Caledon Multi-Modal Transportation Master Plan

Public Information Centre #1
March 24, 2021

Project Management Team



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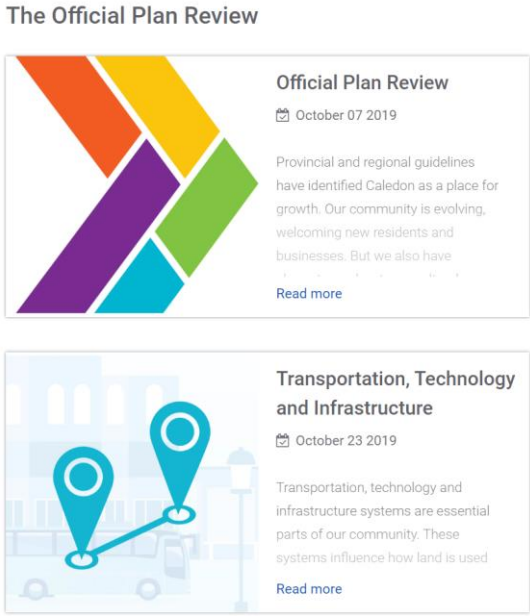
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Study Objectives

To plan for future growth, the Town of Caledon will need to:

- Update the last Transportation Master Plan to identify needs and solutions to the year 2041 or 2051
- Plan for the Peel Region Settlement Area Boundary Expansion (SABE) strategies
- Integrate a Caledon Transit Strategy with planned growth
- Identify any systemic changes needed for the expected unprecedented growth for the Town
- Provide policy and infrastructure input to the Town Official Plan Update





Study Guiding Documents

Documents guiding this study include:

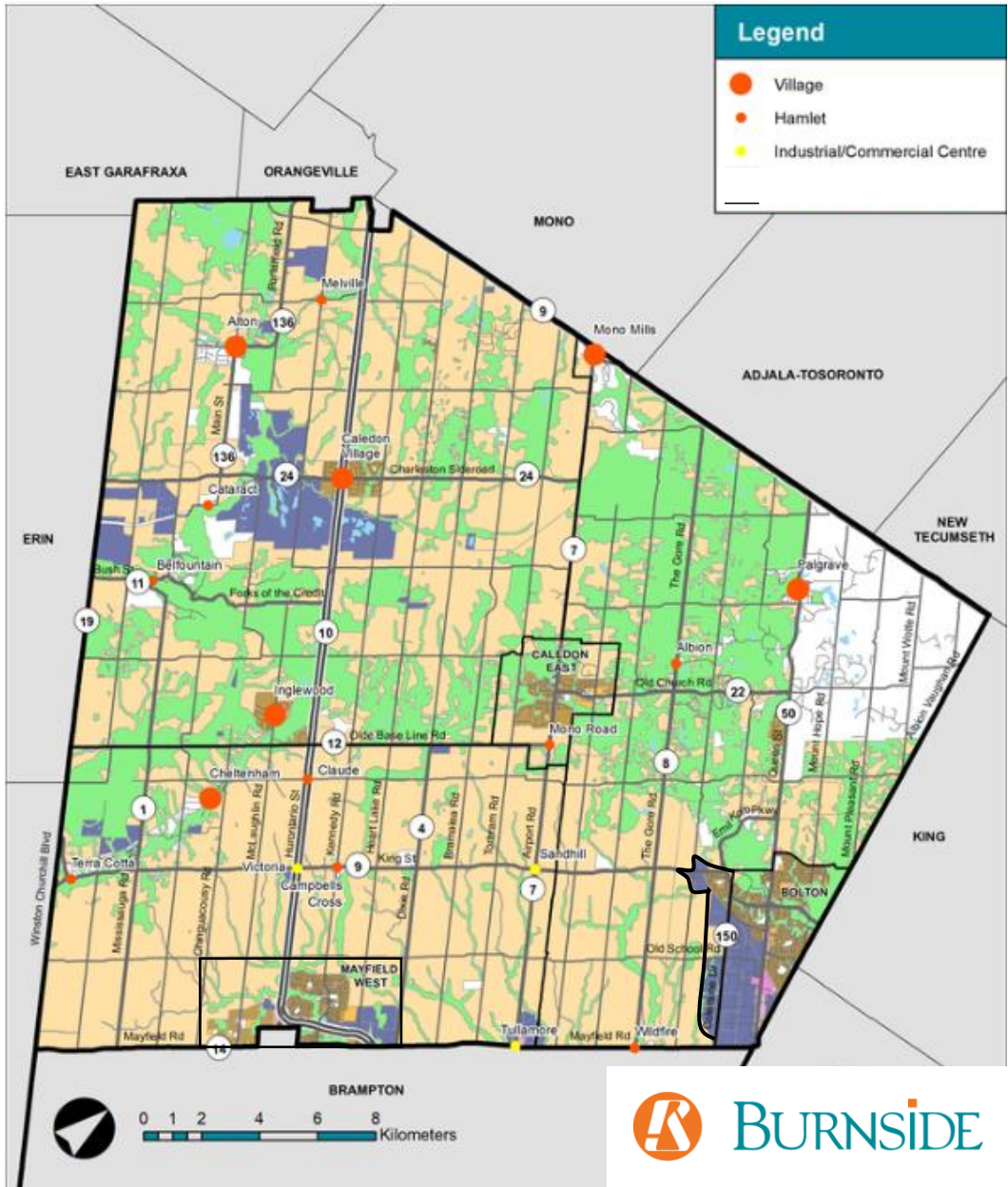
- Provincial Studies
  - Development and environmental policies
  - Metrolinx Regional Plan identifies region-wide initiatives
  - GTA-West Corridor EA defines a future transportation spine
- Region of Peel
  - Settlement Area Boundary Expansion studies and forecasts
  - Policy for roadway design and goods hubs and corridors
  - The LRTP identifies modal targets and infrastructure
- Town of Caledon
  - 2017 Caledon TMP, Bolton TMP and Mayfield West Studies
  - Official Plan background studies
  - Caledon Transit Feasibility Study



Background Considerations

Urban structure considerations include:

- Town Structure of Centres, Hamlets and Villages
  - 14 villages and hamlets
  - Palgrave Estate Residential
  - 3 urban centres
- Bolton and Bolton Expansion Area (BRES)
  - Bolton is currently 40% of the Town population
  - Provincially Significant Employment Zone
  - BRES to add 11,100 population, 3,600 employment
- Mayfield West
  - Secondary Plan population 26,838
  - Mayfield West Phase 2 to add 3,900 population



