROW and future development to the east and west of the proposed road. Preliminary hydrologic and hydraulic analysis shows that significant ponding is expected at the underpass. The Sixteen Mile to Lower Morrison Creek Flood Hazard Mapping Study (CH, 2025) also indicates the location of the proposed new north-south road is impacted by flood plain and spill immediately north of the rail crossing, which could impact the feasibility of completing this work without mitigation. In the absence of positive drainage and a direct outlet to a receiving watercourse or end-of-pipe facility, a pumping station may be required. Conceptual location and storage curve for this pump are provided in the Midtown Stormwater Plan.

5.1.3 Sixteen Mile Creek Grade Separation Opportunity

While Sixteen Mile Creek is recognized as a natural heritage feature and environmental asset, it also represents a transportation barrier for Midtown travellers to/from the west. The Sixteen Mile Creek valley ranges from approximately 200 metres in width adjacent to the QEW to approximately 500 metres in width in the vicinity of Cross Avenue.

A connection across Sixteen Mile Creek for vehicles and active transportation may be an opportunity to provide a connection to/from the west. The feasibility of connection options to Wyecroft Road was assessed for alignments to the South Service Road and to Cross Avenue. The challenges associated with a Sixteen Mile Creek crossing include: potential impacts to natural heritage features, potential impacts to the pioneer cemetery, potential impacts to erosion and flood hazards, and the significant capital cost of the bridge structure. A new Sixteen Mile Creek grade separation would also require a significant capital cost.

5.1.4 Argus-Davis Connection and Trafalgar Road Underpass

Trafalgar Road represents a barrier for travel between the east and west side of Midtown. Currently, the Cross Avenue intersection with Trafalgar Road is the sole east-west connection within Midtown, accommodating commuting traffic, goods movement, transit and active transportation movements. The Midtown Class EA recommended a new eastbound QEW off-ramp connection under Trafalgar Road to connect to Davis Road and South Service Road.

As an alternative to the approved new eastbound QEW off-ramp connection under Trafalgar Road, a connection between Argus Road and Davis Road can provide an alternative route to Cross Avenue as an east-west link in Midtown. It can facilitate access to the QEW on the east side of Midtown with a connection for southbound Trafalgar Road similar to the approved QEW eastbound off-ramp connection.

As it relates to stormwater management, under extreme storm events, including the 100-year and Regional Storm events, the Argus-Davis Connection and Trafalgar Road Underpass would represent a major drainage system, channeling increased surface runoff eastward, surpassing current levels of surface ponding, especially in low-lying areas and areas lacking direct outlets.

The Sixteen Mile Creek to Lower Morrison Creek Flood Hazard Mapping Study (CH, 2025) has indicated the potential for a spill of flood waters from the Morrison-Wedgewood Diversion Channel north of QEW during extreme storm conditions. This could affect lands within the vicinity of the diversion channel, as well as properties further downstream, including the Midtown area. The Argus-Davis Connection and Trafalgar Road Underpass has the potential to worsen spill conditions by channeling increased surface runoff eastward, surpassing current levels and thereby obstructing safe access along the road corridor and nearby areas.

5.2 Alternative Solutions

Four alternative solutions were developed and evaluated to address Midtown's transportation challenges:

- **Previously Planned "Business as Usual"**: Includes committed and planned projects and serves as a baseline for comparison.
- **Road Expansion Focused**: Prioritizes new road capacity, including additional crossings and widenings.
- **Transit and Active Transportation Focused**: Emphasizes sustainable modes with enhanced transit and active transportation policies.
- **Balanced Solution**: Integrates road, transit, and active transportation improvements to serve all users.

5.2.1 Business as Usual

A baseline previously planned "Business as Usual" (BAU) or "Do Nothing" network was established to serve as a reference point to compare the performance and impacts of each alternative solution. This involves an assessment of the transportation network within the study area without any new Midtown transportation infrastructure improvements to identify the performance of the network in accommodating growth.

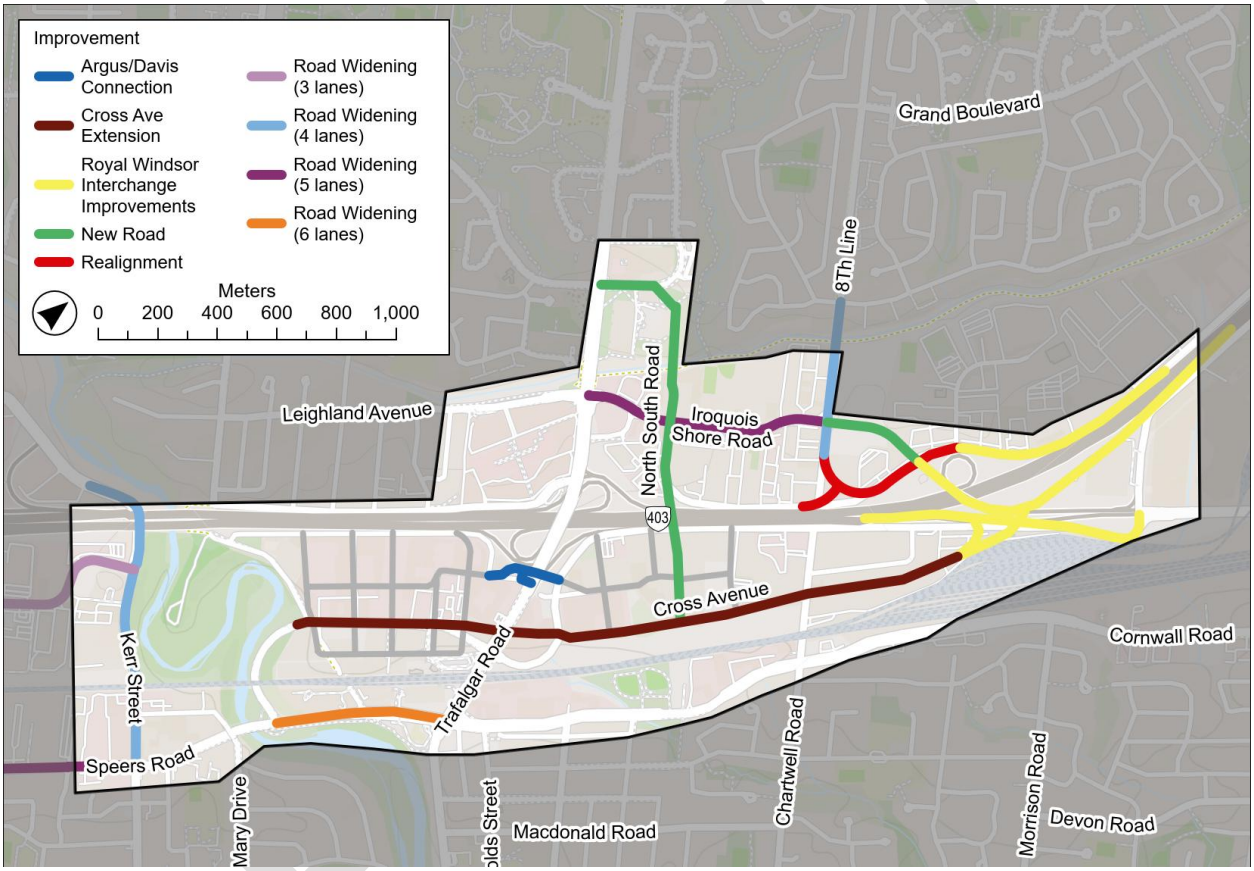
Although the previously planned "Business as Usual" scenario is referred to as "Do Nothing" and assumes no additional improvements to the transportation infrastructure within Midtown, it does include the following planned and committed transportation improvements by the province, Region and Town.

- Planned road improvements, as shown in Figure 5-1:
  - Cross Avenue extension and realignment
  - Royal Windsor Interchange Improvements
  - New North-South Road between White Oaks Boulevard and Cross Avenue
  - Eighth Line widening to 4 lanes between North Service Road and Falgarwood Drive
  - Iroquois Shore Road widening to 5 lanes between Trafalgar Road and Eighth Line
  - Iroquois Road extension between Eighth Line and North Service Road
  - Trafalgar Crossing: Argus-Davis Connection (as identified in the Midtown OPA)
  - Kerr Street widening to 4 lanes between Speers Road and North Service Road

- North Service Road urbanization and realignment
- Local roads (as identified in the Midtown OPA)

- Transit improvements as shown in Figure 4-6
  - Trafalgar Bus Rapid Transit (BRT)
  - Oakville Transit Service Levels - Oakville Transit Five-Year Business Plan
  - Metrolinx Regional Express Rail (RER) Improvements
- Official Plan Amendment (OPA) Active Transportation Improvements, as shown in Figure 3-2

Figure 5-1: Planned Road Improvements



Consistent with the approved 2014 Midtown Class EA, the planned provincial improvements documented in MTO's Transportation Environmental Study Report for Highway 403 and Queen Elizabeth Way from Trafalgar Road to Winston Churchill Boulevard (2013) are explicitly modelled in the previously planned "Business as Usual" scenario. These include:

- Extension of the existing HOV lanes on QEW from Trafalgar Road to Winston Churchill Boulevard.
- North to East (Highway 403 SB to QEW EB) and East to North (QEW WB to Highway 403 NB) ramps at the Highway 403 / Ford Drive interchange.

- Core-collector system along QEW to facilitate movements between Ford Drive and Winston Churchill Boulevard and to accommodate the new North to East / East to North ramps.

The modelled 2051 previously planned "Business as Usual" road network, as depicted in Figure 4-2, indicate that major corridor links will experience capacity issues with the growth allocated for Midtown Oakville.

The following alternative transportation solutions were identified to address network capacity needs for Midtown that build on the baseline BAU improvements.

5.2.2 Road Expansion Focused Solution

The Road Expansion Focused Solution aims to address traffic congestion and improve vehicular mobility in Midtown by expanding the existing road network only. This alternative involves constructing the following new barrier crossings over key physical obstacles such as the rail corridor and Sixteen Mile Creek.

- Rail separated crossing at Chartwell Road
- Rail separated crossing at North-South Road,
- Cross Avenue crossing over Sixteen Mile Creek
- Widening of Speers Road over Sixteen Mile Creek

By enhancing east-west and north-south connectivity, this solution seeks to provide additional road capacity to accommodate current and future traffic volumes.

5.2.3 Transit and Active Transportation Focused Solution

The Transit and Active Transportation Focused Solution shifts the transportation hierarchy to prioritize sustainable travel modes, supporting Midtown's vision of a dense, urban, and transit-oriented community. This alternative focusses on reducing reliance on personal vehicles by enhancing pedestrian pathways, improving streetscapes, and integrating cycling infrastructure through block-level bike parking, repair stations, and sheltered bike facilities at developments. For transit, policies include subsidized fares for residents, development requirements for trip planning tools, and internal circulation routes to improve first/last mile access to the GO Station. In summary, this alternative includes:

- Enhanced active transportation policies, such as:
  - Enhanced pedestrian pathways and streetscape environments,
  - Cycling parking in each block within curb extensions and/or at public parks,
  - Cycle repair kiosks adjacent to transit stations and public parks, and
  - Minimum sheltered cycling parking requirements at all developments.
- Enhanced transit policies, such as:
  - Reduced/subsidized transit fares for Midtown residents through the development process,
  - Development requirements to incorporate trip planning techniques to encourage additional transit use, and
  - Internal circulation routes to facilitate first/last mile connections to the GO Station.

5.2.4 Balanced Solution

The Balanced Solution offers a middle-ground approach that integrates moderate enhancements to both transit and active transportation while still accommodating necessary road improvements. This solution supports a more inclusive street design that serves all users. It includes the preferred road capacity improvement crossing the rail corridor (via Chartwell Road or North-South Road) and crossing Sixteen Mile Creek (via an additional crossing or Speers Road widening) to ensure network connectivity, while promoting a sustainable transportation network.

6. Evaluation of Alternative Solutions

To determine the preferred transportation solution for Midtown, an evaluation process was undertaken. This involved a travel demand modelling assessment of major infrastructural elements, including those identified in the previously planned "Business as Usual" scenario and additional improvements identified as part of the alternative solutions. These forecasts were also used to conduct a network-level comparison of each alternative solution. The alternatives were evaluated against a set of established criteria to identify a preferred solution that best accommodates future growth and vision.

