

Appendix C. Transit Needs and Opportunities Report

Midtown Oakville Implementation Plan

Transit Needs and Opportunities Report

Draft

November 25th, 2025

Town of Oakville



Midtown Oakville Transit Needs and Opportunities Report

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List of Abbreviations

BAU	Business-as-Usual
BRT	Bus Rapid Transit
EA	Environmental Assessment
EMU	Electric Multiple Units
FTN	Frequent transit network
GO RER	GO regional Express Rail
GP	General purpose
GTHA	Greater Toronto and Hamilton Area
HOV	High Occupancy Vehicles
LRT	Light Rail Transit
MTSA	Major Transit Station Area
OD	Origin-to-Destination
OPA	Official Plan Amendment
pphpd	Passengers per hour per direction
QEW	Queen Elizabeth Way
RoH	Rule of Half
RTP	Regional Transportation Plan
SPLIT	Subsidized Passes for Low Income Transit
TMP	Transportation Master Plan
TSP	Transit Signal Priority
TT	Travel Time
UGC	Urban Growth Centre
V/C	Volume/capacity

1. Introduction

Midtown Oakville is the town's primary strategic growth area, bounded by the Queen Elizabeth Way (QEW) to the north, Chartwell Road to the east, Cornwall Road to the South and Sixteen Mile Creek valley to the west. It is anchored by Trafalgar Road and surrounds the Oakville GO Station, which is the second busiest GO station on the entire network, only after Union Station. The area is largely underdeveloped and is approximately 103 hectares in size. The extent of Midtown Oakville is presented in Figure 1 below.

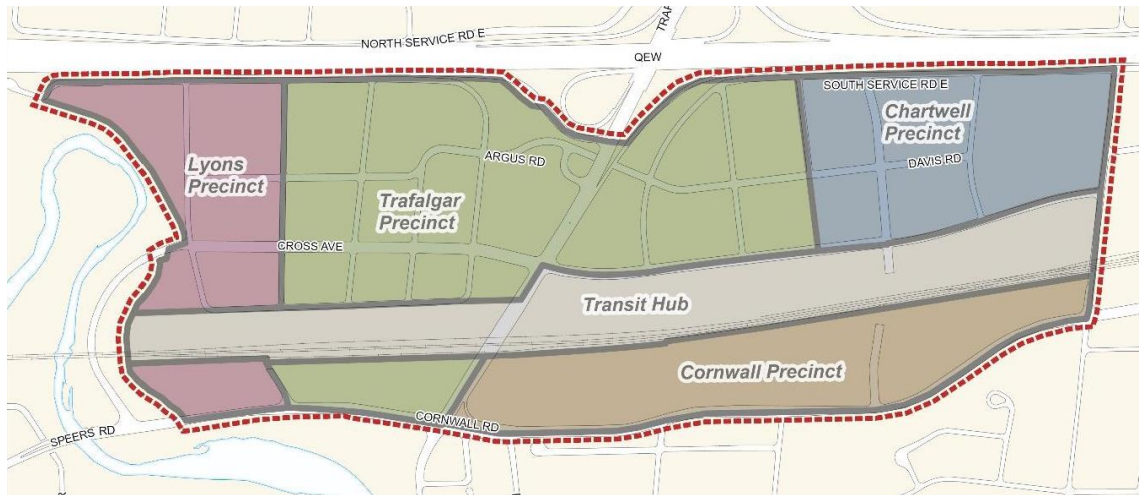


Figure 1: Midtown Oakville Boundaries and Precinct Areas¹

Midtown Oakville has been identified as an Urban Growth Centre (UGC) and Major Transit Station Area (MTSA) since the introduction of the Growth Plan for the Greater Golden Horseshoe in 2006, as well as in the 2020 plan update. The Province's Growth Plan defines MTSA as areas within 500 to 800 metre radius of a transit stations, representing about a 10-minute walk. UGC are to be transit-supportive regional focal areas required to accommodate a significant portion of future population and employment growth in the Greater Golden Horseshoe. As an UGC, Midtown Oakville is set to achieve a minimum density target of 200 residents and jobs combined per hectare by 2031.

¹ Source: Official Plan Amendment approved in February 2025. Retrieved on May 2, 2025 from: <https://www.oakville.ca/getmedia/8dd7c4c2-efff-4bc0-93f9-c17d38acdb4b/planning-midtown-community-planning-permit-system-OPA.pdf>

2. Study Purpose

The objective 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 Growth Centres and key nodes in the 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.

Objectives of this Transit Needs and Opportunities Report are:

- 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 mode shifts.

2.1 Report Structure

This Transit Needs and Opportunities Report is organized as follows:

- Section 3 provides a review of the relevant regional and local policies and plans influencing transit development in Midtown Oakville;
- Section 4 describes the existing conditions in Midtown and the Town of Oakville, including land uses, roads and transit network, mode shares, as well as key origins and destinations within the Greater Toronto and Hamilton Area (GTHA) and the Town;
- Section 5 presents the assumed transit network in Midtown for the year 2051 (Business-as-Usual, "BAU"), as well as the future demand profiles resulting from the Midtown sub-area model;
- Section 6 evaluates proposed strategies to improve transit in Midtown, that include an option with Transit Priority to Oakville GO station and a couple of options to test the potential impacts of implementing transit supportive policies to encourage a higher use of transit. This section also outlines transit supportive strategies recommended to be implemented or further assessed; and,
- Section 7 provides conclusions and recommendations.

3. Policy Context

3.1 GTHA Transportation Context

3.1.1 Metrolinx RTP

Metrolinx' 2041 Regional Transportation Plan (RTP) is a comprehensive strategic plan that provides guidance for the future development of the transportation system in the 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 Transit Network (FTN). To support these strategies, the RTP outlines a series of initiatives that will significantly impact the transit network in Midtown.

The 2041 RTP identifies the following FRTN initiatives within the Town of Oakville:

- **Dundas Street Bus Rapid Transit (BRT):** planned east-west BRT corridor along Dundas St, 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/Light Rail Transit (LRT):** planned north-south BRT along Trafalgar Road, from Oakville GO Station to Highway 407; and,
- **Cornwall Road 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.

The RTP also places significant emphasis on the expansion of the GO RER network. Metrolinx is anticipating the GO Transit service area to grow to 15 million people by 2051 and is planning to support this growth by expanding the GO service through the **GO RER Expansion Program**.

The program will create a rail network with the capacity to deliver service every 15 minutes or better, all-day and in both directions on core routes like the Lakeshore East (to Oshawa GO), Lakeshore West (to Burlington GO), Kitchener (to Bramalea GO), Stouffville (to Unionville GO) and Barrie (to Aurora GO) lines. System-wide infrastructure upgrades will include adding tracks, expanding stations, electrification of the rail network on several rail corridors, new locomotives and train control systems to enable more frequent service and extending it to communities in Durham, Kitchener-Waterloo, Hamilton and Niagara. The program will transform the GO Rail Network from a commuter focused system to the backbone of the GTHA's Rapid Transit Network and will directly impact transit in Midtown, as the area is directly served by the Lakeshore West GO line through the Oakville GO Station.

As part of Metrolinx's GO 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 (see Figure 2). It is anticipated that future service will be up to 29% faster for Electric Multiple Units (EMU) and 8% faster for electric locomotive². The electrification of corridors includes not only Lakeshore West Line, but the Lakeshore East, Barrie, Stouffville and Kitchener lines as well.

² Source: GO Expansion Full Business Case (2018). Retrieved on April 29, 2025, from https://assets.metrolinx.com/image/upload/v1667497052/Images/Metrolinx/GO_Expansion_FBC.pdf



Figure 2: GO Expansion Lakeshore West Corridor Project

Faster, more frequent and expanded GO RER service, coupled with anticipated density increases around Major Transit Station Areas (MTSTAs) such as Midtown, will significantly expand accessibility, enabling access to more people to jobs and opportunities, and transform how the rail network is utilized across the region. As RER services become more convenient and reliable, more individuals will be encouraged to use train not only for their daily commute, but for other various travel needs as well. Therefore, the local transit network in the Town of Oakville will be required to provide an increasingly important interchange service between the Town and the GO RER network.

3.2 Halton Region and Town-wide Transportation Context

3.2.1 Oakville Transportation Master Plan (2025) and Halton Region Integrated Master Plan (Ongoing)

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

Transportation recommendations within the Midtown study area were identified to address town-wide transportation needs, including:

- Eighth Line between North Service Road and Falgarwood Drive (widening to 4 lanes);
- Iroquois Shore Road between Trafalgar Road and Eighth Line (widening to 5 lanes);
- Iroquois Shore Road extension from Eighth Line to North Service Road; and,
- Kerr Street between Speers Road and North Service Road (widening to 4 lanes).

As it relates to transit, the Oakville 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

Transit planning for Midtown will need to align with not only the Oakville TMP, but also Halton Region's IMP. At the time of this study, Halton Region was completing its IMP 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), cars and trucks that accommodate all users and abilities. Transportation capacity analysis is undertaken at the screenline level.

The IMP has identified select corridors as Transit Priority Corridors with general purpose lanes to be converted to High Occupancy Vehicle Lanes or Bus Rapid Transit lanes. To address capacity and operational needs, the Town will need to collaborate on the timing of the conversion of lanes. Transit Priority Corridor infrastructure improvements can evolve over time based on need and local priorities will be driven by travel demand, transit ridership and connectivity. The Region's Mobility Management Strategy and subsequent Defining Major Transit Requirements Study identified a preferred type, form and function for transit services, and the Region will be undertaking an assessment of governance structure for regional services through the Transit Priority Corridor Operationalization Study.

3.2.2 Town of Oakville Official Plan Amendment (2025)

Oakville's Town Council adopted the Midtown Oakville Official Plan Amendment (OPA 70) in February 2025. The purpose of the plan is to update land use policies applying to Midtown Oakville as a Protected Major Transit Station Area and to update related policies that apply on a townwide basis, including policies that enable the use of a Community Permit System, in the Livable Oakville Plan (Official Plan).

The OPA continues to promote parks and open spaces and offers additional connectivity to the rest of Oakville through pedestrian, cycling, and transit improvements. Through new policies, the OPA also provides direction regarding the provision of community amenities, a broad mix of land use, and options for diverse and affordable housing.

Schedule L5 of the plan defines the required street infrastructure to support and prioritize year-round active transportation and transit use and establishes a main transit route for transit services such as BRT/LRT along Cross Avenue and the new North-South Road connecting Cornwall to South Service Road east of Trafalgar (see Figure 3).



Figure 3: Midtown OPA 2025 – Schedule 5 Midtown Oakville Transportation Network

3.2.3 Oakville Transit 2025 – 2029 Five-Year Business Plan (2024)

The Five-Year Business Plan, approved by Town Council in November 2024, is a roadmap for where and how transit services are provided in the Town over the next five years (2025 – 2029) and beyond. The plan develops and updates Service Guidelines to inform network planning and service level decisions. It includes recommendations to establish a frequent transit network and a grid of primary routes with improved frequency, as well as some modified new routes and on-demand service areas. Recommendations from the Business Plan will be incorporated as part of the Town's Transportation Master Plan.

Some recommendations outlined in the plan are already underway. Starting June 2025, service frequencies have been increased on Routes - Trafalgar and Route 5 - Dundas to buses every 15 min or better during rush hour and every 20 min or better outside of rush hour. Route 6 has been redesigned for a more direct routing and bus frequencies increased to every 25 min during rush hour and every 35 min outside of rush hour. These changes are the first step in setting the foundation for the future FTN along higher order transit corridors, such as Dundas Street and Trafalgar Road. The implementation of this Business Plan will encourage ridership growth in an efficient manner, improving access, reliability and frequency to the town's residents, and setting the foundation of the future FTN. The future proposed Oakville Transit Network (2025 – 2029) is presented in Figure 4.

