

Welcome

Oakville Transportation Master Plan

Public Information Centre Meeting #1
December 7, 2023

Agenda

- 6:00-6:30 p.m. Sign-in
- 6:30-6:45 p.m. Presentation from the town and Consultant Team
- 6:45-8:00 p.m. Review display boards Participate in activities Provide your input Ask questions
- 8:00 p.m. Wrap-up

Complete Our Survey



or

Visit the URL below
arcg.is/05qyX5

Stay Informed

Visit the Oakville website at Oakville.ca for information on town projects and public engagement opportunities

For updates and notifications, follow [@townofOakville](https://twitter.com/townofOakville) on social media channels



Transportation Master Plan (TMP) Update

Why do we need a TMP?

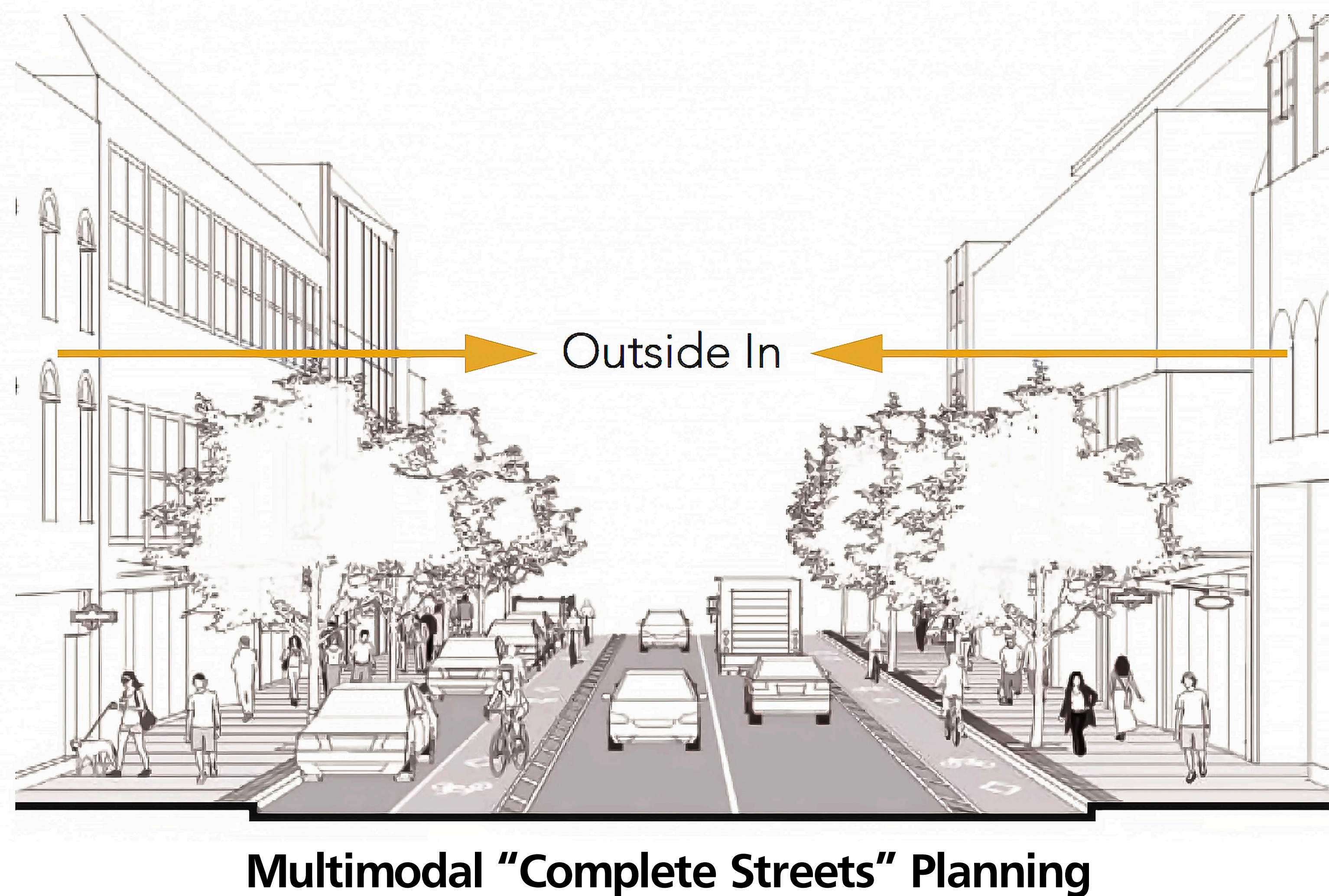
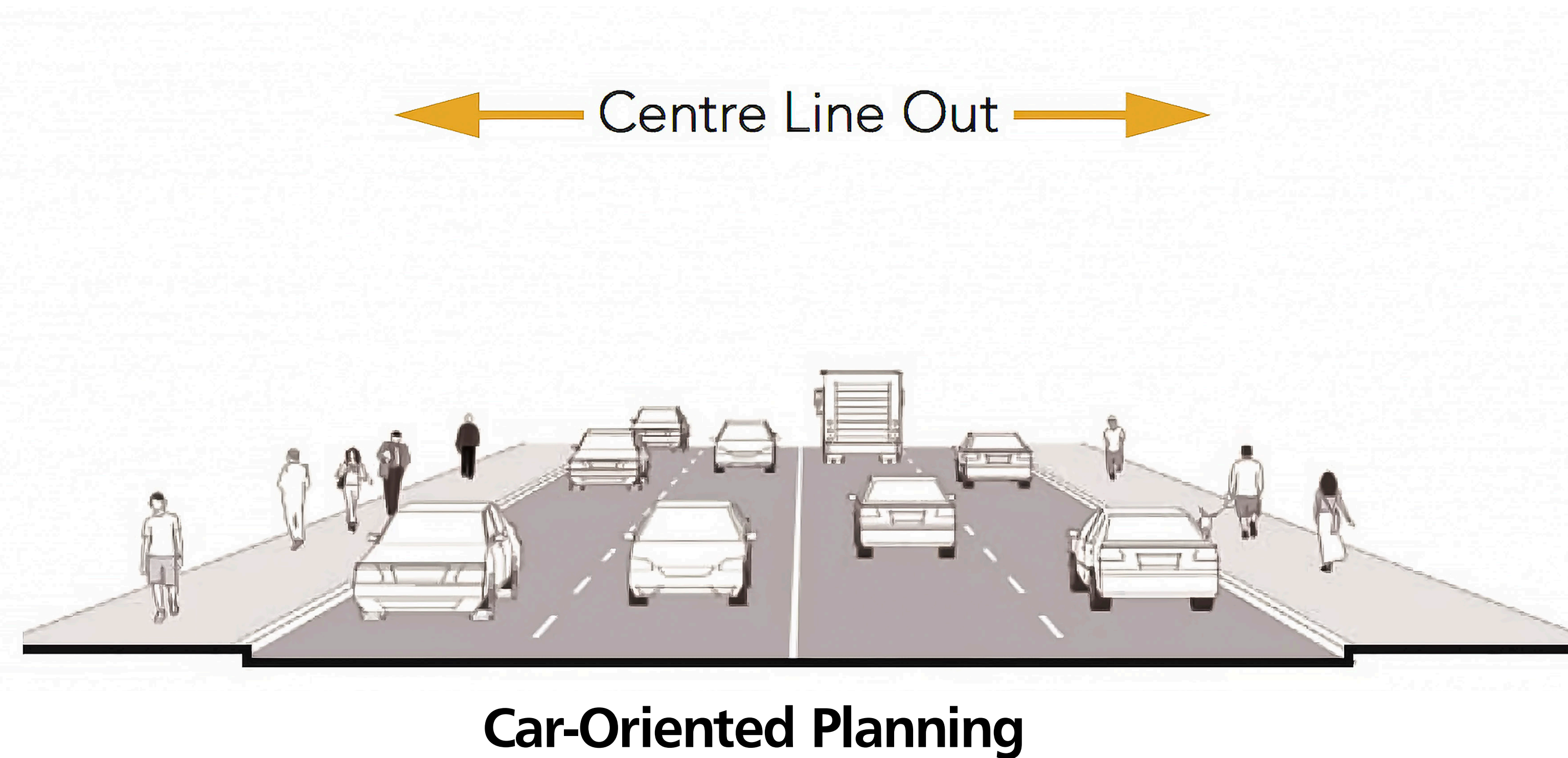
- Develop an Oakville-wide multi-modal plan to accommodate and evaluate the impact of growth to 2051
- Develop an implementation plan with prioritization of needs
- Address lasting effects of the pandemic (e.g., telecommuting, more recreational travel, lower transit ridership)
- Investigate best practices and emerging transportation trends/technologies
- Urban Mobility & Transportation Study (2021)
- Previous (2018) Transportation Master Plan
- Active Transportation Master Plan (2017)
- Development Charges (DC) Background Study
- Provincial and Regional plans and policies (MTO GGH Plan, Metrolinx RTP, Halton ITP)
- ...and others