6.1 Travel Demand Forecasts

6.1.1 Benchmarking and Mode Split Assumptions

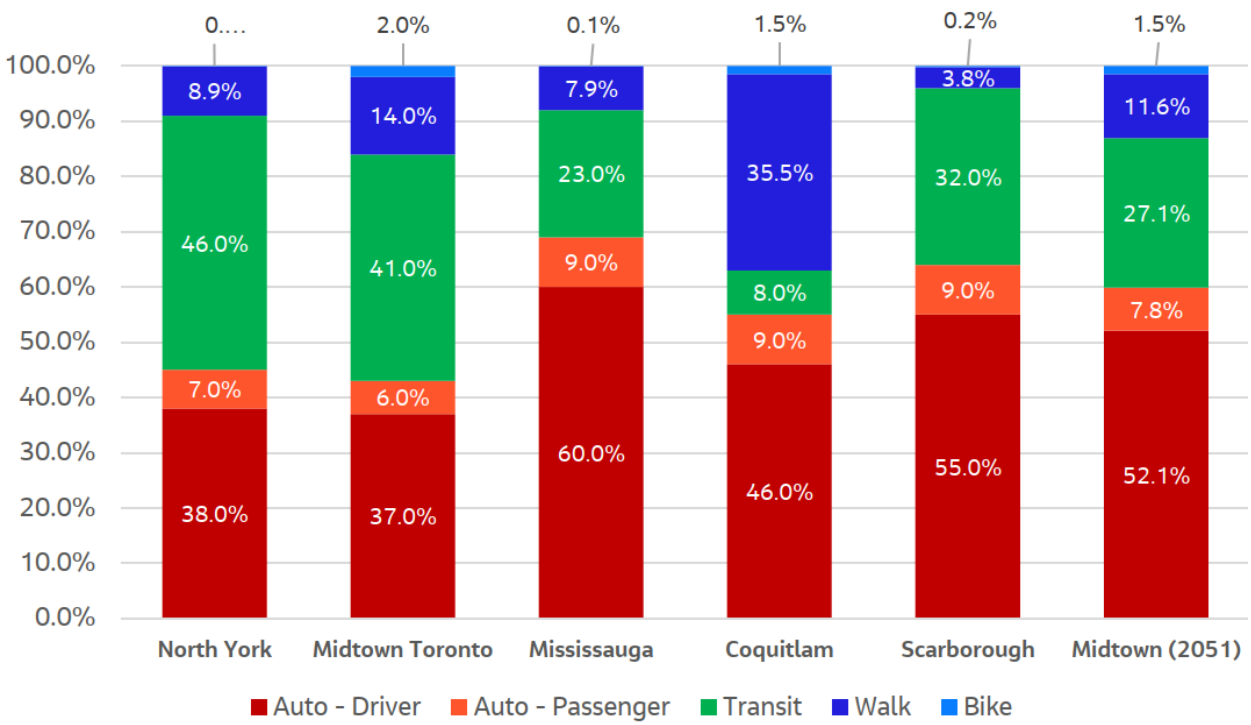
Midtown Oakville will undergo substantial redevelopment, so the use of data and land use patterns associated with the existing development would not be representative of future conditions. Therefore, for the purposes of developing a future travel demand model, other sites that are similarly developed to the vision of Midtown in the Greater Toronto Area (GTA) acted as comparators for benchmarking. In general, these areas can be characterized as being dense urban developments centered on a rapid transit station and surrounded by low-density suburban developments.

The future mode split for Midtown Oakville can act as a target or goal to measure and monitor the shift toward more sustainable modes and help guide transportation planning and policy decisions. The travel demand model developed for Midtown uses a multinomial logit choice model, meaning it assigns trips to a mode (car, transit, walking and cycling) based on a function of a variety of inputs related to the full origin-to-destination trip. These inputs generally include travel and wait time, trip cost, income, car ownership, employment density and population density. The preferred mode is selected based on a measure of probability as a function of the "attractiveness" of the mode of travel.

Midtown's resulting anticipated mode share is illustrated in Figure 6-1 and represents a mode share that is achievable based on planned network and transit system improvements. When compared against benchmark locations, the model is noted to predict mode shares within a reasonable range of comparable areas. In the case of Midtown Oakville, a 60% auto mode share (for driver and passenger) is estimated. This is between the values observed for North York and Midtown Toronto (37-38%) and those of Scarborough, Mississauga City Centre, and Coquitlam City Centre (46-55%). North York and Midtown Toronto are more urban than Mississauga, Coquitlam, and Scarborough Centre, all of which are similar suburban redevelopments centered around shopping malls and rapid transit.

Details of this analysis are provided in **Appendix B**.

Figure 6-1: Mode Share Summary



6.1.2 Network Elements Testing

Several additional major infrastructure elements are proposed as part of the Road Expansion Focused Solution. To inform the evaluation of the alternative solutions, these network elements were tested under the 2051 horizon to understand the impacts or benefits of each.

It should be noted that the results highlight short-term changes only, and do not reflect the long-term changes to travel patterns that may occur when additional capacity is introduced in a road network.

6.1.2.1 New North-South Road

While the North-South Road between Cross Avenue and White Oaks Boulevard is a planned and approved improvement from the 2014 Midtown Class EA, a sensitivity analysis of a scenario with and without the North-South Road was conducted to assess the impact of this improvement on travel demand. The results show that congestion along Trafalgar Road between White Oaks Boulevard and Cornwall Road increases substantially (~ 30%) during the peak hour without the connection. This justifies the need for an alternative north-south road parallel to Trafalgar Road.

In review of the total ridership of the scenario with the North-South Road, ridership peaks at around 2,300 people per hour per day (pphpd) in the AM peak and 2,600 pphpd in the PM peak. The ridership along the bus priority corridor indicates a high demand that would benefit from a more efficient and dedicated transit system. Results also highlight the role of the GO Station as a major transit hub that allows interchange between local and regional services, creating a high concentration of passengers.

The scenario with the North-South Road removed results in a ridership shift towards the Trafalgar Road corridor and has minimal impact on transit ridership across the Town. In both scenarios, there are

approximately 39,000 transit trips during the AM peak and 46,000 in the PM peak. In review of the Midtown zones specifically, having the North-South Road would not result in a significant mode shift to transit, as it does not substantially improve the travel time for transit relative to driving. However, travel times for both modes would improve considerably with the new North-South Road. The implementation of additional vehicle travel lanes including bus priority along the North-South Road results in a total of 6.7 hours saved per year for all users. Transit customers in particular, would expect to save 2.8 hours per user per year.

6.1.2.2 Capacity Over Sixteen Mile Creek

The need for capacity improvements over Sixteen Mile Creek was identified through the future roadway needs assessment. Irrespective of feasibility and cost, a sensitivity analysis was conducted for scenarios where an alternate east-west connection was provided over Sixteen Mile Creek. This was simulated and visualized in the model as an extension of Cross Avenue to Kerr Street. This alternative would require a new bridge structure but is forecasted to be well-used and reduce congestion (by ~30%) along the existing Speers / Cornwall Road. However, there are anticipated to be significant cost and Natural Heritage System (NHS) impacts to build this new connection.

As an alternative to building a new crossing over Sixteen Mile Creek, a scenario whereby Speers Road/Cornwall Road is widened (one additional lane per direction) over the creek was also assessed. The results show that the newly expanded road would provide similar benefits (reduce congestion by ~27%) to a new crossing over the creek.

The analysis justifies the need for a new east-west road or the expansion of Speers/Cornwall Road to cross Sixteen Mile Creek.

6.1.2.3 Royal Windsor Interchange Improvements

While the expanded Royal Windsor Interchange (RWI) is a previously planned "Business as Usual" MTO improvement, a scenario without the RWI was assessed to understand its impact on the Midtown road network.

Without the RWI improvements, traffic volumes at the existing Trafalgar Road/QEW interchange are projected to increase significantly. Traffic on both Trafalgar Road and the North-South Road is also projected to increase, resulting in slower travel times and increased congestion. Providing relief along the Trafalgar Road corridor was identified as an existing need and the expanded RWI is shown to be critical in facilitating such improvements.

6.1.2.4 Rail Grade Separation

The need for capacity improvements over major transportation barriers, including the Lakeshore West GO Rail corridor, was identified through the future roadway needs assessment. The previous 2014 Midtown Class EA identified the need for a 4-lane widening and grade separation of Chartwell Road between South Service Road and Cornwall Road. A scenario with a rail grade crossing and 4 lane widening along Chartwell Road was assessed. In this scenario, the North-South Road extension between Cross Avenue and Cornwall Road is not included. The results indicate that approximately 1,100 vehicles in the peak hour using the North-South Road between Cross Avenue and Cornwall Road switch to using Chartwell Road instead, where the average speed would be reduced by about 17% in the peak direction. Traffic on Trafalgar Road would also increase as a result.

Given that the planned North-South Road is envisioned to supplement Trafalgar Road north-south capacity, there is an opportunity for the North-South Road to accommodate a rail separated structure via an extension to Cornwall Road. It also provides a better alternate connection to alleviate and address existing congestion issues along Trafalgar Road near the QEW highway.

6.1.2.5 Summary of Network Elements Testing

The model results and findings are summarized in Table 6-1. The preliminary results were used to inform the evaluation of alternative solutions.

Table 6-1: Network Elements Testing Results Summary

Network Element(s) Tested	Modelling Results	Preliminary Findings
New North-South Road	▪ North-South Road relieves congestion along Trafalgar Road ▪ Volume to capacity (v/c) ratios along Trafalgar Road increase by 30% without North-South Road	North-South Road is required to address capacity needs
Capacity over Sixteen Mile Creek	▪ Both options provide relief (reducing v/c ratios by about 30%) along the existing bridge on Speers Road/Cornwall Road	Widening of Speers/Cornwall Road preferred, subject to further feasibility, cost and impact assessments
Expanded Royal Windsor Interchange (RWI)	▪ Significant increase in traffic volumes (up to 1,100 vehicles per direction in the peak hours) on the existing Trafalgar interchange without the expanded RWI	Expanded RWI improvements are required to address capacity needs
Rail Grade Separation	▪ Widening Chartwell Road results in 1,100 vehicles switching to use Chartwell Road instead of North-South Road, reducing travel speeds by about 17% ▪ Traffic along Trafalgar Road increases slightly with the Chartwell Road widening	North-South Road extension and grade separation to Cornwall Road preferred over Chartwell Road widening and grade separation

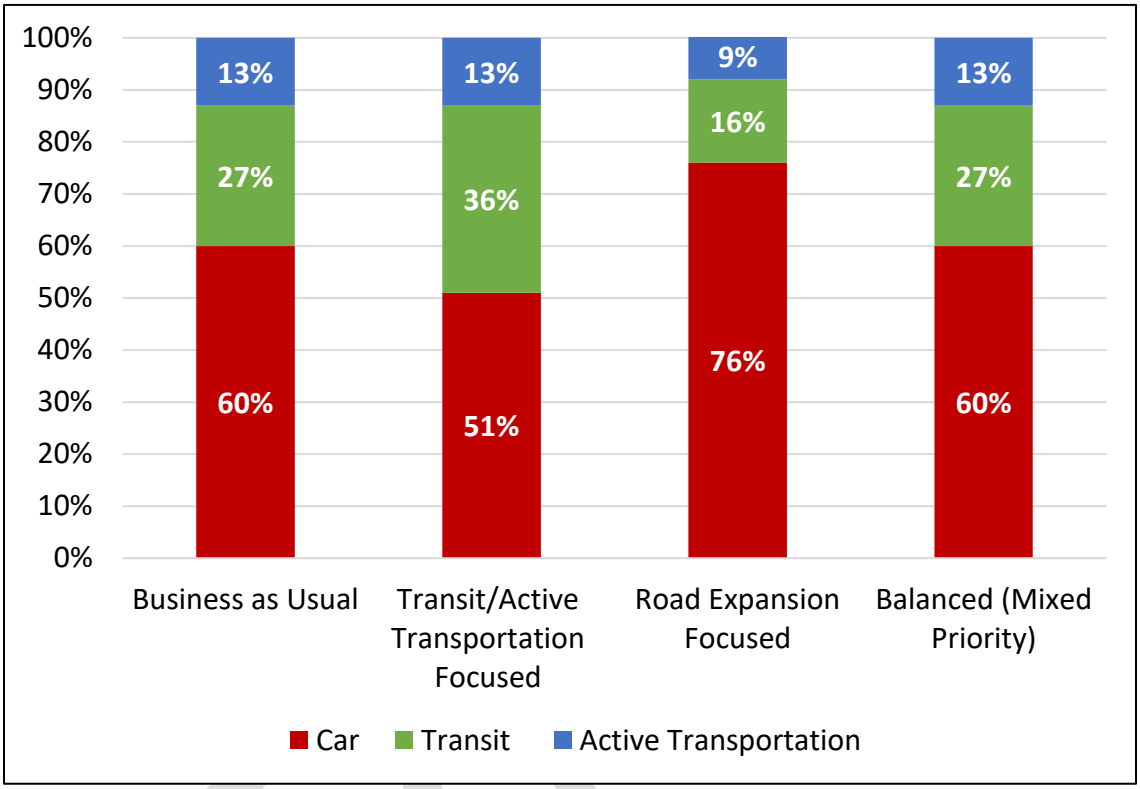
6.1.3 Network Solutions Testing

The four alternative solutions presented — Previously Planned "Business as Usual", Road Expansion Focused, Transit/Active Transportation Focused and Balanced Solution—represent network-wide solutions. Modal priority sensitivity analyses were conducted to reflect the proposed network solutions and provide a range of possible outcomes.