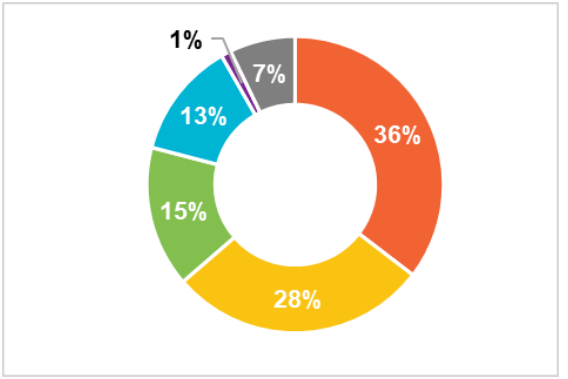
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Background Considerations

Current travel characteristics include:

- Trip Generation
  - Approximately 30,000 outbound peak period trips
  - 47% of trips are to/from Bolton
- Trip Patterns (Origin-Destination)
  - 36% of Caledon trips are internal
  - External trips are oriented to the south and east
- Modal Split
  - Most travel is from auto-based trips
  - Mode share has remained constant

Trip Destinations from Caledon



Trip Mode to/from Caledon AM Period

Mode	AM Peak Period			
	Outbound		Inbound	
	Trips	%	Trips	%
Automobile	27,140	94%	19,999	93%
Local Transit	390	1%	284	1%
GO Rail / Joint GO Rail	269	1%	0	0%
Walk	1,078	4%	1,107	5%
Cycle	11	0%	0	0%
Other	0	0%	35	0%
Total	**28,888**	**100%**	**21,425**	**100%**

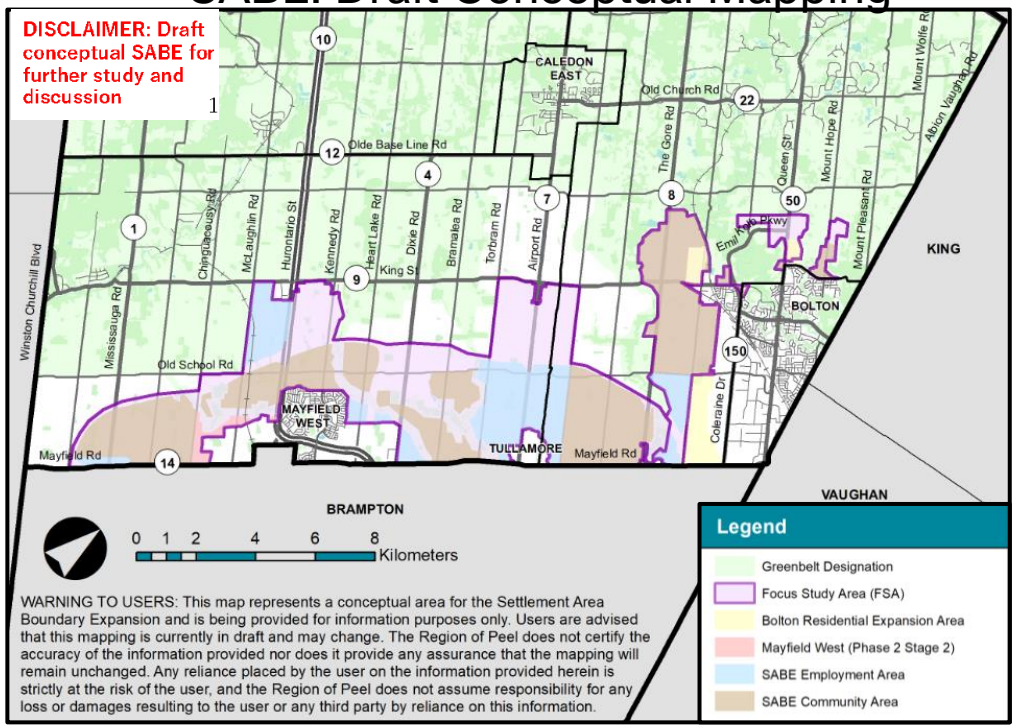
Source: Transportation Tomorrow Survey

Background Considerations

Land use considerations include:

- Population / Employment Forecasts
  - Population/employment to double by 2041
  - Growth to 2051 to be determined
- Settlement Area Boundary Expansion (SABE)
  - Provincial policy: expand outside Greenbelt
  - SABE concept presented to Peel Council

SABE: Draft Conceptual Mapping



Source: Peel Council Agenda December 10, 2020

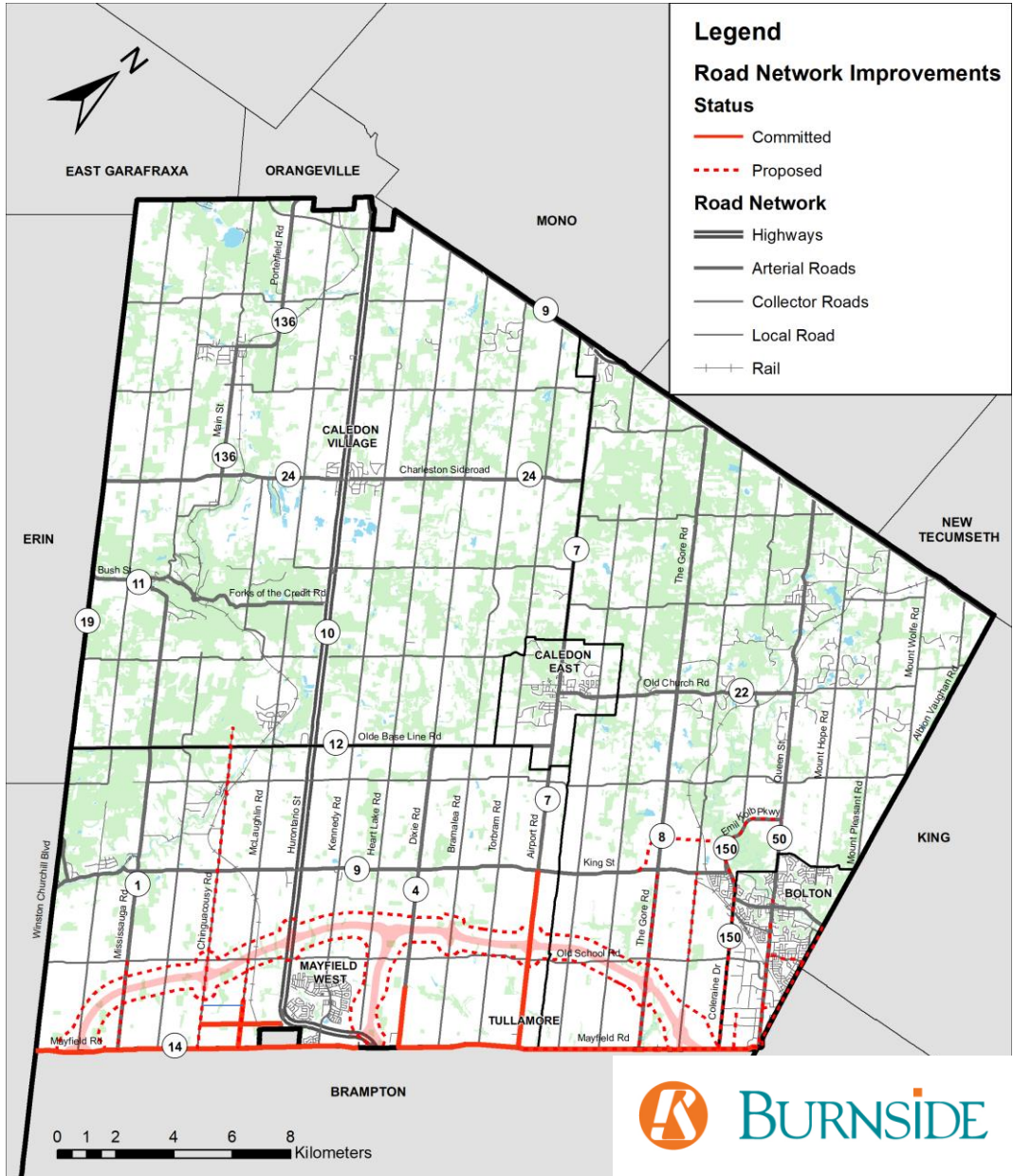
	2021 (Peel 2020 Estimate)		2031 Peel Mid Year Forecasts		2041 Peel Council Endorsed		*2051 Proposed Draft Allocation*	
Municipality	Population	Employment	Population	Employment	Population	Employment	*Population*	*Employment*
Peel Region	1,490,000	820,000	1,640,000	870,000	1,970,000	970,000	*2,280,000*	*1,070,000*
Town of Caledon	81,000	26,700	108,000	46,000	160,000	80,000	*300,000*	*125,000*