Expected Outcomes of the TMP

- ✓ Build and maintain safer and more connected infrastructure
- ✓ Offer viable mobility choices for different travel needs
- ✓ Better outreach to promote, educate and incentivize the use of sustainable modes such as walking, cycling and transit
- ✓ Coordinate with community builders such as developers and government agencies
- ✓ Apply an equity lens in decision-making
- ✓ Invest in today's transportation system for a future-ready town (e.g., implementing complete streets, infrastructure required for e-scooters, etc.)



Moving Towards Multi-Modal Planning



- This Transportation Master Plan will apply a **multimodal "Complete Streets" approach** rather than an auto-centric approach by:
 - Developing a multimodal road classification system
 - Creating "typical" Complete Street designs based on the surrounding context
- Why this approach?
 - It allows multiple modes of transport to be both viable and attractive
 - It is a more space-efficient method of accommodating future demand
 - It promotes the use of more sustainable modes and responds to climate change
- Consequences if we continue widening roads:
 - It will not sustainably address congestion as it generates 'induced demand'
 - It does not recognize road right-of-way limitations
 - It can create more emissions/pollution, impacting the quality of life

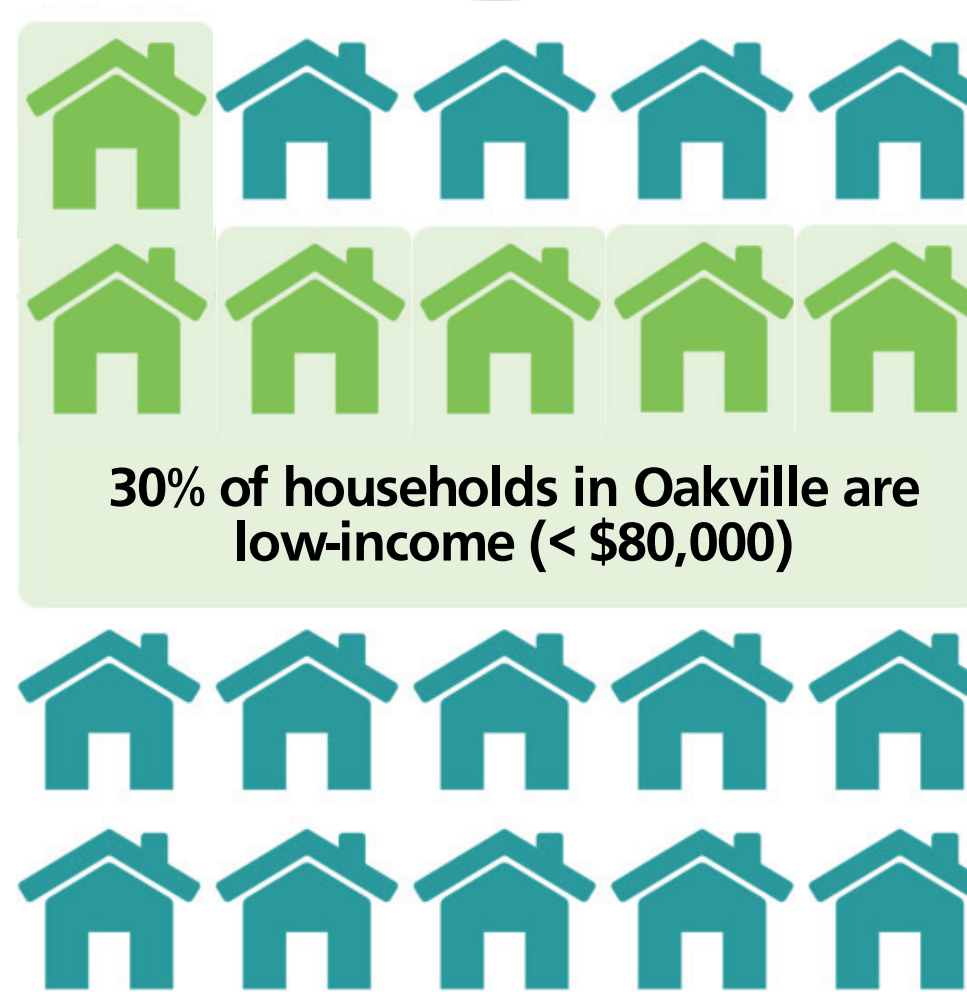
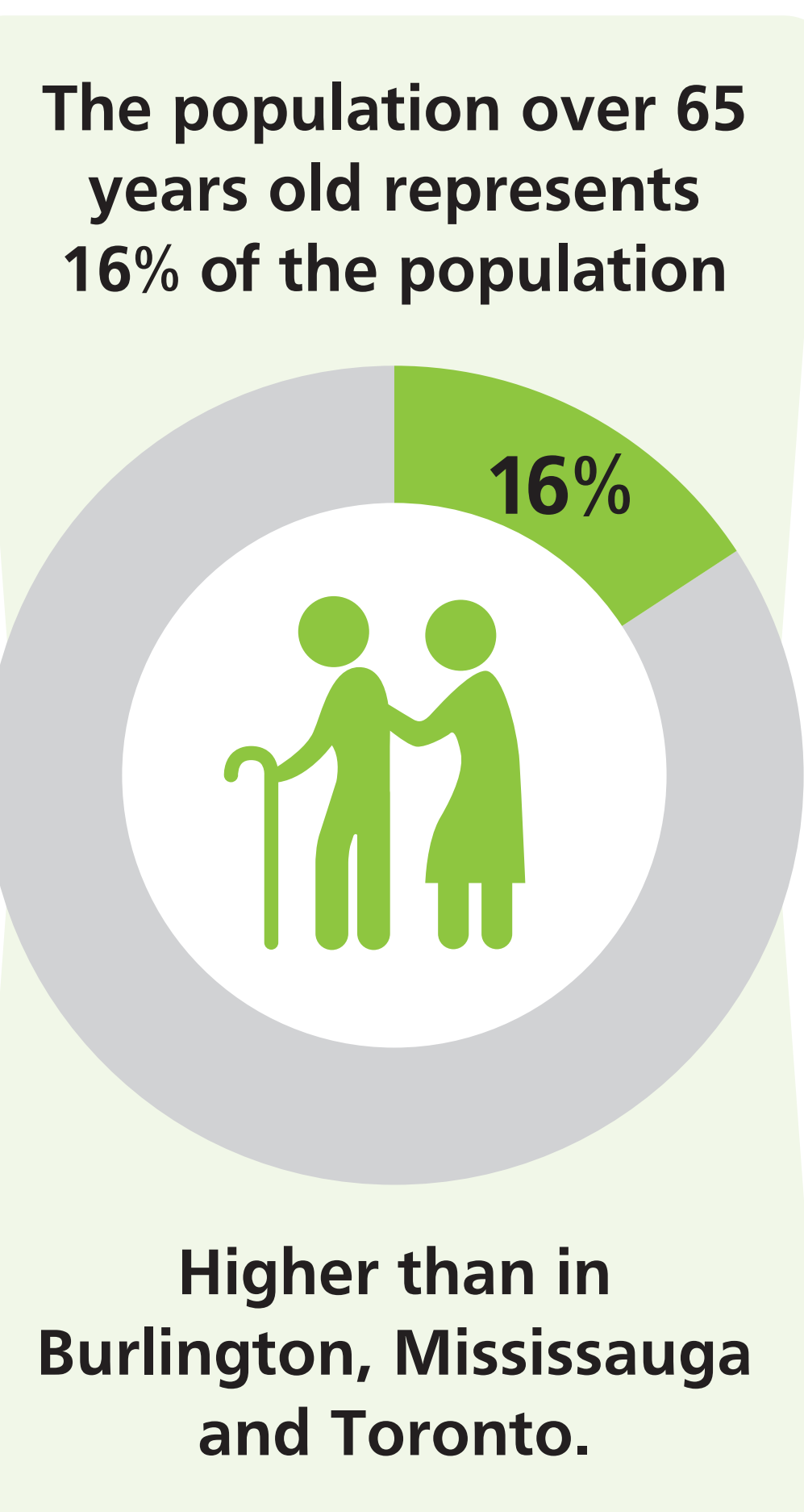
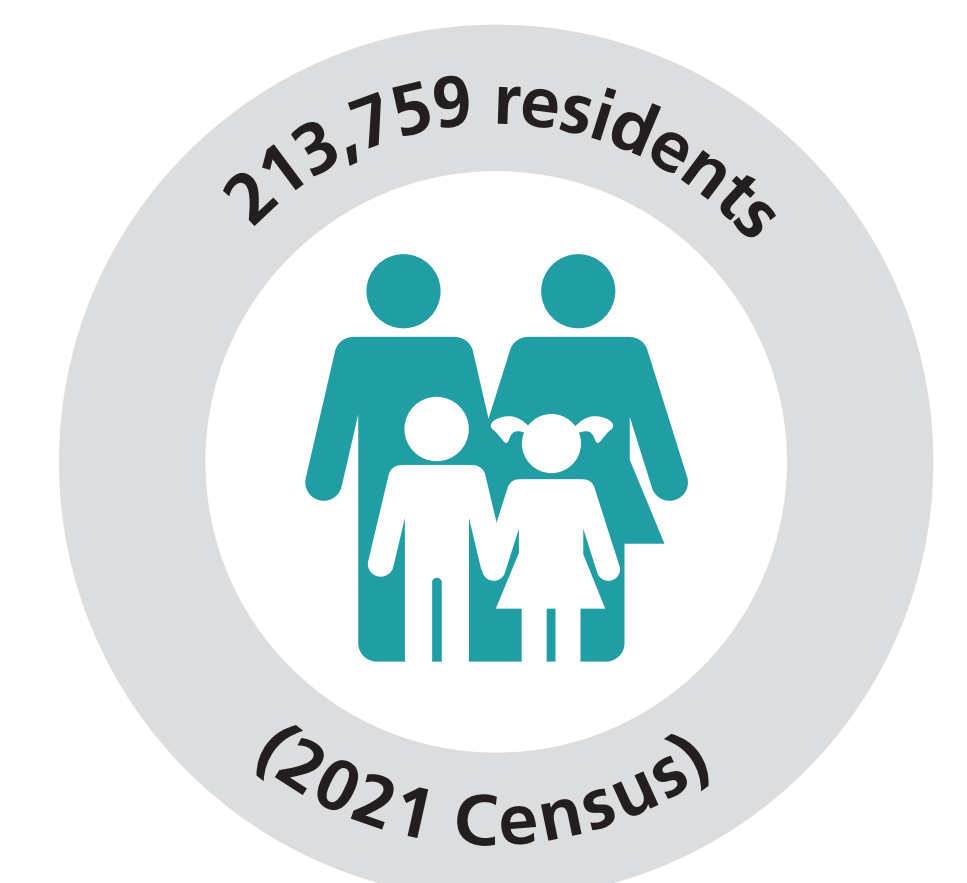
Transportation Master Plan: Future Visions