The sensitivity analysis, as shown in Figure 6-2, considered a more aggressive transit/active transportation-focused scenario that is estimated to decrease the driving mode share to 51% and a focus

on road improvements that is estimated to increase the driving mode share to 76% during the morning peak hour.

Figure 6-2: Network Solution Mode Split Impacts



Notably, more aggressive transit or active transportation policies are expected to result in a generalized decrease in traffic volume and improved volume to capacity ratios across the network, whereas a scenario that focusses on road improvements within Midtown only does not affect traffic in the broader area, which is a major contributor to the traffic in Midtown. In both scenarios, major pinch points such as Trafalgar Road and Speers/Cornwall Road remain congested.

A mixed priority scenario was assessed to represent the Balanced Solution and included solutions from both the Road Focused and Transit/Active Transportation Focused Solution. In this case, the mode shares changed minimally from the base previously planned "Business as Usual" scenario. However, there was a notable modelled decrease in traffic volume along Cross Avenue and Trafalgar Road.

6.2 Evaluation Process

6.2.1 Evaluation Criteria

An evaluation of the alternative solutions was undertaken based on criteria listed in Table 6-2. These criteria were established on public feedback, municipal objectives and provincial and municipal policies. Supporting indicators represent qualitative or quantitative metrics used to assess the performance of each alternative solution and select a preferred solution.

Table 6-2: Evaluation Criteria

Criteria	Indicators
Transportation Service	▪ Improves capacity ▪ Reduces delay ▪ Supports connectivity ▪ Improves safety
Transportation Equity	▪ Benefits equity-seeking groups ▪ Improves transit accessibility ▪ Accommodates active transportation ▪ Protects vulnerable road users
Climate Change Mitigation and Natural Heritage	▪ Resilient to climate change effects ▪ Reduces impact to the environment ▪ Supports "Clean Energy" initiatives ▪ Addresses stormwater and spill management
Growth and Economic Development	▪ Aligned with Midtown OPA ▪ Supports development consistent with the OPA ▪ Supports the transit hub
Livability and Cultural Heritage	▪ Supports placemaking ▪ Protects cultural heritage features ▪ Offers diverse and viable mobility choices
Transportation Costs	▪ Minimizes Town capital expenditures ▪ Minimizes Town operating and maintenance costs

6.2.2 Evaluation of Solutions

The evaluation process assessed each alternative solution against the established criteria and supporting indicators. The results of the evaluation are summarized in Table 6-3. It is noted that measures of equity and economic development are qualitative measures associated with the convenience of the service provided by the alternatives. It is anticipated that increased access to sustainable modes of travel (walking, cycling and transit) provides higher levels of equity and can support economic activity and desirability for development.

The analysis incorporates input from travel demand forecasts of the network solutions, including expected potential for modal shift from auto travel to transit and active transportation travel. These forecasts inform the measures of climate change. The results of the evaluation show that the preferred solution is the Balanced Solution.

Table 6-3: Evaluation of Alternative Solutions

Alternative Solution	Description	Transportation Service	Transportation Equity	Climate Change / Natural Heritage	Growth / Economic Development	Livability and Cultural Heritage	**Transportation Costs**
Previously Planned / Business as Usual "Base" Scenario	**Previously Planned "Business as Usual" Improvements** ▪ Committed and planned projects ▪ Serves as a "base" for all alternatives	○	○	○	○	○	●
Alternative #1 - Road Expansion Focused	**Road Priority: Increasing Roadway Capacity** ▪ Rail corridor crossing at Chartwell Road and new North-South Road extension ▪ Sixteen Mile Creek crossing via a new road extension and Speers/Cornwall Road widening	◑ ▪ Capacity improvement across barriers ▪ Increased connectivity ▪ Accommodates through-traffic and contributes to induced traffic demand ▪ No significant change in vehicle delay or safety	◔ ▪ Additional new crossings accommodate active transportation ▪ Limited additional accommodation of equity-seeking groups, active transportation and vulnerable users	○ ▪ Induced vehicle demand will contribute to higher GHG emissions ▪ No climate resilience or clean energy initiatives ▪ Anticipated new natural heritage impacts across Sixteen Mile Creek	◑ ▪ New roads serve goods movement and vehicular demand generated from development ▪ Focus on vehicles not well aligned with the Midtown OPA	◔ ▪ Anticipated impacts to the pioneer cemetery ▪ Archaeological impact potential in Sixteen Mile Creek crossing ▪ Limited third place, healthy living or mobility choice opportunities	◔ ▪ High new extensions across Sixteen Mile Creek capital costs ▪ High new rail grade separation capital costs ▪ Low new operating cost ▪ High additional maintenance costs
Alternative #2 – Transit and Active Transportation Focused	**Transit and Active Transportation Priority: Reducing Vehicle Users** ▪ Enhanced active transportation policies ▪ Enhanced transit policies	◔ ▪ Low additional capacity ▪ Added AT connectivity ▪ Supports modal shift with modest reduction in vehicle demand ▪ Improved AT safety	◑ ▪ Better accommodates active transportation / vulnerable users and equity-seeking groups	◕ ▪ Modest reduction in vehicle demand will contribute to lower GHG emissions ▪ Limited new natural heritage impact	◑ ▪ Active transportation and transit improvements support retail / commercial areas ▪ Focus on sustainable modes are aligned with the Midtown OPA	◕ ▪ No significant cultural heritage impacts ▪ Active transportation improvements can support sustainable mobility choices and placemaking.	◕ ▪ Moderate new capital costs for new protected active transportation and transit infrastructure ▪ Moderate operating cost ▪ Low additional maintenance costs
Alternative #3 – Balanced Solution ***PREFERRED SOLUTION***	**Balanced Priority** ▪ Moderate transit and active transportation policies/strategies ▪ Preferred rail corridor and Sixteen Mile Creek crossing	◕ ▪ Some added capacity across barriers ▪ Added road and AT connectivity ▪ No significant change in vehicle delay	◕ ▪ Some accommodation of active transportation / vulnerable users and equity-seeking groups ▪ Balances the needs of all users	◑ ▪ Modest reduction in vehicle demand will contribute to lower GHG emissions ▪ Limited new natural heritage impact	◕ ▪ New roads, Transit and AT improvements serve goods movement and retail / commercial areas ▪ Focus on sustainable modes are aligned with the Midtown OPA	◕ ▪ No significant cultural heritage impacts ▪ Active transportation improvements can support sustainable mobility choices and placemaking.	◑ ▪ High new rail grade separation capital costs ▪ Moderate operating cost ▪ Moderate additional maintenance costs

Legend

○	Least Preferred
◑	↓
●	Most Preferred

6.3 Preferred Solution

The preferred Balanced Solution includes all planned and committed previously planned "Business as Usual" improvements. This includes planned and committed projects from the previous 2014 Midtown Environmental Assessment, Midtown OPA, Oakville Transit Five-Year Business Plan, Metrolinx Regional Transportation Plan and Halton Region Integrated Master Plan (ongoing), along with additional network improvements as identified in the section herein. The preferred solution is also supported by policy and program solutions to address goods movement and emerging technologies, parking and travel demand management.

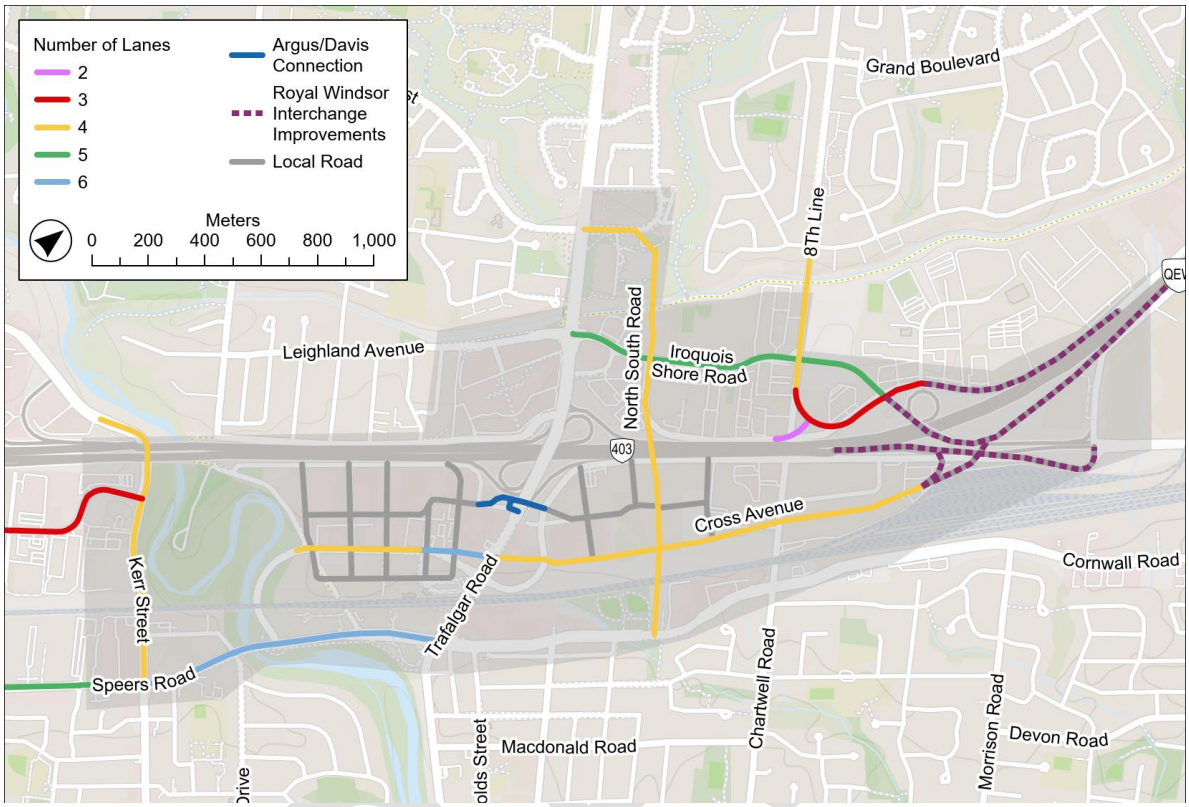
6.3.1 Roads

The preferred Balanced Solution includes the road improvements illustrated in Figure 6-3 and summarized in Table 6-4. Many of the improvements have been identified from the approved 2014 Midtown Class EA. New improvements include additional capacity improvements over major barriers (i.e. rail grade separation via the North-South Road extension instead of Chartwell Road). The alignment of Cross Avenue has also been updated from the previous study to align with the approved Midtown OPA.

