



The Corporation of the Town of Milton

Report To: Council

From: Jill Hogan, Commissioner, Development Services

Date: June 19, 2023

Report No: DS-032-23

Subject: We Make Milton - Moving in Milton

Recommendation: **THAT Council receive Report DS-032-23 for information;
AND THAT the recommended policy considerations for the theme of Moving in Milton be endorsed by Council and that they be used to guide subsequent stages of We Make Milton.**

EXECUTIVE SUMMARY

- Milton's new Official Plan project, known as We Make Milton began in 2019.
- Stages One and Two (Listening and Learning, and Vision and Guiding Principles) were completed in February 2021. As a result Council endorsed the Vision and Guiding Principles based on extensive community involvement and input.
- Stage Three (Big Questions) is a topic based exploration of four themes relating to Living, Moving, Working and Growing in Milton.
- In June 2022, council endorsed the policy considerations for the first of the four themes, Living in Milton.
- This report identifies the Big Questions for the second theme, Moving in Milton, and is requesting council endorsement of these policy considerations to be used to develop policy, through Stage Four of the We Make Milton project, Drafting and Discussing.

REPORT

Background

We Make Milton Summary of Stages One and Two

We Make Milton is a multi-year initiative that was launched in July 2019 and includes five project stages:

- Stage One - Listening and Learning
- Stage Two - Vision and Guiding Principles

Background

- Stage Three - Big Questions
- Stage Four - Drafting and Discussing
- Stage Five - New Official Plan

One of the initial steps of the new Official Plan project was to determine if the existing planning vision, as established in Milton's current Official Plan, still reflects the ideas of the community. As such, early stages of our new Official Plan project focused on:

- Listening and learning about the community's ideas on planning issues, opportunities, and challenges (Stage One); and
- Undertaking a community visioning exercise and creating a new Vision Statement for land use planning (Stage Two).

The work undertaken in Stage One and Stage Two resulted in the creation of a new land use planning Vision Statement and Guiding Principles that were endorsed by Council in February 2021 through Report DS-005-21. They have been used to guide the development of policy considerations through the Big Questions stage.

We Make Milton Stage Three - Big Questions

Following Council endorsement of the new planning Vision Statement and Guiding Principles in February 2021, Stage Three of We Make Milton was initiated. The purpose of Stage Three is to investigate and understand the current planning context of Milton in more detail and to explore specific land use planning matters raised by the community so far, including how they can be addressed by our new Official Plan. The Big Questions focus on identifying the policy considerations for local planning opportunities and challenges, which emerged from the feedback of stakeholders and the community through extensive engagement in Stages 1 and 2. These policy considerations will guide the development of the new Official Plan in Stage 4 (Drafting and Discussing).

To organize information and explore community ideas about key land use planning issues, a series of We Make Milton reports is being prepared. The reports are focused on four themes - Living, Moving, Working and Growing. However, it is noted that there is crossover between themes.

For each theme, two separate reports were prepared, for the purpose of facilitating additional discussion with the community, updating and informing Council and setting guidance for drafting the New Official Plan. This includes:

1. A 'Background and Information' Report, which provides an overview of the planning context of Milton as well as an analysis of community and stakeholder input received so far. It leads to a series of Big Questions about how to manage change

Background

and provide more choice to the year 2051, in accordance with our new land use planning vision and guiding principles, endorsed by Council.

2. A ‘Policy Considerations’ Report, which provides an exploration of the Big Questions and the identification of various policy considerations, that link to the Council endorsed Guiding Principles, intended to answer the Big Questions and that are to be considered as the New Official Plan is drafted in the next stages.

Attachment 1 to this Report is the Moving in Milton: Big Questions - Background and Information Report. Attachment 2 is the Moving in Milton: Big Questions - Policy Considerations. The “Living in Milton” theme of Stage Three was completed in June of 2022 and endorsed by Council. The remaining themes of “Working in Milton” and “Growing in Milton” will be completed later this year.

Discussion

Moving in Milton

The focus of Moving in Milton is about how people and goods move around. It considers how our new Official Plan will implement key transportation related directions as identified by various Town documents, including the 2019 Milton Transportation Master Plan (T.M.P.), and anticipated 2023 T.M.P. Update. It also explores how the Official Plan can face local challenges while supporting opportunities for moving in Milton, including traffic congestion, transit ridership, infrastructure gaps, sustainability, and traffic safety, for example. The theme of Moving in Milton, will explore options for the new Official Plan to promote viable transportation alternatives that support quality of life and sustainable choices for present and future generations.

Big Questions and Policy Considerations

In April 2022, Staff released the Moving in Milton Big Questions Reports for community and technical advisory review and comment. These reports included six Big Questions and twenty-one Policy Considerations. Following engagement, which is summarized below, these reports have been updated to reflect commentary received through the engagement process. These updates have led to an additional policy consideration (now totalling twenty-two), changes to some of the existing policy considerations, additional guidelines to be considered, and refinement of language and context to clarify and elaborate.

Discussion

The final Big Questions and Policy Considerations for Moving in Milton are:

Big Question 1: Accessibility, Equity and Inclusion

How can the New Official Plan support our diverse community by accommodating all modes of travel and users of different ages and abilities

- **Moving in Milton Policy Consideration 1.1:**
 - The New Official Plan should provide policies that support the availability of equitable and inclusive transportation options and alternatives
- **Moving in Milton Policy Consideration 1.2:**
 - The New Official Plan must provide policies and directions for the creation of complete streets.
- **Moving in Milton Policy Consideration 1.3:**
 - The New Official Plan must provide direction for building accessible spaces and connections, ensuring that all Miltonians, of all ages and abilities, have equitable access.

Big Question 2: Connectivity, Continuity and Convenience

How can the new Official Plan encourage a safe, seamless, continuous and efficient network for different transportation options? How can we help improve connections to adjacent and nearby communities/hubs?

- **Moving in Milton Policy Consideration 2.1:**
 - The New Official Plan, in conjunction with the Transportation Master Plan, should plan for improved connections within the Town, including better connecting existing areas and planning for connections to future growth areas.
- **Moving in Milton Policy Consideration 2.2:**
 - The New Official Plan should provide active transportation connections and access, including policies that promote and support the importance of first-mile/last-mile connections.
- **Moving in Milton Policy Consideration 2.3:**
 - The New Official Plan should recognize the importance of coordination between community partners, stakeholder agencies and neighbouring municipalities.
- **Moving in Milton Policy Consideration 2.4:**
 - The New Official Plan should coordinate with the Milton's Transit Master Plan and provide policies that prioritize and incentivize transit ridership.

Discussion

Big Question 3: Growth and Traffic Management

How can our transportation network account for expected growth? How can the New Official Plan encourage and support balanced transportation planning and prioritization? How can we manage mobility and provide more

- **Moving in Milton Policy Consideration 3.1:**
 - The New Official Plan should implement Transportation Demand Management policies as recommend through the Transportation Master Plan.
- **Moving in Milton Policy Consideration 3.2:**
 - The New Official Plan should consider reviewing parking requirements in specific areas and neighbourhoods, looking towards a reduction in parking requirements where appropriate.
- **Moving in Milton Policy Consideration 3.3:**
 - The New Official Plan should provide a policy framework that supports and implements the Town's Traffic Calming Policy.
- **Moving in Milton Policy Consideration 3.4:**
 - The New Official Plan must provide direction on Right-Of-Way designs and road classifications that align with Complete Streets objectives and allow for safe and efficient streets, while supporting transit delivery and operational needs and requirements.
- **Moving in Milton Policy Consideration 3.5:**
 - The New Official Plan should implement the Transportation Master Plan recommendations to address identified gaps in transportation infrastructure and services (i.e. future required roads).

Big Question 4: Moving Goods and Services

How can the New Official Plan help support an efficient network for movement of goods and services for businesses and residents, including the movement of manufacturing, agricultural, and resource goods?

- **Moving in Milton Policy Consideration 4.1:**
 - The New Official Plan should identify preferred truck routes for safe and efficient goods movement by vehicle through Milton, to and from businesses and operations and to their destination and to highways.
- **Moving in Milton Policy Consideration 4.2:**
 - The New Official Plan should minimize conflicts between goods movement and community areas.

Discussion

- **Moving in Milton Policy Consideration 4.3:**
 - The New Official Plan should encourage multi-functional use of utility corridors, such as accommodating active transportation links, where possible.

Big Question 5: Sustainability

What can the New Official Plan do to balance different needs, minimize impacts on environmental sustainability, and promote safe and comfortable mobility?

- **Moving in Milton Policy Consideration 5.1:**
 - The New Official Plan should promote appropriate land use planning that accommodates transit supportive neighbourhoods.
- **Moving in Milton Policy Consideration 5.2:**
 - The New Official Plan must provide for measures to address environmental sustainability, climate adaptation and resiliency to be incorporated into future transportation planning and design.
- **Moving in Milton Policy Consideration 5.3:**
 - The New Official Plan should provide land use planning direction that promotes walkable neighbourhoods, providing parks, schools, retail and, where possible, compatible employment.
- **Moving in Milton Policy Consideration 5.4:**
 - The New Official Plan should include policies that balance the need to protect sensitive environmental features and protected areas, and avoid natural hazards (such as floodplains), with the provision of new roads and active transportation where necessary.

Big Question 6: Rural Area

How can different transportation infrastructure needs be balanced within the Town's Rural Area and access to transportation options to the rural community be improved or supported through the New Official Plan?

- **Moving in Milton Policy Consideration 6.1:**
 - The New Official Plan should provide a road network that includes connectivity to the Town's Rural Area to ensure access for rural residents and businesses.
- **Moving in Milton Policy Consideration 6.2:**
 - The New Official Plan should implement the Town's Active Transportation Strategy, including the recommended improvements to the active transportation network in and to the rural area.

Discussion

- **Moving in Milton Policy Consideration 6.3:**
 - The New Official Plan's road classifications should recognize the unique rural character and needs.

Summary of Engagement

Engagement is a crucial part of We Make Milton. Stage Three (Big Questions) provides significant opportunities for the community to stay involved. A summary of engagement can be found below, as well as next steps in the project that include additional opportunities for community input.

Engagement on the Official Plan Review began in late 2021. Engagement involved obtaining feedback from Town staff, the public, stakeholders, community leaders, and local organizations, agencies, and advisory committees/task forces.

The following summarizes the audiences we consulted, how we consulted them, and participation rates.