Vision Statement

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

Demographics At A Glance

Existing demographics can be used to inform travel desires and address transportation equity

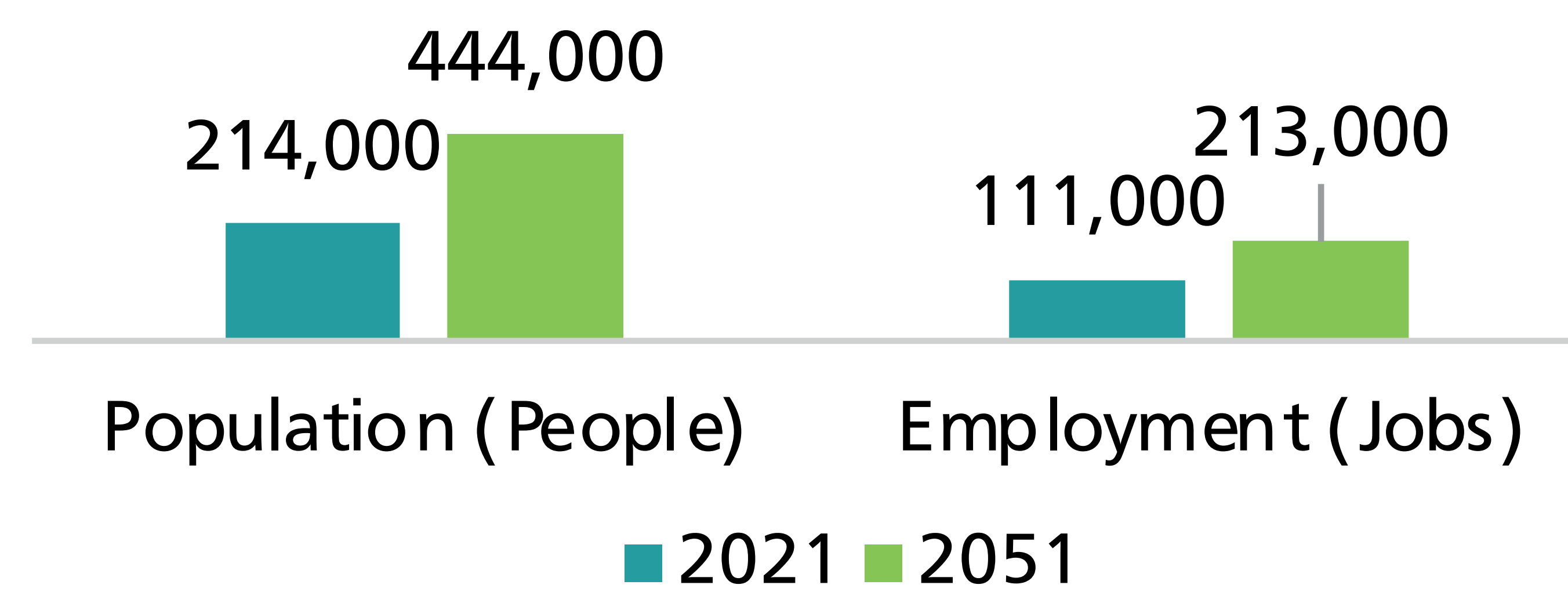


Source: 2021 Census

Older and lower income residents may have challenges and barriers to travel

Growth Forecasts

- Growth forecasts were predicted based on demographic and economic trends, policies, available infrastructure, and others
- The majority of Oakville’s population growth is allocated to the town’s Strategic Growth Areas
- Approximately half of Oakville’s employment growth is allocated to the town’s Strategic Growth Areas
- Planned growth for people and jobs in Oakville is concentrated in Strategic Growth Areas



Source: Halton Region Joint Best Planning Estimates

What is **your** vision of Oakville’s future transportation network?

Which picture best reflects what a vibrant community means to you?