The transportation needs identified for the arterial and collector network are noted to be driven primarily by both existing traffic and growth beyond the Midtown area. Sensitivity tests indicate that growth within Midtown itself has limited impact on the congestion of major arterials.

It should be noted that improvements along regional roads are being addressed through the Halton Region Integrated Master Plan.

Figure 6-3: Preferred 2051 Midtown Road Network



Notes: 1. Typical lanes shown only. Additional turn lanes may be required at the intersection level, which will be confirmed as part of functional design.

2. The network illustrates improvements near the boundaries of the Midtown transportation study area that were identified as part of the Oakville Transportation Master Plan (2025). These improvements include the widenings shown along Eighth Line, Wyecroft Road, Kerr Street, and Speers Road west of Kerr Street. These improvements were not assessed as part of this Midtown Transportation Plan and are illustrated for the purpose of providing an understanding of broader connections.

Table 6-4: Midtown Road Recommendations

No.	Road	From	To	Improvement	Jurisdiction
1	Argus/Davis Connection and Underpass	100 m west of South Service Road	South Service Road/Davis Road	Road Extension / New Road	Town
2	Cross Avenue Extension and Realignment	Argus Road	Royal Windsor Interchange	Road Extension / New Road	Town
3	Cross Avenue	Lyons Lane	Argus Road	Widening / Transit Lanes	Town
4	Speers/Cornwall Road	Kerr Street	Trafalgar Road	Road Widening (6 Lanes)	Town

No.	Road	From	To	Improvement	Jurisdiction
5	Iroquois Shore Road	Trafalgar Road	Eighth Line	Road Widening (5 Lanes)	Town
6	Iroquois Shore Road	Eighth Line	North Service Road	Road Extension / New Road	Town
7	North Service Road	Eighth Line	1 km East of Invicta Dr	Realignment and infrastructure Improvements	Town
8	Local Road Network			See OPA	Town
9	North-South Road (QEW Crossing)	White Oaks Boulevard (South Leg)	Cross Avenue	Road Extension / New Road	Town *
10	North-South Road	Cross Ave	Cornwall Road	Road Extension / New Road and Rail Grade Separation	Metrolinx / Town
11	Royal Windsor Interchange Improvements			Expansion to a full interchange	MTO

Note: * Road jurisdiction is to be confirmed through a future Road Rationalization Study.

6.3.2 Active Transportation

As it relates to active transportation, the preferred Balanced Solution incorporates the active transportation network as identified in the OPA, which proposes cycling facilities along most major routes within Midtown and along the "main street"- like corridor of Argus/Davis Road, as well as off-road trails to facilitate local pedestrian access. It includes the dedicated active transportation crossings proposed as part of the previous 2014 Midtown Class EA and carried forward, including the West QEW AT Crossing, East QEW AT Crossing. The Oakville Transportation Master Plan (2025) also recommends that an additional active transportation crossing extending from Lyons Lane under the QEW and across Sixteen Mile Creek be considered.

The active transportation network adopted through the Midtown OPA was developed based on guiding principles to address existing gaps, safety and comfort, connectivity, transit integration, internal circulation and area-specific planning objectives. The network strives to meet the future growth of the community and encourage sustainable modes of travel.

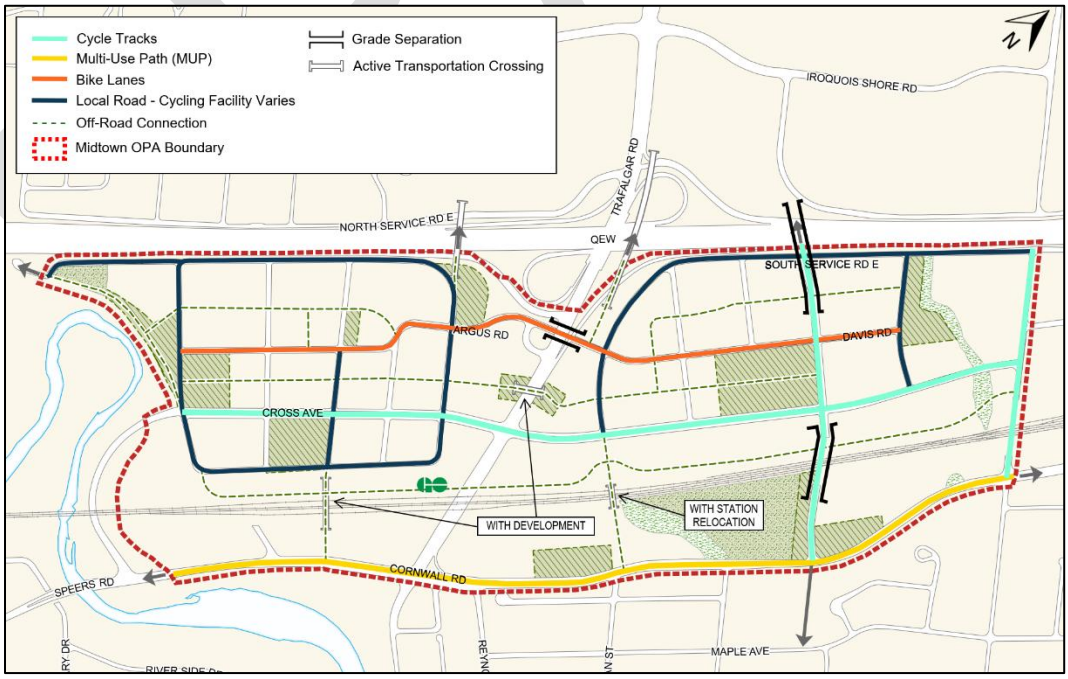
The types of cycling facilities recommended were identified as part of the development of road cross-sections. The results are summarized in Table 6-5 and illustrated in Figure 6-4, and align with Ontario Traffic Manual (OTM) best practices for facility selection.

These proposed facilities are subject to subsequent functional plans and detailed designs to address location-specific needs and environmental constraints. The recommendations may undergo refinement; however, these changes should not compromise the cohesiveness of the active transportation network.

Table 6-5: Cycling Facility Recommendations

Road Name	Preferred Cycling Facility
Cross Avenue	Cycle track on both sides
Cornwall Avenue	Multi-use paths
North-South Road	Cycle track on both sides
Argus/Davis Road	Bike lanes on both sides
Chartwell Road	Cycle track on both sides
Local roads	Varies – Sharrows/cycle tracks/bike lanes
QEW Crossing (west of Trafalgar Road)	Active transportation grade-separated crossing
QEW Crossing (east of Trafalgar Road)	Active transportation grade-separated crossing

Figure 6-4: Cycling Facility Recommendations



The success of the active transportation network relies not only on the buildout of well-connected facilities but also supporting strategies to encourage its use and implementation. These strategies are summarized in Table 6-6 and divided into two overarching categories.

- **Community Planning Permit System Requirements** – Developments should be proposed with future mode shift and climate change targets in mind. The Town should ensure controls on new developments so that livable, walkable communities are being produced.
- **Town initiatives** – These are municipal-led actions that support the overall active transportation vision through programming, policy, maintenance, and infrastructure investments. These initiatives allow the Town to fill in gaps not addressed through private development.

Table 6-6: Active Transportation Strategies

No.	Strategies	Potential Outcome	Next Steps
Community Planning Permit System Approval			
12	Require active transportation and public realm improvements as identified by the Midtown OPA	Establishes a well-connected spine network and strong foundation for active transportation	Incorporate requirements as part of the Community Planning Permit System approval process Ensure requirements are implemented in the approval and issuance of the development permit, including any required conditions to be met post issuance of the permit
13	Encourage Privately-Owned Publicly Accessible Spaces (POPS)	Addresses situations where there is insufficient space to accommodate enhanced pedestrian facilities for people-oriented corridors	
14	Encourage building setbacks in situations where an expanded and enhanced pedestrian realm is constrained by available space	Addresses situations where there is insufficient space to accommodate enhanced pedestrian facilities for people-oriented corridors	
15	Require direct, dedicated active transportation facilities (walkways, cycle paths) to pedestrian crossings, transit stops/stations and the broader existing and planned network	Improves local connectivity, including first/last-mile connections, and promotes mode integration	
16	Require pick-up/drop-off (PUDO) strategies and supporting recommendations (i.e. designated PUDO laybys, traffic circle) that manage anticipated PUDO demand and reduce conflicts with other modes	Provides predictable and safe areas for PUDO activity without encroaching on cycling and travel lanes	
17	Require secure and dedicated long-term bike parking for residents and visitors	Encourages active transportation uptake	Consider incorporation in the Community Planning Permit (CPP) By-law
18	Require short-term (visitor/patron) bike visitor spaces located in close proximity to building entrances	Encourages active transportation uptake amongst visitors/patrons	

No.	Strategies	Potential Outcome	Next Steps
19	Encourage end-of-trip bicycle amenities (e.g., showers, shelters) and bicycle maintenance (e.g., repair stations) facilities	Supports and improves convenience for active transportation users, which can help increase use	Ensure requirements are implemented in the approval and issuance of the development permit, including any required conditions to be met post issuance of the permit
20	Require bike parking or carshare spaces to mitigate lower vehicle parking supply	Supports mode shift from personal vehicles to sustainable modes	
Town Initiatives			
21	Continue to collaborate with Metrolinx to enhance GO station accessibility through amenities such as bike hubs and integration between planned station access improvements and connections to the broader network	Improves regional connectivity and supports multi-modal travel by enhancing first/last-mile access to transit	Establish formal coordination with Metrolinx and jointly plan for integrated infrastructure investments
22	Pilot a shared micromobility (such as bike-share) program in Midtown, at major trip destinations	Improves local connectivity, including first/last-mile connections	Identify pilot locations, seek partnerships, and secure funding
23	Review and/or develop the Town's summer and winter maintenance service levels to ensure that pedestrian and cycling facilities, including trails within parks and open spaces, are prioritized for snow clearing.	Ensures year-round usability and safety of active transportation infrastructure	Conduct service level assessment and/or establish service level criteria and update maintenance contracts and in-house staffing accordingly
24	Install destination or wayfinding signage with time / distance to major destinations by walking and cycling, e.g., Oakville GO station, nearby parks, bicycle parking areas	Increases awareness and promotes walking/cycling as practical options	Develop signage standards and install as part of ongoing streetscape improvements
25	Work with Oakville Transit to ensure that new bus stops are equipped with secure and convenient bike parking	Facilitates multi-modal travel and last-mile connections	Coordinate with transit planning and capital budgets to install bike parking at stops
26	Establish a subsidy program for the provision of public bike parking and amenities (on-street bike corrals, public bike racks, repair / fix-it stations) as part of new developments	Encourages developers to incorporate public amenities to support active transportation	Develop funding criteria, promotion strategy, and application process

No.	Strategies	Potential Outcome	Next Steps
27	Adopt a tiered system, that categorizes locations by expected demand and use, to guide the implementation of active transportation amenities, as shown in Table 4-8	Ensures efficient allocation of resources based on anticipated usage	Establish tiers and apply them in prioritization of infrastructure investments
28	Incorporate marketing/promotional strategies and educational materials to encourage walking and cycling (e.g., free maps, bike bells) as part of a Travel Demand Management (TDM) program for new developments and the Smart Commute Program for workplaces and new residential communities *	Increases awareness and support a shift toward active transportation	Establish and integrate strategies into a TDM / Smart Commute program that is promoted to new residential developments and workplace communities
29	Incorporate pedestrian-scale lighting on active transportation facilities to enhance year-round usability	Improves safety and usability of pathways during evening and winter months	Incorporate pedestrian-scale lighting in design standards
30	Consider bike signals as part of the functional and detailed design of new streets in Midtown	Reduces conflicts with motor vehicles and pedestrians, and enhances visibility and predictability at intersections	Incorporate bike signal requirements in design standards

* A Travel Demand Management (TDM) program offers sustainable transportation options through a variety of programs and initiatives. These efforts highlight sustainable infrastructure, through promotion and education, to facilitate long-term behavioral change. While it may support hard infrastructure, TDM does not rely on it exclusively. It complements physical infrastructure improvements to encourage long-term travel behavior change.