Technical Advisory Committee Meetings (January 12, 2023 and May 3, 2023)

- Staff established a Technical Advisory Committee (TAC) to obtain technical advice and knowledge throughout We Make Milton, and to help identify and resolve planning issues. TAC members include staff from the Town of Milton, Halton Region, conservation authorities, the Niagara Escarpment Commission, school boards and other relevant agencies. The TAC met to provide input on proposed policy options/considerations. Staff adjusted reports based on TAC feedback before further consultation.

Public Engagement Online (Ongoing)

- The Let's Talk Milton website has served as the main platform for public engagement and input into the Official Plan project since its launch. The Feedback Forum remained open throughout the project, and continued to receive comments from across the OP review's themes.
- The Moving in Milton report was shared on Let's Talk Milton on April 11, 2023.

Moving in Milton Survey (April 11 to May 3, 2023)

- Members of the public were invited to have their say about the policy considerations identified for each Big Question through an online Let's Talk Milton survey.

Discussion

- The survey was promoted using social media posts, social media ads, notices in the Chamber newsletter, media stories, website posts, printed flyers, digital signs, and more.
- A record of the survey participation is provided below.

Stakeholder Engagement

- The We Make Milton team continues to engage with a variety of key stakeholders, using direct communication with those identified as having a unique interest in the OP review.
- Staff expanded the stakeholder list developed at the beginning of the OP project.
- Stakeholders were invited to participate in the public information sessions, the survey and all other avenues, while we also offered to hold sessions for stakeholder groups upon request. For this phase, two stakeholder groups, Sustainable Milton and Nassagaweya Community Consultation Committee requested stakeholder engagement meetings. These meetings were held on May 4, 2023

Public Virtual Feedback Sessions (April 18, April 20 and May 1)

- Virtual Public Feedback sessions provided an opportunity for discussion in more detail than is possible using the online survey.
- The virtual sessions used a variety of tools to collect feedback, including verbal comments shared over Zoom and the Zoom chat tool.

Summary of Participation - Moving in Milton:

During the Moving in Milton phase of the We Make Milton project, staff evaluated engagement in a variety of ways, focusing on how many citizens were aware, informed and engaged in the project.

Overall, survey respondents were in favour of the policy considerations identified in the Moving in Milton survey. Please see the full record of survey results in Attachment 3. The public engagement sessions and stakeholder meetings gave productive conversation that provided more context into community concerns related to Moving in Milton, resulting in an additional policy consideration and refinement to existing considerations. Staff will be continuing to engage with the public and stakeholder groups through the next phases of the project.

The shareholder and public sessions saw good representation from a reasonable cross-section of different stakeholders and community interests.



Discussion

Next Steps

Based on the input received, it is recommended that all of the policy considerations identified for the theme of Moving in Milton be carried forward and used to inform subsequent stages of the new Official Plan project. As we advance into Stage Four (Drafting and Discussing) there will be continued opportunities for the community to help us draft, discuss, and refine new land use planning policies, based on these recommended policy directions. In the coming months, Staff will be undertaking the same process for the themes of Working and Growing in Milton and we look forward to collecting additional feedback and input on these important policy areas.

Following the completion of Stage Three (Big Questions), late summer/early fall this year, Stage Four (Drafting and Discussing) will commence.

The New Official Plan will be brought forward in two parts. The first part will set the high-level vision, strategic goals and objectives, and strategic policy directions in the form of a new municipal land use structure and growth management strategy. The second part will be fully implementing Milton's New Official Plan through more detailed and area specific land use policies.

Financial Impact

There is no financial impact arising from this report.

Respectfully submitted,

Jill Hogan
Commissioner, Development Services

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Attachments

Attachment 1 - Moving in Milton Background and Information Report

Attachment 2 - Moving in Milton Policy Considerations Report

Attachment 3 - Moving in Milton Survey Results

Approved by CAO
Andrew M. Siltala
Chief Administrative Officer



Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.



WE MAKE MILTON

Moving in Milton
Big Questions:
Background & Information

Table of Contents

Introduction	3
About Moving in Milton	3
A Brief Historical Overview	6
Pre-European History	6
Early Settlement	6
Railway Boom.....	9
Advancing Infrastructure.....	10
Post Amalgamation and the Pipe.....	11
Moving More People.....	12
Moving Goods and Services	12
The CN Milton Logistics Hub.....	13
Moving in Milton Today	14
Guiding Plans	14
Existing Transportation Network.....	15
Roads.....	15
Transportation Demand Management (TDM)	16
Transit.....	24
Inter-Regional Service	26
Active Transportation	27
Railways.....	31
Rural Area	33
More about How People Move	35
Current Choice of Travel.....	35
Transit.....	35
Commuting	37
Recreation and Neighbourhoods	39
More about Moving Goods	40
The Future of Moving in Milton.....	42
Summary of Big Questions.....	45
What are the Big Questions Doing?.....	45
Moving in Milton Big Questions.....	45

<i>BQ1: Accessibility, Equity and Inclusion</i>	45
<i>BQ2: Connectivity, Continuity and Convenience</i>	45
<i>BQ3: Growth and Traffic Management</i>	45
<i>BQ4: Moving Goods and Services</i>	45
<i>BQ5: Sustainability</i>	45
<i>BQ6: Rural Area</i>	46
Key Terms	47
15 minute neighbourhood	47
Accessibility	47
First and last mile.....	47
Micro-mobility	47
Nodes	47
References.....	48
General Sources.....	48
Figure Sources	49

Introduction

This is the We Make Milton Background and Information Report for the theme of Moving in Milton. This Report has been prepared as part of Stage 3 of the new Official Plan project. It explores how people and goods travel within and to/from Milton and some of the planning opportunities and challenges related to this theme. This background has informed the Big Questions about how the Town’s new Official Plan can facilitate and support different modes of travel and transportation as we manage growth to the year 2051, in keeping with our new land use planning vision ‘Choice Shapes Us’.

About Moving in Milton

The focus of Moving in Milton is about how people and goods move around. It considers how our new Official Plan will implement key transportation related directions as identified by various Town documents, including the 2019 Milton Transportation Master Plan (T.M.P.), and anticipated 2023 T.M.P. Update. It also explores how the Official Plan can face local challenges while supporting opportunities for moving in Milton, including traffic congestion, transit ridership, infrastructure gaps, sustainability, and traffic safety, for example.



What are the Big Questions?

Big Questions are critical policy questions about how to manage change and achieve our land use Vision, Choice Shapes Us, to the year 2051. Big Questions are open-ended and have no simple “right answer”. They emerged from extensive consultation and reflect what is important to Miltonians. By answering the Big Questions, we will identify new policy directions that are made in Milton.



Transportation master plan (T.M.P.)
Final report
April 2018



What is a **Transportation Master Plan (T.M.P.)**? Milton’s current T.M.P. was adopted in April 2018 (updated in October 2019) and serves as a guiding document and establishes a vision for a more balanced, multi-modal future. It provides direction for how to achieve the vision and the foundation on which transportation decision-making will be based to the year 2031. It is anticipated that the existing T.M.P. will be reviewed and updated by the Town in 2023.

In the context of our new planning vision “*Choice Shapes Us*”, it is anticipated that there will be more options for how people and goods travel within, to, and from Milton by the year 2051. In fact, by the year 2031, the Town’s T.M.P., envisions that “*an integrated, multi-modal network has been planned that includes transportation options such as transit, active transportation and other transportation demand management measures to provide viable travel options to the personal automobile.*”

“The Town needs to adapt its transportation infrastructure and policies to meet the current and future needs of transit users, pedestrians, cyclists, and drivers in a variety of urban and rural settings. This will involve a mix of short-, intermediate-, and long-term initiatives.”
(Milton T.M.P., 2019)

According to the Town’s current T.M.P., the vision for Milton’s transportation future integrates the following six key transportation principles:

1. *Provide* residents and visitors with viable transportation options and choices to travel in and around the Town;
2. *Design* a system that is meant for all modes of travel and all transportation users of different ages and abilities;
3. *Establish* a connected and continuous network of different transportation options that accommodates walking, cycling, transit and motorized vehicle traffic in a safe and efficient manner;
4. *Establish* a system that not only moves people but also moves goods and services that support the Town’s economy and that of surrounding areas;
5. *Provide* connections to surrounding municipalities and to the greater region; and
6. *Establish* a foundation for balanced investment in transportation up to the year 2031 and beyond.

The theme of Moving in Milton, will explore options for the new Official Plan to promote viable transportation alternatives that support quality of life and sustainable choices for present and future generations.

From conversations with the Milton community so far in Stages 1 and 2, concerns were raised related to the theme of Moving in Milton, such as:

- Addressing the multi-modal transportation needs of our evolving community;
- Connecting the Town to its surrounding areas/neighbouring municipalities;
- Connecting rural Milton to urban Milton;
- Creating more complete streets and pedestrian-friendly places;
- Prioritizing cleaner and ‘greener’ modes of transportation;
- Educating visitors to rural Milton about bike and road safety;
- Linking people to local businesses and places of interest;
- Supporting mixed-use, transit-oriented development, especially at key locations;
- Improving the efficiency, effectiveness, and integration of Milton’s transportation networks;

- Increasing options for residents that commute to surrounding areas/neighbouring municipalities;
- Maintaining and improving Milton’s existing transportation infrastructure;
- Making our transportation network/options more accessible and inclusive for people of all ages and abilities;
- Managing road congestion as a result of continued and future growth;
- Providing safer streets for vulnerable road users, including cyclists;
- Reducing the carbon footprint of transportation;
- Reducing the need to commute out of Town by providing more local jobs and experiences; and
- Responding to emerging transportation trends and interests.

Transit-Oriented Development is a development approach that prioritizes the direct link between transit infrastructure and land use. The implementation of T.O.D. attempts to maximize investment in transit by increasing accessibility from residential, commercial and recreational spaces (T.M.P., 2019).

Metrolinx is a Crown agency of the Provincial government that organizes and maintains public transport systems within the G.T.H.A.

Mixed-Use refers to development with multiple designations such as shared commercial and residential apartments

“A large portion of Milton residents rely on GO transit to commute to and from work, and this highlights the need for Metrolinx and residents to be part of Town planning processes”

“There is a need to think about integrating transportation options in Milton”



A Brief Historical Overview

Pre-European History

Milton is located within the homelands of the Mississaugas of the New Credit, a distinct group within the Anishinaabe peoples - one of the largest Aboriginal Nations in North America. Before contact with Europeans and until the late 1600s, the Mississaugas occupied a territory situated inland from the north shore of Lake Huron, just to the west of Manitoulin Island and east of Sault Ste. Marie.