Use any of the coloured stickers to indicate your preference

Option A



Option B



Option C



Option D

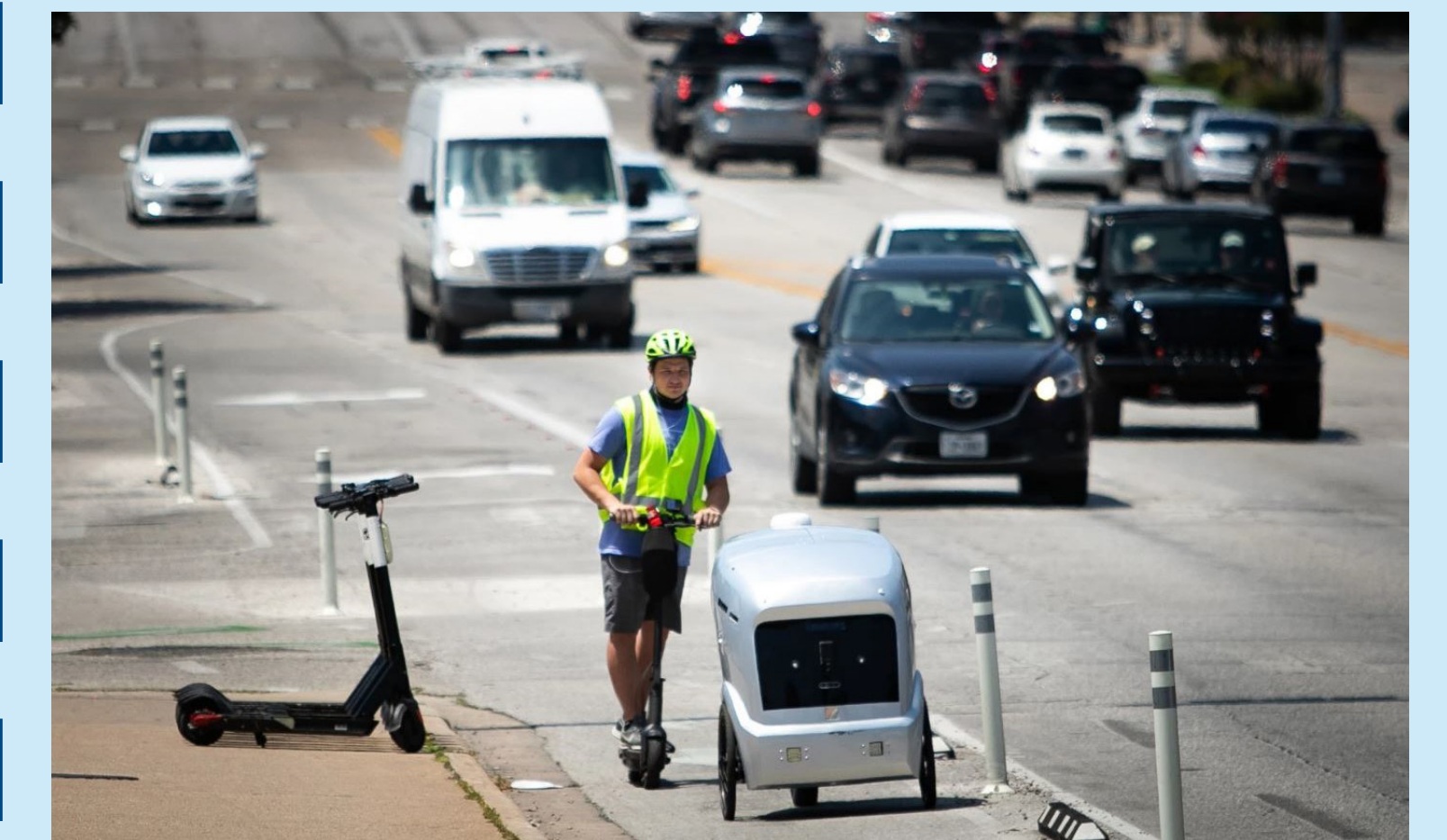


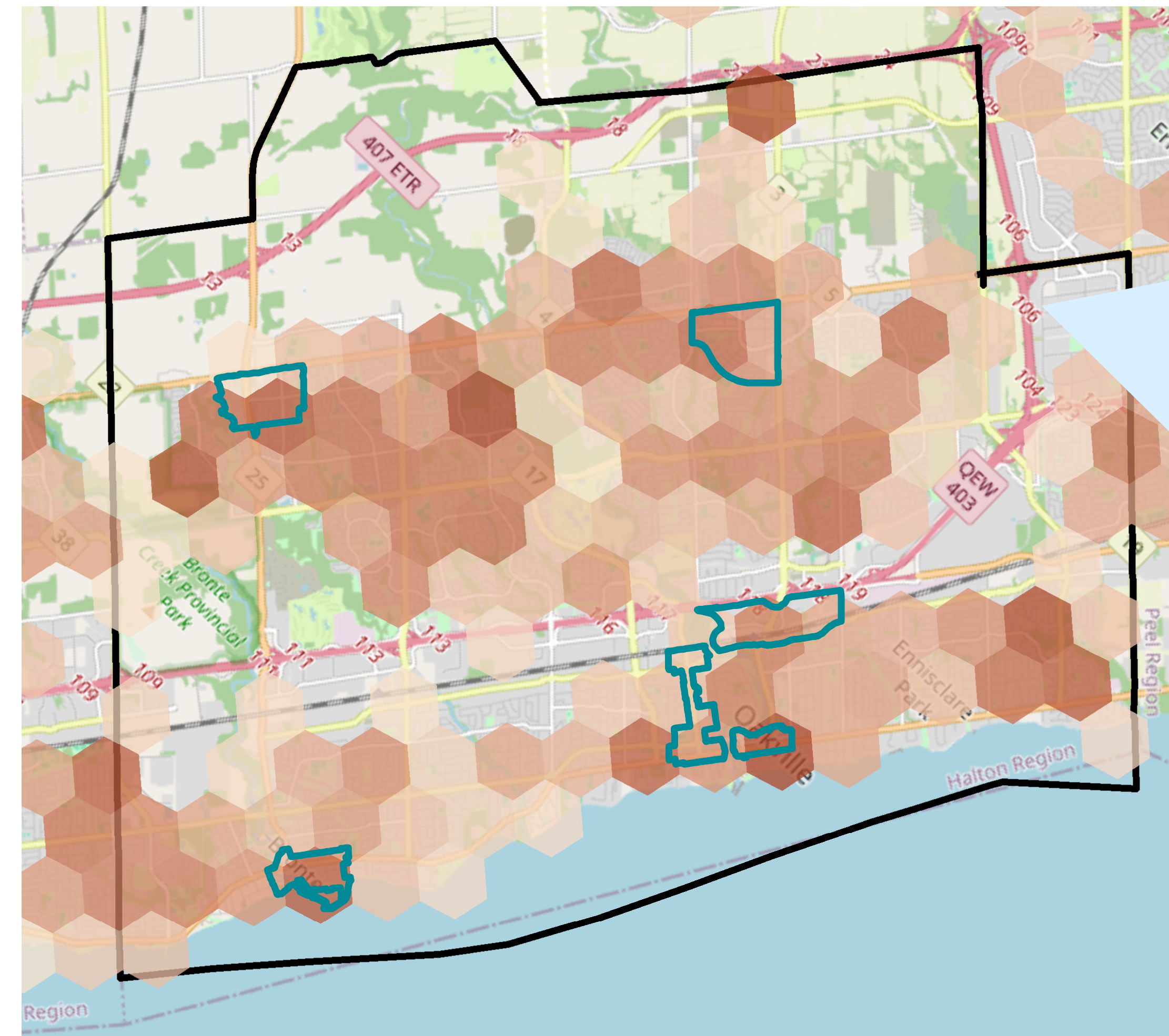
Photo sources: City of St. Albert (Picture A), San Francisco Municipal Transportation Agency (Picture B), Long Beach California (Picture C), Austin Texas / Gabriel C. Pérez / KUT (Picture D)

Taking a Big Data Approach

A Typical TMP would use Transportation Tomorrow Survey (TTS) data, Census and traffic counts

This TMP will:

- Use **big data sources** such as StreetLight Data™, Environics and Strava **in addition** to typical TMP data sources
- Coordinate with Halton Region’s ongoing modelling work
- Collaborate with the University of Toronto on micromobility research
- Leverage Inovex/Sheridan College research on Oakville GO trips before and after the pandemic based on Telus and PRESTO Card data