6.3.3 Transit

The preferred Balanced Solution consists of planned transit improvements to be implemented by the Town, Region and Metrolinx. This includes:

- Oakville Transit service level improvements as recommended from the Oakville Transit Five-Year Business Plan
- Trafalgar Bus Rapid Transit (BRT) along Trafalgar Road/North-South Road
- Metrolinx Regional Express Rail (RER) improvements

Supporting the above transit improvements are infrastructure elements such as dedicated bus lanes connecting to and from the GO station and along Cross Avenue and the new North-South Road.

Transit supportive strategies include policies and programs to encourage a more efficient use of the transportation infrastructure, promoting modal shift from private cars to alternative more sustainable

modes like transit and active transportation. Table 6-7 outlines key strategies recommended to support higher transit use in Midtown. Policies can be implemented and further investigated through:

- Municipal by-laws;
- Inclusion in Town delivered infrastructure; and,
- Future studies to assess the effectiveness and feasibility of the policies and refine them as required.

Midtown does not exist in isolation and as a result some strategies may be elements that can be considered at an overall Town level as opposed to Midtown specifically.

Table 6-7: Transit Supportive Strategies

No.	Strategies	Potential Outcome	Next Steps
31	Reduced parking supply in key locations.	Reducing parking supply in high demand areas that are well served by transit can encourage users to use more readily available alternatives such as transit. In the long term (2051), parking supply around the Oakville GO Station should be gradually reduced as more transit services become available. Decisions about how much parking to reduce would be based on regular monitoring of the existing parking demand to ensure that needs of all users are met. Impacts from inadequate planning or implementation: spillover parking; discontent among residents.	Responsible party: developers. Town to incorporate parking requirements in development application process.
32	Pricing Parking in transit-oriented zones and during periods of high demand.	Higher parking fees can be implemented in areas that are well served by transit making transit a more economic option. Fees can also vary depending on the time of the day, with higher fees implemented during the peak hours to encourage users to shift to transit for their daily commute. Impacts from inadequate planning or implementation: spillover parking; discontent among residents.	Responsible party: Town of Oakville. Further investigate pricing options and higher demand periods. Implement pricing strategy within Town parking and collaborate with other landowners (i.e. Metrolinx)
33	Bike parking and end-of-trip amenities.	Providing sheltered, secure and accessible parking spaces and end-of-trip amenities at the destinations can encourage users to use their bikes for their first/last mile of their journey as there is the option to conveniently switch to transit to complete their trip.	Responsible party: developers and Town of Oakville. Incorporate parking requirements in

No.	Strategies	Potential Outcome	Next Steps
		End-of-trip amenities (e.g. showers) should be private and provided by developers for instance, at the work location. Impacts from inadequate planning or implementation: increased costs for developers; vandalism and theft due to not adequately secured facilities.	development application process. Incorporate cycling amenities at Town properties.
34	Active transportation infrastructure improvements.	Providing high-quality, direct and unobstructed sidewalks and bike paths to and from the station increases walkability and accessibility and provides a comfortable and convenient integration between transit and active transportation. This can influence user's decision to use transit rather than private cars for their trip. Impacts from inadequate planning or implementation: increased construction and maintenance costs.	Responsible party: developers and Town of Oakville. Incorporate requirements in development application process. Incorporate active transportation elements to Town infrastructure.
35	Micro-transit services for first and last mile connections.	Micro-transit services facilitate first/last mile connections and to a wider range of users, including non-drivers and people with disabilities. Services may be provided in areas that are too far away from a transit stops/stations to allow for walking or that lack of transit service to/from the GO station. Micro-transit should be provided privately (e.g. by developers or sponsored by employers) to facilitate mobility through Midtown. Services will have consideration for and supplement on-demand and regularly scheduled transit services provided by Oakville Transit. Employer-sponsored programs can facilitate connections between the GO station and the workplace, therefore reducing car reliability during the peak hours of the day. Impacts from inadequate planning or implementation: increased costs for developers; duplication of existing transit services.	Responsible party: developers. Town to incorporate requirements in development application process. Town to develop e-scooter and micromobility policies.
36	Public internal circulation bus route connecting Midtown areas with Oakville GO	Longer term, when the network is more complete with significant development, there may be a benefit from a new public internal circulation bus route, connecting areas within Midtown and the GO station. A potential route alignment would go along South Service Rd, Cross Ave and through the Argus - Davis underpass. Different vehicle types	Responsible party: Town of Oakville. Review feasibility as area develops to identify routing, service frequency, stop locations and

No.	Strategies	Potential Outcome	Next Steps
	Station.	and technologies can be considered in order to provide frequent service. Before implementing, the routes' feasibility should be reviewed as part of regular updates to the Town's Transportation Master Plan or to future transit studies in the Midtown area. Impacts from inadequate planning or implementation: duplication of existing transit services.	integration with other transit systems. Review can be part of an update of the Town's Transportation Master Plan.
37	Development subsidies for transit ridership.	Subsidies can be provided as part of employer programs to encourage transit for work-related trips or by residential developers, providing new residents transit passes and discounted fares. Discounted or fully covered transit tickets can encourage people to use transit for their trips rather than private cars. Impacts from inadequate planning or implementation: increased costs for developers; reduced fare revenue.	Responsible party: developers. Town to incorporate requirements in development application process.
38	Alternative fare strategies.	Oakville Transit currently offers monthly passes that can be loaded on a PRESTO card. It is recommended that Oakville Transit continues this program and investigate the potential to add other options such as daily or weekly passes as Midtown and other areas of Oakville become more of a destination. Provision of additional service and/or free service for major holidays or special events should be continued and expanded as Midtown develops into a key destination. This can help attract new users allowing more people to try transit.	Responsible party: Town of Oakville. Requires further study/investigation of demand and impact of different fare strategies.

6.3.4 Goods Movement

The preferred transportation solution is supported by the goods movement strategies summarized in Table 6-8. These strategies were developed to address the rise of e-commerce and pressure on the curb space, especially in denser zones where residential and commercial uses converge. These strategies aim to optimize loading and unloading operations, reduce conflicts between delivery vehicles and other curbside activities, support sustainable logistics and minimize impacts on neighbourhoods.

Table 6-8: Goods Movement Strategies

No.	Category	Strategies
39	Commercial Loading Zones (CLZ) *	▪ Engage with businesses to identify CLZ locations ▪ Introduce short-term, time-limited CLZs to ensure turnover and availability ▪ Designate "green" loading zones for electric trucks and cargo bikes to promote sustainable delivery
40	Neighbourhood Loading Zones (NLZ) *	▪ Encourage and assess NLZs as part of traffic studies for new developments ▪ Explore integration of e-commerce pick-up locations alongside NLZs to reduce delivery vehicle traffic
41	Development Loading Requirements	▪ Encourage flexible loading zone designs in new developments, including shared off-street spaces ▪ Identify short-term parking spaces that can serve dual purposes for loading and customer parking
42	Curbside Management *	▪ Implement dynamic curbside management using digital signage to adjust curb use throughout the day ▪ Allocate more loading space during weekday mornings and more customer parking during evenings and weekends
43	Balancing Sustainability Objectives	▪ Where possible, separate delivery routes from active transportation corridors ▪ Establish centralized loading areas to reduce the number of individual loading bays and concentrate truck activity
44	Congestion	▪ Collaborate with MTO to prioritize early completion of the Royal Windsor Drive interchange to improve freight connectivity ▪ Collaborate with the MTO to align infrastructure upgrades with regional freight mobility goals
45	Pick Up Points *	▪ Introduce parcel lockers and urban freight micro-hubs in residential and commercial zones ▪ Partner with retailers, logistics providers and other stakeholders (e.g. Chamber of Commerce) to expand delivery locker networks ▪ Identify and reserve space for future pick-up point installations
46	Safety Conflicts Related to Trucking Activities	▪ Reference MTO's Freight-Supportive Guidelines in street designs to reduce conflicts between freight and vulnerable road users ▪ Implement separated bike lanes with physically separated barriers or buffers, where appropriate, to minimize the potential for conflicts between cyclists and loading vehicles

No.	Category	Strategies
		▪ Collaborate with delivery companies to adopt a toolkit of safety measures, such as speed bumps and curb extensions, tailored to local conditions

* As recommended by the Oakville Transportation Master Plan (2025)

6.3.5 Emerging Technologies

Emerging technologies such as autonomous vehicles, micro-mobility options, and intelligent transportation systems change how people and goods move through urban environments. To ensure that Midtown's transportation network remains adaptable and resilient to evolving mobility needs, the strategies summarized in Table 6-9 are recommended as part of the preferred transportation solution.

Table 6-9: Emerging Technology Strategies

No.	Emerging Technology	Strategies
47	Shared and Micro-Mobility ▪ Car-share (e.g. Communauto) ▪ Ridehailing (e.g. UBER) ▪ Shared bike/e-scooter programs	▪ Pilot subsidies for ridehailing to support GO station access ▪ Continue to expand on-demand transit zones per the Oakville Transit Five-Year Business Plan ▪ Per the Oakville Transportation Master Plan, proceed with e-scooter readiness initiatives to prepare the Town to opt into the Provincial pilot program ▪ Consider Midtown Oakville as a pilot location for a future shared bike/e-scooter program
48	Automobile Electrification	▪ Per the Oakville Transportation Master Plan, develop an implementation plan to build out the EV charging network within the Town
49	Autonomous / Connected Vehicles	▪ Plan for AV integration in long-term infrastructure by exploring opportunities for digital infrastructure (e.g. roadside sensors, vehicle-to-infrastructure (V2I) communication)
50	Intelligent Transportation Technologies	▪ Consider intersections within Midtown to pilot adaptive signals
51	Mobility Hub	▪ Identify a location for a mobility hub pilot, leveraging design requirements from Metrolinx's Mobility Hub Guidelines (2011)

6.3.6 Parking Strategy

The assessment of future parking demand in Midtown Oakville recognizes its planned transformation into a high-density, mixed-use urban center that supports sustainable transportation. Key factors influencing

future demand include density, planned land use mix as detailed in the previous section, proximity to major transit infrastructure (such as the GO Station), vehicle ownership, and new legislation, such as the recently approved Bill 185.

An assessment of future parking demands indicates that the additional parking supply required could range between 3,500 to 10,100 spaces. The details of the assessment are provided in **Appendix E**. It is recommended that the Town monitors the parking supply and demand of new developments and protect and plan to provide parking at the following locations to accommodate potential excess demands:

- Curbsides (on-street, where appropriate)
- GO Station
- Hydro corridor lands
- Municipal parking structure under parks

The Town should also consider the interim and long-term phasing parking management strategies in Table 6-10 and Table 6-11, respectively, to ensure there is a balance between meeting the parking needs and supporting the shift towards sustainable modes. It should be noted, however, that funding for the parking recommendations will need to be evaluated through a future feasibility study to determine costs and revenue sources.

As it relates to phasing, the interim and long-term strategies are defined as follows:

- **Interim**: Parking strategies that support immediate needs and facilitate the transition toward a multimodal community. This includes temporary measures to manage demand during development, as well as early adoption of policies/programs that set the foundation to achieve long-term mode split targets.
- **Long-Term**: Strategies that should be implemented with the full buildout of Midtown, emphasizing reduced reliance on private vehicles and maximizing multimodal integration. While these strategies are tied to the ultimate Midtown vision, many of the strategies can and are encouraged to be initiated earlier to accelerate the shift toward more sustainable travel modes.

Table 6-10: Interim Phasing Parking Strategies

No.	Interim Parking Strategies	Description
52	Construct and develop guidelines to support municipal parking structures with adaptive reuse potential (e.g., conversion to residential/commercial/mixed-use development)	Municipal parking garages should be designed to alleviate early deficits while allowing flexibility for future conversion. Supporting guidelines to support the conversion should address key issues such as shorter span structures for stiffer floors and reduction in floor deflection, incorporate ramps designed for removal, allow for atrium and future light sources and include central elevators.
53	Require developers to implement TDM plans as a condition for development approval in early phases	Carpooling, cycling, and transit use should be promoted through employer-based programs, incentives, and infrastructure (e.g., secure bike parking) to support sustainability and multimodal objectives.