Transportation Analysis

Planned and Proposed Road Improvements:

- Programmed road improvements to 2031
  - Mayfield Road Widening
  - Airport Road Widening (to King Street)
  - McLaughlin Road Widening
  - New A2 Arterial (West of Coleraine Drive)
  - Tim Manley Boulevard / Spine Road (Mayfield West)

- Additional proposed / planned road improvements
  - GTA-West Transportation Corridor
  - Highway 427 extension to Major Mackenzie Drive
  - Chinguacousy Road Widening
  - The Gore Road Widening
  - Bolton Area road improvements

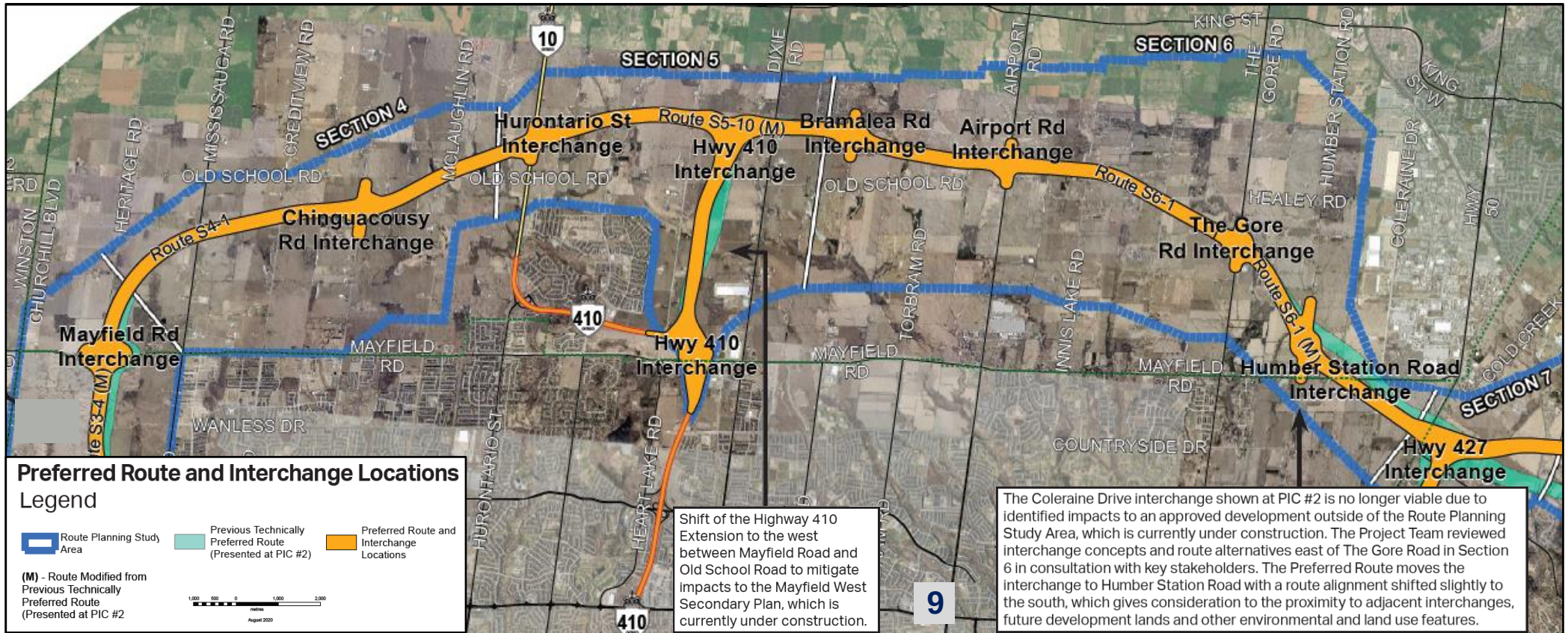


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Transportation Analysis

GTA West Corridor:

- The Province has Confirmed the Preferred Route for the GTA West Multimodal Transportation Corridor
- It will include a four-to-six lane 400-series highway and separate infrastructure dedicated for transit