We know which areas generate a greater cyclist demand. As a next step, this TMP will investigate what **factors** (key destinations, existing facilities, etc.) are driving this demand and how this can be translated to criteria to develop a **active transportation prioritization framework**

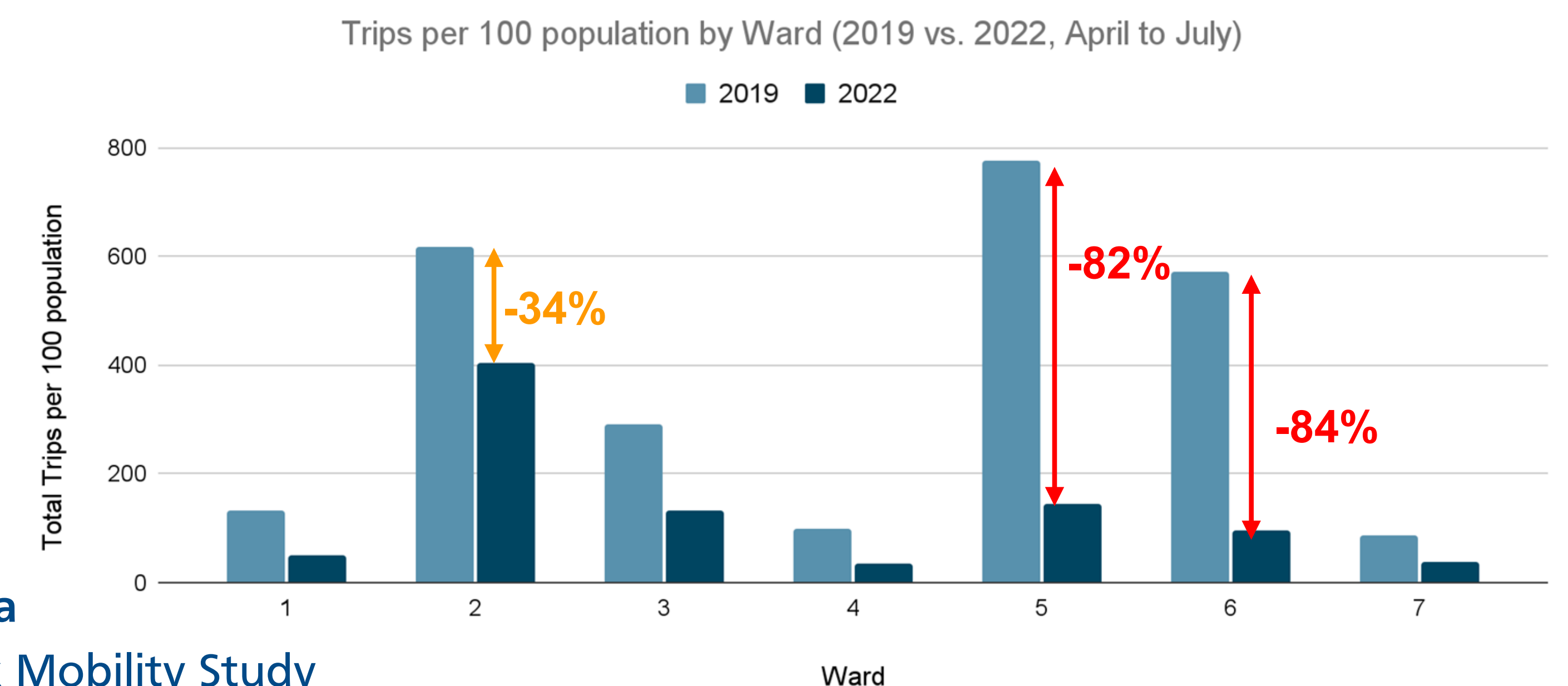
Why the Use of Big Data?

- To better assess the impacts of the pandemic (such as telecommuting) and emerging travel patterns and lifestyles
- To further support and justify recommendations
- To help diversify and broaden public outreach

“In the future, roughly 30 to 40 percent of workers – mostly managers and professionals – will work under hybrid models”

- Nicholas Bloom, Stanford University Economist

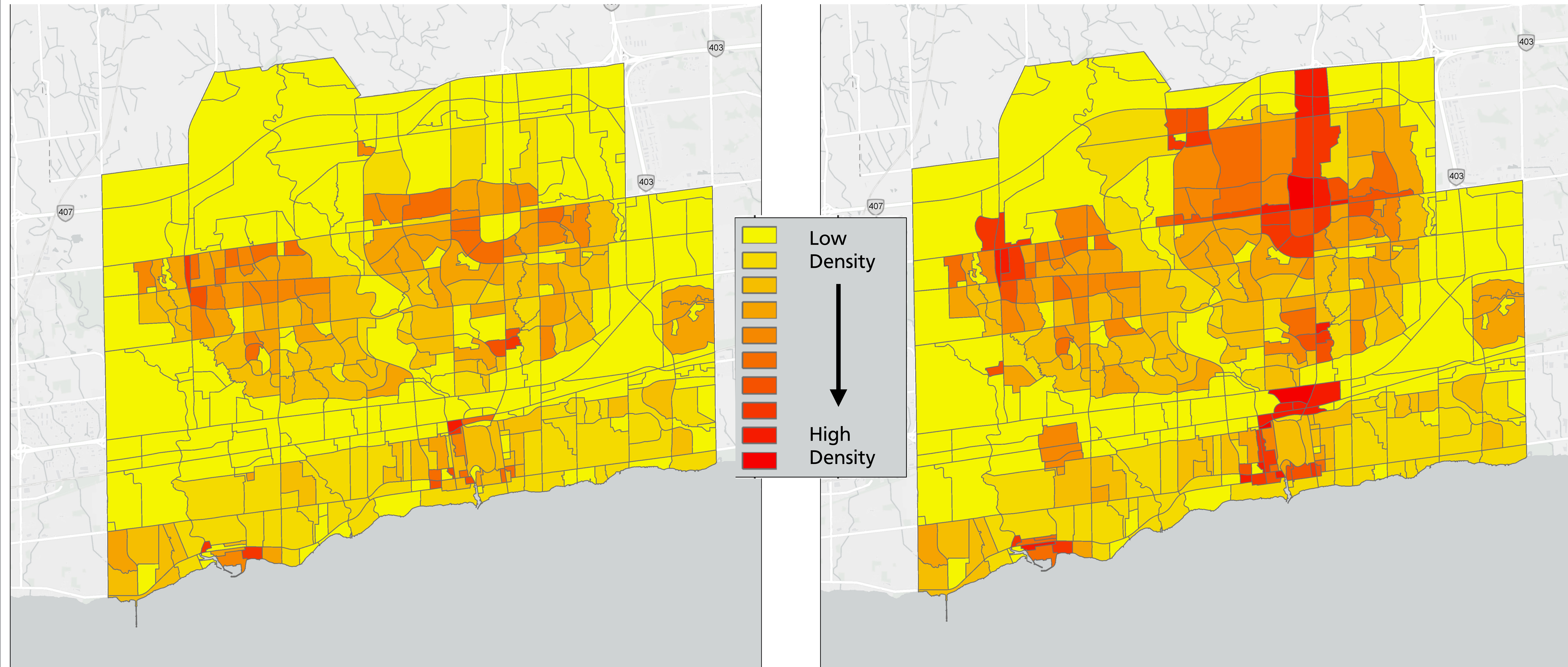
Disproportionate impact on trips to Oakville GO Station by COVID mandates in each ward



Using Big Data
Source: Inovex Mobility Study

Population Density (Persons per Hectare)

The Transportation Master Plan will be informed by future population and employment forecasts up to the 2051 horizon year.