No.	Interim Parking Strategies	Description
54	Allocate early parking supply for patrons, visitors, and loading, rather than low-turnover long-term commuter parking	This strategy can be further developed as part of the Town-wide Curbside Management Strategy.
55	Allow surface parking in early phases with time-limited approvals or plans for eventual redevelopment	Surface parking lots are a practical short-term solution (lower cost, quick to construct, and flexible), during the early phases of redevelopment, when demand may be high and permanent structures may undermine long-term planning goals.
56	Develop policies / regulations that permit existing retail uses in Midtown to charge for parking	Discourages auto travel and allows property owners to manage parking migration onto private sites.
57	Develop an EV parking strategy	Provide public EV charging stations and ensure that the parking spaces in new developments are "EV-ready" to support the future needs of the Town.

Table 6-11: Long-Term Phasing Parking Strategies

No.	Long-Term Parking Strategies	Description
58	Encourage centralized parking with support from developers	Centralized parking facilities can support shared parking better than siloed private parking for parking space efficiency. Agreements can allow for parking for offices during the day and restaurants/retail or residential visitors in the evening.
59	Collaborate with Metrolinx to leverage and share carpool spaces at the GO station	Metrolinx plans to allocate up to half of the future parking spaces at the Oakville GO station to carpooling. Employers in the area can leverage these spaces to encourage carpooling.
60	Establish a paid parking system	Adopt a parking pricing scheme that: ▪ Costs the same or costs more than transit fares ▪ Include different pricing for peak hours, certain hours of free parking, or a flat rate fee for all times of day ▪ Dynamic pricing in parking that adjusts the prices of parking spots in real time based on factors such as demand, time of day, and day of the week ▪ Considers seasonal parking bans

No.	Long-Term Parking Strategies	Description
61	Adopt bicycle parking and shower/change room amenity requirements	Adopting requirements for bike parking helps promote sustainable transportation options.
62	Secure bike parking requirements	Secure bicycle parking rooms should be a requirement for residential buildings with a low vehicle parking supply proposed.
63	Adopt parking supply maximums to eliminate excessive parking supply	Adopting limits for parking helps prevent excessive parking construction and supports sustainable transportation.
64	Incorporate parking strategies in TDM checklists	Parking strategies within TDM plans can include: ▪ Unbundling residential parking spaces ▪ Offering reserved spaces for carpool vehicles or pick-up / drop-off facilities ▪ Providing dedicated car share spaces ▪ Providing transit passes for residents ▪ Ongoing resident surveys to track the effectiveness of TDM initiatives
65	Effective signage to direct people to nearest parking	Effective signage and wayfinding can elevate user experience and reduce time spent looking for parking.
66	Revisit parking space dimension requirements	Parking space dimension requirements should reflect current standards and best practices that strike a balance between maximizing space and ensuring that parking areas remain safe and practical for users
67	Designated carshare spaces on public roads	Designated on-street carshare spaces on public roads promote sustainable transportation by reducing private vehicle ownership and optimizing the use of limited curb space.

6.3.7 Travel Demand Management

The travel demand management (TDM) strategies outlined in the Oakville Transportation Master Plan (2025) consist of initiatives that encourage active transportation and promote transit use. Given Midtown's projected growth and its designation as a key transit-oriented area, the recommended TDM measures from the TMP are relevant and applicable to achieving mode shift objectives and minimizing network capacity constraints. The TDM recommendations are summarized below based on the five core themes noted in Section 4.7.

Theme #1: Parking and Curbside Management

- Conduct a curbside management strategy to manage competing needs for curb space including adapting to future needs such as e-scooter and micromobility parking
- Review the implementation of dynamic pricing for parking to manage peak hours demand by varying costs based on time of day, location, or demand levels.
- Leverage the eleven-X technology that is currently implemented in Downtown Oakville, expand the monitoring to other areas to help inform future curbside strategies.
- Develop curb typologies to accommodate the seasonality of demand. User demands on the curb may change throughout the year depending on season.
- Review parking requirements on existing zones (parking geographies) outlined in the Town's two zoning by-laws.

Theme #2: Changing Travel Characteristics

- Through Smart Commute:
  - Continue to collaborate with the largest employers in the Town to implement workplace TDM programs, such as ride-sharing and flexible commuting options. In addition, promote the use of Town community centres as a viable remote working space for employees.
  - Continue to launch campaigns to promote carpooling as a practical and sustainable commuting option, reducing traffic and parking demand.
  - Continue to encourage travel outside peak hours by promoting flexible work arrangements and peak spreading programs.
  - Continue to encourage for telecommuting and hybrid work policies to decrease commuting frequency and reduce transportation demand and support broader TDM goals.
- Conduct outreach with new occupants of new buildings to encourage the use of sustainable travel modes
- Develop a Carpool Lot Strategy in collaboration with Halton Region and MTO to designate carpool lots in strategic locations.
- Develop educational programs for transit usage to encourage transit ridership.

Theme #3: Supporting Sustainable Modes

- Align land use and transportation planning to ensure that destinations are within easy reach of transit, walking, and cycling, fostering sustainable travel habits that are essential to successful TDM.
- Continue to sustain the silver award status through the Bicycle Friendly Communities (BFC) award program.
- Educate the community on active transportation benefits and how to use related facilities like repair kits and wayfinding systems.
- Improve facilities such as bike racks, showers, shelters and lockers at Town owned facilities to make these options more attractive and practical. Providing bike repair station at major points of interest, such as community centres and transit stations.
- Enhance information accessibility through updated bike maps, online resources, and on-site signage through a wayfinding strategy for the Town.

- Strive for the gold award status by building cycling infrastructure and implementing engagement programs that enhance the Town's BFC application.
- Investigate opportunities to integrate active transportation amenities and emerging technologies (e.g., bike parking, bike repair stations, real time transit information displays, etc.) at mobility hubs.
- Develop a Bike Hub Integration Program at Oakville's GO Stations (in partnership with Metrolinx) and Sheridan College. This program will support multi-modal commuting by making cycling a more accessible and practical first- and last-mile option.
- Expand availability of high-quality bike parking across the Town in the road right of way.
- Expand availability of high-quality bike parking across the Town in growth areas.
- Establish a stronger winter maintenance policy for priority bicycle routes, especially trails to key commuter destinations, to ensure that they are cleared with the same priority as arterial streets.
- Leverage the funding for AT studies to develop a State of Cycling Report for the Town to show how cycling investments are providing value over time.
- Develop a sheltered outdoor bike parking strategy that identifies locations to place bike lockers or sheltered outdoor bike parking in Town facilities, municipal parking lots, and in the road right-of-way.

Theme #4: Changing the Development Review Process

- Introduce TDM guidelines or a TDM checklist as part of Transportation Impact Studies for new developments and include criteria such as trip end amenities and bicycle parking.
- Update zoning by-laws to reduce parking minimums, introduce parking maximums, electric vehicle charging regulations, car share requirements, increase bicycle parking requirements, and promote transit-oriented development.
- Set requirements / incentives for the inclusion of car sharing vehicles in new developments to reduce private vehicle dependency.
- Develop a bicycle parking design standard that conforms with APBP Guidelines to enhance the BFC application.
- Develop MMLOS measures and transit from auto-centric LOS use in TIS requirements. Require developments to identify infrastructure, facilities and routing to support developments that are accessible via public transit, walking and cycling.

Theme #5: Developing a Culture

- Through Smart Commute, continue to pursue opportunities to partner with Oakville-based businesses to initiate and incentivize employee carpool programs and transit use.
- Continue to develop public campaigns that promote active transportation and transit options, services, and programs in ways which are culturally appropriate and accessible.
- Conduct pop-up bike shop workshops leveraging existing Town-run events to provide cycling education to the broader public.
- Establish an Active Transportation Advisory Committee to formalize partnerships between the Town and key stakeholders (e.g., for events like Bike Month).
- Develop public campaigns and initiatives that encourage tourists and visitors to use sustainable modes. Focus efforts on larger events such as Canada Day celebrations.

- Encourage active transportation at a young age by implementing School Streets, Safe Routes to School Projects, and cycling educational workshops targeted towards students
- The Town should collaborate with the Halton Active Sustainable School Transportation Hub to facilitate and encourage more Walking or Cycling School Bus programs and promote school initiatives through the Every Metre Counts website.
- The Town should explore the implementation of the School Streets pilot program.
- Expand school engagement through the Halton Active Sustainable School Transportation Hub to more schools. Continue to engage in broad active school travel initiatives (using tools and guidance on School Travel Planning from Green Communities Canada).
- Explore virtual mechanisms and alternative formats for annual educational initiatives.
- Investigate the development of an Oakville mobility app or website to host a range of digital sources of travel information (parking, wayfinding, active transportation facilities, parking availability, etc.).
- Continue to enhance local capacity to deliver cycling skills education by reintroducing CAN-Bike training opportunities for potential instructors.

Details of the TDM strategy can be found in the Oakville Transportation Master Plan (2025).

7. Implementation

7.1 Road Design Considerations

When thoughtfully designed, the roadway network can serve a wide spectrum of mobility needs beyond just vehicles. Roadways can be intentionally configured to accommodate multiple modes of transportation, such as transit, cycling, walking, and driving, by allocating dedicated space and infrastructure that supports each mode safely and efficiently.

Dedicated transit lanes for Bus Rapid Transit (BRT), for example, can improve the reliability and efficiency of bus services, encouraging greater transit use. Protected cycling lanes enhance safety and comfort for cyclists, making cycling a more viable option for short and medium-distance trips. Similarly, wider sidewalks improve walkability and accessibility for all ages and abilities.

This is why it is important to take a "Complete Streets" approach in road design. A Complete Streets approach involves designing streets in a way that enables safe access for all people who need to use them within the context of the road function and adjacent land uses, including the needs of pedestrians, bicyclists, motorists and transit riders of all ages and abilities. They support and enhance local neighbourhood context and character as vibrant places that are effective links in a multimodal transportation network.

7.1.1 Complete Streets Approach and Design Criteria

The Oakville Transportation Master Plan (2025) established the nine Complete Street typologies listed below as a means of characterizing Town roads. This characterization differs from the typical road classification approach of distinguishing roads as arterials, collectors and locals, which rely primarily on vehicle-focused criteria. A Complete Streets design approach allows for intentional prioritization of all modes of transportation based on the immediate and broader context of the street's surroundings.

Complete Street typologies for Town roads are summarized in Table 7-1. As shown, the Town's existing road classifications were used as a base to develop the proposed typologies, and are therefore essentially a subset of the road classifications.

Table 7-1: Complete Streets Typologies

Road Classification	Typology	Function
Multi-purpose arterials	Mobility Link	Support a high degree of mobility and corridor efficiency through the provision of major transit and active transportation facilities
	Urban Thoroughfare	Support a medium to a high degree of mobility and commercial access
Minor Arterials / Transit Corridors	Transit Corridor	Support a medium to high degree of mobility through the provision of localized transit facilities and dedicated active transportation infrastructure
	Main Street	Support businesses and walkability through provision of streetscaping / placemaking elements and enhanced pedestrian realm

Road Classification	Typology	Function
Industrial Arterials / Commercial Collectors	Industrial Street	Support and facilitate access for moderate volumes of traffic moving within and through employment / industrial districts
Major Collectors & Avenue / Transit Corridor (North Oakville)	Commercial Collector	Support and facilitate access for low to moderate volumes of traffic moving through retail / commercial areas
	Suburban Collector	Support low to moderate volumes of traffic to connect to higher order road classes
Minor Collectors & Connector / Transit Corridor (North Oakville)	Residential Collector	Support low volumes of intra-community traffic
Local Roads	Neighbourhood Street	Support neighbourhood access and traffic calming

Street designs are impacted by other competing priorities and needs of a street. In such cases, A multi-modal level-of-service (MMLOS) tool may be useful in helping guide the cross-section design of Midtown Oakville roads.

