Welcome

Town of Caledon
Multi-Modal Transportation Master Plan (MMTMP)

Public Meeting
September 19, 2023

FUTURE CALEDON

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TOWN OF CALEDON

Study Overview & Purpose

The Town of Caledon (Town) is experiencing steady growth with increasing demands on the transportation system.

Population (persons)			Employment (jobs)		
76,580	→	300,000	26,700	→	125,000
2021		2051	2021 est.		2051

The Town initiated a Multi-Modal Transportation Master Plan (MMTMP) in 2020 with the purpose of establishing a **long-term strategy** that guides the planning, policies, and infrastructure needs of the Town's multi-modal transportation system to **accommodate future growth and development.**

Vision Statement

By 2051, the Town will have a transportation system that provides **accessible**, **affordable**, **safe**, and **sustainable** travel choices for all, and is well-integrated, effective to use, promotes healthy lifestyles, and supports economic prosperity, livable communities and climate commitments.

Alternative Solutions and Preferred Solution

The following **four alternative solutions** were established and assessed against transportation service, climate change, natural environment, socio-economic/cultural environment, and cost criteria to determine the preferred solution.

Alternative Solutions	Description / Goals	Transportation Improvements
Do Nothing "Business-as-Usual"	A transportation strategy that reflects the 2017 Caledon Transportation Master Plan that addresses transportation needs to 2031	• Carry forward with previously recommended improvements only • No additional improvements
Road Network Approach	Develop additional road infrastructure in support of growth to 2051 to address capacity and connectivity needs	• Carry forward with previously recommended improvements • Urbanize 4-lane cross section for all roads within southern Caledon • Study of new collector roads within southern Caledon through the Secondary Plan process • Incorporate a "Complete Streets" approach which is designed for all road users
Sustainable Approach	Develop active transportation and transit and focus only on sustainable modes of travel	• Carry forward with previously recommended improvements • Incorporate improvements identified in the Town Active Transportation Master Plan (ATMP) • Caledon GO Station (Primary MTSA) • Mayfield West Transit Hub (Planned MTSA) • Implement transit priority corridor network • Transit Needs • Transit Strategy Study to establish governance structure and develop a 5-year service plan
Preferred Solution		
Combined Approach	Invest in capital road improvements and implement active transportation and transit network improvements	• Includes road, active transportation and transit network improvements from all three alternative solutions above

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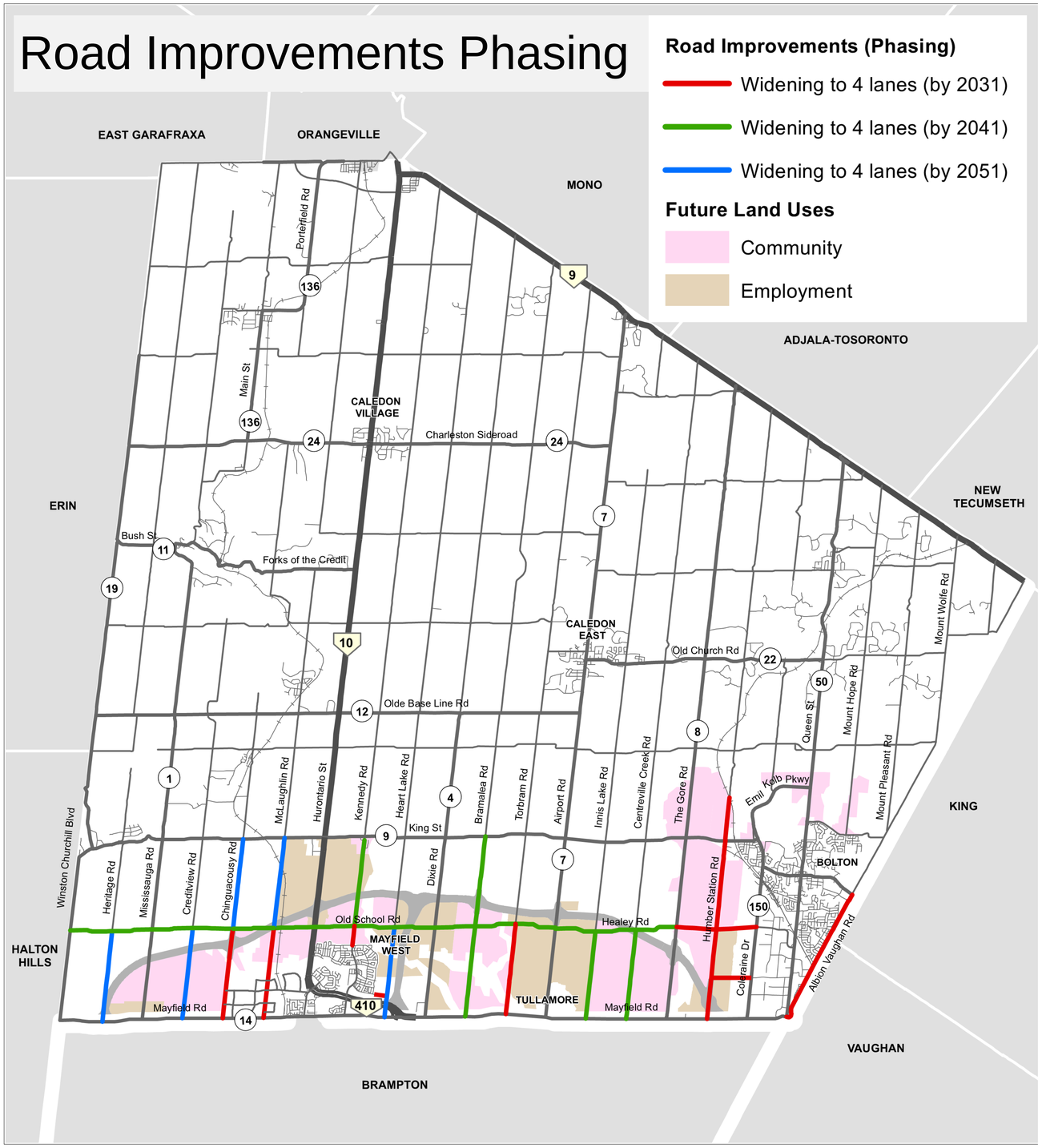
Recommended Road Improvements