Note: Population and employment density were derived based on Halton Region Joint Best Planning Estimates and may be subject to change

Road Network

Existing Network

- Provincial Highways:
 - QEW, Hwy 403, 407 ETR
 - Goods movement, inter-regional travel
- Halton Regional Roads:
 - 3 east-west, 4 north-south regional roads
 - Inter-municipal travel
- Town of Oakville Roads:
 - Collector and local roads
 - Neighbourhood circulation and property access



Future Outlook

- Solutions recommended as part of previous Halton and Oakville TMPs to address 2031 land use forecasts:
 - Widening of Halton Region roads
 - Widening of 14 Town of Oakville roads
- The previous (2018) TMP review determined that additional growth **cannot be addressed through additional road capacity improvements**:
 - Additional road widenings impact community, connectivity, tree canopy and property
 - The number of trips taken will increase, but road capacity is limited
 - Active transportation and transit are important to provide travel choice and mitigate congestion

Transit

Existing Network

- Metrolinx / GO Transit:
 - GO Rail Stations: Bronte, Oakville, Clarkson (Mississauga)
- GO Bus Routes:
 - 7 GO bus routes, providing connections to/from Hamilton GO, Oakville GO, Milton, Richmond Hill, Pickering and Oshawa
- Oakville Transit:
 - 21 scheduled fixed routes
 - Children, Youth and Seniors ride free
 - care-A-van services (mobility needs)
 - Home to Hub services / On-demand services
 - Special services for students



Future Outlook

- Transit objectives will depend upon the implementation and coordination with major planned transit improvements

METROLINX

- Provincial Initiatives (GGH Transportation Plan and RTP)
 - Regional Express Rail: All-day two-way, 15-minute GO Rail Service
 - Fare and Service Integration initiative

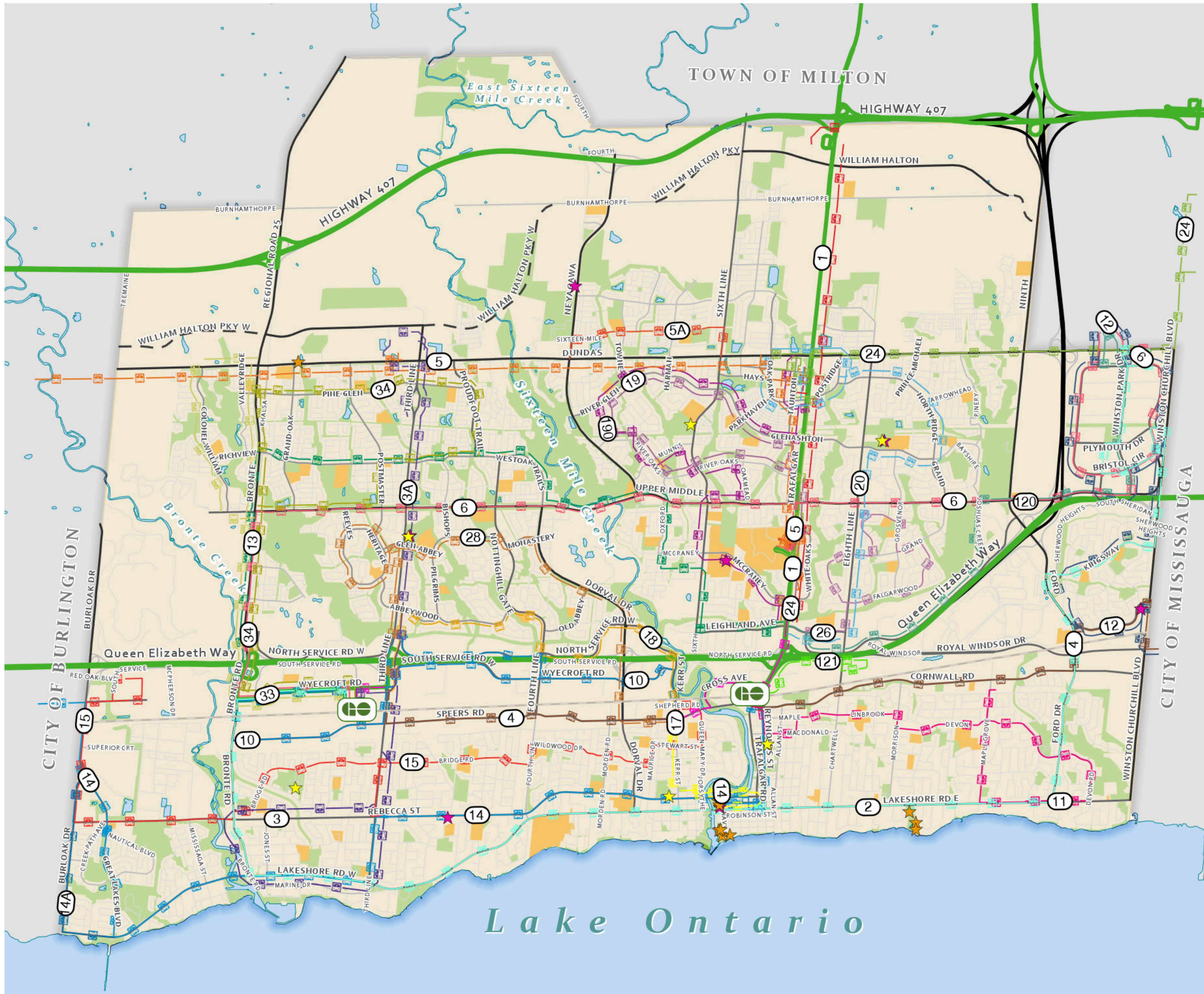


- Halton Region Initiatives
 - Priority Bus Corridors (Queue Jump, HOV, Signal Priority)
 - Bus Rapid Transit (BRT) Corridors (Dundas Street and Trafalgar Road)

OAKVILLE

- Current Oakville Initiatives
 - Five Year Business Plan (to be completed summer 2024)
 - Development of Frequent Transit Network
 - Expand on-demand services / Home-to-Hub program
 - Palermo Transit Terminal
 - Transit Fleet Electrification

Transit Network



- ★ COMMUNITY CENTER
- ★ ART / CULTURE FACILITY
- ★ LIBRARY
- PARKS
- SCHOOL LANDS
- ☐ OAKVILLE TRANSIT ROUTE
- GO BUS ROUTES

What are your top two (2) transit priorities?

Use any of the coloured stickers to indicate your priorities

* Note that 'Safety' is not included in this list as it should already be considered the top priority

Frequency

(e.g., 15-minute bus service)

Reliability

(e.g., buses arriving on time)

Affordability

(e.g., affordable fare pricing)

Comfort / Quality

(e.g., WIFI, cleanliness, more seating)

Connectivity

(e.g., bus routes providing direct connection to major destinations)

Active Transportation

Existing Network

- Infrastructure Elements:
 - 1,000+ km of Sidewalk
 - 200 km of trails and cycling lanes
- Major Routes:
 - Bronte Creek Trail
 - 16 Mile Creek Trail
 - Joshua Creek Trail
 - Waterfront Trail
 - Crosstown Trail