The Anishinaabe are known for their long, narrow birch bark canoes, which were built for speed and helped them move along the many rivers that crisscrossed their territory. They were used for transportation from place to place and for gathering plant-based foods, hunting and trapping.

Snowshoes were commonly used to move around during the winter months. The Anishinaabe had 3 main kinds, each being constructed with wooden frames and rawhide netting.



Figures 1 and 2: Snowshoes and canoes of our indigenous peoples, as displayed at Crawford Lake, Conservation Halton (Active Rain, 2009).

Early Settlement

Jasper Martin and his family immigrated to Canada from England in 1818, with a grant of 100 acres on the West Branch of Sixteen Mile Creek. He purchased another 100 acres, established a grist mill, and the area soon became a service center for the broader agricultural community of Trafalgar Township. By 1836, with a mill and post office, it grew to a population of about 100. The village continued to grow and in 1853 Milton became the “County Town” of the new Halton County.

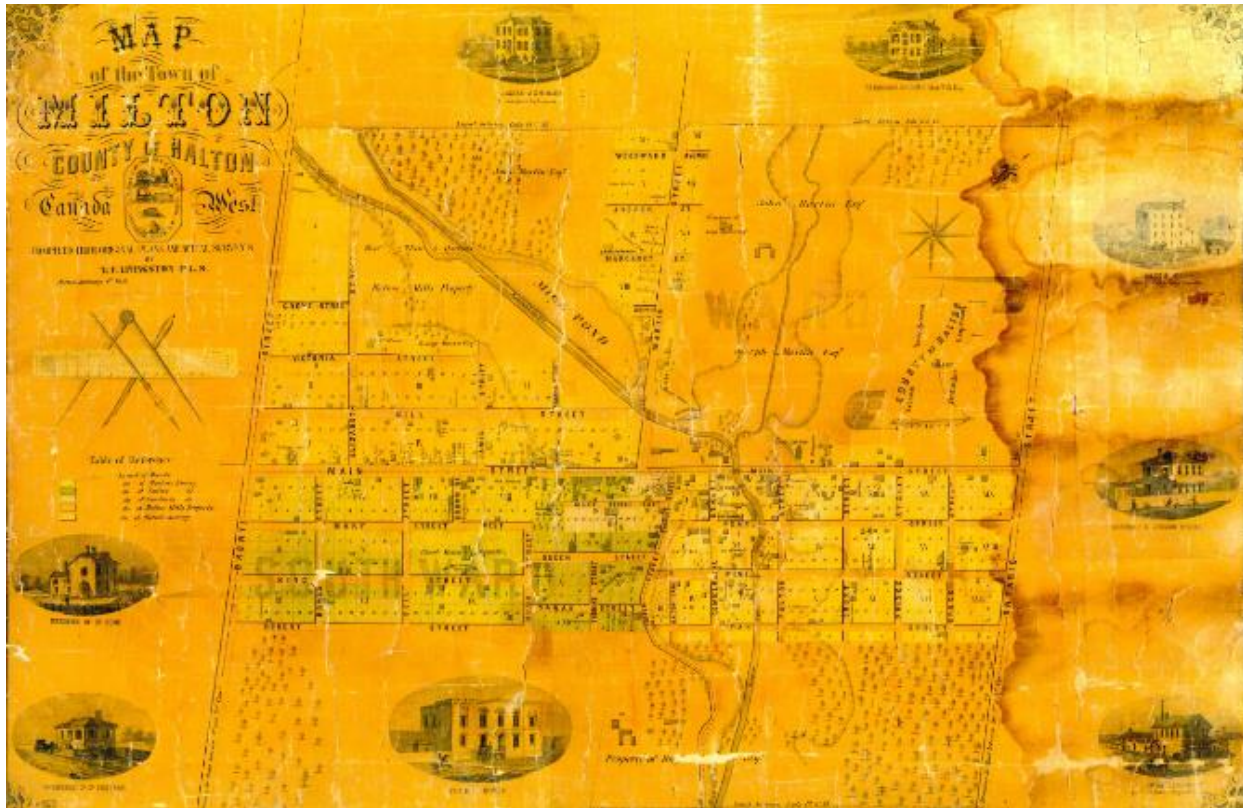


Figure 4: Milton was formally incorporated as the County Town of Halton County in 1858. (Town of Milton Files).

With the dissolution of the Gore District in 1850, Halton County was united with Wentworth County to form the United Counties of Wentworth and Halton until 1851 when Halton was reduced in size to just the four townships of Esquesing, Trafalgar, Nassagaweya and Nelson with the dissolution of the united counties occurring in 1854. These townships were all surveyed using the concession system.

This resulted in an expansion of roads in a grid pattern that largely still exists across Milton, as shown in Figure 5. In urban Milton, many former concession roads have become major streets (such as Trafalgar and Bronte, for example). However, in rural/non-urban areas, many roads have retained their historic concession names or, often in the case of Milton, use "line" (i.e., Guelph Line, Fourth Line, and Sixth Line).



Figure 5: A grid pattern of roads continues in Milton, with some concession names still remaining from the 19th century. (Milton G.I.S., 2023).

As the former Townships continued to grow during the 19th century, roads were primarily used for horse-drawn or pedestrian travel. Without a local railway station, business opportunities and communications to other settlements were limited. In 1855, the first Great Western Railway train passed through Oakville and Burlington, with the next railway stations in Acton and Georgetown.

Railway Boom

As population grew, the need for more efficient connections to and from Milton increased. However, it wasn't until the second railway boom in the post-confederation decades that the railroad arrived in Milton. By 1878, the Hamilton & North-Western Railway built Milton's first rail station with its line running from Hamilton's industrial areas to Collingwood. The station was located on the



Figure 6: Postcard of original Milton Rail Station (Milton Historical Society, n.d.).

east side of Bronte Street on the south side of the tracks. The line ran through the village of Milton, crossing the Sixteen Mile Creek and Mill Pond. The Credit Valley Railway intersected the Hamilton and North-Western lines, west of Martin Street, and a watch tower was constructed to ensure trains would not collide. The Hamilton and North-Western line is now part of the Canadian Pacific Railway (C.P.R.) and the Credit Valley Railway is part of the Canadian National Railway (C.N.R.).

Advancing Infrastructure

During the turn of the century, the Town experienced very little change. However, in 1927, Highway 25 was built connecting Milton to its neighbours in the south. Then, in 1950, a sanitary sewage system was installed in the Town and by the early 1960s, Milton had its next major period of growth. Before Highway 401, all east-west through traffic in Southern Ontario took Highway 2, which was a standard two-lane highway that passed right through every town along its route from Windsor to to

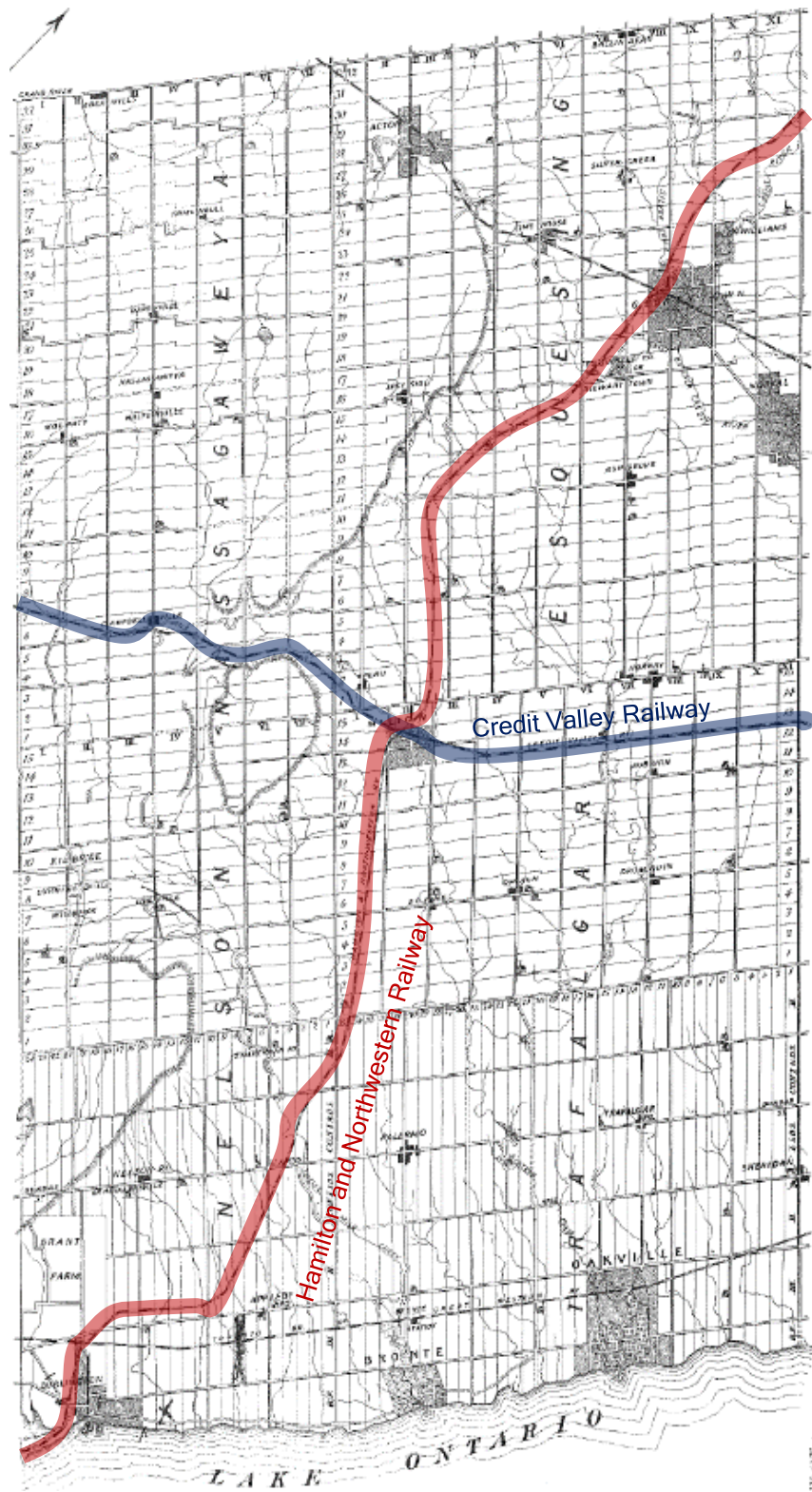


Figure 7: 1877 Region of Halton Map shows how concessions and lots were created and railway crossings in Milton. (Town of Milton Files).

the Quebec Boundary (The King’s Highway 401, n.d.). Planning for a new four-lane highway began before World War II, but the first section of the new highway was not completed until 1947. By the end of 1960, the Toronto section of the highway was extended both eastwards and westwards: first, to the east between Newcastle and Port Hope, then later to the west between Highway 25 in Milton and Highway 8 south of Kitchener (The King’s Highway 401, n.d.). The completion of Highway 401 through Milton offered a corridor to urban centers in Southern Ontario, including the Region of Waterloo, the City of Guelph and Toronto.