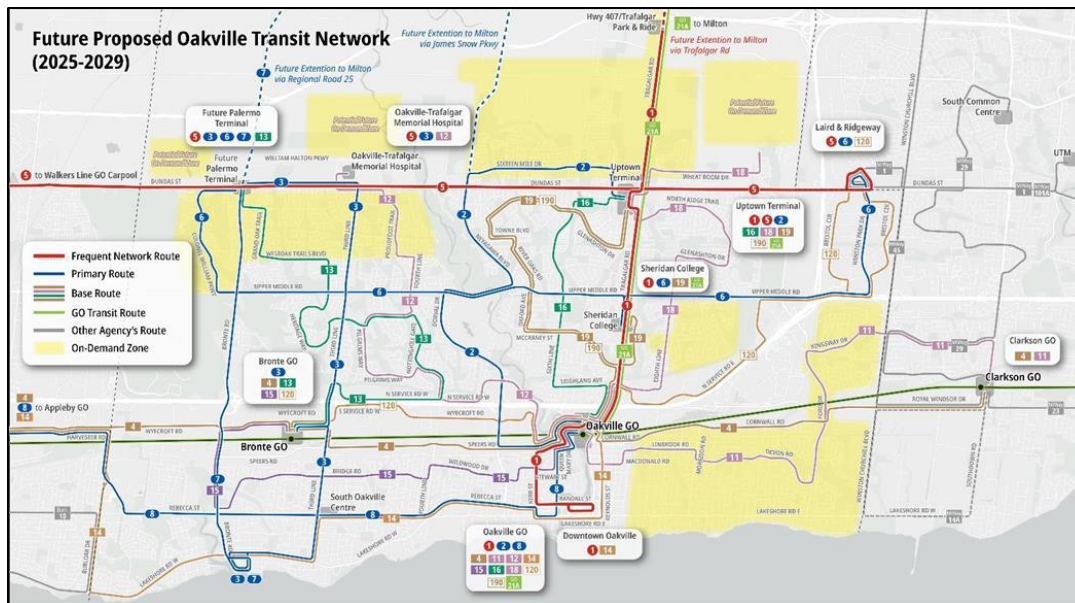


Figure 4: Oakville Transit Future Proposed Transit Network (2025 – 2029)³

3.2.4 GO Rail Station Access Report (2023)

The 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 parking⁴. The report highlights infrastructure requirements for the Oakville GO Station, which is planned as a couplet station with Bronte GO due to their 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 Oakville Transit Need Assessment and Rollout (2021)

Oakville Transit, in 2021, undertook a Needs Assessment and Rollout Plan for the electrification of their transit fleet. The study identified for electrifying its bus fleet through 2035, with an initial investment in 60 electric vehicles over the initial 7-year period of the program (starting in 2022, with funding expected to be used up by 2026). The study included a review of transit facility infrastructure and necessary improvements to support the charging requirements of the fleet, en-route charging infrastructure requirements to support the operation of the transit route network, and utility capacity to meet the increased energy needs of the bus facility. The initiative has

³ Source: Oakville Transit Five-Year Business Plan (2025-2029), page 34, retrieved on October 10, 2025 from: <https://pub-oakville.escrimemeetings.com/filestream.ashx?DocumentId=76723>

⁴ Source: GO Rail Station Access Report (Feb 2023), retrieved on May 2, 2025 from: https://assets.metroinx.com/image/upload/v1674661018/Images/MetroInx/Full_Report_-_GO_Rail_Station_Access_EN_bovsx.pdf

received federal funding support through the Investing in Canada Infrastructure Program (ICIP) Public Transit Stream.

3.2.6 Oakville Urban Mobility and Transportation Strategy (2021)

The Oakville Urban Mobility and Transportation Strategy was designed to complement previous planning studies for the Town of Oakville and to provide an updated vision for the Town. The strategy identifies initiatives to support the Town's mode shift targets and provides recommendations for their implementation.

Recommendations for the local transit network in this strategy include re-orienting street infrastructure and operation around transit movement and conducting updated business cases for a BRT-Lite (with consideration for future upgrade to full BRT) service along Trafalgar Road.

3.2.7 Trafalgar Road Environmental Assessment Study (2015)

In 2015, Halton Region completed an EA study to address future travel demand along Trafalgar Road, from Cornwall Road to Highway 407. The recommended preferred design includes a six-lane cross-section with four general purpose lanes and provisions for two curbside High Occupancy Vehicles (HOV) / BRT lanes (4.2 m width each) that can be used by both transit and qualified vehicles (see Figure 5). The EA highlights the potential to convert the HOV lanes into dedicated bus lanes in the future as transit ridership builds. Recommendations from this study have already been implemented from Leighland Avenue to Hays Boulevard and are under construction from Hays Boulevard to Dundas Street. The segment between Dundas Street to William Halton Parkway is currently in design.

Similarly, the Halton Region's 2019 Defining Major Transit Requirements in Halton study, listed Trafalgar Road as a corridor that could support bus priority infrastructure. By 2031 the study envisages the corridor, between Georgetown GO to Midtown Oakville GO, as a bus priority corridor with 6-lane cross section, transit signal priority (TSP) and bus operation shared with HOVs. By 2041, this infrastructure would transition to support curbside BRT operation between Highway 407 to Midtown Oakville GO station. Speers Road/Cornwall Road are also identified for some form of bus priority bus service.

Exhibit ES-2: Typical Mid-Block Cross-Section

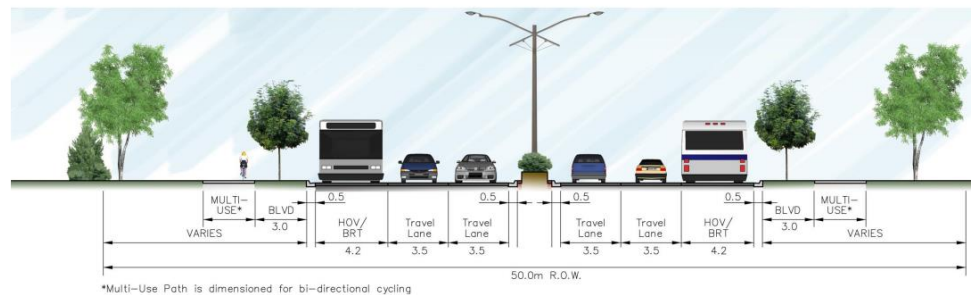


Exhibit ES-3: Typical Intersection Cross-Section with Right-Turn and Left-Turn Lanes



Figure 5: Cross-sections for Typical Mid-block and Intersection for bus priority corridors (Trafalgar Road EA)

3.2.8 Dundas BRT Study

Metrolinx and the City of Mississauga continue to advance planning for the Dundas BRT project. The project would bring 48 kilometres of fast and frequent bus rapid transit along Dundas St, from Highway 6 in the City of Hamilton through to the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. More than 20 kilometres of the project would operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections.

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

The Environmental Assessment (EA), approved in 2014, developed a long-term strategy to guide the development of the transportation and municipal stormwater network needed to accommodate the planned growth in Midtown Oakville to 2031, as identified in the Livable Oakville Plan. The study was a continuation of the 2018 Transportation Master Plan (Switching Gears) to further assess the infrastructure needs in Midtown.

The 2014 EA preferred concept includes a new North-South crossing of the QEW, from Station Road (Cross Avenue east extension) over the QEW to Iroquois Shore Road and then further north to White Oaks Boulevard and Trafalgar Road (see Figure 6). The crossing is planned to accommodate passenger vehicles, as well as dedicated bus lanes for transit, and pedestrian and cycling facilities. The preferred concept also includes the North Service Road from Invicta Drive to Iroquois Shore Road/Eighth Line project.

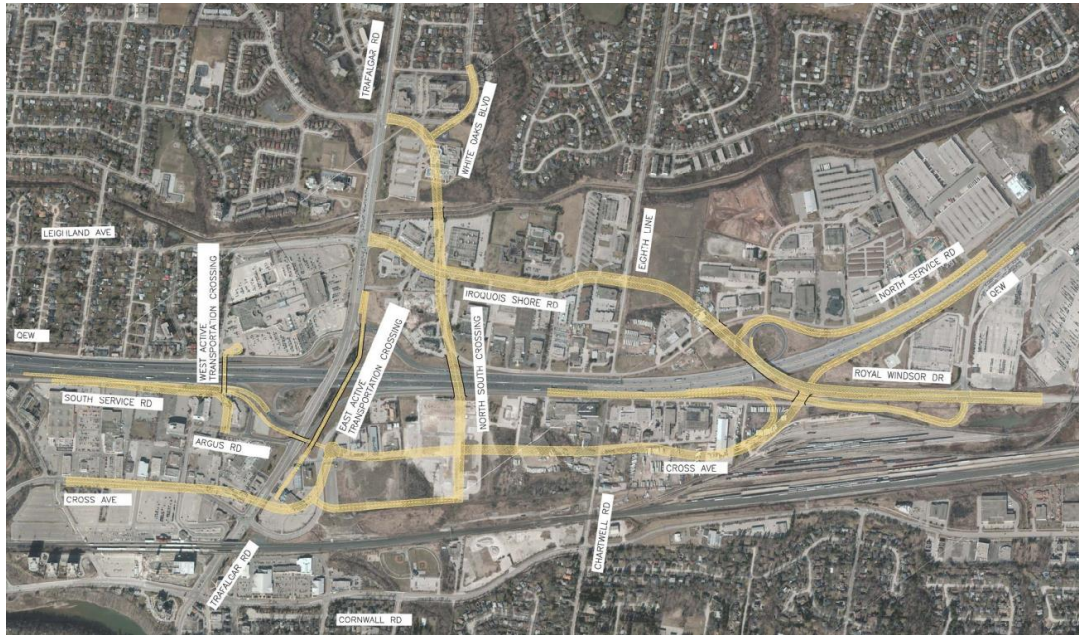


Figure 6: 2014 EA Preferred Concept Elements

4. Existing Conditions

4.1 Land uses

The Town of Oakville primarily consist of low-density residential areas, with pockets of mixed-use areas that integrate residential, commercial, office and institutional uses (see Figure 7), such as Kerr Village, Bronte Village and Downtown Oakville. Midtown and Uptown Oakville are envisaged to introduce intensification, and mixed land uses to serve as new hubs within the wider Town. Midtown Oakville currently features a mix of industrial, commercial and employment uses⁵, including warehouses, offices, hotels and commercial plazas. The existing area layout is vehicle-oriented with limited pedestrian connectivity.

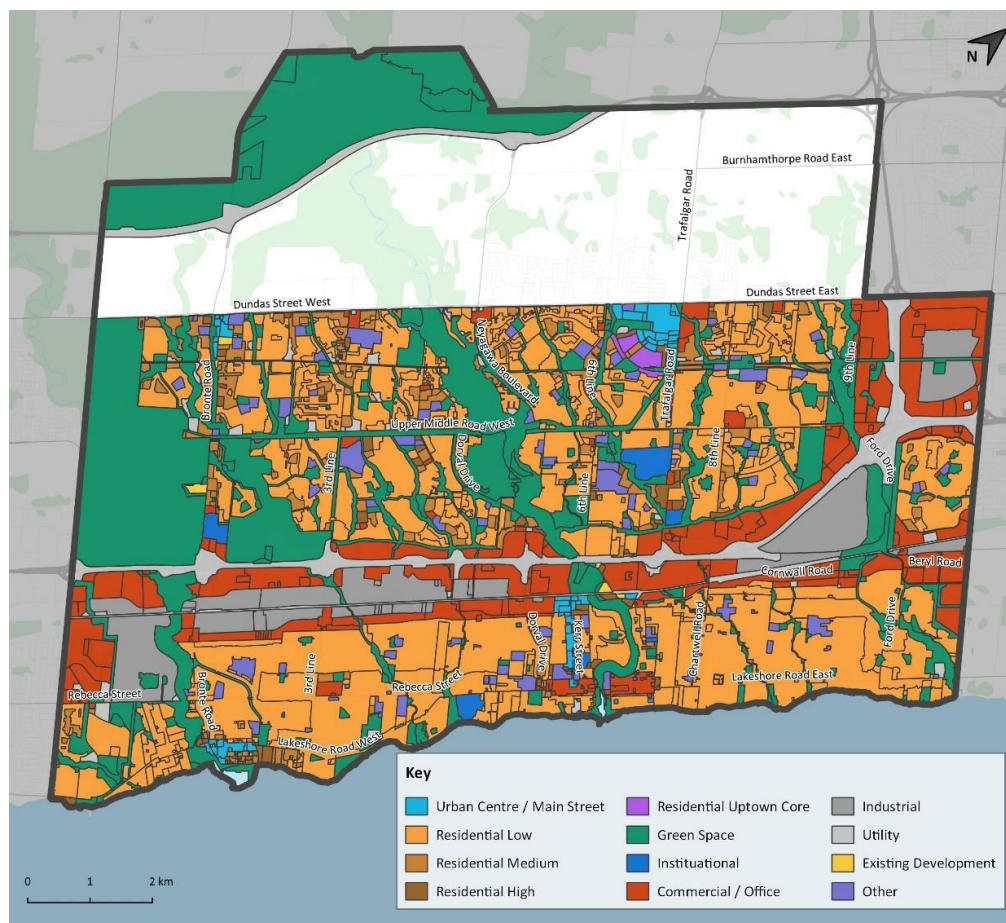


Figure 7: South Oakville Zoning⁶

⁵ Source: Oakville Urban Mobility and Transportation Strategy (2021)

⁶ Source: Oakville Urban Mobility and Transportation Strategy (2021)

4.2 Road Network

The Town of Oakville is crossed by two east-west provincial highways, Highway 407 and QEW/Highway 403 that provide access to the existing land uses via several supporting networks of arterial and local roads. The road network in the Midtown area is a mix of regional and arterial roads, as well as a local road network that allow connections to other areas of the Town. Main corridors in Midtown are Trafalgar Road (north-south regional corridor with connections to QEW), Cross Avenue (east-west local corridor with access to GO Rail station), Cornwall Road (east-west arterial road connecting further east up to Ford Drive) and Chartwell (north-south arterial road connecting Midtown with residential areas in the south). Corridor performance and recommendations are further detailed in the Town-wide Transportation Master Plan.