Proposed Road Network

- Build on Regional and Provincial plans
- Urbanized 4-lane cross section for all roads within southern Caledon
- Study of new collector roads within southern Caledon through the Secondary Plan process
- Incorporated a “Complete Streets” approach which is designed for all road users

Policy Updates

- Future collector roads should be assessed as part of the secondary or block plan process to connect to the Town's collector and arterial road network to minimize traffic volumes on local streets
- Revised road classifications from the previous Official Plan policies to reflect the Town’s future diverse urban and rural land use contexts
- Speed policy established based on guidelines to promote safety, efficiency and consistency

Road Class (Previous)		Road Class (New)
High Capacity Arterial	→	Regional Arterial
Medium Capacity Arterial	→	Town Arterial
Low Capacity Arterial	→	Major Collector
Collector	→	Minor Collector
Local	→	Local

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Recommended Active Transportation Improvements

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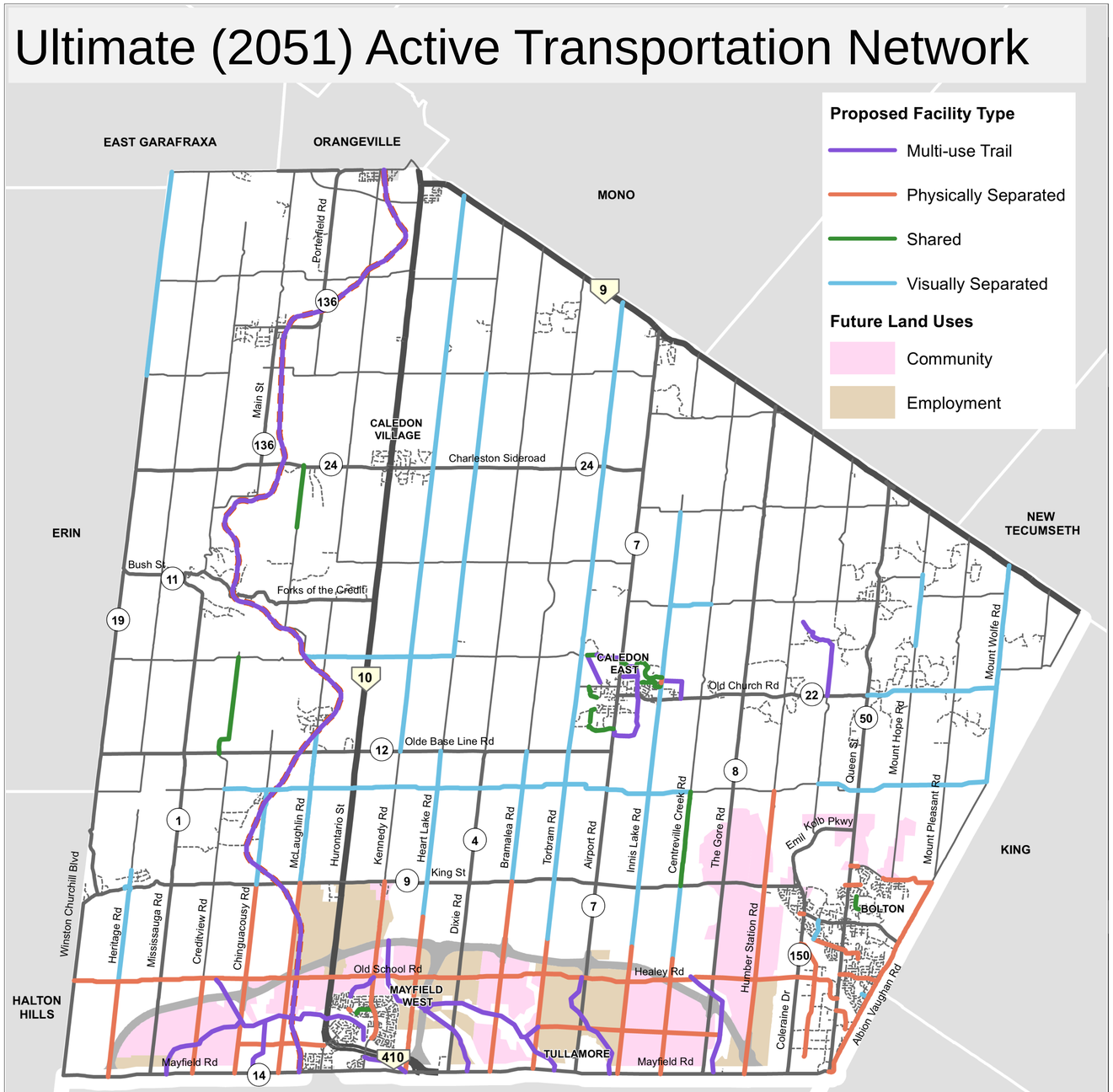
Ultimate (2051) Active Transportation Network



*** Note that this recommended active transportation network is a draft and subject to further changes per the Active Transportation Master Plan (ATMP)**

Proposed Active Transportation Network

- Implementation of the Town-wide Active Transportation Master Plan (ATMP) initiated February 2022

Policy Updates

Policies that introduce a regularly updated Town Active Transportation Master Plan that:

- Establishes **comprehensive walking and cycling networks** that connect existing and new settlement areas and rural settlement areas
- Establishes a **trail system** that is integrated with the pedestrian and cycling network and includes connections to open spaces
- Identifies opportunities and locations for safe **pedestrian and cycling crossings**, including strategically located grade-separated crossings
- Promotes bicycle amenities at major employment / residential developments
- Engages community groups

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Recommended Transit Improvements