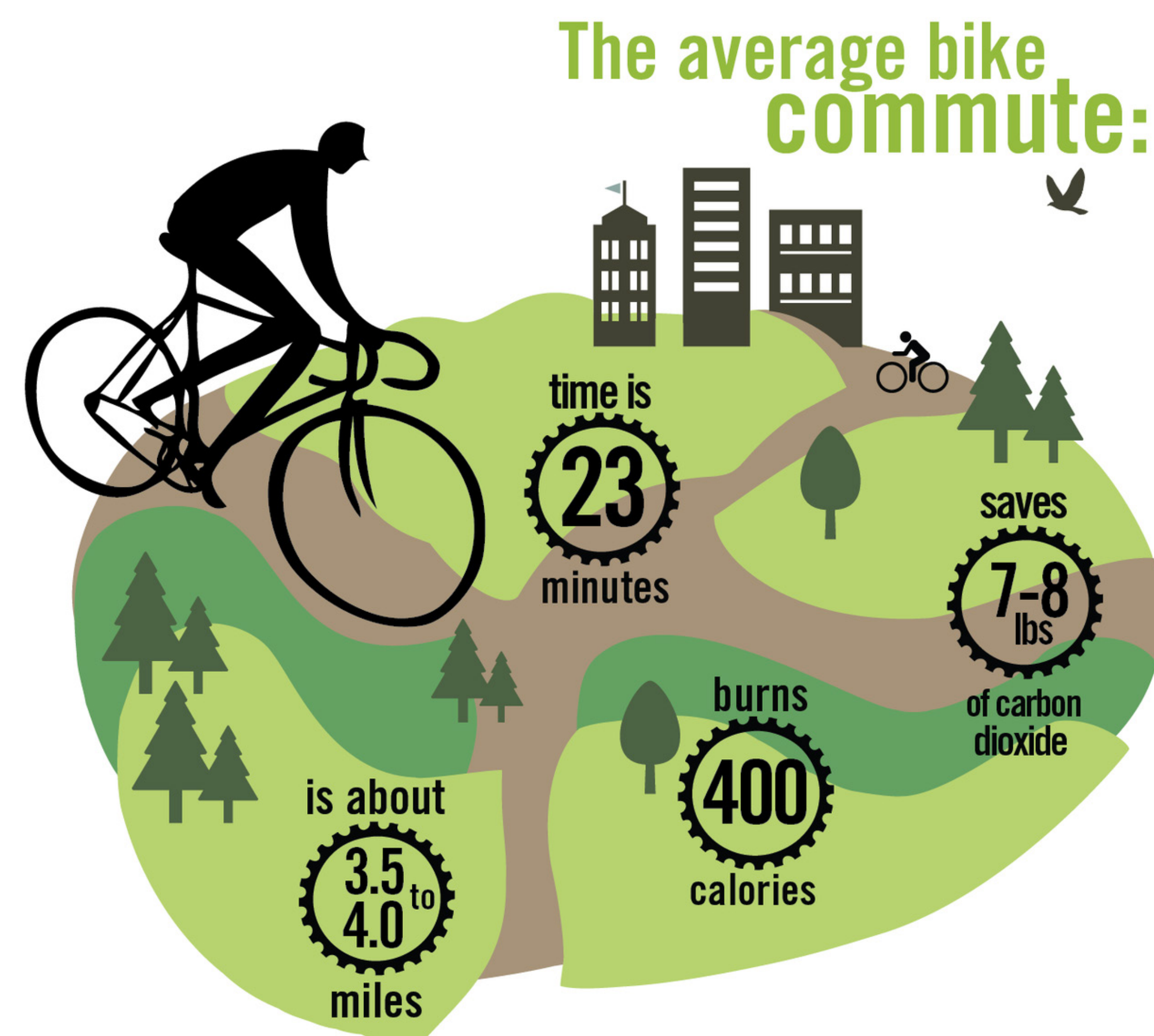


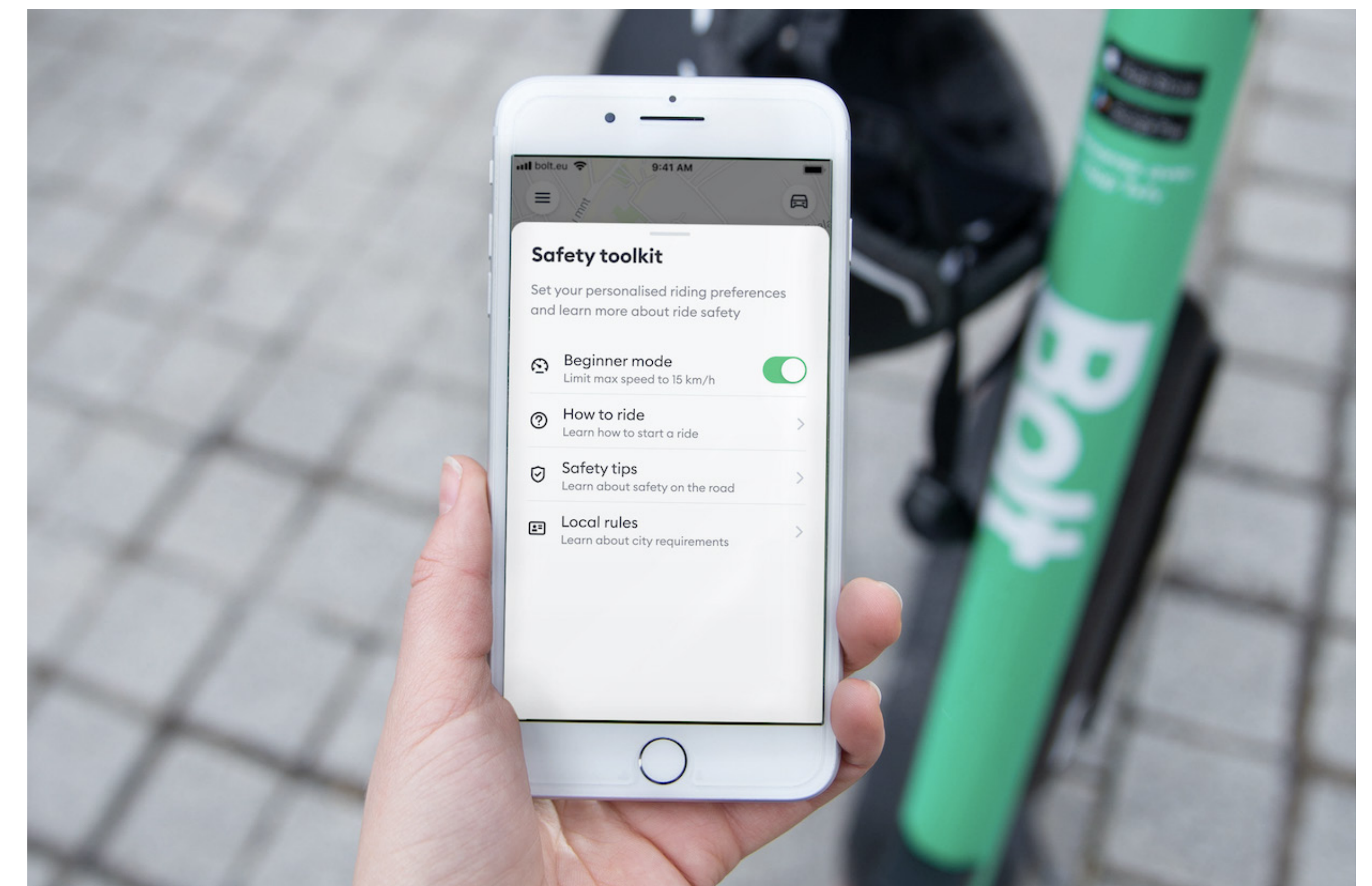
Photo source: The Intertwine Alliance

Future Outlook

- Active transportation improvements recommended and prioritized based on a set of criteria (e.g., connectivity, safety/user needs, transit integration, equity, etc.)
- Enhanced active transportation programming
- Active transportation elements to be considered include:
 - ✦ **Regional Routes:** connections to Halton Region corridors
 - 🏠 **Local Routes:** commuter destinations (educational, commercial) and recreational destinations (parks, conservation areas, public lands)
 - 🛋️ **Supportive Amenities:** bike parking, rest areas, water stations, bike repair station
 - 🔄 **Crossings:** highways, railways, watercourses and topography
 - 🚆 **Connections to Transit:** GO transit stations