4.3 Existing Transit Network

4.3.1 Oakville Transit

The Town of Oakville is served by Oakville Transit, the local transit service provider which operates 21 conventional bus routes and 8 school special routes (see Figure 8 for Town of Oakville Local Transit System Map 2025). Routes generally operate on 30-min headways in the peak periods, 30/60 minutes headways in the mid-day, and 60-minute headways in the evening. Notably, services operating on the higher-demand corridors, including Dundas Street, Trafalgar Road and Lakeshore Road West, are provided on 15-minute or better headways.

The Trafalgar Road corridor – one of the busiest corridors in the Town – is served by five routes, with a combined headway of under 10 minutes. Most routes originate from either the Oakville or Bronte GO Stations, however, additional cross-town services are also provided. Oakville Transit also operates conventional bus service to the Clarkson GO train station in the City of Mississauga and Appleby GO train station in the City of Burlington. Cross-municipality connections are available with Mississauga's MiWay in the east and Burlington Transit in the west. Oakville Transit's Route 5 - Dundas and Route 14/14A Lakeshore West provide direct rides into Burlington, while Route 4 - Speer-Cornwall, Route 5 - Dundas, Route 6 - Upper Middle, Route 11 - Linbrook, Route 12 - Winston Park, and Route 120 - East Industrial all provide connecting services to Mississauga transit services.

Oakville Transit provides a door-to-door transportation service called "Care-A-van", available to all persons with disabilities who are unable to use conventional transit. Registered users may book, cancel and confirm rides by phone, online or with the Oakville Transit On-Demand mobile app. The service is available Monday through Friday between 6 a.m. and 12 midnight, Saturdays from 7 a.m. to 12 midnight and Sundays / Statutory Holidays between 8 a.m. and 8 p.m. for people travelling within the urban area of Oakville.

In 2023, Oakville Transit launched the Ride On-Demand Service identified as a cost-effective way to deliver transit in areas of low transit demand without having to implement conventional fixed route scheduled transit service. Ride On-Demand is designed to be more flexible by providing a shared-ride service for customers who can request a trip on demand, using a Ride On-Demand app, Interactive Voice Response (IVR), web booking, or by calling the transit call-centre. The Ride On-Demand service is very flexible as customers can request a ride at any time during operating hours, travel from any address to another within a designated zone, or to transit hubs within the zone where they can transfer to other Oakville Transit services.

Oakville Transit currently operates the following Ride On-Demand services:

- Ride On-Demand North Oakville
- Ride On-Demand Southeast Oakville
- Ride On-Demand Falgarwood

- Ride On-Demand Palermo West/Bronte
- Ride On-Demand Late Night

The program has several benefits:

- It is a low-cost means of providing service to new developing areas where the higher capacity offered by a conventional transit bus is not justified.
- It provides service directly to the residence of the passenger, resulting in increased comfort and safety of the passenger.
- It allows Oakville Transit to distribute its resources (both conventional transit and specialized transit) to more-optimally respond to ridership needs.

It is anticipated that the on-demand service areas will expand as the program matures in response to passenger demand resource availability.

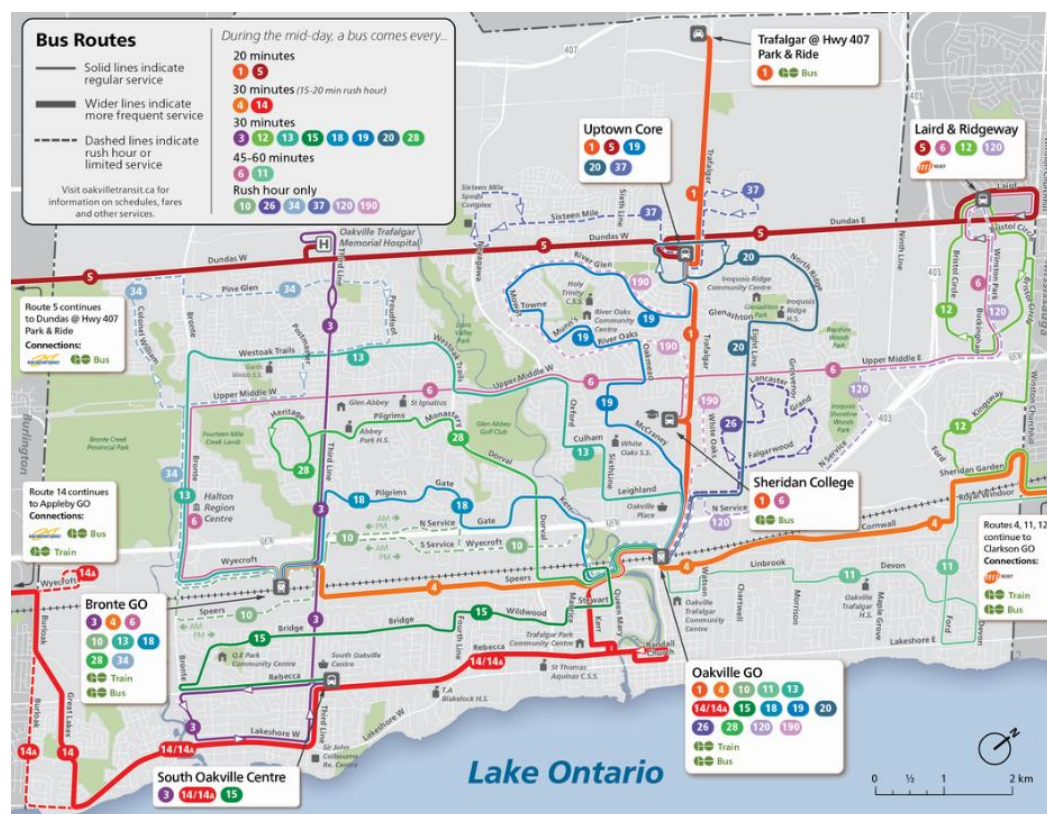


Figure 8: Town of Oakville Local Transit System Map⁷

4.3.2 GO Transit

GO Transit operates the Lakeshore West rail service through the Town of Oakville, running parallel to Lakeshore Road in southern Oakville and providing access to and from Downtown Toronto. Within Oakville, there are two GO rail stations, the Oakville GO Station located southwest of Cross Avenue and Trafalgar Road, and the Bronte GO Station, located between Wyecroft Road and Speers Road, west of Third Line. The corridor is one of the

⁷ Source: Oakville Transit Website, retrieved on May 2, 2025 from: <https://www.oakvilletransit.ca/getmedia/84a8e5ee-7891-446e-8f7f-6037bfd081/transit-system-map.pdf>

busiest on the entire GO Rail network, with the Oakville GO Station serving the most passengers in the entire GO system after Union Station in downtown Toronto.

On weekdays, GO Rail trains operate every 15 minutes east of the Oakville GO train station, and every 30 minutes west of it. On weekends, trains operate every 30 minutes. The Town is also served by GO Transit Bus services, with stops just south of Highway 407 at Bronte and Trafalgar roads which connect to the Bronte GO train and Oakville GO train stations, respectively.

The town is also served by GO Bus service, with stops just south of Highway 407 at Bronte and Trafalgar roads which connect to the Bronte GO and Oakville GO stations, respectively. GO Bus Route 56 also provides an option for transit riders to commute within Oakville. The route connects the Trafalgar Road / Highway 407 Park & Ride with the Oakville Station in Midtown, serving multiple stops in between. Despite being primarily a commuter service, transit users can use the GO bus as a local service in within Oakville (on Trafalgar Road). GO Transit and Oakville Transit have full fare integration (refer to Section 4.4).

4.3.3 Existing Parking at Oakville GO Station

The Oakville GO station is utilized heavily as a suburban commuter station, with significant parking infrastructure in the Midtown. It offers a mix of free parking, reserved parking, and carpool parking. Reserved (guaranteed) parking is available for a fee and typically requires a 6-month minimum term. The cost per term is \$98/month, guaranteeing a spot for weekdays only. Otherwise, parking is free for all users, including overnight parking.

Capacity:

- Main Lot: 2,712 spaces (surface)
- Parking Garage: 1,398 spaces (elevated / covered)
- South Lot: 291 spaces (surface)

Overnight parking is permitted in non-reserved spots for up to 48 hours. Kiss and ride facilities are also available, with 3 covered group-level lanes adjacent to station available. While parking facilities are located adjacent to the station, surface lot users may be required to walk significant distances depending on the usage. VIA Rail shares platforms / station facilities with GO, including parking facilities. VIA Rail maintains a small, dedicated parking section located close to the station, with only 18 spaces. VIA Rail customers can also use any available non-reserved spot.

While the station is centrally located within Midtown, the abundance of existing surface parking, and parking structures, further promotes auto-dependency, making it less conducive to active or transit-oriented access. The transit exchange is located close to the station.

4.4 Oakville Transit Fares

Since May 2023, children (12 and under), youth (13 to 19 years) and seniors (65 and over) ride free with a valid Presto Card. Seniors, youth and children with a PRESTO card who tap when boarding the bus can travel for free all day, seven days a week on all Oakville Transit services including: Conventional fixed routes, care-A-van and Ride On-Demand. As of July 2025, Oakville Transit fares for adults are \$4.00 per ride or \$3.45 for a Presto single ride. The monthly unlimited pass on PRESTO is \$145.00. In 2024, the Town introduced free care-A-van service to all registered customers.

Other fare options for Oakville Transit include:

- **Monthly passes** – PRESTO and Paper
- **Cash**

- **Open payment** – Debit or credit card (adult cash fare)
- **Subsidized Passes for Low Income Transit (SPLIT)** – a program offering a subsidy to eligible Halton Residents with low income to cover part of their local travel expenses.

Oakville Transit currently has full fare-integration agreements for connecting trips with GO Transit, MiWay, and Burlington Transit through the Presto payment system. However, there remain gaps in the structure requiring separate payments for return trips originating outside of the Town. Existing fare integration includes free transfers within a two-hour window with any other local agency, and a free Oakville Transit fare when transferring to or from GO Transit.

4.5 Key Origins & Destinations in the GTHA

2016 TTS data was retrieved to analyze daily trips between the Town of Oakville and the GTHA including all available modes⁸. Table 1 shows that most trips are internal (starting and ending in the Town). Key origins and destinations for external trips are Mississauga, Burlington and Downtown Toronto.

Table 1: 2016 Trips to and from Town of Oakville (all modes, all day).

	Trips from Town of Oakville	Trips to Town of Oakville
Town of Oakville (internal)	239,954	239,954
External trips:	127,869	128,209
<i>Mississauga</i>	55,445	55,816
<i>Burlington</i>	32,131	32,341
<i>Downtown Toronto</i>	13,852	13,841
<i>Hamilton</i>	10,269	10,307
<i>Milton</i>	9,082	8,914
<i>Brampton</i>	7,090	6,990

Figure 9 and Figure 10 show daily trips made by transit from the town to other UGC⁹ in the GTHA for the years 2006 and 2016. In a 10-year period, transit trips to Mississauga City Centre increased by 300%, followed by trips to Downtown Hamilton (75% increase) and Burlington (50% increase).

⁸ By the time of the preparation of this report, TTS 2022 data was not available.

⁹ The Province's Growth Plan for the Greater Golden Horseshoe identifies 25 existing or emerging downtown areas as Urban Growth Centres and establishes policies and minimum density targets to encourage their intensification and revitalization.



Figure 9: Daily Transit Trips from Oakville to other UGCs (2006). Town of Oakville shown in dotted lines.



Figure 10: Daily Transit Trips from Oakville to other UGCs (2016). Town of Oakville shown in dotted lines.

4.6 Key Origins & Destinations within Oakville

In 2016, there were around 240,000 internal trips per day in the Town of Oakville, of which 2.6% (6,300) were going to Midtown. Out of these trips, 94% were made by private car (car passenger and car driver combined) and 6% by public transit. One of the primary goals of the Town of Oakville is to shift more of these trips to transit to help reduce car dependency and traffic congestion as well as to improve the efficiency of the overall transportation network in the town.

Figure 11 and Figure 12 show key destinations for transit trips within the Town of Oakville for the years 2006 and 2016. In 2006, key destinations included College Park, Downtown Oakville and north of Rive Oaks (west of Uptown Core). In 2016, consisted of Downtown Oakville, Midtown, College Park, Uptown Core, Bronte Village and West Oak Trails.