In 1963, Regional Road 25 was extended and gave access to Burlington and Hamilton to the south and the 401 to the north. By 1969, the population was continuing to grow as a result of these major infrastructure advancements.

Post Amalgamation and the Pipe

In 1974, parts of the former townships (Nassagaweya, Esquesing, Nelson, and Trafalgar) were amalgamated with the original Milton township to create boundaries much as we know them today (shown in Figure 8). Although the former townships are now part of Milton, they each have their distinct history, geography, uniqueness, and character. By 1996, Milton’s population reached 32,104. In 1999, the Union Gas pipeline (running east/west, south of Derry Road) was built along with a pipeline to provide municipal water services supplied by Lake Ontario. Highway 407 was created in the early 2000s (shown on Figure 8), along the Town’s most southern and eastern boundaries. These major infrastructure investments propelled Milton’s growth and further connected the Town to municipalities across the greater Toronto area and southwestern Ontario. By 2011, the population grew to 84,362.

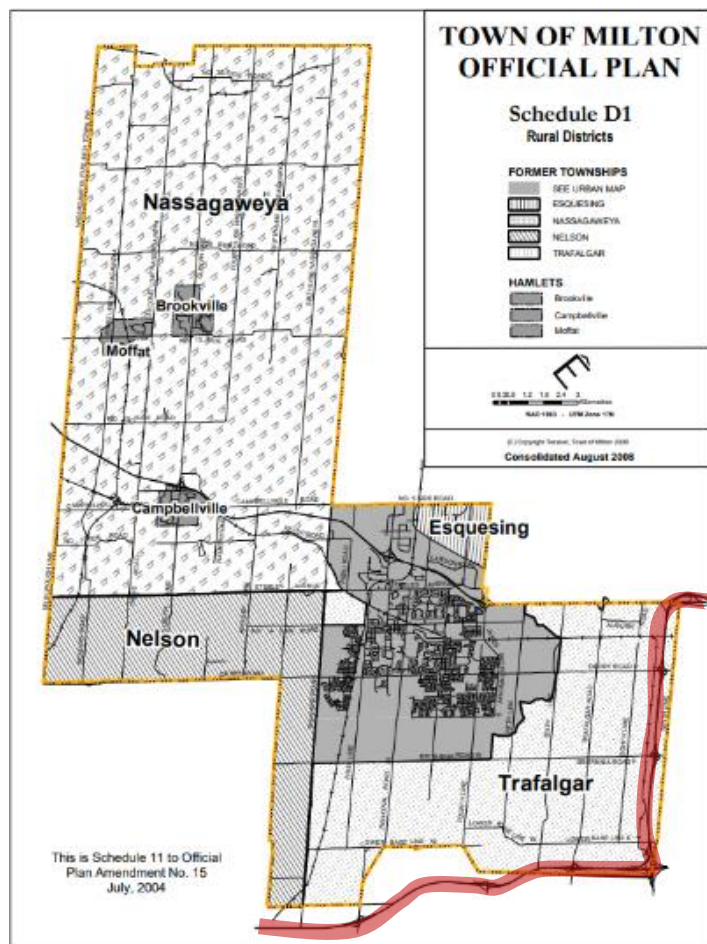


Figure 8: Current municipal boundary (identified in orange) with the amalgamated former Townships and Highway 407 (highlighted in red). (Town of Milton Official Plan).

Moving More People

As Milton grows, more people needed more options for moving to, around, and from Milton.

A public transit bus system was created to serve Milton's urban area in 1984, and GO transit's Streetsville service connected the urban area to other municipalities. Although Milton has historically been automobile-centric (with new roads being built as new community areas develop), transit services have also grown:

- Conventional transit service in Milton began with two fixed routes in the 1980s and continued in the 1990s.
- Between 2000 and 2004, a reduction in Provincial transit funding caused Milton to move to a "Dial-a-Bus" system.
- In August 2004, a contracted, fixed-route service was re-introduced as a result of public input and recommendations from the North Halton Transit Strategy Study (2004).
- In 2010 Milton Transit implemented a new service design with the objective to achieve a more reliable, convenient, sustainable and cost-effective transit service. Routes were realigned and service levels were adjusted to meet higher ridership demand while providing a basic level of mobility during non-peak periods.

Did you know that Milton is currently planning to move more people around our GO Transit station? In February 2022, Milton Council passed policies to deliberately manage growth and development around the Milton GO Station at Main Street and Thompson Road South. The goal for the area is a more pedestrian-friendly environment with seamless integration into the downtown core.

Tremaine Road, Regional Road 25 and Trafalgar Road are the main north-south routes for people traveling through and to urban Milton. Meanwhile, Highways 401 and 407, Steeles Avenue, Derry Road and Britannia Road are the main east-west routes. For the rural area, Guelph Line is the main north-south route. These are the main road connections that people use to access jobs and services.

In addition to roads and transit, Milton, the Region of Halton, and our conservation authorities have also invested significant planning and resources into increasing opportunities for active transportation throughout Milton over the years. According to the 2019 T.M.P., a total of 748.4 kilometers of multi-use trails, bike lanes, and sidewalks have been established throughout Milton.

Moving Goods and Services

Goods movement and freight includes the import and export of items, articles, products or commodities ranging from a new pair of shoes to fresh produce and diesel. This is an integral component of transportation networks and a vital part of the local economy. Throughout history, the Town's formation has been affected by the movement of goods and services, supporting growth and fueling economic opportunities for people living in Milton.

The construction of Highway 401, for example, increased opportunities for goods movement and warehousing. In 2022, an average of 180,000 vehicles and \$930 million worth of goods travel on the Highway section between Credit River in Mississauga and Regional Road 25 in Milton per weekday (Ontario Ministry of Transportation, 2022). The proximity of the Milton-Brampton inter-modal (rail/road) facilities, other provincial highways (403/407/QEW), and the Port of Hamilton help Milton facilitate bulk and consumer goods movement at a higher level.

As a whole, the Milton is most reliant on trucking activity for goods movement, specifically for household goods. Trucking will likely continue to be the predominant method of goods movement in Milton, however, further congestion on highway networks may hinder its efficacy in the future. Important trucking networks exist mostly across rural Milton between Hamilton, Burlington and the GTA. This may pose some issues for local goods movement as rural roads are often shared by other modes of transportation such as bicycles, cars, and farm equipment.

Milton caters to both freight and passenger rail transit, as it is serviced by both the Canadian National (CN) and Canadian Pacific (CP) railway. Located in Milton, the CP intermodal rail provides both national and cross-border service for trucking and rail goods movement, making the Town an asset across the GTHA.

The CN Milton Logistics Hub

The Canadian National Railway Company (CN) proposes to create a logistics hub next to its main line in Milton. The location for the project is south of Britannia Road and east of Tremaine Road. The facility would operate 24 hours a day, seven days a week resulting in at least 1,600 new trips to and from the facility each day by heavy-duty container trucks. The Halton Municipalities oppose CN proceeding with the truck-rail hub in Milton. The main reason is because of the significant impacts to human health.

The Halton Municipalities have three court proceedings underway:

1. An appeal of a decision of the Ontario Superior Court of Justice.
2. An application for a Federal Judicial Review that seeks to overturn the decision by the Federal Minister and Cabinet to approve CN's project on the grounds that Cabinet was not given key information about the impacts of CN's proposed project on human health.
3. An appeal of the Canadian Transportation Agency's decision to approve CN's application for railway lines as part of its proposed project.

Moving in Milton Today

Guiding Plans

The new Official Plan will help in implementing transportation related directions in Milton guided by documents from Provincial, Regional and local municipal governments and agencies. Each document plays their own role in guiding how transportation happens in Milton. Their local impact on planning for transportation is summarized in the Table 1. There are currently changes being introduced and implemented in various guiding documents through legislation such as Bill 23 which may change how some of the documents listed below may ultimately influence the O.P. recommendations. The guiding plans and documents shown in Table 1.1 will be further discussed in the Policy Considerations Report.

Table 1.1 Guiding Plans for Moving in Milton

Federal
<u>Guidelines for New Development in Proximity to Railway Operations, 2013</u>
Provincial
<u>A Place to Grow: Growth Plan for Greater Golden Horseshoe, 2019</u>
<u>Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe, 2022</u>
<u>Metrolinx 2041 Regional Transportation Plan, for the Greater Toronto Hamilton Area, 2018</u>
<u>Greenbelt Plan, 2017</u>
<u>Niagara Escarpment Plan, 2017</u>
<u>Provincial Policy Statement, 2020</u>
<u>Halton Region Official Plan (ROPA 49), 2022</u>
Regional
<u>The Road to Change Halton’s Transportation Master Plan 2011 to 2031, 2011</u>
<u>Halton Active Transportation Master Plan to year 2031, 2016</u>
<u>Halton Region Official Plan, 2022</u>
<u>Access Management Guidelines, 2015</u>
<u>Halton Region Mobility Management Strategy, 2017</u>
<u>Halton Region Defining Major Transit Requirement, 2019</u>
<u>Halton Region’s Integrated Master Plan (underway)</u>
<u>Halton Region Healthy Community Guidelines, 2009</u>
Local
<u>Milton’s Transportation Master Plan, 2019</u>
<u>Milton’s Active Transportation Strategy, 2019</u>
<u>Milton Transit Service Review and Transit Master Plan, 2019</u>

Existing Transportation Network

Milton's existing transportation network consists of roads, transit, active transportation, railways, and trails. Milton seeks to balance transportation investments to create viable transportation alternatives for present and future generations (Milton T.M.P., 2019). This means balancing the needs of the community to expand the existing network and provide safe, convenient options for residents and users to choose from.