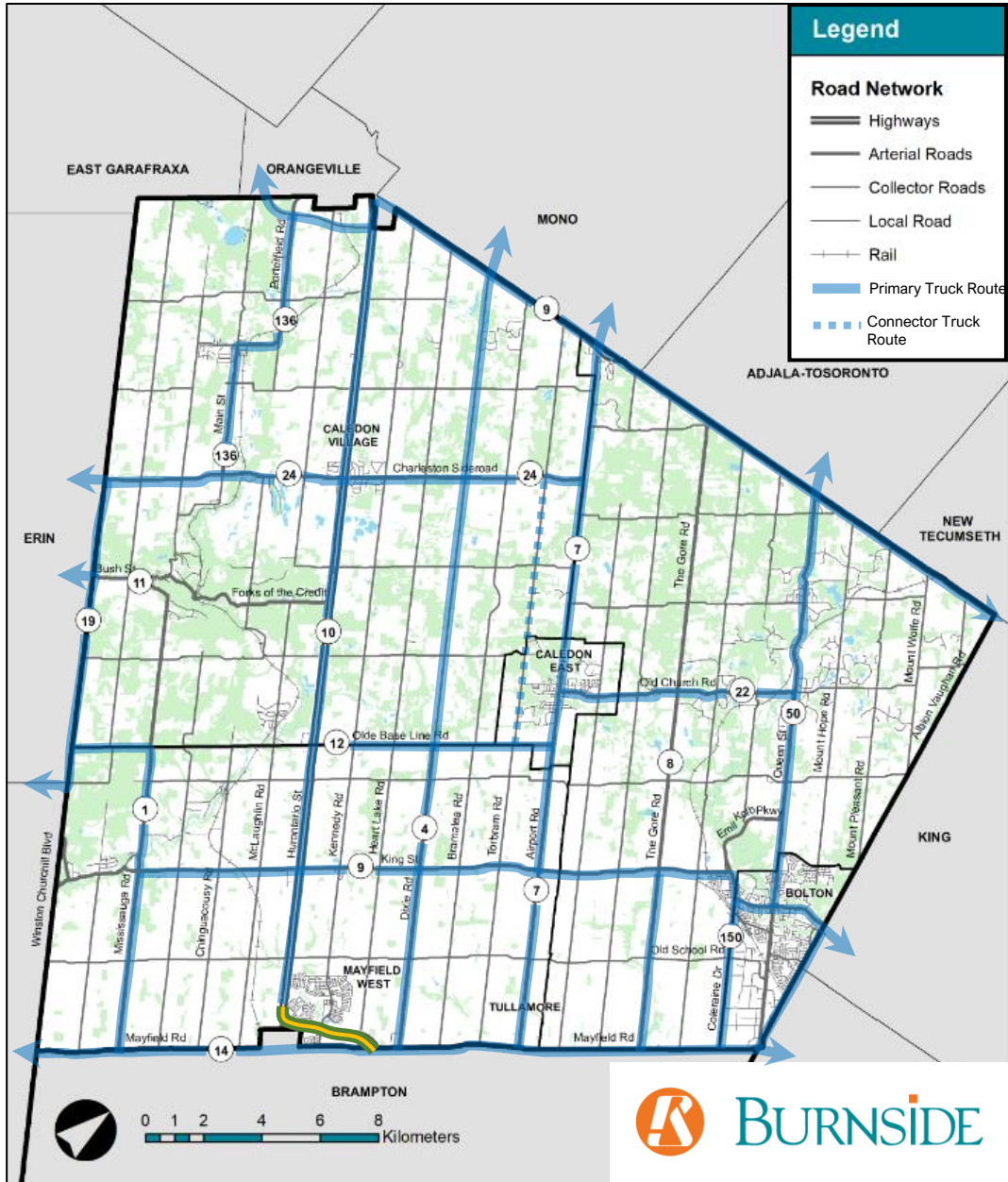


Transportation Analysis

Road and Goods Movement Network:

- Roads Connections of Freight Transportation
  - Goods moved in Peel include: mixed freight, electronics, automobile parts, pharmaceuticals and machinery
  - Provincial Highways and arterial roads are the backbone of Peel's freight transportation system
  - Multiple north-south goods movement corridors exist
  - GTA West Corridor will represent a key goods movement connection through south Caledon

- Rail Connections of Freight Transportation
  - Intermodal containers are transferred from rail cars to trucks, or vice versa at rail intermodal terminals,
  - Intermodal terminals:
    - CN in Brampton 10 km south of Caledon
    - CP in Vaughan 5 km southeast of Caledon



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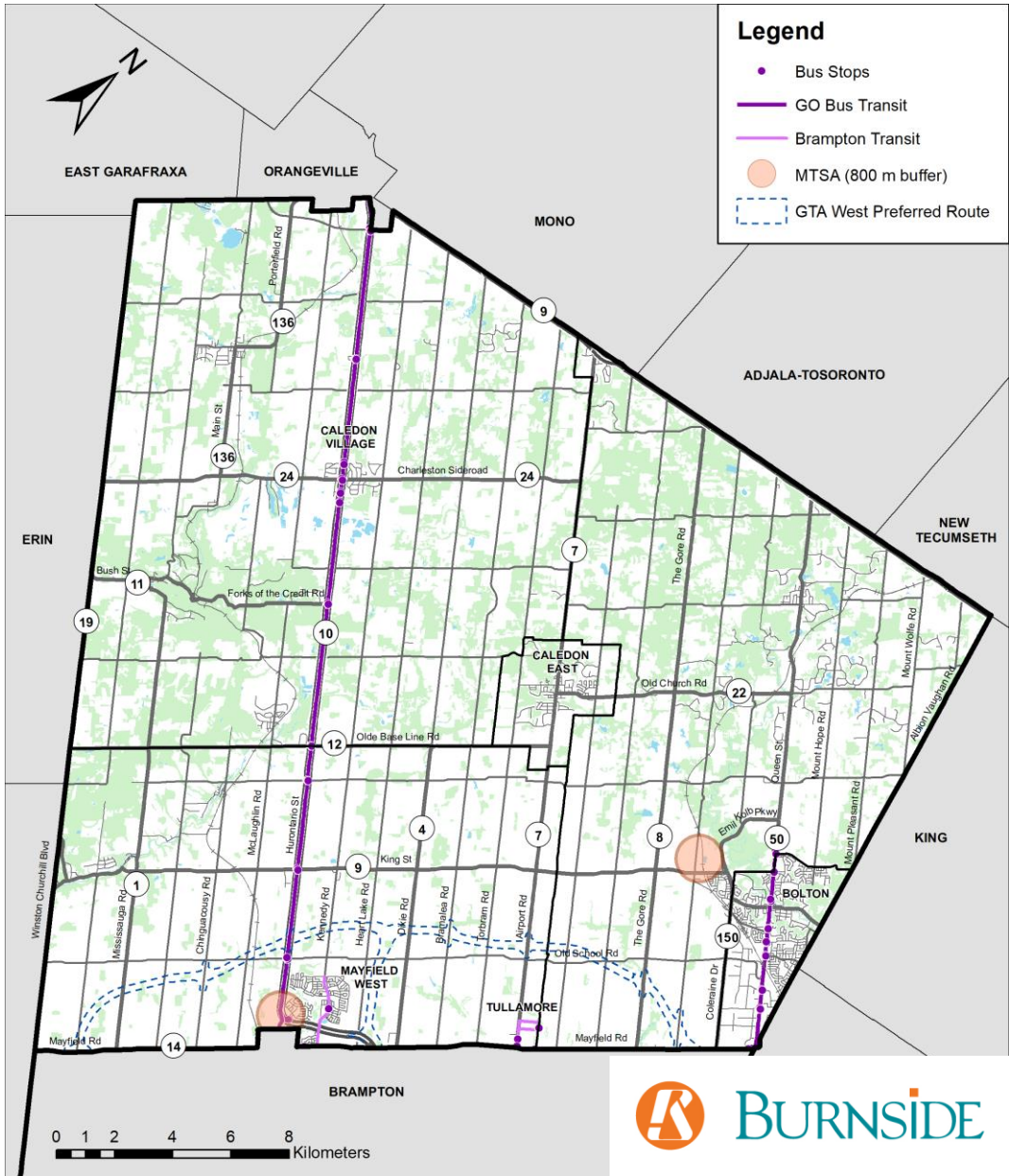
Transportation Analysis