In a 10-year period, there was an increase of 1,500 additional transit trips per day. Areas with the highest increase in transit trips were Uptown Oakville (369 additional trips) and North Oakville (about 300 additional trips). Areas with little to no changes in transit demand included Downtown Oakville and College Park.

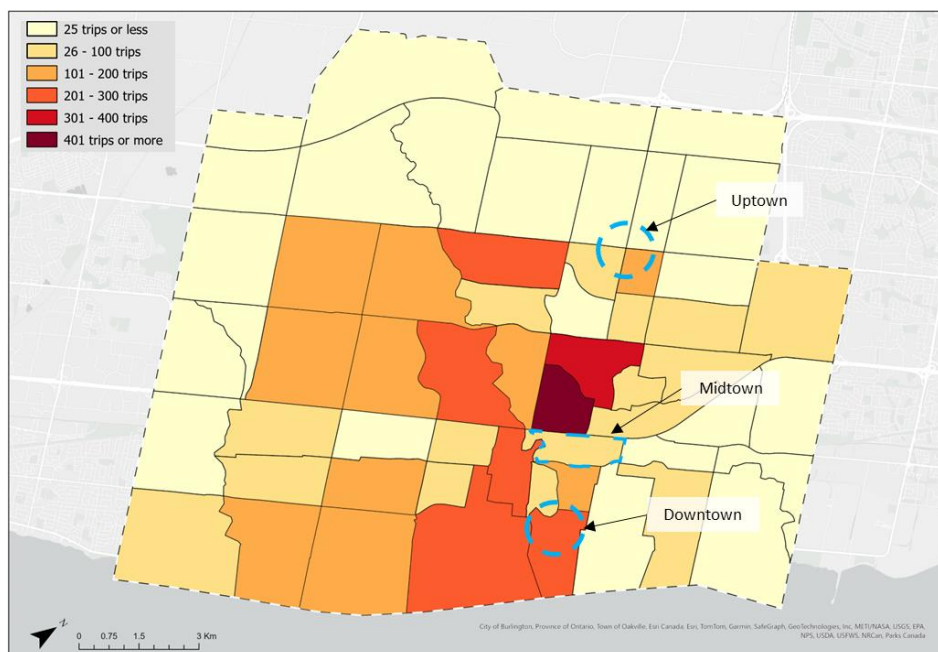


Figure 11: Key Destinations within the Town of Oakville in the year 2006 (transit trips)¹⁰

¹⁰ Local transit including GO Rail trips. Areas shown correspond to 2006 traffic zones.

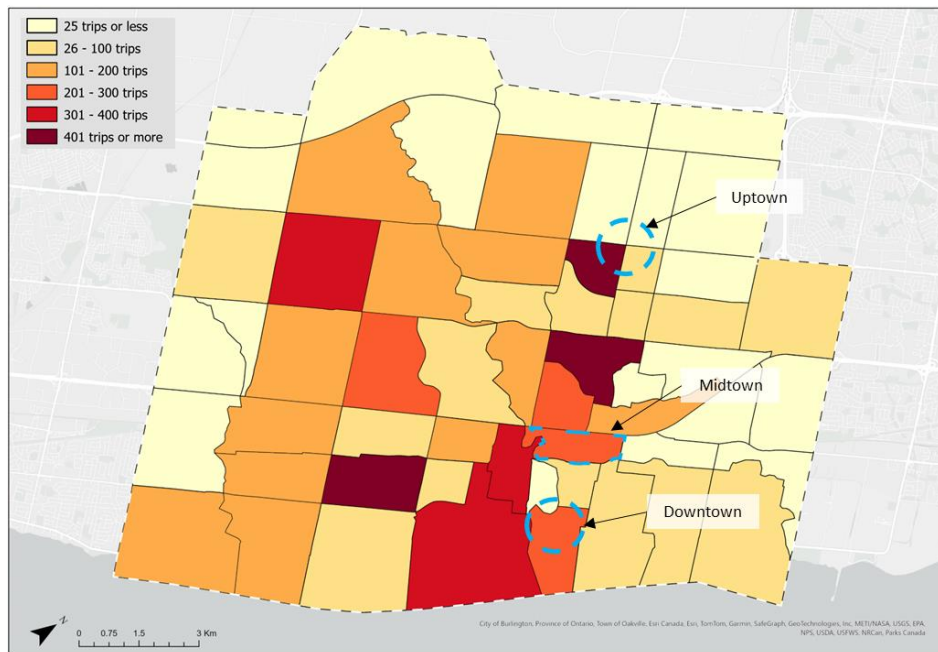


Figure 12: Key Destinations within the Town of Oakville in the year 2016 (transit trips)¹¹

4.7 Trends in Transit Mode Share

TTS data was obtained for the years 2006, 2011 and 2016 to understand mode share changes over the past 16 years. Figure 13 below shows mode shares for daily trips in the Town of Oakville (i.e. internal and external trips). Transit use has increased only slightly over the years, with the mode share rising by 0.1 percentage points between 2011 and 2006 and additional 0.7 percentage point from 2011 to 2016. This trend in transit use also reflects the continued dependency on private cars across the town. Auto-based modes such as car driver and car passenger remain dominant accounting for more than 85% of trips across the years.

¹¹ Local transit including GO Rail trips. Areas shown correspond to 2006 traffic zones.

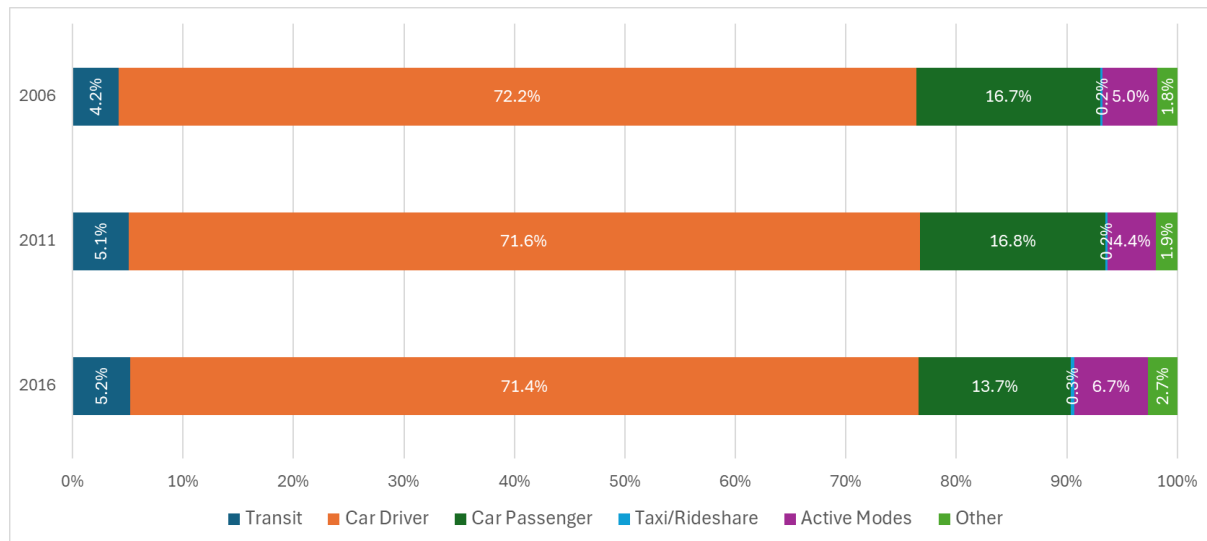


Figure 13: 2006, 2011 and 2016 Mode Shares for Internal and External Trips (daily)¹²

Figure 14 and Figure 15 show 2016 mode shares for the Town's internal and external daily trips, respectively. Car driver and car passenger account for 80% of internal trips in the town, followed by active modes with 11%. Transit is used for less than 3% of trips within the town. Car driver and car passenger are also the predominant mode for external trips with 86% mode share, followed by transit with 6% mode share.

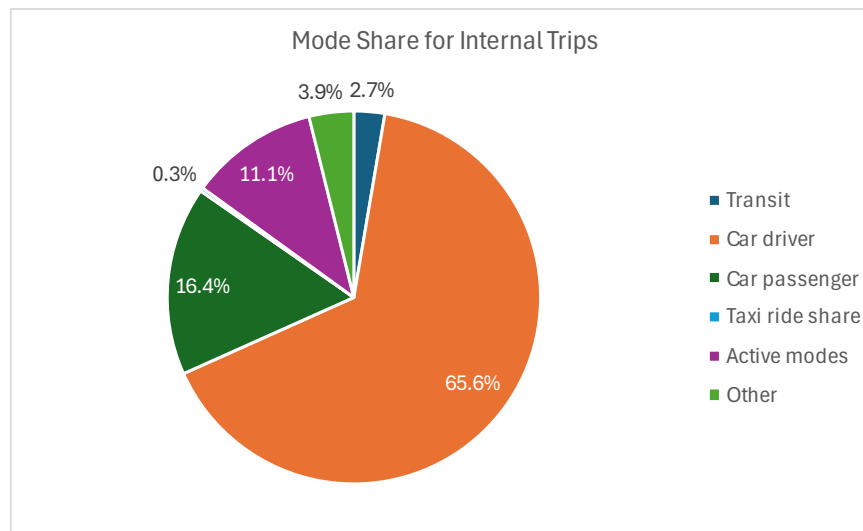


Figure 14: 2016 Mode share for internal trips (daily)¹³

¹² Source: TTS data for years 2006, 2011 and 2016.

¹³ Source: 2016 TTS data. Does not include trips between the town and other areas in the region.

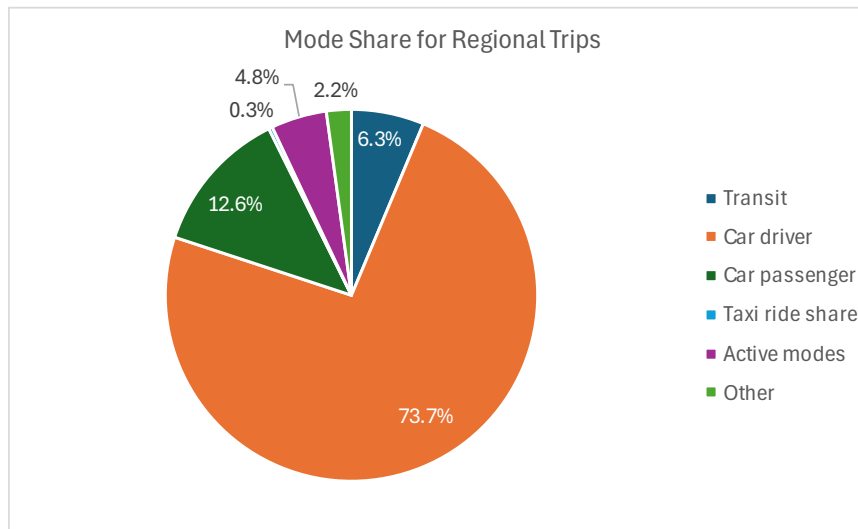


Figure 15: 2016 Mode share for external trips (daily)¹⁴

4.8 Pandemic Impact and Recovery

Annual boardings between 2018 and 2022 for conventional transit is presented in Table 2. Oakville Transit ridership peaked in 2018, achieving over 4 million trips. Ridership in 2019 remained high and was significantly impacted by the pandemic between 2020 and 2022, consistent with trends across the broader transit industry. Oakville Transit has since seen a rebound in ridership as pandemic restrictions were lifted and the population generally resumed their pre-pandemic commutes and activities. Oakville Transit gradually reintroduced service hours cut during the pandemic. As of 2024, service levels have fully resumed, exceeding pre-pandemic levels.

¹⁴ Source: TTS 2016 data. Does not include trips within the Town of Oakville.

Table 2: Oakville Conventional Transit Annual Boardings (2018 – 2022)^{15&16}

	Annual Boardings
2018	4,051,219
2019	3,943,045
2020	1,861,506
2021	1,469,561
2022	2,483,169
2023	3,955,896
2024	4,753,425

4.9 Existing Travel Times

2025 travel times between the region's Urban Growth Centers (UGCs) and Midtown Oakville were estimated for transit using the GO Transit online trip planner tool and for private cars using Google Maps, including ranges of travel times which are highly variable due to congestion.

Note that the car travel times do not include time to find parking and park, which can be significant. Results are presented in Table 3 below. Especially in the AM Peak, transit to downtown Toronto via the Lakeshore West (Express) trains is faster and more reliable travel times than driving. During the off peak it is also very competitive with driving. Transit is also a reasonably competitive alternative to private cars for trips from Midtown Oakville to Milton, Burlington, and Hamilton between 6am and 8am during weekdays, with transit travel times falling between the ranges of travel times by car. Travel times by public transit do not compete well with private cars to Brampton or the Mississauga City Centre areas however, as they are located relatively far from the Lakeshore West alignment requiring transfers from rail or longer bus journeys. Travel times to these locations will be improved considerably with the construction of the Hurontario LRT.