The **2019 T.M.P.** proposed revised Road classifications to better accommodate for non-auto modes of transportation, including transit, cycling, and pedestrians, on different types of roadways.

Roads

Introduction to road hierarchy and road jurisdiction

In Milton, the existing roadway network includes a hierarchy of arterial, collector, local roads and laneways. This hierarchy determines the function and purpose of the roadway, which in turn influences the design. The following is a description of these road types:

Arterial roads serve mainly inter-regional and regional travel demands, accommodate truck traffic, transit services, and high occupancy vehicle (H.O.V.) lanes, accommodating moderate to high volumes of traffic. Arterial roads can be major or minor. Minor arterials serve mainly local traffic at higher volumes.

Collector roads serve local travel demand and distribute traffic between local roads and arterials. The Town has major and minor collector roads, and within these classifications there are several road standards and cross sections. Minor collectors have lower traffic volumes and have narrower rights-of-way than that of the major collectors.

Local roads serve residential neighbourhoods or employment areas. They are designed for low volumes of traffic at low speeds.

Laneways also serve the residential or commercial community but usually provide rear access to individual properties and connection to local roads.

Roads in Milton are under the authority of different levels of government, depending on their class. The Province operates the provincial highway system, Halton Region is responsible for all major arterial roadways, and the Town of Milton is responsible for roads with classifications from minor arterials to laneways (Milton T.M.P., 2019).

Two major highways operated by the Province run through Milton connecting the Town to adjacent municipalities and major hubs. There is Highway 407 to the South and East and Highway 401 crossing through the middle of the municipality. Highway 401 recently underwent expansion and a new interchange is planned at Tremaine Road.

“Milton should consider a transit link between Milton GO and the Velodrome”.

Transportation Demand Management (TDM)

The process of understanding how, why, when and where people travel and using that knowledge to apply policies, programs, services and products that make transportation infrastructure more sustainable and effective.

Highway 401 Improvements

The widening and re-alignment of Tremaine Road (Regional Road 22) will include a new Highway 401 Interchange, connecting to James Snow Parkway in Milton.



Figure 9. Highway 401 Tremaine Alignment and Interchange. (Halton Region, 2019).

Highway 413

The 413 is a proposed highway that would begin in the far east side of Milton, off of Highway 401 and Highway 407, connecting to Highway 400. It is intended to connect York Region, Peel Region and Halton Region. There would additionally be a transitway operating as a separate corridor alongside the proposed highway dedicated exclusively for public transit.

The preferred route and study area currently cover a small area in the north-east corner of Milton, within the Agerton Secondary Plan and some of the new Employment Lands brought in through Regional Official Plan Amendment 49 (ROPA 49).

Complete streets

As established through the Town’s Transportation Master Plan, the Town aims to achieve a connected, multi-modal transportation system by applying “complete streets” principles. This approach will benefit all Miltonians. People riding transit and on bicycles occupy less road space per person than the same volume of people in single-occupant vehicles, and the incorporation of these modes into the roadway network increases its people-carrying capacity (T.M.P. 2019). The Town strives to improve the experience of roads and safety for all users. One of the Town’s more recent initiatives is Community Safety Zones (C.S.Z.).

Multi-modal transport systems address and integrate all modes of transportation in a cohesive manner (T.M.P., 2019)

A Complete Street is a design concept that considers the needs of all users — people who walk, cycle, roll, take transit or drive — and considers people of varying ages and levels of ability. Applying the concept includes but is not limited to bike lanes, wider sidewalks, and increased street greenery (Complete streets and the 15 minute city, 2021; Milton Safety Report, 2022).

Community Safety Zones are sections of the roadway where there is special concern for public safety. These areas include roadways near schools, day care centres, playgrounds, parks, hospitals, senior citizen residences and collision prone areas within a community.

For example, in school zones, parents and school buses are dropping off and picking up children, crossing guards are stopping traffic, and children and youth are out and about.

There are many things to look out for as a driver, pedestrian or cyclist. Fines are doubled for traffic violations in these zones to reinforce safe movement. Another safety initiative the Town is currently undertaking is traffic calming.

Traffic calming helps to improve the safety and quality of life for residents by reducing the speed and volume of traffic. Measures such as roundabouts, speed bumps and speed limit reductions address issues related to speeding, congestion and neighbourhood safety.

Existing truck route by-law

The road system plays a key role in moving goods. The Town has an existing Truck Route By-law 1984-1 (Designated Heavy Traffic and Truck Route Provisions) that designates specific routes within the urban and rural areas where heavier vehicle traffic is allowed and also where heavier trucks or larger sized truck loads are not permitted. The By-law was last updated in 2008.

As goods movement networks continue to change, there is a potential need for the Town to address concerns of safety and efficiency of the existing goods movement

network and truck route designations. Town’s 2019 T.M.P. recommended a new Truck Route Structure as shown below in Figure 10:

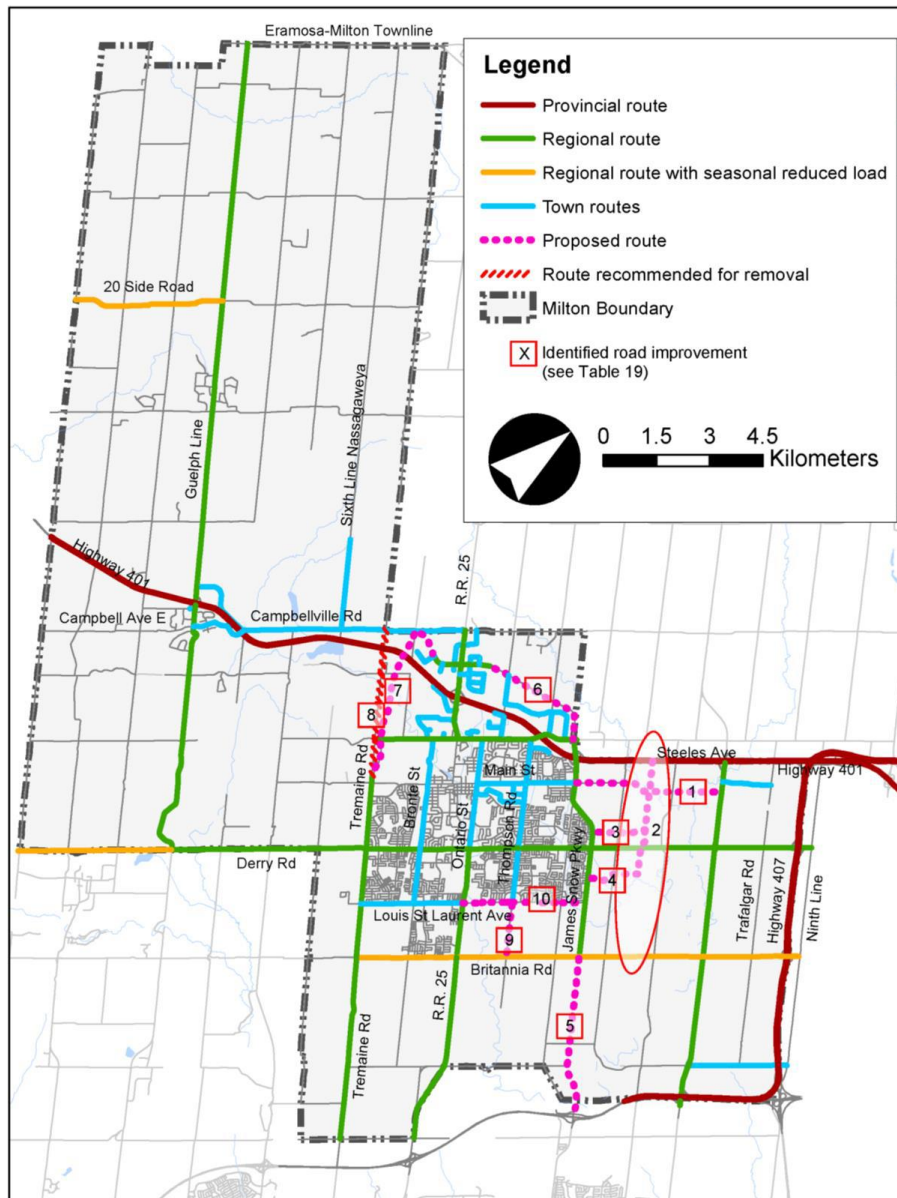


Figure 10. Recommended Truck Route Structure. (Milton T.M.P., 2019).

Transit Supportive Roadways / Transit Priority Corridors

Typically, roadways have been designed to accommodate motorized vehicles such as cars and transit. However, in recent years, additional facilities for pedestrians and cyclists have also been integrated into the roadway design (T.M.P.).

A new type of road and classification was identified through Milton’s 2019 T.M.P. for transit-oriented development roads. This classification could be used to support higher-order transit stations, transit hubs and stops.

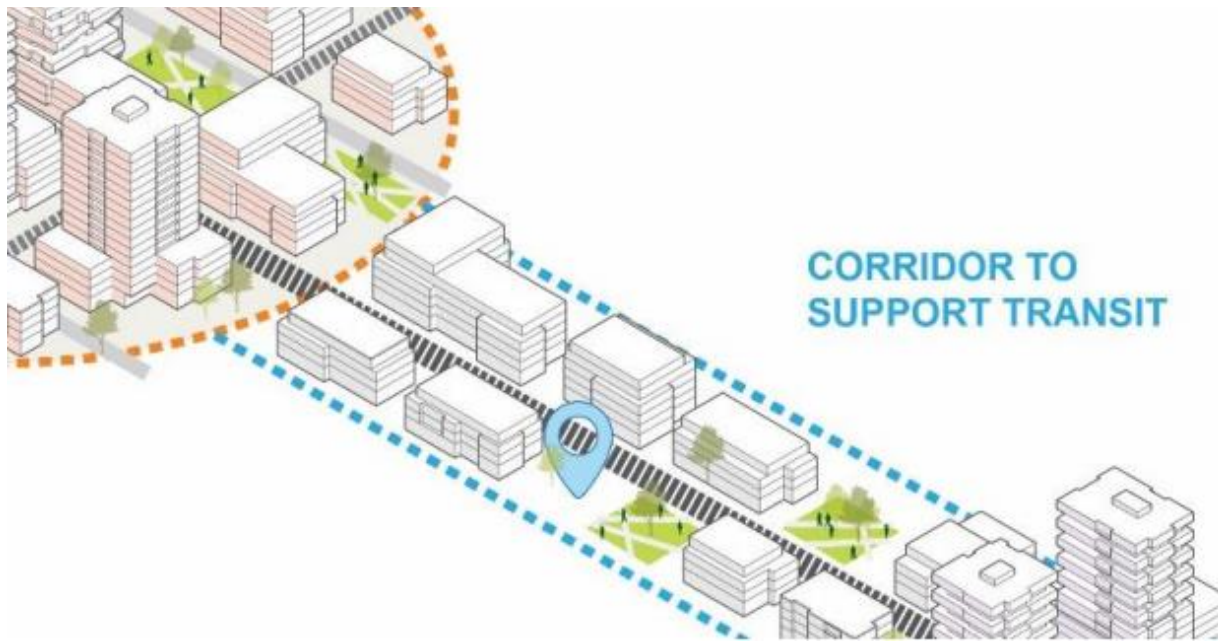


Figure 11. Transit Supportive Corridor. (Milton T.M.P., 2019).