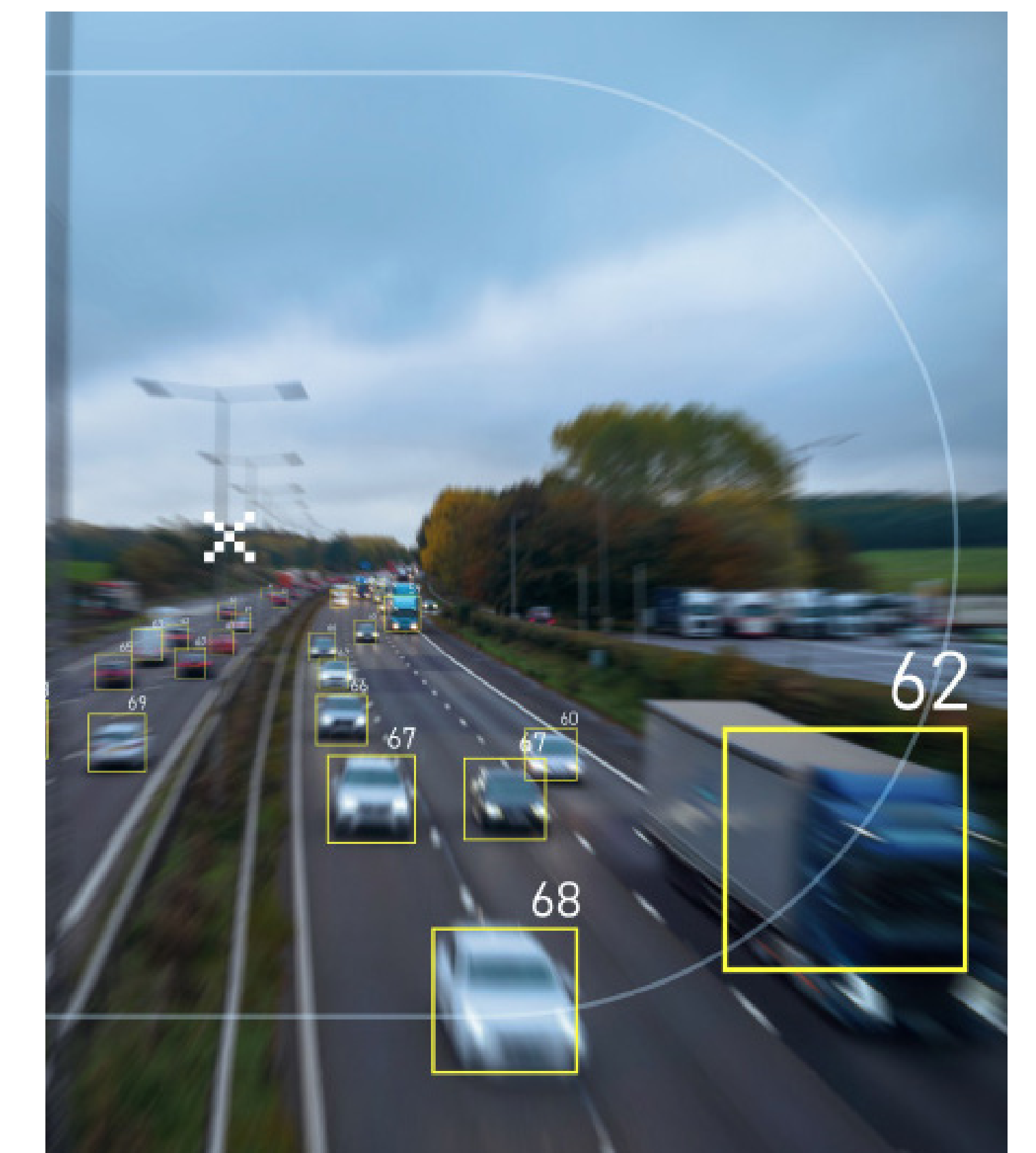
Micro & Shared Mobility

- This Transportation Master Plan will consider **Micro & Shared Mobility** opportunities, which are increasingly providing additional travel alternatives:
 - **Micro-mobility:** Small-form transportation offerings used for short distance trips
 - **Shared mobility:** Services in which transportation options can be rented on demand from a shared pool, rather than personally owned by individuals
- Micro-mobility is often implemented as a shared-mobility service. These options include:
 - Car Share
 - Bike Share
 - E-Scooters
 - Ride Hailing
 - On-Demand Transit
 - Van-Pooling
 - Electric Cargo Bikes
 - Mobility Hubs



Emerging Technologies

- This Transportation Master Plan will consider emerging technology opportunities that should be leveraged to address transportation system objectives:
 - **Intelligent Transportation Systems:** Cameras, sensors and detectors can dynamically assess demand and supply.
 - **Electrification:** Commitments to clean fuel vehicles will lead to a need for electric charging infrastructure
 - **Autonomous/Connected Vehicles:** There will be a need for the town to be future-ready in response the advancement of autonomous and connected vehicles
 - **Mobility as a Service:** Via an app or website, MaaS allows users to plan trips, select payment options, within one convenient interface



Goods Movement

- This Transportation Master Plan will consider goods movement solutions
- Goods movement require **balancing between economic and community objectives**, through the assessment of:
 - Freight Impacts on Neighbourhoods
 - Strains on residents' quality of life
 - Increased congestion, noise pollution, emissions, safety concerns
 - E-Commerce Uncertainty
 - E-commerce rise has been exacerbated by the COVID-19 pandemic
 - Cities are considering the impacts of e-commerce on their communities
 - Complete Streets
 - How to incorporate goods movement in Complete Streets framework
 - Need to balance safety, access, and productivity on streets and curbsides
 - Sharing the Benefits of Goods Movement
 - Communicate the benefits that trucking / goods movement provide



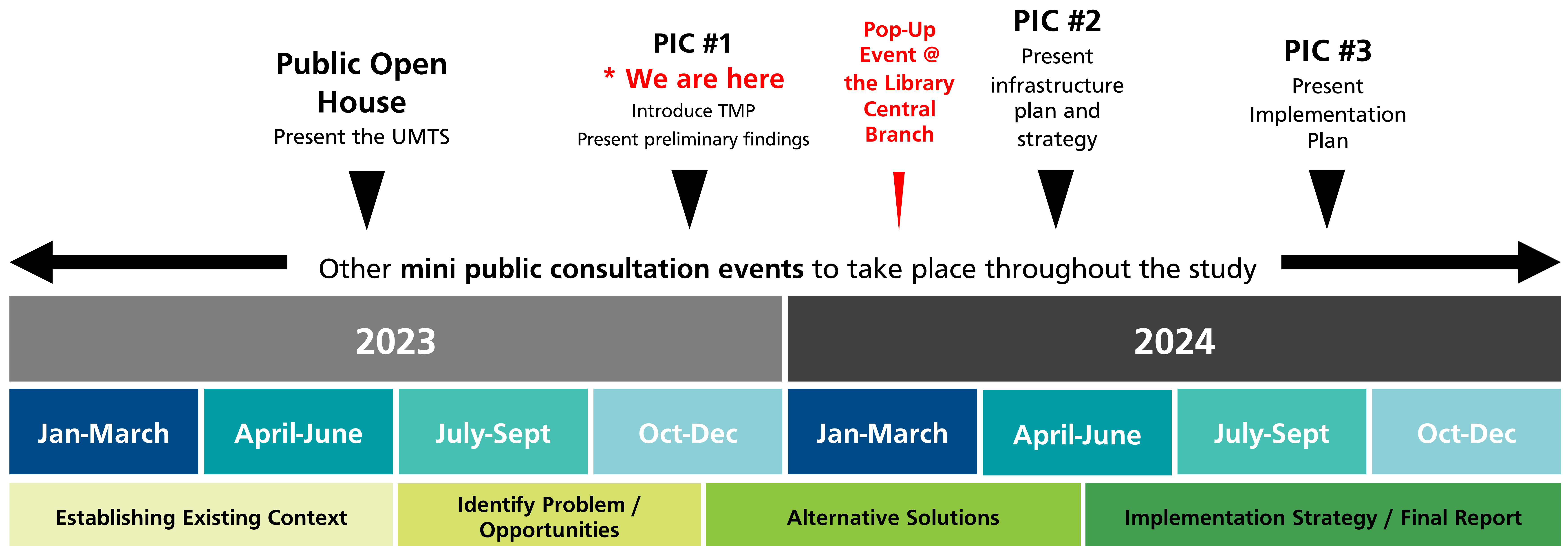
Where and what are your transportation concerns?



Use the appropriate sticker colour as categorized below to indicate what and where your concern is on the map.

-  Safety / Speeding
-  Congestion
-  Lack of sidewalks
-  Lack of cycling facilities
-  Lack of recreational trails
-  Lack of transit
-  Connecting to key destination
-  Other – Fill out a blank sticky note

Next Steps of the TMP Process



Join us at the Library Central Branch for our next pop-up event where you can provide further input on the TMP and the issues to be addressed.

Our second PIC for the Oakville Transportation Master Plan is scheduled for the spring of next year and will present the infrastructure plan and strategy

In the meantime, please visit the TMP page at Oakville.ca to fill out the survey and watch our TMP project initiation video

If you have any additional questions / comments, please contact tmp@oakville.ca