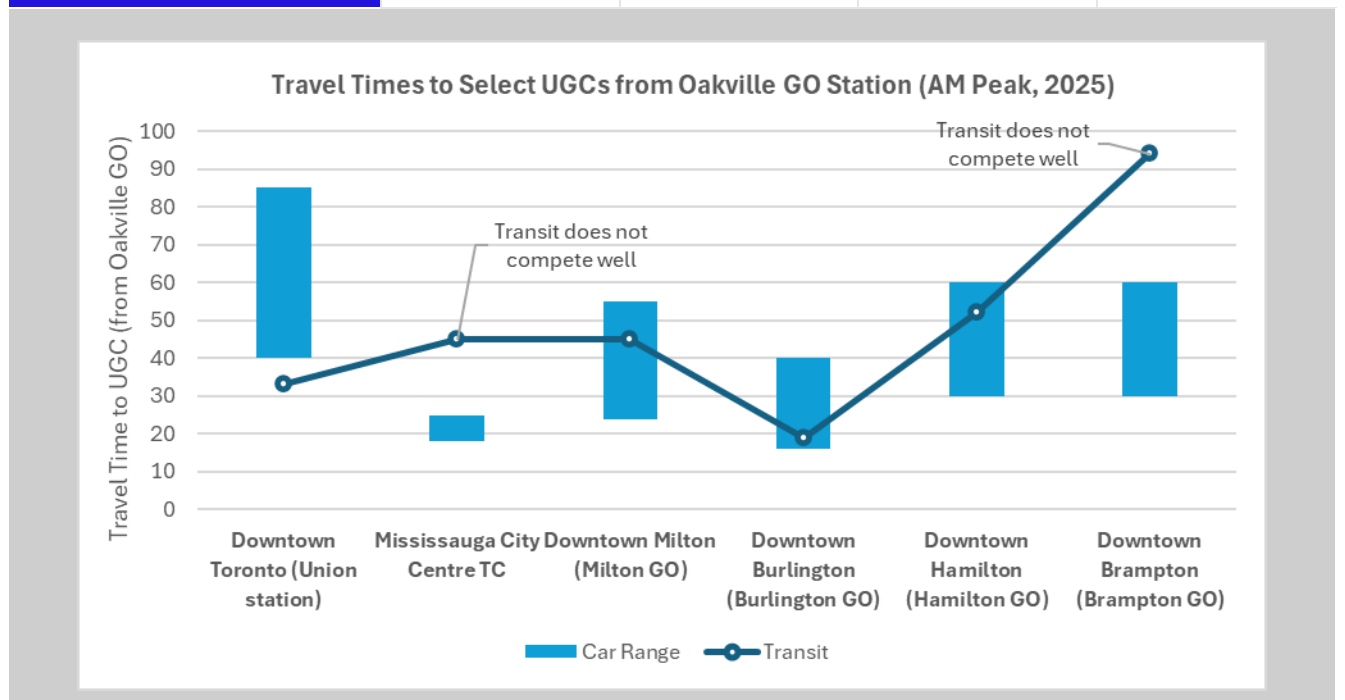
¹⁵ Source of Annual boardings (2018-2022): Transportation Master Plan – Appendix F: Transit Context and Background. Retrieved on October 14, 2025 from: <https://www.oakville.ca/getmedia/c121c1da-4fe3-45ba-8d19-eb3122bf9765/transportation-roads-transportation-master-plan-appendix-f-transit-background.pdf>

¹⁶ Source of Annual boardings (2023 – 2024): 2025 Oakville Transit Annual Accessibility Plan. Retrieved on October 14, 2025 from: <https://www.oakvilletransit.ca/getmedia/5d323e2e-54e1-4736-9c44-64398eaecb88/oakville-transit-annual-accessibility-plan.pdf>

Transit Needs and Opportunities Report

Table 3: Existing Travel Times (transit vs. private car) from Midtown Oakville to other UGCs

Destination	Peak		Non-Peak	
	Transit	Car	Transit	Car
Downtown Toronto (Union Station)	33 mins (GO rail)	40 mins - 1 hr 25 mins	44 mins (GO rail)	30 mins - 1 hr
Mississauga City Centre Transit Terminal	45 mins (bus)	18-25 mins	45 mins (bus)	16-25 mins
Downtown Milton (Milton GO)	45 mins (bus)	24-55 mins	45 mins (bus)	24-40 mins
Downtown Burlington (Burlington GO)	19 min (GO Rail)	16-40 mins	19 min (GO Rail)	16-35 mins
Downtown Hamilton (Hamilton GO)	52 mins min (GO rail + bus)	30 mins - 1 hr	52 mins (GO rail & bus)	26-50 mins
Downtown Brampton (Brampton GO)	1 hr 34 min (GO rail & bus)	30 mins - 1 hr	1 hr 34 min (GO rail & bus)	28-50 mins



5. Future Transit Conditions

This section presents the assumed transit network for the year 2051 for Midtown Oakville, as well as the future demand profiles obtained from the Midtown sub-area model. While references to the broader Town and Regional's transit network are included for context, modelling outputs and analysis in this section are focused on the Midtown area. More details on the development of the sub-area model are available in the Model Development Memo.

It is noted in Section 3 that a range of transit improvements are being advanced both Town-wide and Regionally across the GTA. Many of these improvements will significantly improve transit services for Midtown travellers, though these changes are not specifically being evaluated as the improvements are part of the expected future conditions given the current policy context.

5.1 Future Midtown Transit (2051 Business-as-Usual)

The projected 2051 population and economic growth in both the Town and Midtown, will result in higher travel demand and increased pressure on the overall transportation network. Efficient, reliable and accessible transit services will be fundamental in reducing this pressure, by helping shift demand away from the road network. Based on the background policies and existing conditions review (see sections 3 and 4), a BAU scenario for Midtown Oakville was developed, reflecting planned and committed improvements to the Town's transportation network, and to the GO RER network. The scenario serves as a baseline for assessing future transit ridership potential in Midtown and includes the following initiatives (see Figure 16):

- **New North South Road:** in alignment with the Midtown Oakville Transportation and Stormwater Municipal EA (2014), the BAU scenario includes a new N-S Road from Station Road crossing over the QEW to Iroquois Shore Road and the further north to White Oaks Boulevard and Trafalgar Road.
- **Dedicated Bus Lanes along New North South Road:** in alignment with the Midtown Oakville Transportation and Stormwater Municipal EA (2014), the BAU scenario assumes the new N-S Road accommodates passenger vehicles and dedicated bus lanes, from Cross Avenue / Lyons Lane to White Oaks Boulevard / Trafalgar Road. Oakville Transit bus services currently operating along Trafalgar Road were assumed to re-route to the new North South Road.
- **Expanded GO RER network:** in alignment with the GO Rail Expansion program, the BAU scenario assumes improvements to the Lakeshore West corridor, including rail services operating at 15-minute headways through Oakville.
- **Bus services re-routing:** the BAU scenario assumes Oakville Transit bus services be re-routed from Trafalgar Road to the new N-S Road (where possible¹⁷) and to operate along the assumed dedicated bus lanes, in alignment with the Midtown Oakville Transportation and Stormwater EA (2014).
- **Midtown Proposed Road Network:** the BAU scenario assumes the local transportation network established in the Midtown Oakville Official Plan Amendment (2025).

¹⁷ In a few instances, route realignment along North South Road was not possible because the new path would be longer/less efficient.

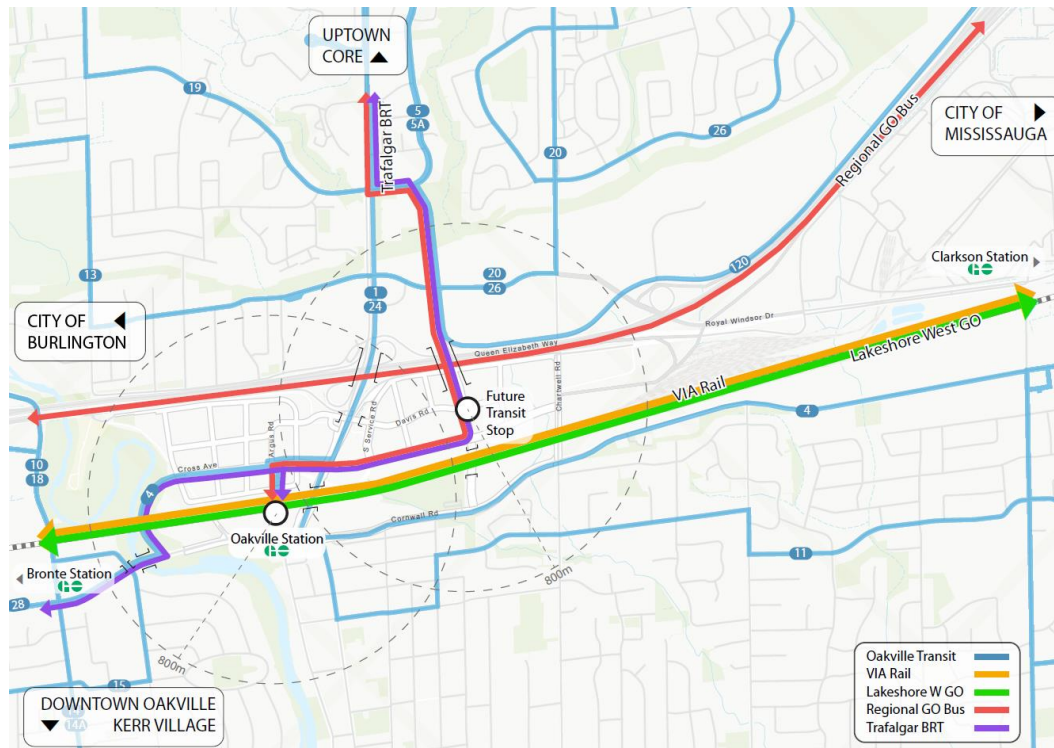


Figure 16: 2051 Road and Transit Network

5.2 Town-Wide Future Demand Profile

The BAU scenario demand is based on the JBPEs for population, employment and commercial areas for the year 2051, as shown in Table 4 below.

Table 4: 2051 Population, employment and commercial areas forecast

	Population	Employment	Commercial Area
2051 Forecast (Based on JBPEs)	32,468	17,998	59,887

Figure 17 shows key origins and destinations for all trips¹⁸ within the Town of Oakville by the year 2051 in the AM peak. 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 will be by transit.

¹⁸ Includes all transportation modes

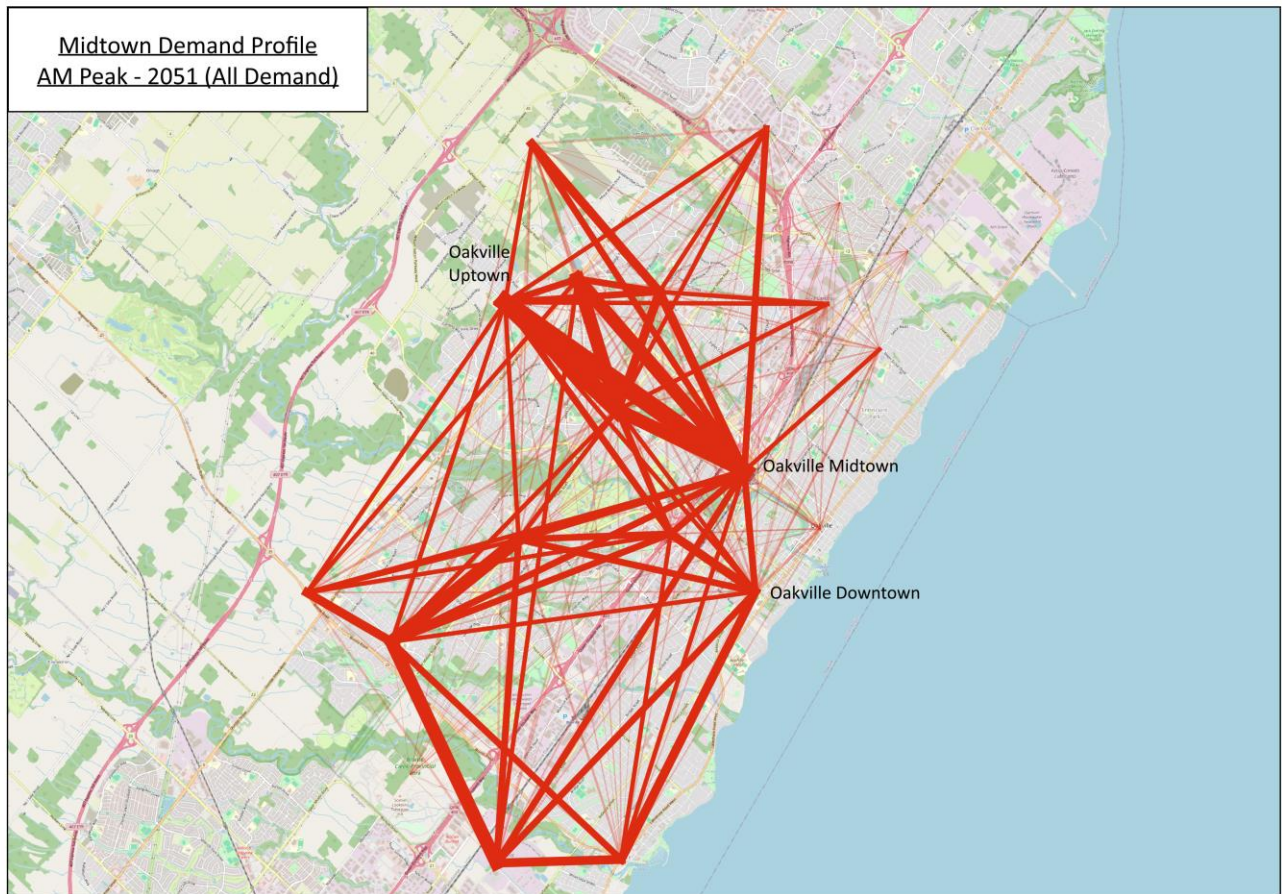


Figure 18: Oakville O-D Demand Patterns, AM Peak (2051)

6. Opportunities

6.1 Transit Priority to Oakville GO Transit Exchange

Prioritizing transit on roadways is one of the best ways to increase the speed and reliability of transit vehicles and ensure they are not stuck in traffic with other cars. The following scenarios were compared and analyzed to understand the real benefit (in terms of travel time savings) of providing a transit priority corridor that is an alternative to Trafalgar Road. Modelling assumptions for the scenario without the North-South Road are detailed in the Model Development Memo.