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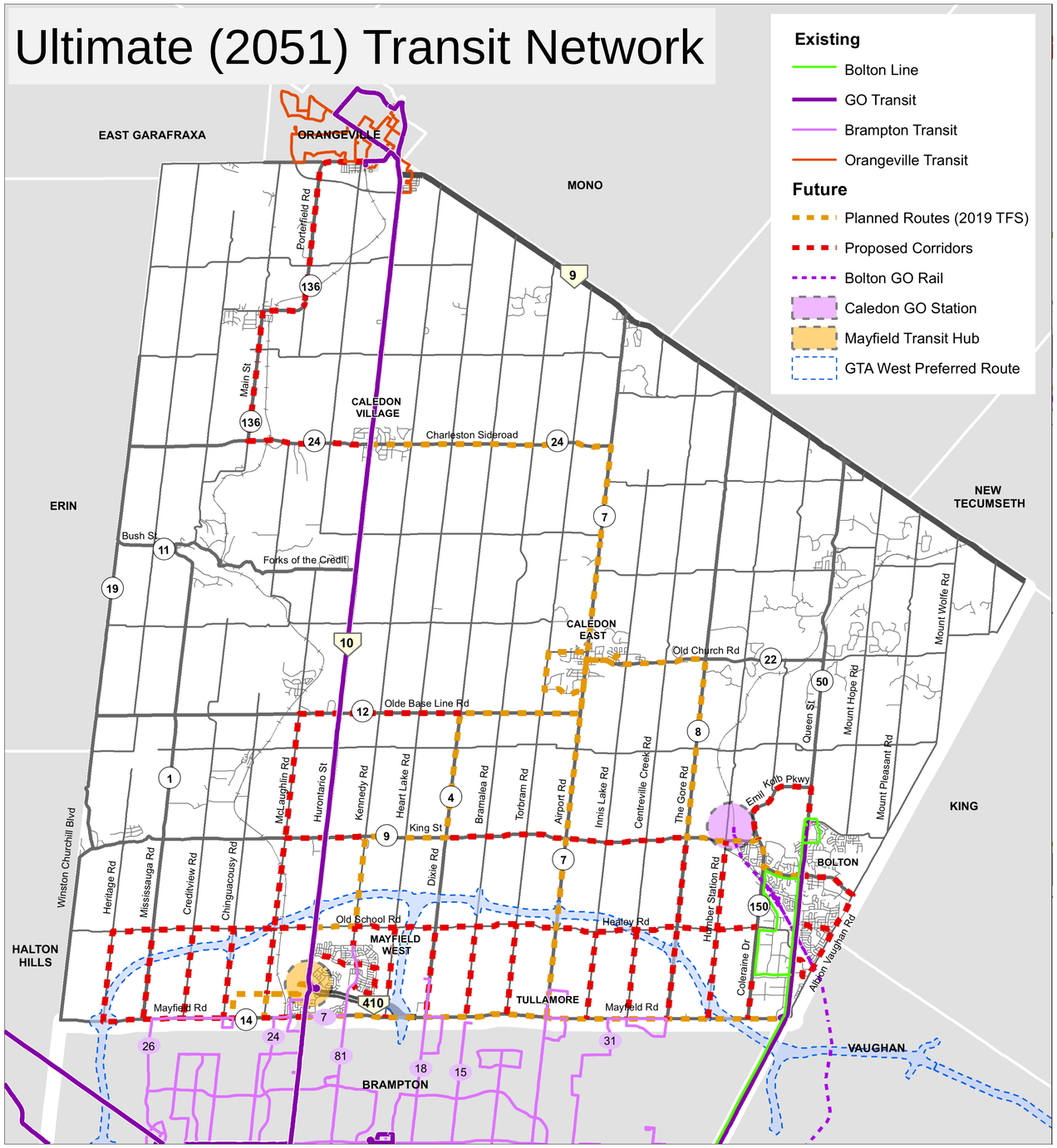

Proposed Transit Network

- Priority Areas or Corridors
  - Caledon GO Station (Primary MTSA)
  - Mayfield West Transit Hub (Planned MTSA)
  - Bolton
  - Tullamore
  - Bolton Residential Expansion Areas
  - Settlement Area Boundary Expansion
- Transit Needs
  - Transit Strategy Study to establish governance structure and develop a 5-year service plan
  - Connectivity within the Town and to surrounding municipalities and the regional network
  - Accessible and reliable transit services

Policy Updates

- Policies that guide the development of transit for interim and long-term needs:
  - **Interim:** Town to leverage the transit provider in Bolton and Brampton Transit for service expansions where needed.
  - **Long-Term:** Implement Town-authorized or Town-operated transit system. The Town should initiate a Transit Strategy Study to develop 5-year service plan and establish governance structure.

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Typical Road Rights-of-Way (ROW)