Transit Service and Future Opportunities:

- Current Schedule transit service routes
  - Mayfield West (#81), Tullamore (#30): Brampton Transit
  - Bolton Settlement Area: Voyago Transit
  - Highway 50 and Highway 10: GO Transit Bus Service

- Current On-Demand transit service
  - Peel TransHelp
  - Caledon Community Services Transportation
  - Taxi and Ride-hail (e.g. Uber)

- Additional proposed / planned transit
  - Major Transit Station Areas (MTSA)
  - Bolton GO Rail Station
  - Potential future Town of Caledon Transit Service



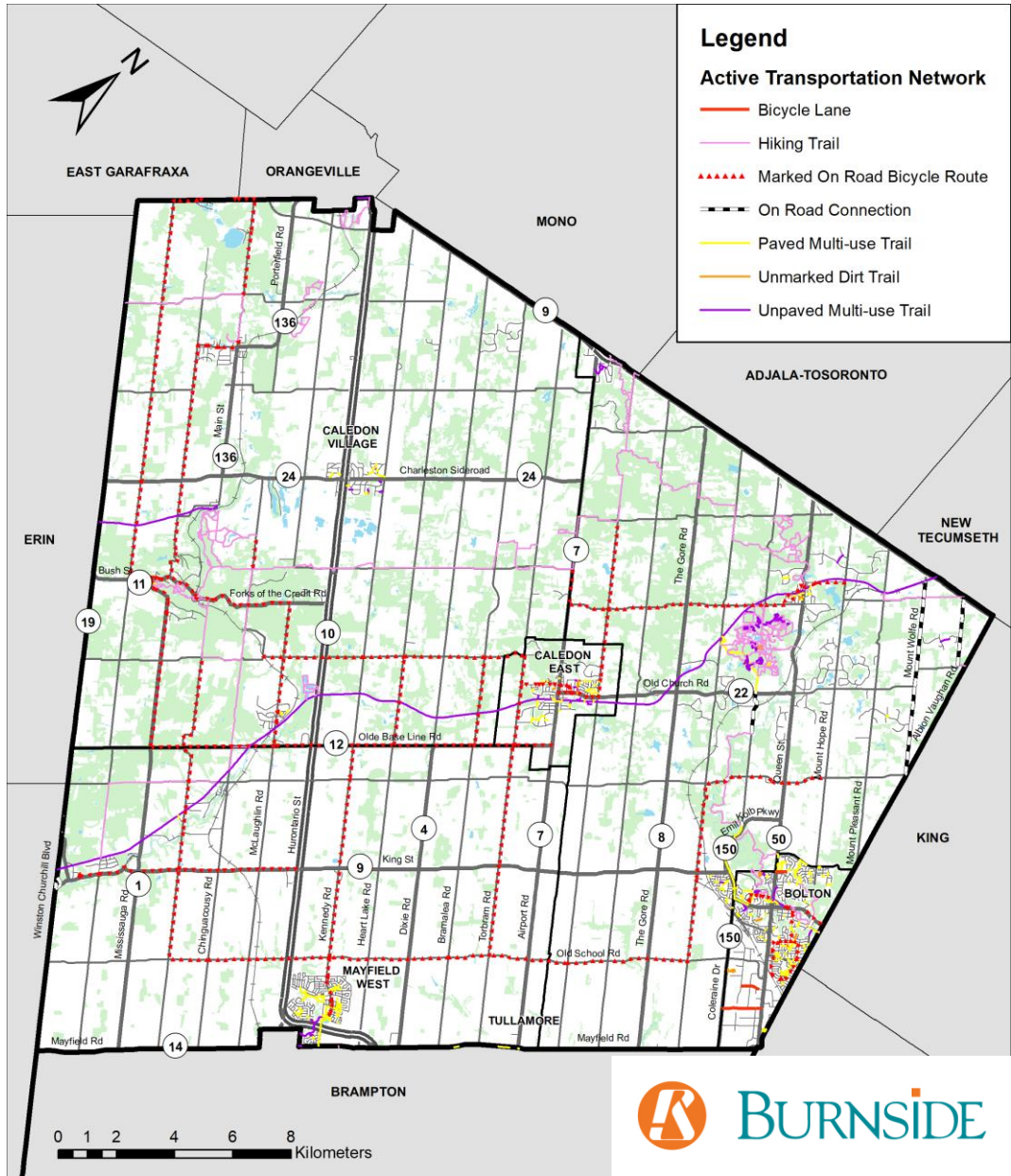
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Transportation Analysis

Active Transportation Facilities and Plans:

- Existing active transportation facilities:
  - In community sidewalks, trails and multi-use paths
  - Inter-community trails and signed bike routes

- Planned and proposed active transportation facilities:
  - Active transportation connections in new communities
  - New signed walking routes and regional facilities
  - New separated on-road cycling routes
  - New shared on-road cycling routes
  - New Regional on-road cycling routes
  - Scenic cycling routes