1. 2051 BAU Scenario assuming:
 - a. New North-South Road with dedicated bus lanes from Cross Avenue and Trafalgar Road
 - b. Rerouting of existing bus services towards the new North-South Road
 - c. Expanded GO RER network,
 - d. Midtown proposed road network as per OPA 70
2. 2051 Scenario without North-South Road
 - a. All assumptions from 2051 BAU
 - b. Excludes new North-South Road

Figure 19 and Figure 20 show the total ridership of the scenario with the North-South Road (2051 BAU). Ridership peaks at around 2,300 passengers per hour per direction (pphpd) in the AM peak and 2,600 pphpd in the PM peak. This high ridership along the bus priority corridor indicates a high demand that would benefit from a more efficient and dedicated system like the one proposed. Results also highlight the role of the GO Station as major transit hub that allows interchange between local and regional services and therefore concentrating a high number of passengers.

Transit volume comparison against an scenario without the North-South Road is presented in Figure 21 and Figure 22. Green colour represents decreases in volume, while orange represents increases. Removing the North-South Road results in a ridership shift towards the Trafalgar Road corridor and has minimal impact on transit ridership across the Town of Oakville. In both scenarios, there are around 39,000 transit trips during the AM peak and 46,000 in the PM peak. The North-South Road does not create a significant increase of the mode share for transit since higher-order transit was already assumed for Trafalgar Road in the regional model. However, travel times for both modes would improve considerably. Cumulative travel time savings within Midtown zones are shown in Table 5. Table 5 below the network travel time savings which are estimated based on comparing the travel times in a “with project” scenario (which includes the new North-South crossing) and a “business as usual” (which does not include the new North-South crossing). By understanding the differences for all origins-and-destinations in Oakville we can measure the effect of the new North-South crossing. The crossing has benefits for car users and transit users as both will use the bridge and in addition, with buses and significantly less traffic on Trafalgar, car users of Trafalgar will indirectly benefit from the bridge due to the decreased congestion. The average Oakville driver or transit customer can expect save around 3 hours per year (whether they use the new crossing or not). In total the bridge will save cumulative half million hours annually. This assessment method considers travel time savings only, and does not consider other potential benefits resulting from investment including the perception of increased reliability, wider economic benefits, or health benefits etc.

The implementation of additional vehicle travel lanes including bus priority along the North-South Road results in an average of 3.3 hours saved per year for each user of the Oakville transportation network. In total the North-South link is highly beneficial resulting in an estimated grand total of 500,000 hours saved annually due to

decreased congestion, better access, and other network improvements. Based on the Metrolinx Business Case Value of Time (VoT)¹⁹ of \$18.79²⁰ (2021), this would result in an estimated \$9.4 million savings per year (2021 dollars).

Table 5: Midtown travel time impacts from new North-South Road with bus priority (BAU Scenario)²¹

	AM Peak (minutes)	PM Peak (minutes)	Daily (minutes) ²²	Annual ²³
Car (by Oakville network user)	-0.78	-0.76	-8.08	-231 minutes / -3.8 hours
Transit (by Oakville network user)	-0.80	-0.33	-5.96	-171 minutes / -2.8 hours
Average (by Oakville network user)	-0.79	-0.53	-6.93	-198 minutes / -3.3 hours
Car Total	-5,300	-5,200	-55,000	-16.5 million minutes / -275,000 hours
Transit Total	-5,900	-2,700	-45,000	-13.5 million minutes / -225,000 hours
Total	-11,200	-7,900	-100,000	-30 million minutes / -500,000 hours

Note: A negative (-) numbers represents travel time savings while a positive (+) number indicates an increase in travel time.

¹⁹ Value of Time is the is the opportunity cost of the time that a traveler spends on their journey.

²⁰ \$18.79/hour in 2021: <https://assets.metrolinx.com/image/upload/v1663237565/Documents/Metrolinx/Metrolinx-Business-Case-Guidance-Volume-2.pdf>

²¹ Calculated using the Rule of Half (RoH) $CS = 1/2 (TT_{new} - TT_{base}) * (New\ Users - Base\ Users) + (TT_{new} - TT_{base}) * Base\ Users$

²² Expanded based on average of nearby intersections using 2024 traffic count data. Daily = $(AM\ Peak / 2 + PM\ Peak / 2) * 10.49$

²³ Based on expansion factor of 300



Figure 19: Transit Volumes, 2051 BAU, AM Peak



Figure 20: Transit Volumes, 2051 BAU, PM Peak

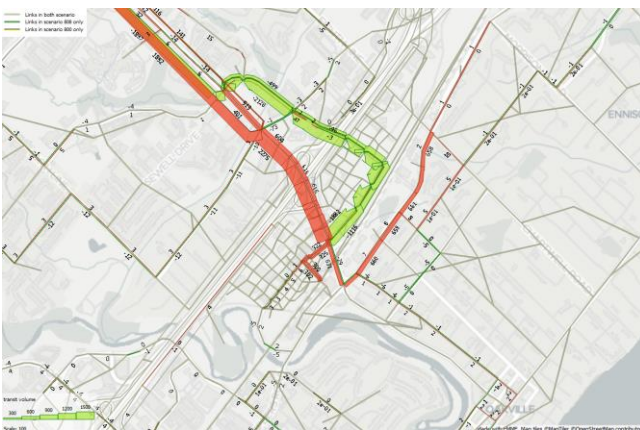


Figure 21: Transit Volumes Comparison, 2051 BAU vs. Scenario without N-S Road, AM peak



Figure 22: Transit Volumes Comparison, 2051 BAU vs. Scenario without N-S Road, PM peak

6.2 Impacts of Mode Share Changes

An analysis was undertaken of the potential impacts of implementing transit supportive policies versus having limited or no strategies in place. Transit supportive strategies specific to Midtown consist of several options which are discussed in Section 6.2.3. Broader strategies proposed through Oakville Transit's Five-Year Business Plan as well as through the Town-wide Transportation Master Plan are inherently considered. The impact of individual policies may vary depending on the collective changes at the local and regional as well as societal changes in travel behavior²⁴. To better understand the impact of improved transit and its subsequent use by Midtown residents, sensitivity tests reflecting higher (and lower) transit mode shares were completed: a (1) *with* transit policies sensitivity scenario and a (2) *without* transit policies scenario was defined and compared against the 2051 BAU scenario. Elements of all three scenarios are described in the Model Development Memo.

²⁴ Locally, higher densities and mixed-use development in Midtown could lead to modal shift towards transit or active transportation especially for short-distance trips. Regionally, population growth and improvement of the regional transit network (e.g., GO RER network expansion) could influence commuting patterns between municipalities. Societal changes, such as evolving work arrangements (e.g., return-to-office vs. hybrid or remote work policies) and reduced car ownership due to increased environmental awareness among younger generations, could also affect travel behaviour. These changes could have an impact on transit demand, as well as on the effectiveness and public acceptance of the proposed transit supportive policies.

Results of the analysis are presented in the sections below.

6.2.1 Sensitivity 1: Outcomes of Prioritizing Transit and Active Transportation (Higher Transit Use) on the Transportation Network

This section evaluates the following scenarios:

- 2051 BAU Scenario vs
- 2051 Scenario Prioritizing Transit and Active Transportation

A scenario which represents a hypothetical future where transit is more heavily used by Midtown residents, and therefore the mode share of transit is increased to 36% (from 27%). Modelling results indicate that prioritizing transit and active transportation as well as reducing the number of general purpose (GP) lanes along Cross Avenue would contribute to both an increase in transit ridership and overall reduction of traffic congestion across the Town. By prioritizing transit and active transportation, the Town would see a 2.6% increase in transit ridership by 2051 during the AM peak, and 2.9% increase during the PM peak. Impact on travel times within Midtown zones would however be minimal, with travel time increasing by an average of 35 minutes per car user per year and staying neutral (no change) for transit users, as shown in Table 6. Note that this sensitivity is testing the effects of the outcomes of transit supportive policies (increased transit mode share) rather than the policies themselves, and therefore those potential benefits are not reflected below.

Figure 23 and Figure 24 show transit volume comparison against the 2051 BAU within Midtown. Prioritizing transit and active transportation would increase ridership by around 400 pphpd along the N-S Road during the AM and PM peaks. Without corresponding increases in transit supply (frequency of existing routes or new routes), this could result in more crowding on transit buses, especially in the areas approaching the GO Station and bus exchange.

Figure 25 to Figure 28 show traffic volume comparison against the 2051 BAU, as well as volume/capacity (v/c) ratios for the AM and PM peaks. Even though major pinch points such as Trafalgar Road and Speers Road are expected to remain congested, prioritizing transit and active transportation would result in a generalized decrease in traffic volume and improved v/c ratios across the network.

Table 6: Midtown travel time impacts from prioritizing transit and active transportation ²⁵

	AM Peak (minutes)	PM Peak (minutes)	Daily (minutes) ²⁶	Annual ²⁷
Car (by Oakville network user)	+0.16	+0.07	+1.23	+35 minutes / +0.6 hours
Transit (by Oakville network user)	-	-	-	-
Average (by Oakville network user)	+0.08	+0.03	+0.55	+16 minutes / +0.3 hours

²⁵ Calculated using the Rule of Half (RoH) $CS = 1/2 (TT_{new} - TT_{base}) * (New\ Users - Base\ Users) + (TT_{new} - TT_{base}) * Base\ Users$

²⁶ Expanded based on average of nearby intersections using 2024 traffic count data. Daily = $(AM\ Peak / 2 + PM\ Peak / 2) * 10.49$

²⁷ Based on expansion factor of 300

	AM Peak (minutes)	PM Peak (minutes)	Daily (minutes) ²⁶	Annual ²⁷
Car Total	+1100	+400	+7,900	+2.4 million minutes / +39,300 hours
Transit Total	-	-	-	-
Total	+1100	+400	+7,900	+2.4 million minutes / 39,300 hours

Note: A negative (-) numbers represents travel time savings while a positive (+) number indicates an increase in travel time.