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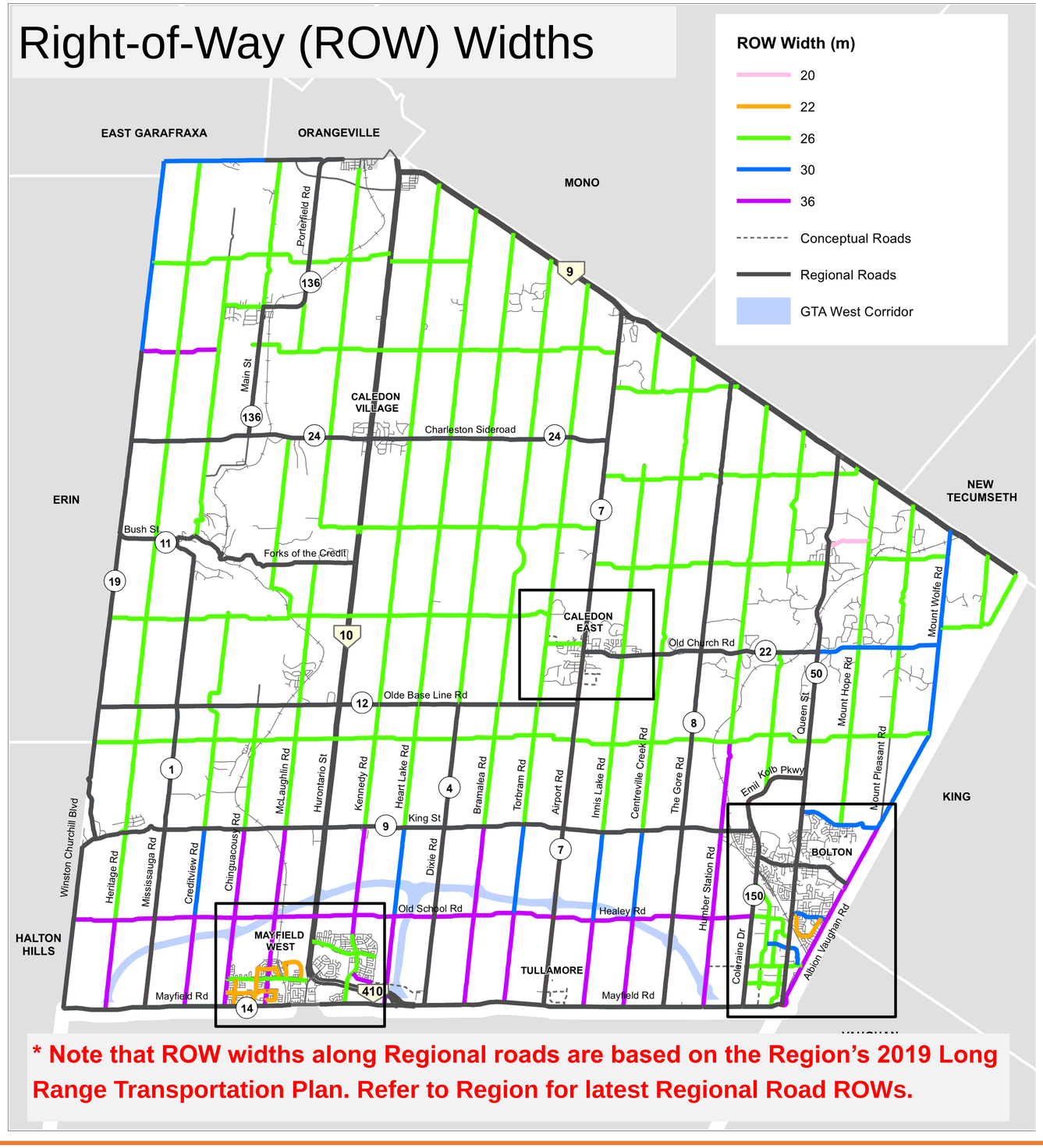
Right-of-Way (ROW) Widths



*** Note that ROW widths along Regional roads are based on the Region's 2019 Long Range Transportation Plan. Refer to Region for latest Regional Road ROWs.**

The Town aims to achieve the midblock right-of-way widths as shown in the map to support future road improvements and align with the Complete Streets Typologies in the table below

Street Typologies	Primary Purpose	ROW Width
Neighbourhood Residential Street	• Provide access to adjacent development. • Provide connections within neighbourhoods.	20 m
Rural Street	• Accommodate longer distance travel between settlement areas • Provide access to adjacent uses including the movement of agricultural equipment • Accommodate transit	26 m
Industrial / Employment Street	• Provide access for employees to their place of work • Serve employment lands that may have a high volume of truck traffic that require access to the regional road system • Accommodate transit	26 m
Neighbourhood Connector Street	• Provide local access • Connect neighbourhoods • Accommodate transit	26 m
Downtown Commercial Street	• Provide access to adjacent mixed uses • Accommodate significant volumes of traffic, pedestrians, cyclists and transit	30 m
Urban Collector Street	• Provide access between neighbourhoods • Provide access to the network of Town, Regional and Provincial roads • Accommodate transit	30 m
Urban Arterial Street	• Provide access between neighbourhoods • Provide access to the network of Town, Regional and Provincial roads • Accommodate transit	36 m

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