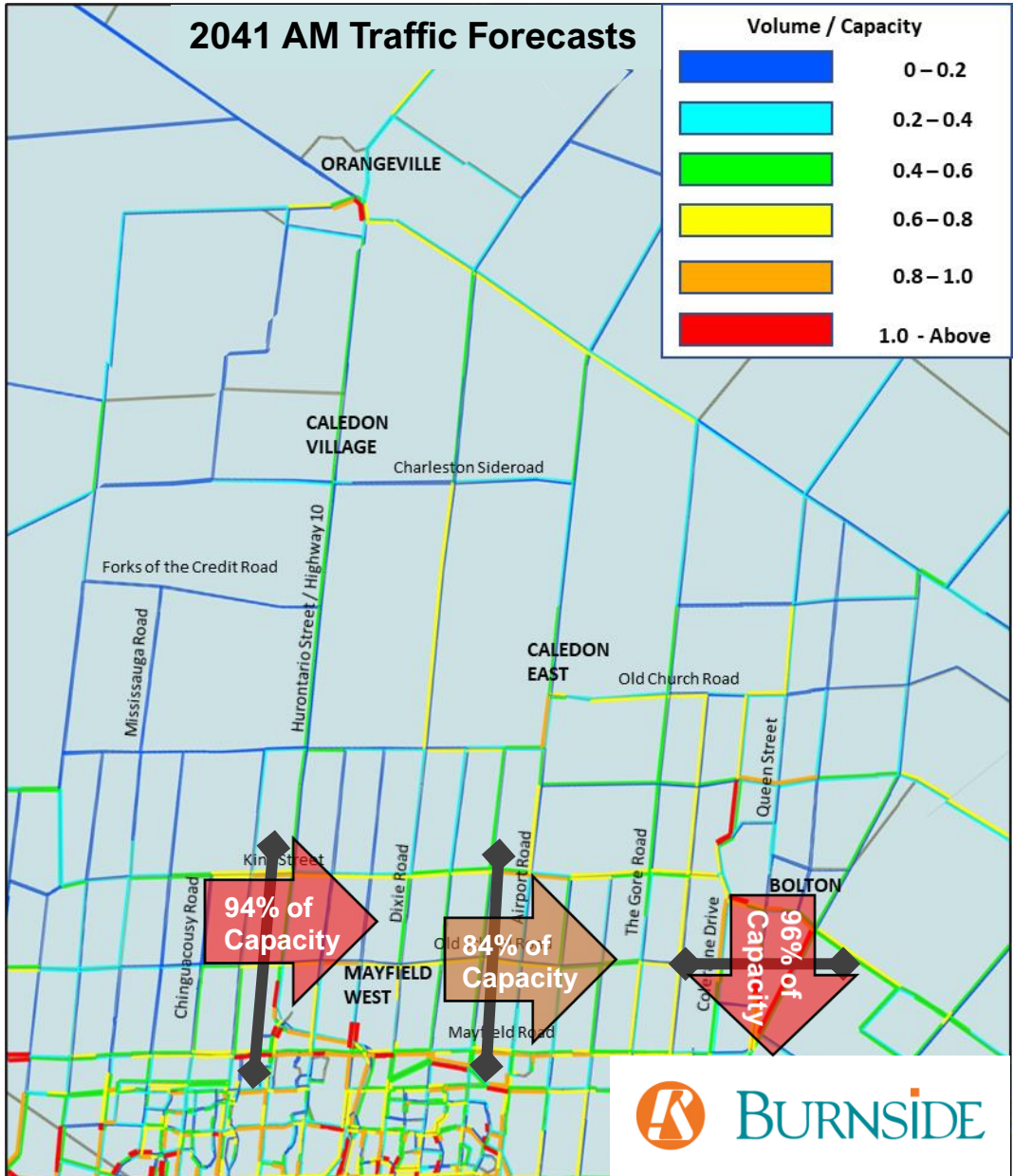


Transportation Needs

Future Traffic Capacity Needs:

- 2041 Forecasts with Planned Road Improvements:
  - Need for significant additional east-west capacity
  - Need for north-south capacity through Bolton
  - Demand will reach capacity:
    - Albion Vaughan Road
    - Highway 50 in Bolton
    - Sections of Mayfield Road
  - Need for east-west goods movement options

- 2051 Traffic Growth:
  - The Peel SABE will allow for new communities across south Caledon south of the GTA-West
  - SABE will add 60,000 outbound peak period trips
  - These new neighbourhoods are expected to add east-west and internal vehicle trips

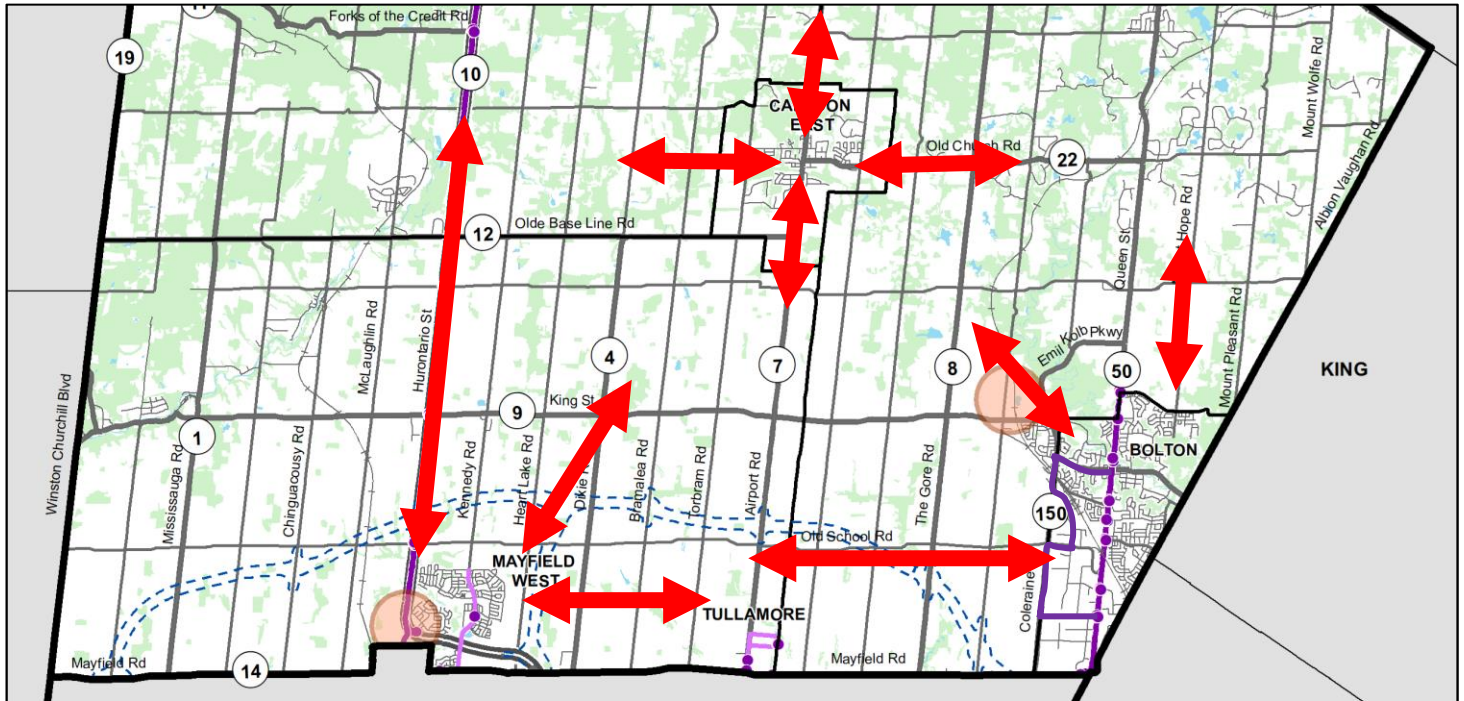


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Transportation Needs

Future Transit Mobility Needs:

- The following transit needs have been identified:
  - 59% of Caledon residents are more than 800 m from scheduled transit service
  - There is no current transit service for the lands of future communities within the SABE area
  - CCS and TransHelp capacity will need to increase meet growth in population and service demand
  - The Town Economic Development Strategy identified the need for improved transit

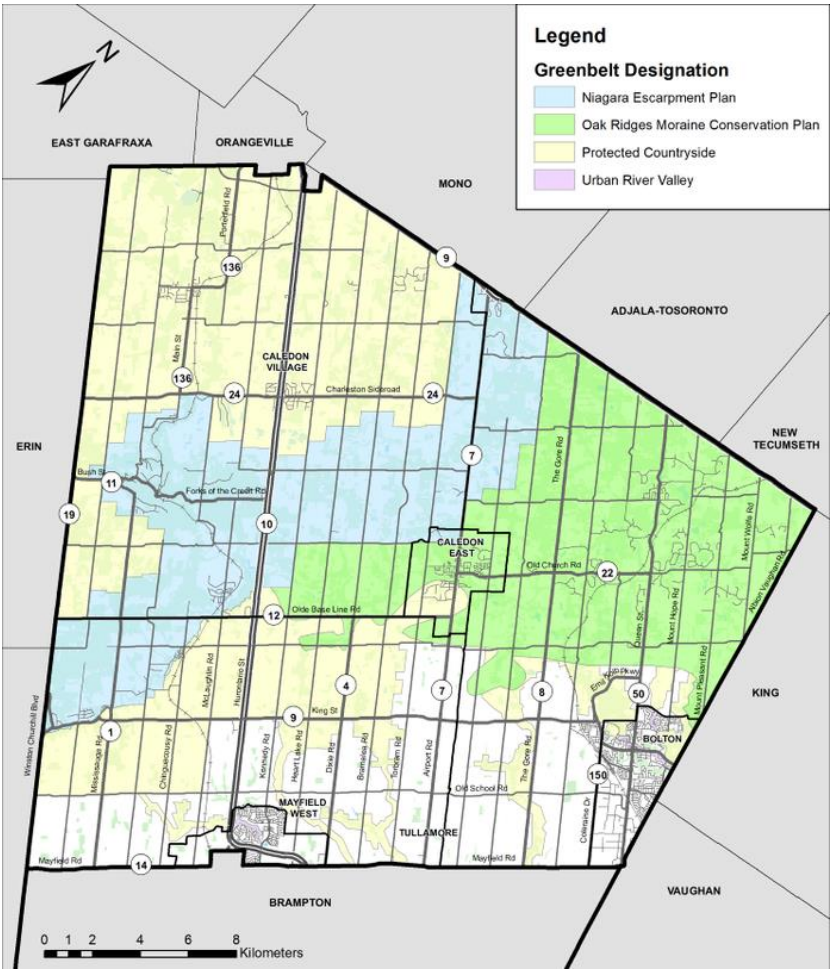


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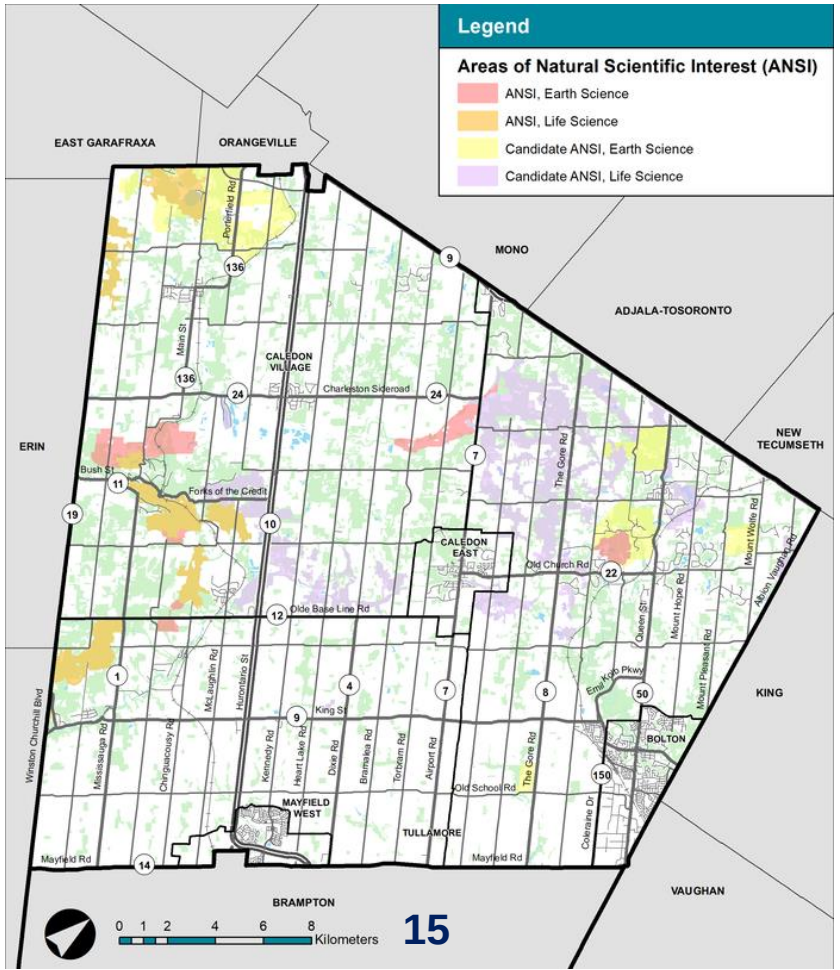
Implications of Environmental Features

Natural heritage features will be protected as assets and assessed as travel barriers:

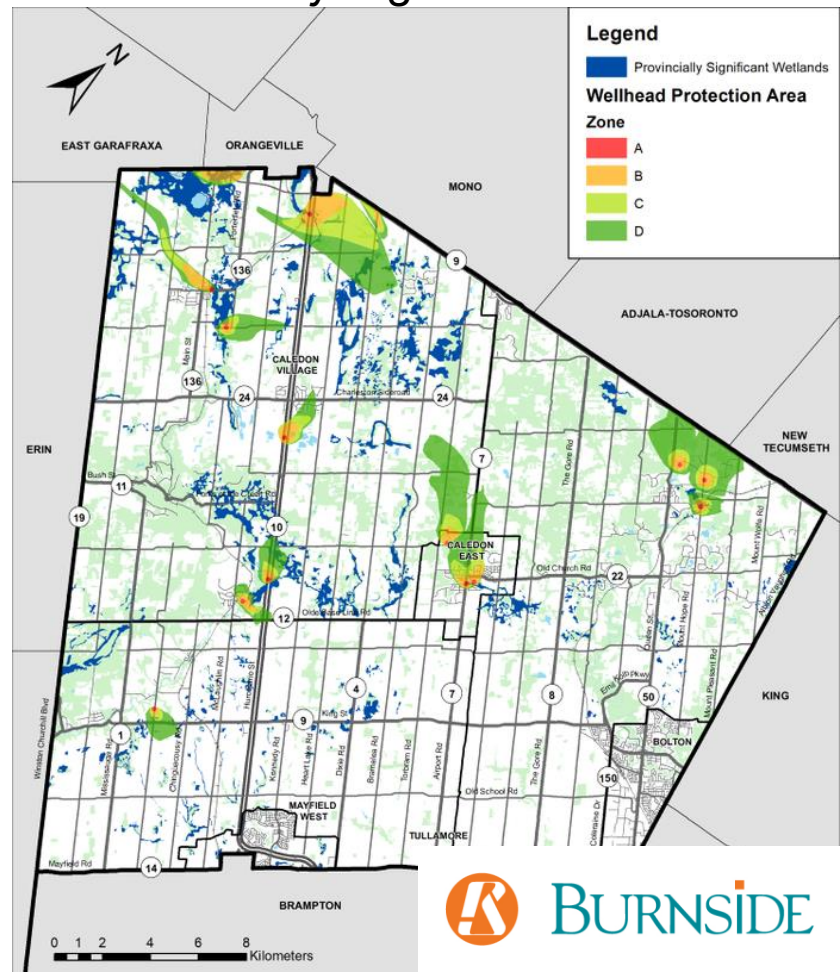
Conservation Plans



Areas of Natural Scientific Interest



Provincially Significant Wetlands



Implications of Cultural Features

The evaluation of alternatives strategies will value the Town's cultural heritage features, which include:

- 298 designated properties
- 968 listed properties
- 1 Heritage Conservation District
- 10 Cultural Heritage Landscapes



Bolton's Historical Core, Queen Street Bridge



Farmsteads of Former Chinguacousy Township, 1488 Old School Road, 'Sharpe Schoolhouse

The Town is undertaking an Archaeological Management Plan (AMP), which will model and map prehistoric and historic archaeological potential across the Town. The findings of the AMP will be used to guide the evaluation of alternative strategies.

Multi-Modal Transportation Vision

To support growth and address transportation needs in a sustainable manner, the Town of Caledon Vision for a future transportation system will strive to achieve:

- Mobility for All: Transit is a viable and convenient option for all, and the frequency and proximity of service is sufficient to achieve future mode share targets.
- Managed Growth: A balanced transportation system will be developed to support Town economic development objectives and implemented to meet the needs of the ambitious Regional growth plans.
- Environmental Resilience: Transportation solutions have regard for the natural heritage assets of Caledon and alternatives to auto driver mode will effectively reduce climate impacts.
- Financial Sustainability: The capital costs for transportation improvements are planned concurrent with development and ongoing operating costs can be adequately funded.
- Future Ready: The transportation strategy will be ready for new technologies and trends

Preliminary Assessment of Needs and Opportunities:

Analysis of road capacity, traffic safety and operations, transit mobility and active transportation accessibility identified the following needs / opportunities:



TRAFFIC CAPACITY

- Need for the capacity of the GTA-West or another major east-west Corridor
- Widening north-south roads in Bolton
- Expansion area collector road system
- Need for east-west goods movement



TRANSIT & MOBILITY

- Town-wide system of scheduled routes
- GO Rail Station / Mayfield West MTSA
- Transit Oriented Development
- Increased on-demand transit capacity
- Ride-hail and new technology policies



OPERATIONS & SAFETY

- Address misaligned intersections
- Traffic calming for villages and hamlets
- Access strategy for new developments
- Road / Rail crossing treatments
- Parking strategies on town roads



ACTIVE TRANSPORTATION

- Expansion area cycling connectivity
- Expansion area pedestrian policies
- Complete street guidelines and related road right-of-way designations

Development of Alternative Strategies

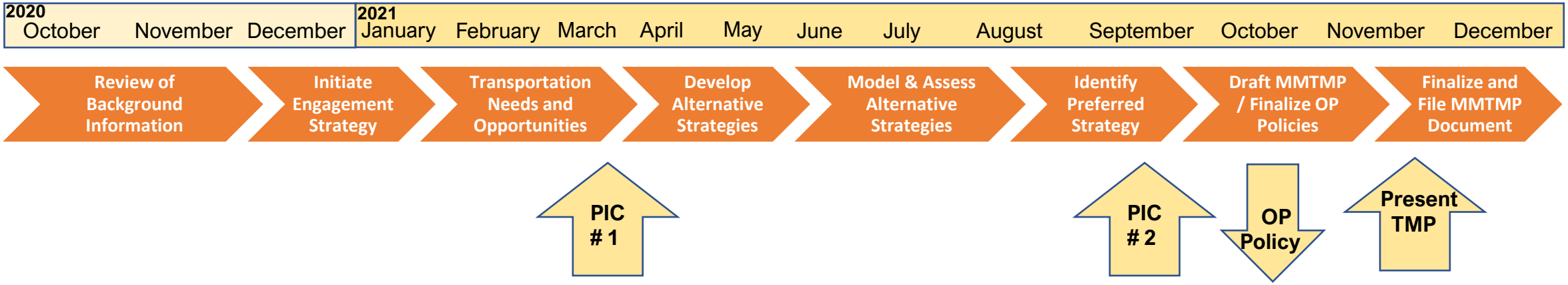
Strategies will be developed to support growth and address needs. Alternatives will have different emphasis of mode of travel and financial investment:

- Alternative 0: “Do Nothing”
- Alternative 1: Roads and Highway Focused Strategy
- Alternative 2: Transit and Travel Demand Management Focused Strategy
- Alternative 3: Balance of Roads and Alternative Modes Strategy

Study Next Steps

Confirm, develop and evaluation alternative strategies:

- Summarize stakeholder input from Public Information Centre (PIC) #1
- Develop alternative strategies with specific improvement projects
- Preliminary evaluation and costing of alternative strategies and related projects
- PIC #2 to receive public input on the preliminary preferred recommended strategy
- Council / Committee Presentation(s)



How can you get involved?

This study follows the Class EA Process; stakeholder input is an integral part:

- Public Information Centre (PIC) #1 (Today) – comments today or following the meeting
- Fill out stakeholder surveys on-line (Spring/Summer)
- Public Information Centre (PIC) #2 (September) – comments at or following the PIC
- Monitor Study Progress - https://future.caledon.ca/multi-modal-transportation-master-plan
  Comments to the team throughout the course of the study

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