Figure 23: Transit Volumes Comparison, Scenario Prioritizing Transit and Active Transportation vs 2051 BAU, AM peak

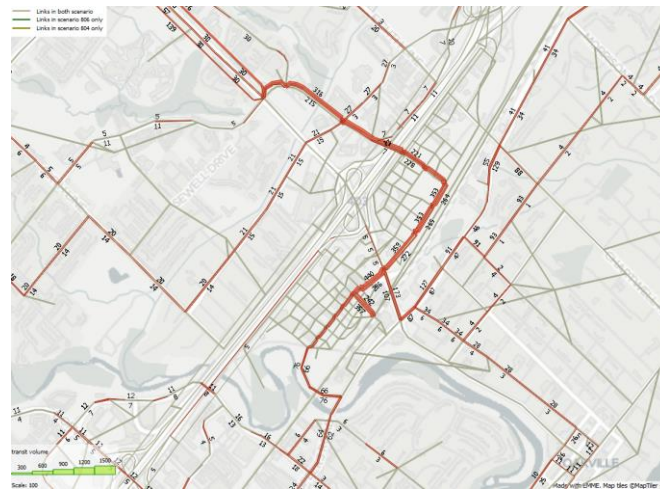


Figure 24: Transit Volumes Comparison, Scenario Prioritizing Transit and Active Transportation vs 2051 BAU, PM peak

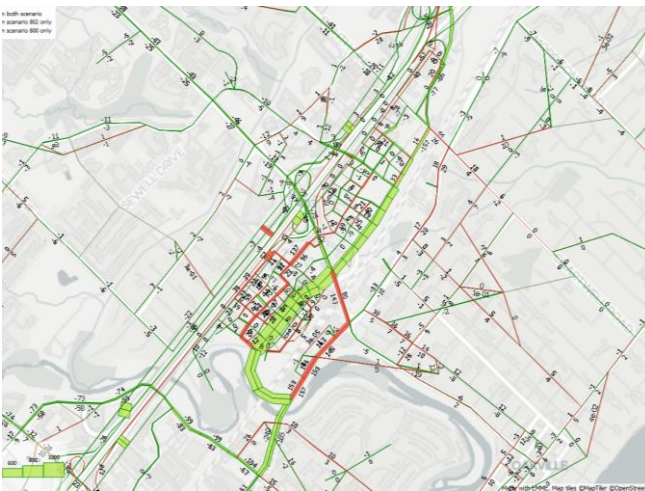


Figure 25: Traffic Volumes Comparison, Scenario Prioritizing Transit and Active Transportation vs 2051 BAU, AM peak

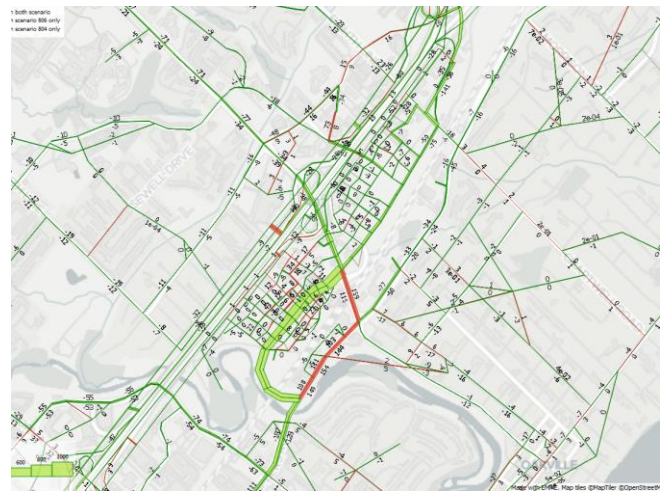


Figure 26: Traffic Volumes Comparison, Scenario Prioritizing Transit and Active Transportation vs 2051 BAU, PM peak

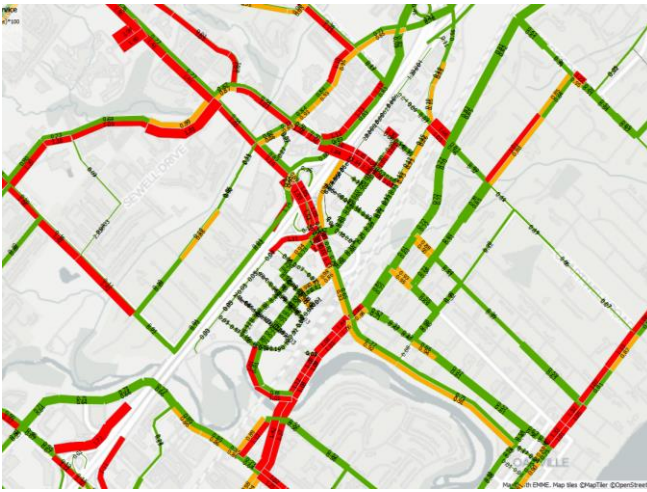


Figure 27: V/C Ratio, 2051 BAU, AM peak

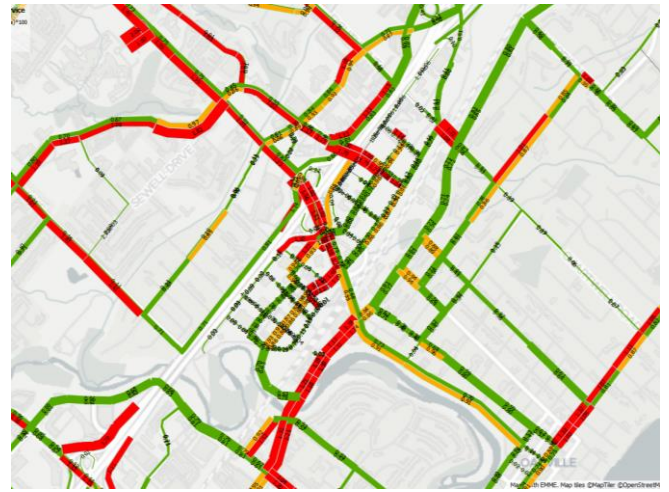


Figure 28: V/C Ratio, Scenario Prioritizing Transit and Active Transportation, AM peak

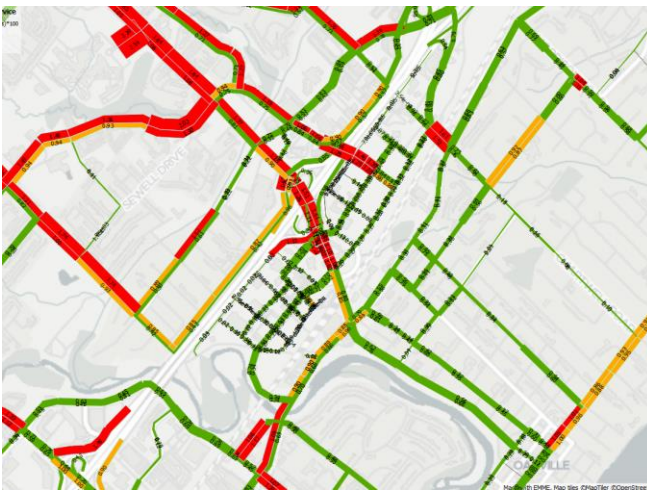


Figure 29: V/C Ratio, 2051 BAU, PM peak

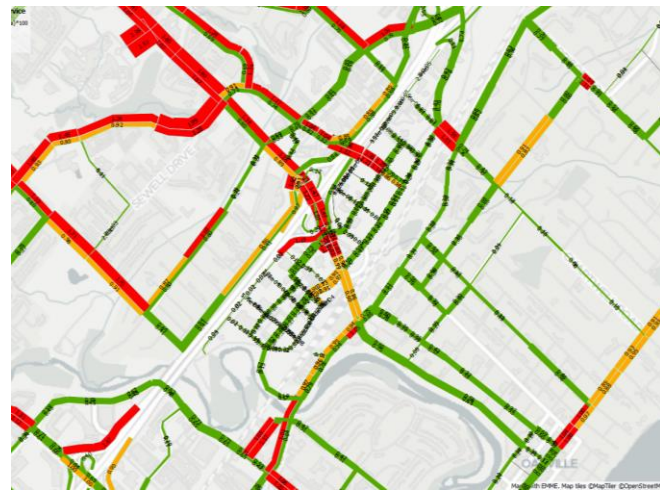


Figure 30: V/C Ratio, Scenario Prioritizing Transit and Active Transportation, PM peak

6.2.2 Sensitivity 2: Outcomes of Prioritizing Road Users (Higher Auto Use) on the Transportation Network

This section evaluates the following scenarios:

1. 2051 BAU Scenario
2. 2051 Scenario Prioritizing Road Users

A scenario which represents a hypothetical future where car modes are more heavily used by Midtown residents, resulting in the car mode share increasing to 75% (from 60%). Prioritizing car users with additional road capacity²⁸ would increase traffic congestion across the network while reducing transit ridership. Transit ridership would be reduced by 300 pphpd along the N-S Road and by around 500 pphpd along the GO Station access road

²⁸ New bridge extending from Cross Avenue and across 16 Mile Creek.

in the AM and PM peaks (see Figure 31 and Figure 32). Across the Town, transit ridership would decrease by 3.2% in the AM and 4.1% in the PM peak.

Travel time impacts within Midtown zones are shown in Table 7. Prioritizing road users on the network would result in greater travel time for all users, with an average of 1.1 additional hours per user per year. While the impact to transit users is minimal and resulting from increased car congestion, car users could expect to spend additional 1.7 hours per user per year driving due to increased congestion. Note that this sensitivity is testing the effects of the outcomes of not applying transit supportive policies (increased car mode share).

Table 7: Midtown travel time impacts from prioritizing road users²⁹

	AM Peak (minutes)	PM Peak (minutes)	Daily (minutes) ³⁰	Annual ³¹
Car (by Oakville network user)	+0.36	+0.33	+3.65	+ 104 minutes / 1.7 hours
Transit (by Oakville network user)	+0.04	+0.04	+0.39	+ 11 minutes / +0.2 hours
Average (by Oakville network user)	+0.23	+0.21	+2.28	+ 65 minutes / +1.1 hours
Car Total	+3,100	+2900	+31,800	+9.5 million minutes / +158,900 hours
Transit Total	+200	+200	+2,500	+747,000 million minutes / +12,500 hours
Total	+3,300	+3200	+34,300	+10.3 million minutes / 171,300 hours

Note: A negative (-) numbers represents travel time savings while a positive (+) number indicates an increase in travel time.

Figure 33 to Figure 38 show traffic comparison against the 2051 BAU, as well as v/c ratios for the AM and PM peaks. The new west connection across 16-Mile Creek would reduce traffic volume and improve congestion along Speers Road but would itself operate over capacity. Without measures that incentivize transit use, more people would rely on private cars, worsening road congestion and further straining the overall road network, specially along pinch points like Trafalgar Road and Cross Avenue.

²⁹ Calculated using the Rule of Half (RoH) CS = 1/2 (TT_new - TT_base) * (New Users - Base Users) + (TT_new - TT_base) * Base Users

³⁰ Expanded based on average of nearby intersections using 2024 traffic count data. Daily = (AM Peak / 2 + PM Peak / 2) * 10.49

³¹ Based on expansion factor of 300

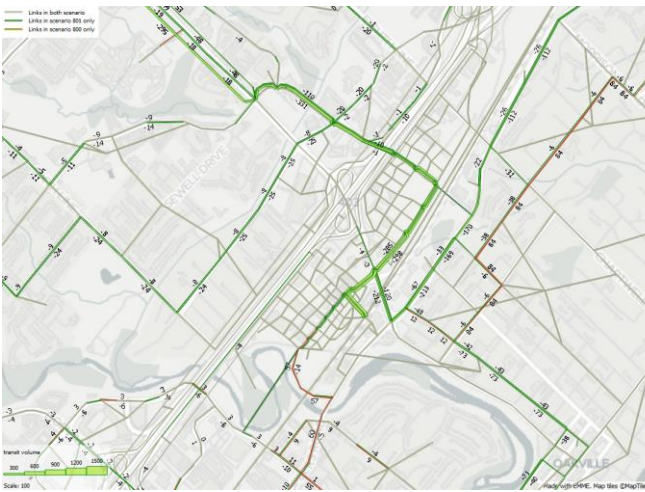


Figure 31: Transit Volumes Comparison, Prioritizing Road Users vs 2051 BAU, AM peak

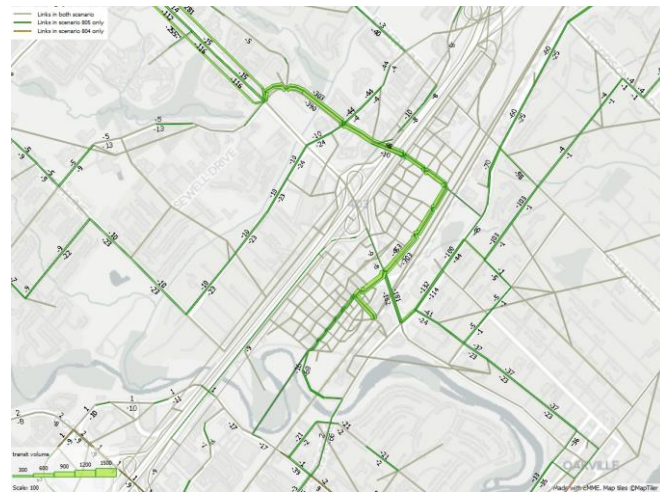


Figure 32: Transit Volumes Comparison, Prioritizing Road Users vs 2051 BAU, PM peak