The Complete Street typologies developed as part of the TMP are supported by Multi-Modal Level-of-Service (MMLOS) guidelines. These guidelines can be used to help provide clarity on the mode priorities of a street based on the desired function it intends to serve (i.e., access, placemaking, mobility). Table 7-2 summarizes the MMLOS targets for each typology. Table 7-3 provides the corresponding design guidance for each mode target. There are also noted to be other competing needs within the ROW, such as low impact development/stormwater management facilities, that will need to be balanced and assessed relative to transportation mobility functions.

Table 7-2: MMLOS Targets for Complete Street Typologies

	Pedestrian	Cyclist	Transit	Automobile
Mobility Link	A	A	A	C
Urban Thoroughfare	B	A	B	B
Transit Corridor	C	C	B	C
Main Street	A	B	D	E
Industrial	D	B	C	B
Commercial Collector	D	C	B	D
Suburban Collector	D	B	B	C
Residential Collector	D	C	B	B
Neighbourhood Street	D	E	E	A

Source: Town of Oakville Transportation Master Plan (2025)

Table 7-3: Proposed MMLOS Design Guidelines for the Town of Oakville

LOS	Pedestrian	Cyclist	Transit	Automobile
A	≥2.1 m sidewalk with minimum 3 m boulevard/buffer; or ≥3.0 m multi-use path on both sides	Separated cycling facilities (e.g., cycle tracks, multi-use path)	▪ Transit only lanes, bus laybys ▪ 90% of transit stops within ≤200 m	v/c of <0.60
B	≥2.1 m sidewalk with minimum 2 m boulevard/buffer; or ≥3.0 m multi-use path on both sides	≥1.8 m dedicated cycling facilities with minimum 1 m buffer	▪ Bus laybys, bus pads ▪ 90% of transit stops within ≤500 m and 70% within ≤200 m	v/c of 0.60 to 0.69
C	≥2.1 m sidewalk with minimum 2 m boulevard/buffer; or ≥3.0 m multi-use path on one side	≥1.5 m dedicated cycling facilities with minimum 0.3 m buffer	▪ Bus laybys, bus pads ▪ 90% of transit stops within ≤500 m and 50% within ≤200 m	v/c of 0.70 to 0.79
D	≥1.8 m sidewalk with minimum 1.5 m boulevard / buffer; or <3 m multi-use path on one side (intermittently)	≤1.5 m bicycle lane with <0.3 m buffer	▪ Bus laybys, bus pads ▪ 100% of transit stops within ≤600 m	v/c of 0.80 to 0.89
E	1.5 - 1.8 m sidewalk with < 1.5 m buffer; or <3 m multi-use path on side	Shared facilities	▪ No dedicated transit facilities ▪ 100% of transit stops within ≤800 m	v/c of 0.90 to 0.99
F	Paved shoulder or no sidewalks	No bicycle facilities	▪ No transit route ▪ 100% of transit stops within >800 m	v/c ≥1.00

Source: Town of Oakville Transportation Master Plan (2025)

Details of the Complete Streets strategy can be found in the Oakville Transportation Master Plan.

7.1.2 Road Right of Way Cross-sections

Cross-sections were developed to cover most major roads in Midtown through a context-sensitive design to ensure that the roadway network can balance capacity, safety, and sustainability. Cross-sections will be developed to guide the detailed design of streets in Midtown Oakville. It is recognized that refinements may be required to address localized constraints (e.g. utilities) and other Town infrastructure needs (e.g. Low Impact Development (LID)/stormwater management).

The cross-sections for roads under Town jurisdiction were rationalized against the designated function of Complete Street typologies developed as part of the Oakville Transportation Master Plan (2025) and summarized in Table 7-4. Supporting streetscapes were developed as part of Midtown's Urban Design Guidelines (Designing Midtown) to provide a more dimensional visualization of the functional diversity of these roads. An example of a conceptual streetscape developed for the Argus/Davis "main" street is shown

in Figure 7-1. The design showcases how a road can support and enhance the adjacent land uses by integrating landscaping, lighting, and pedestrian-scale elements.

Table 7-4: Rights-of-Way of Key Roads in Midtown

Road	Typology	Future Right-of-Way (ROW)
Cross Avenue west of North-South Road	Mobility Link	36 m
Cross Avenue east of North-South Road	Transit Corridor	30 m
Argus/Davis Road	Main Street	26 m
Local Roads	Neighbourhood Street	16-20 m

Figure 7-1: Conceptual Road Design of Argus/Davis Road

Source: Designing Midtown Draft (September 2025)

7.1.3 Access Management

An effective access management strategy should have regard for the future functional goals of a corridor without compromising the safety of road users. Access management involves regulating where and how vehicles enter and exit roads, such that it can still support reliable transit operations, protect pedestrian-friendly environments, and align road functions with surrounding land uses.

As Midtown intensifies around key corridors such as Cross Avenue, developments are introducing new access points. The Town will need to implement access management practices including best practices for driveway location and configuration. Operational analysis and planning are essential to ensure that access points operate safely and efficiently. Driveway locations should prevent the effects of queuing and congestion on access operations or the impacts of site traffic on the operations of Town street traffic, cyclist and pedestrian flows or transit operations.

For example, Cross Avenue's role is as a transit access connecting to the Oakville GO station and an active transportation corridor. Uncontrolled access could disrupt the flow of buses and compromise the reliability of transit services, undermining Midtown's goal of becoming a high-functioning, transit-oriented community. When vehicle queues extend beyond driveways and local road intersections, the permission of left turns may affect safety and traffic efficiency. Multiple driveways may disrupt the safety and flow of pedestrians or cyclists. Functional design solutions along Cross Avenue to address these concerns may include restricted right-in/right-out access, exclusive left-turn lanes, and/or dedicated bus lanes and signals.

The intersection of Cross Avenue and Trafalgar Road will become a major pinch point, where buses, local traffic, and regional traffic converge. If an area of influence is not protected for at this intersection to manage turning movements and preserve operational reliability, then queuing could obstruct nearby driveways and secondary accesses. This could affect both local circulation and regional transit efficiency. Signal optimization strategies, including adaptive timing and transit signal priority, can be considered in the detailed design stage. Intersection-specific improvements such as dedicated turn lanes, enhanced pedestrian crossings, and protected zones for transit maneuvers can also help ensure that this node functions effectively.

Argus/Davis Road is envisioned as a pedestrian-oriented "main street" corridor. Introducing too many access points along these streets could compromise safety and convenience for pedestrians. To support a walkable and vibrant public realm, access should be limited and/or spaced appropriately to minimize conflict areas and discourage drivers from using it as an alternate route.

7.2 Commitments

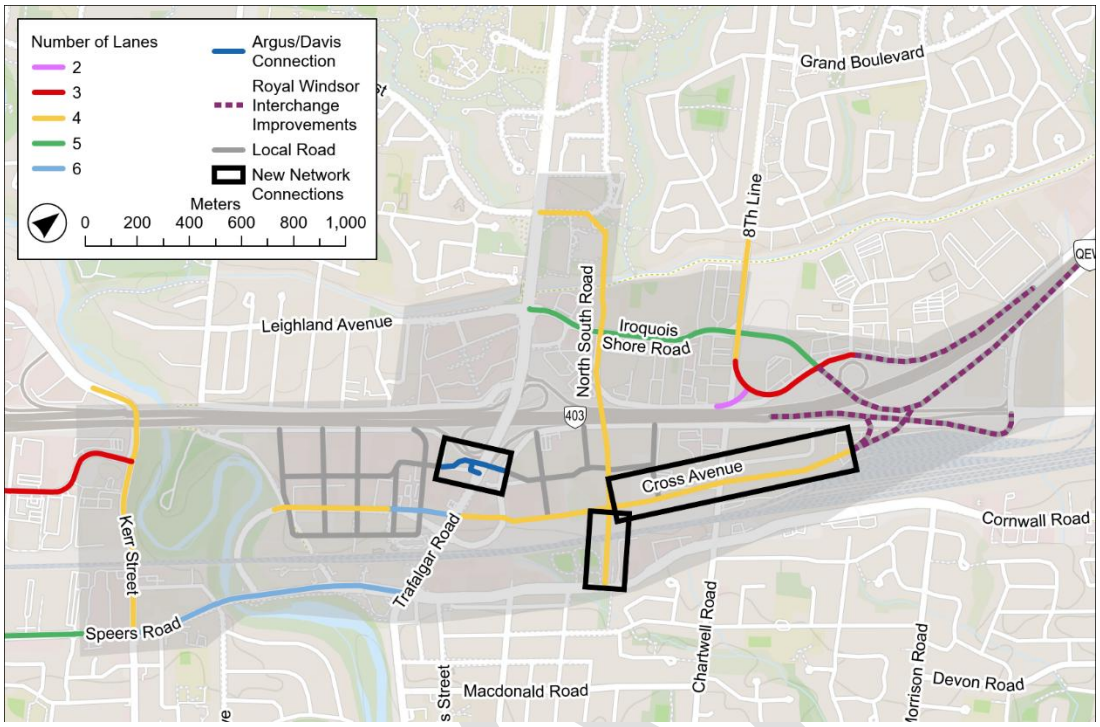
7.2.1 Subsequent Environmental Assessments

There are several previously recommended road infrastructure components of the 2014 Midtown Class EA that have been carried forward into this study and deemed necessary to provide connectivity and access for Midtown and the broader area. This includes the North-South Road (between Cross Avenue and White Oaks Boulevard), Cross Avenue extension to North-South Road, Iroquois Shore Road extension and Royal Windsor Interchange improvements. These projects were previously studied and carried forward into this Transportation Plan.

There have, however, also been notable network changes to the previous 2014 Midtown Class EA, as a result of the approved Midtown OPA, that would trigger an EA addendum following the approval of the Midtown Transportation Plan. In order to advance the network within Midtown to support future growth, an EA addendum is proposed to be completed to update the 2014 Midtown Class EA and to incorporate the key road segments listed below and shown in Figure 7-2.

- Cross Avenue, between east of North-South Road and Royal Windsor Drive
- Argus-Davis Road Connection and Underpass
- North-South Road rail crossing and extension south of Cross Avenue

Figure 7-2: Recommended EA Addendum



7.2.2 Stormwater Management

There are flood hazards, including flood plain associated with Lower Morrison Creek and spills originating at the Morrison-Wedgewood Diversion Channel within Midtown, as mapped through Conservation Halton's (CH) Sixteen Mile to Lower Morrison Creek Flood Hazard Mapping Study (CH, 2025). The study also identified spill flood hazards and flood plains at locations where grade separations are proposed in Midtown. Stormwater management requirements for the road network are documented within the Midtown Stormwater Plan that is being undertaken concurrently.

It is understood that a multi-agency flood hazard mitigation study will be undertaken to assess the potential for spill flood hazards to be mitigated and/or managed within and surrounding Midtown. The findings of this mitigation study can inform implementation of the Transportation Plan.

Based on information from the Sixteen Mile to Lower Morrison Creek Flood Hazard Mapping Study, CH staff previously advised that the Argus-Davis underpass has potential to negatively impact flood risk, flood hazards, and safe access on the east side of Trafalgar Road. The design and implementation of Cross Avenue between Argus Road and South Service Road should consider potential spill mitigation to direct spills back towards Sixteen Mile Creek, either as part of the road design project, or the future flood hazard mitigation study referenced above. Further, the proposed Cross Avenue extension to the Royal Windsor interchange crosses Lower Morrison Creek, thereby instigating the need for a new watercourse crossing.

The design of grade separations, road crossings, and road realignments within hazardous lands will have consideration for flood hazards and mitigate flood risks, meet CH's regulatory requirements, and obtain all necessary CH permits.

7.3 Phasing Requirements

The proposed phasing plan for the improvements within Midtown are shown in Figure 7-3. Consistent with the Oakville Transportation Master Plan (2025), the projects were grouped into the following phasing timeframes:

- **Short Term**: 2026-2035 (within the 10 year Capital Plan)
- **Medium Term**: 2036-2041
- **Long Term**: 2041-2051

The phasing strategy is:

Informed by Travel Demand Forecasts

Phasing is informed by a travel demand forecasting model which projects traffic growth to 2051 to address future capacity constraints. The 2031 and 2041 interim phasing years were also considered to identify core elements of the road network required to support the functionality and growth of the community.