Promoting increased residential and employment densities in certain key locations can increase the ability to provide transit services, and provide more transportation choice to communities.

Transit corridors refer to arterial roads defined by their modes of transport such as service roads, highways, multi-lane non-residential roads

Establishing transit supportive densities and transit connectivity along intensification corridors through coordinating growth management and transportation planning, can help minimize GHG emissions and achieve complete communities (Britannia S.P. T.M.P., pg. 33).

Secondary Plan Areas

The Town is currently encouraging alternative transportation options by promoting transit, active transportation and developing walkable communities such as near the Downtown Milton GO Station, the Milton Education Village and the Trafalgar Corridor (which consists of the Trafalgar and Agerton Secondary Plans) that support and plan for higher density and transit-supportive development.

The Trafalgar Corridor has been identified as a Higher Order Transit Corridor. The Trafalgar and Agerton Secondary Plans identifies the following goals and objectives for the secondary plan area that would support the identified higher order transit corridor and a wide range of transportation options:

- Build Compact and Complete Communities (C.11.3.1)
- Provide mobility Options (C.11.3.3)
- Establish a Logical Road Network (C.11.3.4)
- Create High-Quality Urban Spaces (C.11.3.5)

Road Networks serve as the foundation for most modes of travel and consists of provincial, regional and town roads. It is expected to expand commensurate with development in Milton.

The Milton Education Village (M.E.V.) Secondary Plan Area is planned to accommodate an Innovation District anchored by Wilfrid Laurier University and Conestoga College with related employment and recreation facilities, as well a mix of residential, retail commercial and service uses (M.E.V. Secondary Plan). The M.E.V. Secondary Plan lists the following principles and key design elements to guide development:

- A centrally located Transit Hub
- A network of streets, squares and open spaces that create a walkable and active public realm. (12.2.2.2)
- A compact, mixed use community with densities supportive of transit and active transportation. (12.2.2.3)

The Downtown Milton GO Station and its surrounding area are designated as a Major Transit Station Area (M.T.S.A.) and Urban Growth Centre (U.G.C.) in Provincial, Regional, and local plans. The U.G.C./M.T.S.A., also known as the Milton Mobility Hub, is planned to be a place of connectivity with significant planned transit service and development potential. The Mobility Hub includes the following guiding principles through the 2020 Mobility Hub Final Report:

- Balanced, safe and efficient Mobility
- Strong visual and physical connectivity
- Walkable, inviting streets and publicly Accessible Open spaces
- Intensification at an appropriate scale and form
- Strategic and Holistic Approach to Parking Supply

The Study recommends active frontages near the GO Station and along Ontario Street, Main Street East and Thompson Road. An active frontage has pedestrian-oriented uses at street level, which contributes to the life of the area). Retail uses that focus on supporting pedestrian and transit movement are encouraged.

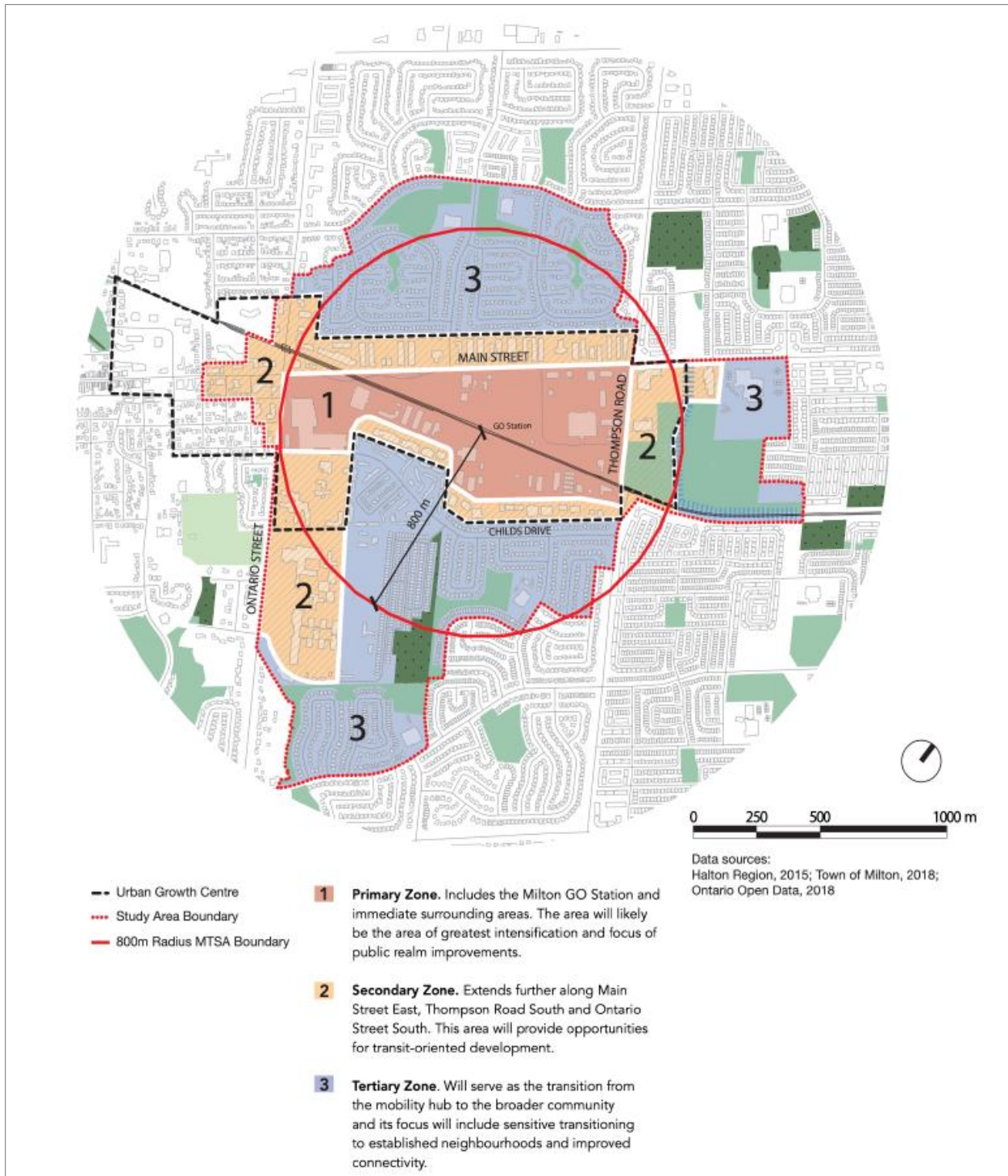


Figure 12. M.T.S.A. Planning Zones. (Milton Mobility Hub Study).

Map 1 provides a visual overview of Milton’s existing roadway conditions for the entire town, while Map 2 presents a more detailed overview of roadway conditions for the urban area. Truck routes are shown on these maps, as are various types of intersection controls, such as roundabouts.

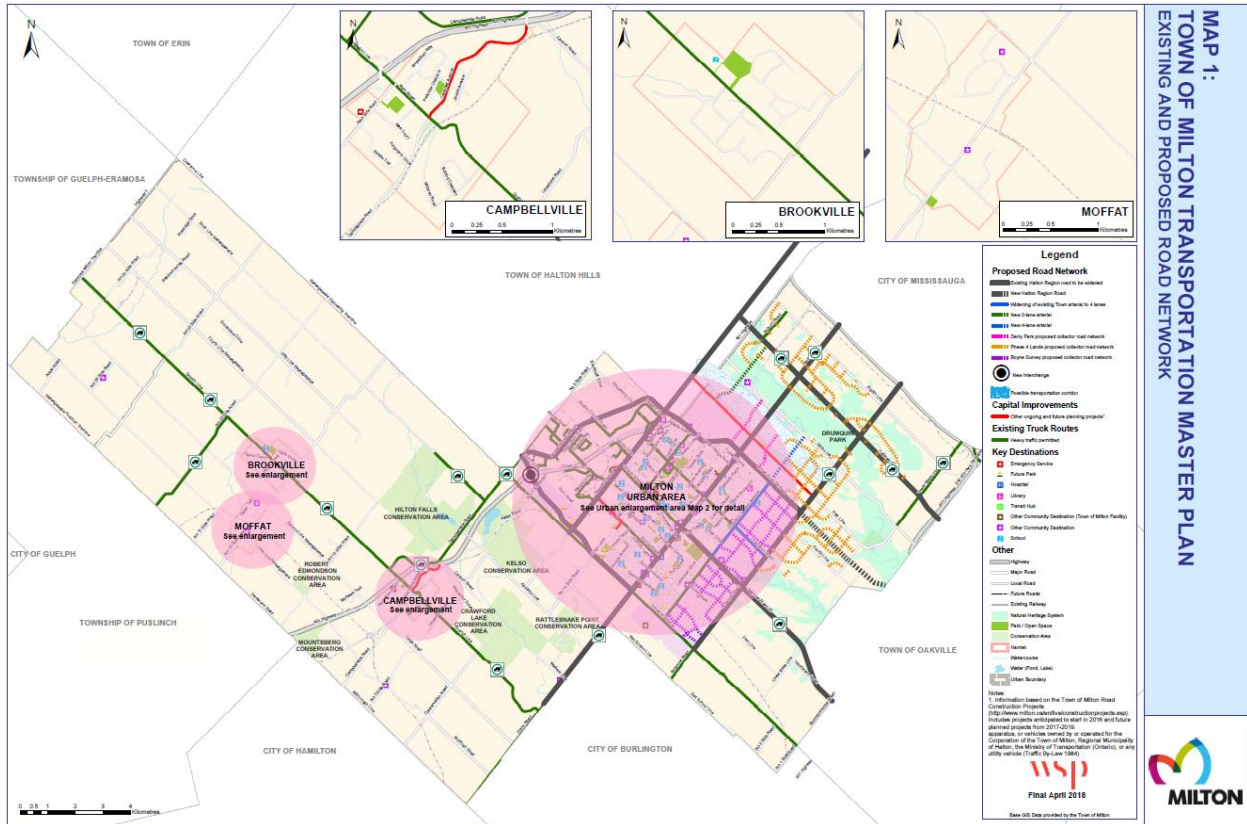


Figure 13. The Existing and Proposed Road Network, showing Milton's hierarchy of roads. (Milton T.M.P., 2019).