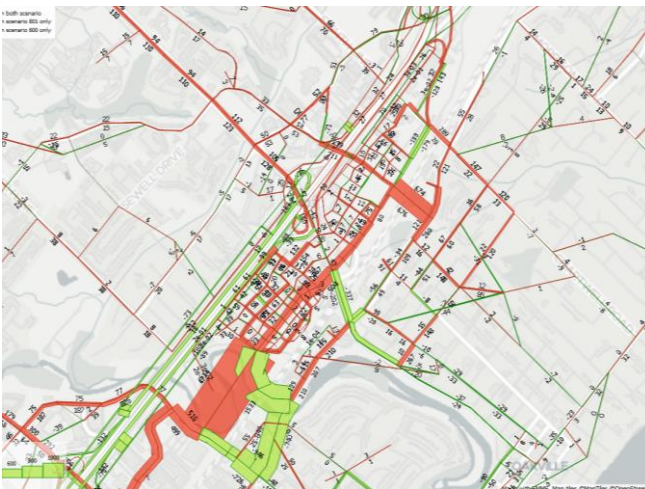


Figure 33: Traffic Volumes Comparison, Prioritizing Road Users vs 2051 BAU, AM peak

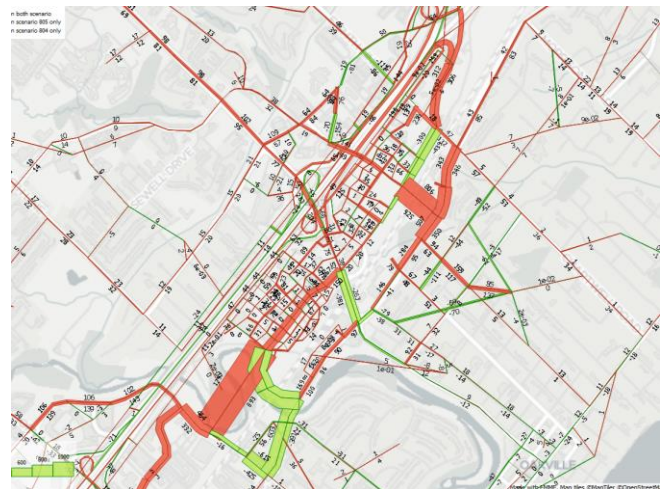


Figure 34: Traffic Volumes Comparison, Prioritizing Road Users vs 2051 BAU, PM peak

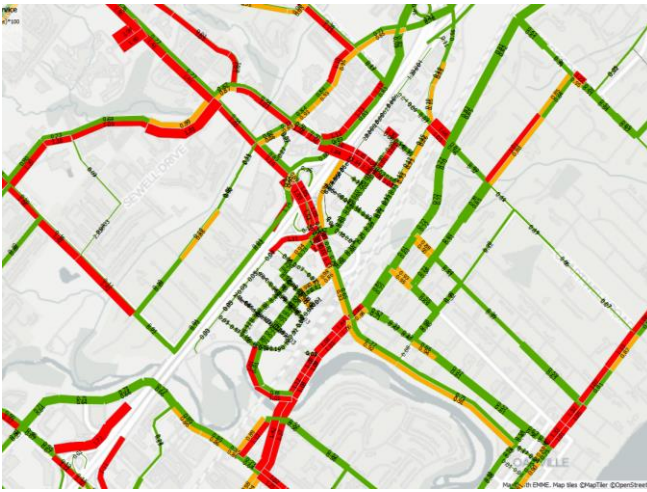


Figure 35: V/C Ratio, 2051 BAU, AM peak

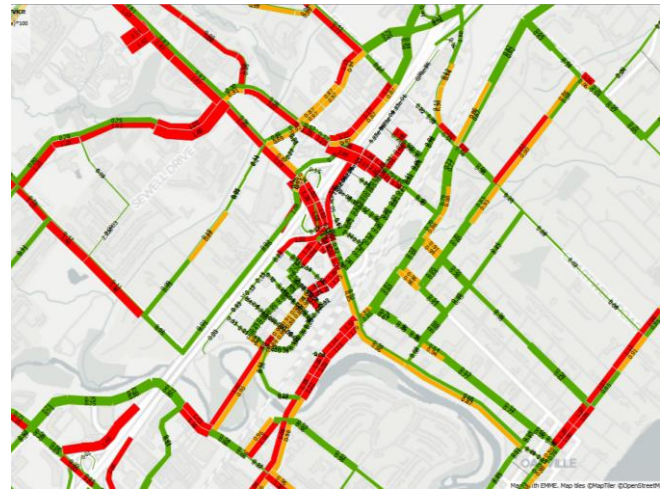


Figure 36: V/C Ratio, Prioritizing Road Users vs 2051 BAU, AM peak

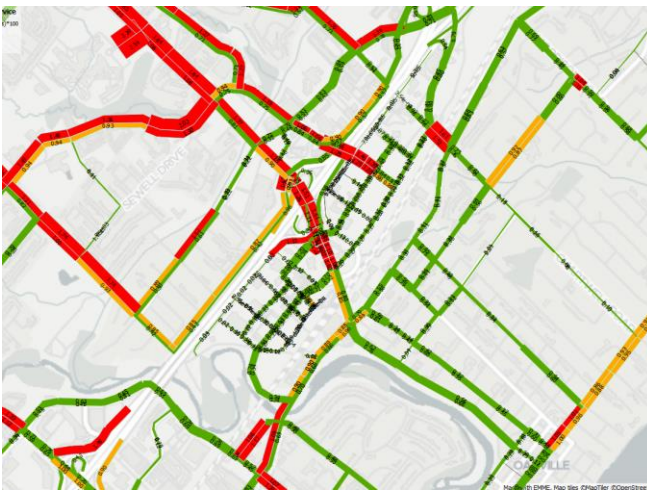


Figure 37: V/C Ratio, 2051 BAU, PM peak

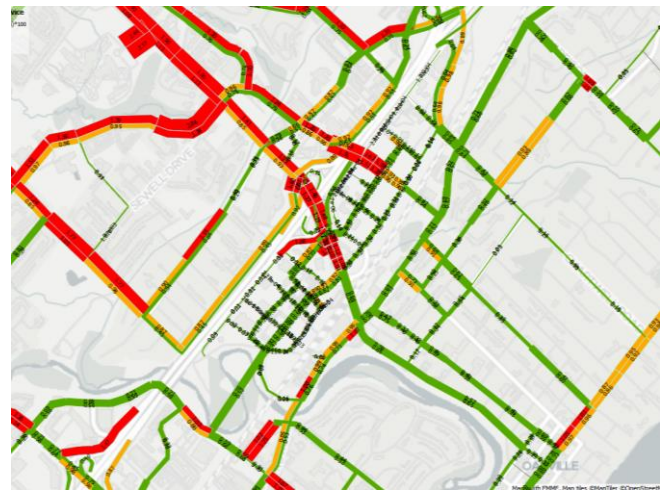


Figure 38: V/C Ratio, Prioritizing Road Users vs 2051 BAU, PM peak

6.2.3 Transit Supportive Strategies

The sensitivity analysis shows that implementing strategies to improve transit mode share would result in greater benefits to the overall transportation network in Midtown. In the scenario where transit mode share are increased and traffic congestion decreases and results in a better functioning road network. In the scenario where vehicular traffic is prioritized, there is more traffic congestion and fewer people using transit. Results demonstrate that without strategies which can support and improve transit mode shares, the transportation network would become more congested and less efficient.

A robust transit network provides greater mobility options for people. 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 help reducing traffic congestion. Encouraging this modal shift is fundamental to adequately support the growth projected for Midtown and ensure equitable access to opportunities and services.

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. It is noted that through the Town-Wide Transportation Master Plan and Five-Year Business Plan, the Town is already planning to improve transit service and operations which can have a substantial impact on mode shares

Table 8 outlines key strategies recommended to support higher transit with a focus in Midtown. Midtown does not exist in isolation and as a result some strategies may be elements that can be considered more broadly.

Table 8: Transit Supportive Strategies

Category	Strategy	Potential Impact	Next Steps
Car Parking Management	Reduced parking supply in key locations.	<p>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.</p> <p>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.</p> <p>Impacts from inadequate planning or implementation: spillover parking; discontent among residents.</p>	<p><i>Responsible party:</i> developers.</p> <p>Town to incorporate parking requirements in development application process.</p>
	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.	<p><i>Responsible party:</i> Town of Oakville.</p> <p>Further investigate pricing options and higher demand periods.</p>

Category	Strategy	Potential Impact	Next Steps
		Impacts from inadequate planning or implementation: spillover parking; discontent among residents.	Implement pricing strategy within Town parking and collaborate with other landowners (i.e. Metrolinx).
Last-mile Connectivity Improvement	Bike parking and end-of-trip amenities.	<p>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.</p> <p>End-of-trip amenities (e.g. showers) should be private and provided by developers for instance, at the work location.</p> <p>Impacts from inadequate planning or implementation: increased costs for developers; vandalism and theft due to not adequately secured facilities.</p>	<p><i>Responsible party: developers and Town of Oakville.</i></p> <p>Incorporate parking requirements in development application process.</p> <p>Incorporate cycling amenities at Town properties.</p>
	Active transportation infrastructure improvements.	<p>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.</p> <p>Impacts from inadequate planning or implementation: increased construction and maintenance costs.</p>	<p><i>Responsible party: developers and Town of Oakville.</i></p> <p>Incorporate requirements in development application process.</p> <p>Incorporate active transportation elements to Town infrastructure.</p>
	Micro-transit services for first and last mile connections.	<p>Micro-transit services facilitate first/last mile connections to a wider range of users, including non-drivers and people with disabilities. Services should only 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.</p> <p>Micro-transit should be provided privately (e.g. by developers or sponsored by employers) and with consideration of existing on-demand and regular transit services provided by Oakville Transit.</p>	<p><i>Responsible party: developers.</i></p> <p>Town to incorporate requirements in development application process.</p> <p>Town to develop e-scooter and micromobility policies</p>

Category	Strategy	Potential Impact	Next Steps
		<p>Employer-sponsored programs can facilitate connections between the GO station and the workplace, therefore reducing car reliability during the peak hours of the day.</p> <p>Impacts from inadequate planning or implementation: increased costs for developers; duplication of existing transit services.</p>	
	Public internal circulation bus route connecting Midtown areas with Oakville GO Station.	<p>Longer term (beyond 2051), when the network is complete and there is significant development across the entire Midtown area, there may be a benefit from providing a new public internal circulation bus route that connects areas within Midtown and the GO station. A potential route alignment would go along South Service Road, Cross Avenue and through the Argus – Davis underpass. Different vehicle types 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.</p> <p>Impacts from inadequate planning or implementation: duplication of existing transit services.</p> 	<p><i>Responsible party:</i> Town of Oakville.</p> <p>Review feasibility as area develops to identify routing, service frequency, stop locations and integration with other transit systems. Review can be part of an update of the Town's Transportation Master Plan.</p>
Transit Fares	Development subsidies for transit ridership.	<p>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.</p>	<p><i>Responsible party:</i> developers.</p> <p>Town to incorporate requirements in development application process.</p>

Category	Strategy	Potential Impact	Next Steps
		Impacts from inadequate planning or implementation: increased costs for developers; reduced fare revenue.	
	Alternative fare strategies.	<p>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.</p> <p>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.</p>	<p><i>Responsible party:</i> <i>Town of Oakville.</i></p> <p>Requires further study/investigation of demand and impact of different fare strategies.</p>

7. Conclusions & Recommendations

Midtown Oakville is set to accommodate a significant portion of future population and employment growth in the Greater Golden Horseshoe and become one of the major transit-supportive areas in the region, leveraging its strategic location next to the Oakville GO station. A robust transit network will be key to unlocking growth in Midtown and improving the overall transportation network. This Transit Needs and Opportunities Report was undertaken to evaluate the impacts of various strategies focused on transit priority measures to and from the GO station, as well as transit supportive policies to encourage a higher use of transit in Midtown.

Results from the evaluation show that providing dedicated bus lanes along Cross Avenue and the N-S Road for all local routes connecting to the GO station would result in significant travel time savings for all customers. This demonstrates that prioritizing transit connections to the GO station is key to ensuring faster and more reliable connections to the regional rail system. Adequate transit priority must be built into the design of the road network to ensure efficient transit services to the GO station.

The Town, through its Town-Wide Transportation Master Plan and Five-Year Business Plan is already planning/implementing a broad range of improvements across the Town. These will be critical to support the growth of Midtown as improving transit mode share requires broader Town-wide and Region-wide improvements.

Some localized transit strategies/policies taking advantage of Midtown as a growth area, such as last-mile connectivity improvements, development subsidies for transit and car parking management, could help significantly increase transit ridership for travellers to and from Midtown. These policies, if successful, would also reduce traffic congestion in the local area, as well as generate overall travel time savings Town-wide. Encouraging a higher transit use and modal shift would result in a more efficient transportation network, helping all modes move faster and moving more people more efficiently across the network.

The following recommendations are made based on these key findings:

- Implement dedicated bus lanes connecting to and from the GO station and along Cross Avenue and the new North-South Road.
- Move forward with the transit supportive policies recommended in this Transit Needs and Opportunities Report. 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.