Informed by Past Plans

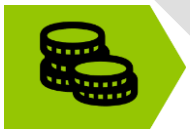
Phasing builds on and validates recommendations from previous Midtown Oakville and Town-wide Transportation Master Plan studies.

Planned for Concurrency

Phasing is coordinated with expected development and traffic patterns to maintain service levels during and after implementation.

Guided by Multimodal Objectives

Phasing prioritizes early investment in transit supportive road infrastructure to support sustainable mobility.



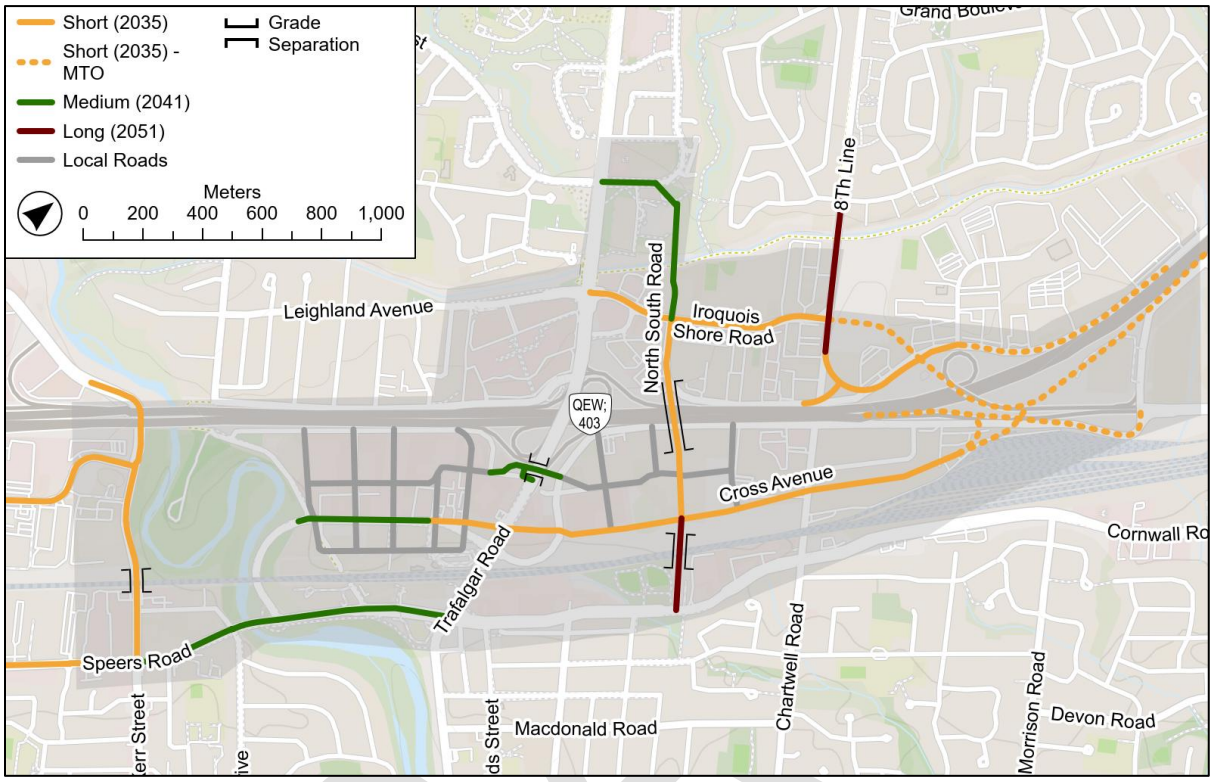
Budget-Conscious

Phasing sequences improvements to align with funding availability and while ensuring high-impact outcomes.

Coordinated with Regional and Metrolinx Plans

Phasing integrates and recognizes ongoing Halton Region studies (Integrated Master Plan) and Metrolinx plans.

Figure 7-3: Recommended Midtown Phasing Plan



Note: The network illustrates improvements near the boundaries of the Midtown transportation study area that were identified as part of the Oakville Transportation Master Plan (2025). These improvements include the widenings shown along Eighth Line, Wyecroft Road, Kerr Street, and Speers Road west of Kerr Street. These improvements were not assessed as part of this Midtown Transportation Plan and are illustrated for the purpose of providing an understanding of broader connections.

7.3.1 North-South Road Phasing

As it relates to the phasing of the future regional North-South Road, traffic modelling shows an immediate need for this alternate route as congestion relief for Trafalgar Road due to high background traffic and current congestion levels along Trafalgar. However, for the purposes of prioritizing transit as a viable mode early in the development process, the middle segment between Iroquois Shore Road and Cross Avenue is prioritized. The Trafalgar BRT can use Iroquois Shore Road and Trafalgar Road, without the buildout of the northern segment of North-South Road, in the interim. This would require temporary paint and signage for bus lanes along the segment of Trafalgar Road between Iroquois Shore Road and White Oaks Boulevard. Future conversion of this segment back to general purpose lanes would not be a constraint given the relatively low costs of these improvements.

Furthermore, there are noted to be physical challenges associated with the northern section of North-South Road, due to the need to cross the diversion channel and relocate Town Hall. These may increase the costs significantly.

It is anticipated that the strategy will be coordinated between Halton Region and the Town of Oakville such that the timing of the new North-South Road will be implemented based on appropriate thresholds of road level of service and transit ridership to maintain desirable service levels.

Understanding that the phasing strategy for the entirety of North-South Road is contingent on cost, feasibility and transit service plans, the project is planned to be coordinated closely with the Region of Halton to ensure that it aligns with future growth and mode share goals of Midtown.

7.3.2 Royal Windsor Interchange Expansion

Planned improvements to the Royal Windsor Interchange are recognized as an improvement required to address the demands of travel beyond Oakville as well as provide relief for the area near the Trafalgar/QEW interchange. As previously mentioned, this area is already highly congested under current conditions, indicating that the expansion of the Royal Windsor Interchange would accommodate an immediate need. Therefore, it is recommended that the Town continue to work with MTO on early implementation of the Royal Windsor Interchange improvements.

Tied to the completion of the interchange is the extension of Iroquois Shore Road from Eighth Line. This connection is required to allow Royal Windsor to function as a full interchange and should therefore be coordinated with its construction.

7.3.3 Active Transportation Improvements

Active transportation improvements are proposed to be phased with road construction projects to minimize disruption to local communities. To ensure that local pedestrian connections are effectively integrated, the Town will need to review development applications with consideration of the plans outlined in the study. This alignment will help secure key pedestrian linkages as part of new developments, supporting walkability and fostering a more connected and accessible environment.

7.3.4 Development Impacts and Mitigation

The phasing strategy proposed for Midtown is tied to the area's anticipated development growth. While the strategy helps inform the timing of transportation improvements, it is also contingent on the pace of development. The Town development process includes the concept of concurrency, which implies that the mitigation of the impacts of development should be concurrent with the timing of the development and development related impacts. This includes regional infrastructure upgrades (such as Trafalgar Road capacity and transit improvements) that have been deemed necessary for development and are therefore tied to the timing of site-specific approvals.

This means that as new developments are approved, infrastructure improvements that mitigate the impacts should be developed concurrently. If there are impediments to the implementation of necessary improvements, resolution of the infrastructure implementation will be required prior to construction of the development as a condition of development. This Midtown Transportation Plan identifies infrastructural connections required for the network to function cohesively but recognize that the specific design and implementation of these elements may depend on the site-specific characteristics and timing of individual development projects.

Other conditions of development may include infrastructure and services such as: active transportation connections, privately owned publicly accessible spaces, bicycle parking, contributions to transit and micromobility accommodation and participation in transportation demand management initiatives.

7.4 Financial Implications

The cost estimates associated with the proposed transportation network elements in Midtown were assessed to inform initial planning and budgeting efforts. These estimates as summarized in Table 7-5.

The cost estimate (in 2024 dollars) for the proposed transportation network improvements in Midtown is approximately $785 million phased to the 2051 horizon year, with funding responsibilities shared among various jurisdictions. These shared responsibilities reflect the collaborative nature of infrastructure planning in Midtown, where provincial and regional partners may contribute to the delivery of major transportation elements. The Town's share amounts to $408 million, covering a range of short- and medium-term projects including road extensions, widenings, and active transportation (AT) crossings. Other key contributors include the Ministry of Transportation of Ontario (MTO) with $42 million, Metrolinx with $85 million, Halton Region with $69 million, and developers contributing $181 million.

These costs are noted to be high-level costs for transportation infrastructure (i.e., water and sanitary infrastructure costs are not included) and may require further refinement and updates as Midtown continues to evolve to reflect more detailed information, particularly as functional plan design requirements are confirmed through development applications. In addition, developer cost-shares for regional and Town improvements are to be confirmed by a Development Charges study that will assess the impacts attributed to Midtown Oakville growth.

Table 7-5: Midtown Project Cost Estimates Summary

Road	From	To	Improvement	Proposed Phasing	Cost Estimate ($ Mill)	Town Share ($ Mill)	MTO Share ($ Mill)	Metrolinx Share ($ Mill)	Halton Region Share ($ Mill)	Developer Share ($ Mill)
Cross Avenue Extension and Realignment	Argus Road	Royal Windsor Interchange	Road Extension / New Road	Short (2035)	$120.3	$120.3				
Iroquois Shore Road	Trafalgar Road	Eighth Line	Road Widening (5 Lanes)	Short (2035)	$13.5	$13.5				
Iroquois Shore Road	Eighth Line	North Service Road	Road Extension / New Road	Short (2035)	$17.1	$17.1				
North Service Road	Eighth Line	1 km East of Invicta Dr	Realignment and infrastructure Improvements	Short (2035)	$25.7	$25.7				
North-South Road (QEW Crossing)	Iroquois Shore Road	Cross Avenue	Road Extension / New Road	Short (2035)	$41.4				$41.4	
Royal Windsor Interchange Improvements			Expansion to a full interchange	Short (2035)	$42.1		$42.1			
West QEW AT Crossing			AT Crossing	Short (2035)	$9.5	$9.5				
Argus/Davis Connection and Underpass (formerly Trafalgar Underpass)	100 m west of South Service Road	South Service Road/Davis Road	Road Extension / New Road	Medium (2041)	$19.4	$19.4				
Cross Avenue	Lyons Lane	Argus Road	Widening / Transit Lanes	Medium (2041)	$18.4	$18.4				
Speers/Cornwall Road	Kerr Street	Trafalgar Road	Road Widening (6 Lanes)	Medium (2041)	$85.5	$85.5				
North-South Road	White Oaks Boulevard (South Leg)	Iroquois Shore Road	Road Extension	Medium (2041)	$27.1				$27.1 *	
North-South Road	Cross Ave	Cornwall Road	Road Extension / New Road and Rail Grade Separation	Long (2051)	$155.9	$78.0		$78.0		

Road	From	To	Improvement	Proposed Phasing	Cost Estimate ($ Mill)	Town Share ($ Mill)	MTO Share ($ Mill)	Metrolinx Share ($ Mill)	Halton Region Share ($ Mill)	Developer Share ($ Mill)
East QEW AT Crossing			AT Crossing	Phased with Station Relocation	$20.3	$20.3				
West Rail AT Crossing			AT Crossing	Phased with Development	$3.2			$3.2		
East Rail AT Crossing			AT Crossing	Phased with Station Relocation	$4.2			$4.2		
Trafalgar Midtown AT Crossing			AT Crossing	Phased with Development	$4.7					$4.7
Local Road Network			New Road	Phased with Development	$122.6					$122.6
Argus West Extent			New Road	Phased with Development	$25.9					$25.9
Davis East Extent			New Road	Phased with Development	$27.9					$27.9
				Total	$784.7	$407.6	$42.1	$85.4	$68.5	$181.1

Note: * Road jurisdiction is to be confirmed through a future Road Rationalization Study.

Appendix A. Consultation Summary

Appendix B. Modelling Memo

Appendix C. Transit Needs and Opportunities Report

Appendix D. Active Transportation Plan

Appendix E. Parking Strategy