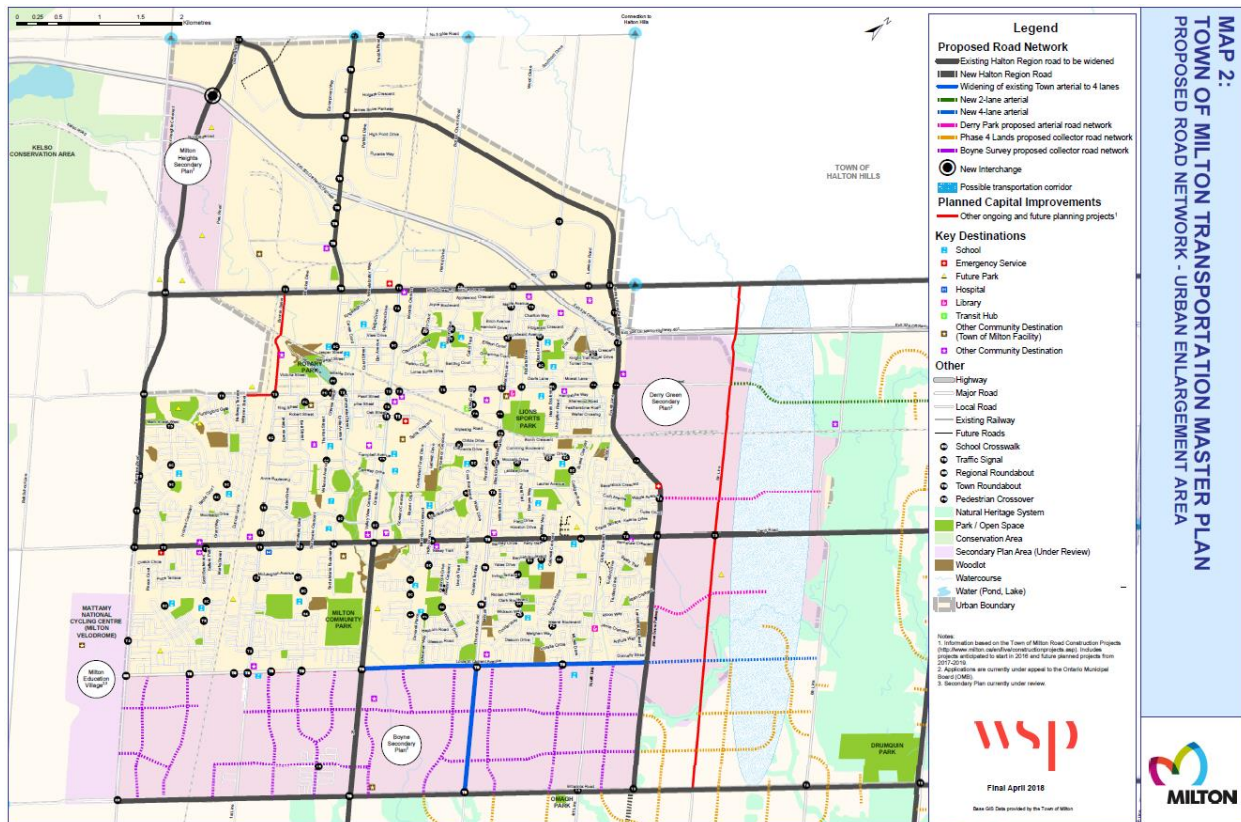


Figure 14. The Existing and Proposed Road Network, showing Milton's hierarchy of roads. (Milton T.M.P., 2019).

Transit

Milton provides transit service through Milton Transit for local service with limited connections to some neighbouring municipalities, and has a Metrolinx GO Station providing inter-regional routes.

Milton Transit Background Information

Milton Transit provides conventional (fixed-route), specialized/paratransit (Milton access+) and alternative service delivery (ASD) applications (microtransit/on-demand, school extras, etc.). In 2009, Council approved the 2009-2013 Strategic Plan for Transit Services, which recommended that Milton Transit administer a contracted service delivery model, moving forward with a dedicated, third party service provider. Through a request for proposal (RFP) process, PWTransit – Diversified Transportation was awarded a six (6) year service contract to deliver transit services, including operations, maintenance, fuelling, servicing and storing all Town-owned transit vehicles (revenue and non-revenue). PWTransit was also administers the customer call centre and dispatch functions.

Council approved multiple contract extensions with PWTransit (with modified terms) and more recently a three (3) year contract extension in 2022 to bridge considerations for,

and development of, a new Town-owned transit garage facility. The current contract term with PWTransit is to June 30, 2026.

The conventional transit network has evolved significantly over the last 12 years with a redesign of its route structure to accommodate coverage and service level growth. Over time, the route system had changed from a one-way loop concept to a modified, bi-directional radial system centering at the Milton GO Station. Year-over-year population growth and associated traffic have impacted service reliability. In 2022, Milton Transit operated nine (9) regular fixed routes, and five (5) school extra routes which coincide with the a.m. and p.m. bell times of applicable secondary schools.



Figure 15. Milton Transit special service bus. (Milton).

Milton Transit OnDemand

In 2021, Council approved the Milton Transit Alternative Service Delivery Strategy, which incorporated the implementation of a microtransit solution entitled Milton Transit OnDemand. OnDemand service was formally launched in September 2021 in new residential development zones and low density industrial areas, rationalizing existing fixed routes in those areas.

At present, OnDemand is delivered as a comingled service with Milton access+ services within the current service delivery contract, using a Town-administered, third-party application. OnDemand service booked via a mobile app, web booker or call centre and connects passengers to/from available fixed route service at key transfer locations. In 2022, Milton Transit operated four (4) OnDemand zones: 401 Industrial, Boyne (separated into two zones), and Derry Green. It is anticipated that OnDemand will continue to be a key component in the delivery of future transit services in Milton.

Milton Access+

Milton Access+ provides door-to-door shared-ride service for eligible persons with The Town also provides specialized transit services (Milton access+) for persons with disabilities. This service has evolved over the last ten (10) years, progressing as a result of increased service demand and regulatory requirements from the Integrated Accessibility Standards Regulation (IASR, 191-11), Accessibility for Ontarians with Disabilities Act (AODA).

Milton Transit supports **MagnusCards**, a unique downloadable card decks that help people living with autism to feel supported and empowered to use our transit system. These cards help to navigate tasks, such as riding the bus, paying a fare, planning a trip and transferring buses.

Program eligibility has aligned with IASR requirements, which included expanded eligibility criteria effective January 1, 2017. A coordinated/joint application process with Oakville Transit and Burlington Transit has been established to maintain eligibility consistency amongst Halton municipalities. A formalized in-person assessment and appeals process have also been established.



Figure 16. People boarding bus at Milton GO station. (Milton).

Inter-Regional Service

All Milton Transit conventional service routes connect at the Milton GO station. There are four laybys and three on-street stops at the Milton GO station terminal which are designated for Milton Transit buses. Customers who take GO Transit and transfer to/from Milton Transit receive a discounted fare of \$0.70 on Milton Transit when boarding with a valid GO pass, ticket, or PRESTO card. GO Transit provides both train and bus service to a number of other GO terminals west as far as Kitchener, east as far as Peterborough/Oshawa, north to Barrie, and south to Niagara Falls.

In 2019, Milton Transit operated nine regular, all-day fixed routes, two peak-only fixed routes, and three secondary school routes. Additional services coordinated by Milton Transit include the GO Drop-off, flex-route service, Trans-cab services, and Milton access+ (Transit Services Review and Master Plan Update, 2019-2023).

The following are highlights of the current transit service provided within the Milton:

1. There are a total of nine (8) local transit routes which are managed and provided by the Town;
2. As part of the transit routes provided there are specific School Extra routes identified which provide special service aligned with secondary school bell times.
3. GO Transit train service to Toronto runs during the morning and afternoon peak travel periods in the peak direction;
4. GO Transit bus service runs throughout the day and connects to Square One in Mississauga and Union Station in Toronto;
5. GO Transit bus service to/from Waterloo and Guelph stops at the carpool and park and ride lot at the Highway 401 / Martin Street interchange;
6. Access+ is a service that is provided by the Town which provides door to door paratransit alternatives

Active Transportation

Active transportation (A.T.) is about getting to work or school, going shopping, running errands, visiting friends and family or other trips by walking, cycling and rolling – essentially being active while on the move. An active transportation network includes sidewalks, multi-use trail, crosswalks, on-road bikeways and off-road trails and is an important part of Milton’s transportation system. A robust Active Transportation network is complementary to a community’s open space network by providing connectivity to parks, recreation and community amenity areas. Active Transportation networks also include the use of micro mobility devices.

Active transportation is any form of human-powered transportation, including walking, cycling, in line-skating, skateboarding and moving with mobility devices.

Micro-mobility refers to small e-vehicles that are driver operated. This can include motorized scooters, bikes, and skateboards.

Providing a system of integrated transportation options is an important component when designing and planning healthy communities. Having a safe, comfortable and convenient A. T. network is fundamental for achieving the integrated, sustainable, accessible, affordable and efficient multi-modal transportation network. The Town's Transportation Master Plan Local Active Transportation Strategy identifies these objectives and the Town's Official Plan would implement.

Milton's A.T. network is made up of a number of routes and facilities which are meant to accommodate a range of users of varying skills and abilities. In the next 20 years, Milton plans to implement 455 kilometres of A.T. facilities.

In 2019, there were a total of 748.4 kilometers of existing active transportation facilities in Milton. These include Town of Milton, Halton Region, and conservation facilities. Figure 17 provides an overview of total length by facility types.

Travel behavior is habitual and can be hard to change. Educational tools that raise awareness of the many benefits of active transportation, such as improved physical and mental health, reduction of greenhouse gas emissions, and less congestion, can help to promote alternative travel modes to the automobile.

Figure 18 below provides an overview of the facility types under the Town's jurisdiction. It includes proposed A.T. measures on facilities under the authority of both the Town of Milton and Halton Region.

Routes are proposed active transportation linkages including on-road cycling routes, multi-use facilities – both within and outside of the road right-of-way and off-road trails.









	<i>Multi-use Trail</i>	127.1 k.m.
	<i>Bike Lane</i>	62.2 k.m.
	<i>Paved Shoulder</i>	8.2 k.m.
	<i>Signed Bike Route</i>	13 k.m.
	<i>Sidewalk</i>	331.7 k.m.
	<i>Conservation Trails</i>	160.8 k.m.
	<i>Greenbelt Cycling Route</i>	24.2 k.m.
	<i>Bruce Trail</i>	21.2 k.m.

Figure 17. Existing active transportation facilities in Milton. (Milton T.M.P., 2019).

<i>Facility types</i>	<i>Proposed in 2014 (k.m.)</i>	<i>Built since 2014 (k.m.)</i>	<i>Currently proposed (k.m.)</i>
Multi-use trails	80.8	10.4	56.7
Bike lanes	40.5	11.9	30.8
Paved shoulders	5.7	0	14.3
Signed routes	142.7	0	131.8
Sidewalks	0	0	14.9 ²
Total	269.7	22.3	249

Figure 18. Summary of Milton A.T. network growth predictions. (Milton T.M.P., 2019).

The Town’s T.M.P. recommended that Milton’s A.T. network should be further supported by features and design enhancements that have the potential to increase a user’s sense of comfort and safety. The Active Transportation System (A.T.S.) identifies a number of locations within Milton where enhancements could be implemented in conjunction with the A.T. Network to help improve the overall active transportation experience.

The following is a description of the three categories of enhancement recommendations and the design treatments suggested through the 2019 T.M.P.:

Enhancements are additional design features which address some of the key barriers and concerns throughout the network with the intent of improving the overall sense of comfort and safety for users. The T.M.P. recommends enhancements at intersections, transitions, and crossings.

- Intersections** improvements intended to increase the visibility of cyclists and pedestrians so motorists are more aware of their presence. Improvements can include the application of bike boxes, pavement markings and cross rides.
- Transitions** improvements intended to provide smooth and seamless transitions between different facility types where additional direction or enhancement may be needed.
- Crossing** improvements are intended to address challenging land use and transportation features including watercourses, railways and highway underpasses/overpasses.

The integration of active transportation can help to improve the overall functionality of the Town’s transportation system and complement other modes of travel such as public transit and carpooling. Efficient land use patterns and built form can help to influence travel habits and create a shift towards active transportation as a viable mode of travel.

Highlights of the current active transportation programs and initiatives that are provided within Milton:

1. The Town partners with Halton Region to implement facilities - specifically along Regional roads. Partnerships are also pursued with the local conservation authorities and organizations (Bruce Trail, Share the Road Coalition, Ontario Trails Council, etc.);
2. The Town has an online reporting mechanism which allows residents and visitors to document any trail issues or observations which are addressed by Town staff;
3. The Town's official website has a map/directory of publically accessible trails and bike paths in Milton; and
4. A pedestrian charter was established in 2013 which identifies the vision and objectives for the future of pedestrian connectivity within the Town.

Railways

Although railways are governed by the Federal Government which means that they decide where and how to operate rail lines, municipal governments like Milton can influence how we develop around railway stations. Directions for such development are given in the Guidelines for New Development in Proximity to Railway Operations and include a framework for facilitating municipal growth around railways while mitigating the impacts of noise, vibration, and safety, on nearby residential and infill development. The railway corridor provides opportunity for transit-oriented development (T.O.D) and more efficient long distance interregional travel to surrounding municipalities.

Metrolinx GO rail service operates from the Milton GO Station, currently providing six inbound trains to Toronto during the morning peak period, and six outbound during the evening peak period. Pre-pandemic Metrolinx GO rail service provide ten inbound trains



Figure 19. Rail crossing over Main Street East. (Milton T.M.P., 2019).

to Toronto during the morning peak period, and ten outbound during the evening peak period. Four GO buses also serve Milton, providing connections to Cambridge, Guelph, North York and Oakville. Milton GO rail station also serves as Milton Transit's transfer hub, and includes a park-and-ride lot with more than 1,000 parking spaces (2019 Transit Services update).

Highlights of the current rail related programs and initiatives that are happening within Milton:

1. Milton GO Station – morning service inbound to Toronto, evening service outbound to Milton.
2. Milton Mobility Hub Study
3. Major Transit Station Area (M.T.S.A.) development and public realm enhancements

C.P. Railway owns the rail line that Metrolinx uses for the Milton Line, which provides service to the Milton GO and manages its usage. This rail line is used for both freight operation and passenger service. The expansion of additional passenger commuter train service on the Milton Line is constrained by the freight operations along the rail line.

Milton's Mobility Hub includes the area within a 10-minute walk from the Milton GO Station located at 731 Main Street East, near Main Street and Thompson Road South (see Figure 12).

Future growth areas will be discussed further in the **Growing in Milton** paper.

This area is already a destination point for residents and visitors and the area is zoned to transform into a transit-supportive development and vibrant public realm. In addition to GO passenger service, the Milton rail corridor includes freight services operated by the C.P.R. (*More about moving people and goods in following sections*).

The Trafalgar Corridor and Agerton Area are designated future growth areas in Milton. Plans for these areas are predicated on the vision of a second GO Train Station located along the existing tracks north-west of Derry Road and Trafalgar Road.

The approval and development of this station would create Milton's second Major Transit Station Area (M.T.S.A.) which would primarily serve new development associated with the Trafalgar Secondary Plan and the Agerton Secondary Plan would impact ridership and relieve congestion at the Milton GO Station. In 2021 Metrolinx released an Initial Business Case in support of this proposed new GO Station.

Rural Area

The Town's Rural Area is distinctly different from the Urban Area. In addition to having different land uses and permissions the Rural Area has a different character, and this results in roads that are designed and used differently.

Roads such as Guelph Line and Derry Road are some of the main connecting routes to different areas of the Town's Rural Area. Specialized (paratransit) service is provided in the Rural Area to connect eligible residents and visitors to social, economic and health care amenities. Additionally, the Rural Area road network helps facilitate vast mobility options to recreational and entertainment hubs such as conservation authority properties and parks, downtown Campbellville and various municipal facilities. The Town of Milton offers a range of community and recreation facilities in the rural area including the Nassagaweya Tennis Centre & Community Hall, Brookville Hall, and various parks in Brookville, Campbellville and Drumquin.

Transit-oriented development (T.O.D.) is a development approach that prioritizes the direct link between transit infrastructure and land use. It intends to maximize transit investment by increasing access to residential, commercial and recreational spaces. (T.M.P., 2019)

The Rural area consists of agricultural lands that are farm industries and in some cases on farm diversified uses; hamlets including Moffat, Brookville and Campbellville; individual estate homes; quarries; recreational destinations, such as the Conservation Halton Parks and ski hills; and entertainment areas such as Mohawk Race Track. Some uses that are specific to the Rural Area have different road needs, such as requirements to transport agricultural equipment. There are also some truck routes through the Rural Area. The recreational, tourism and entertainment destinations to the rural area are trip generators that bring in traffic that needs to be accommodated in addition to the residential and agricultural needs of the community.

Through public engagement initiatives during the We Make Milton process, it has been heard that there is a desire for more functionality and safety measures on rural roads. Rural roads are designed differently than urban roads and do not provide as much shoulder or sidewalks or parking. This reduces the opportunity for residents to use rural roads for recreational purposes such as cycling, or walking.

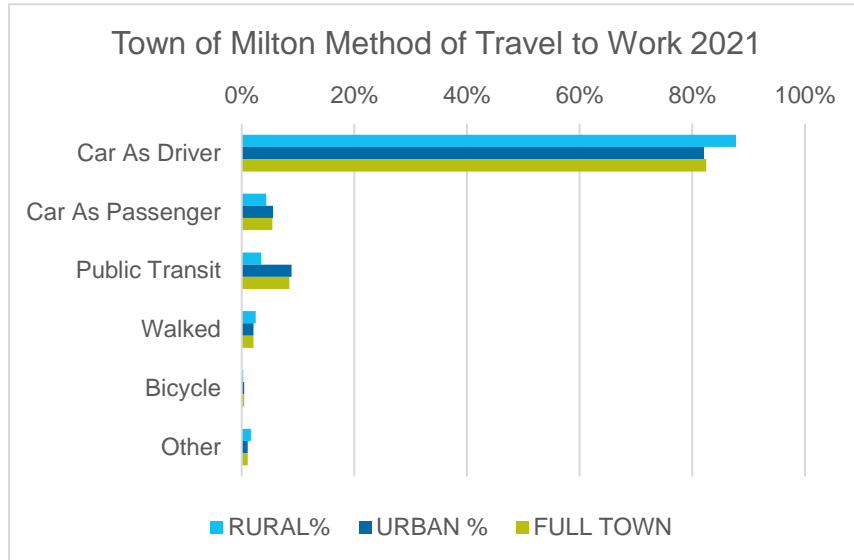


Figure 20. Cyclists sharing the road with automobiles on a rural road. (Milton).

“Rural residents are largely car dependent, and there aren’t a lot of other choices for moving around. There was a trial run for Milton transit – connecting urban areas with Campbellville, but the route was poor and it was not useful. A GO stop has been in demand for a while”.

More about How People Move

Current Choice of Travel



In Milton, the dominant choice of travel is by private automobile, as a driver, with 82 percent of the Town is choosing this method of travel to work. The second most popular choice of travel was transit for urban residents, and automobile by passenger for rural residents.

Rural and urban Milton share similar spending patterns on transportation.

Figure 21 shows that overall, Miltonians spend

Figure 21. Method of Travel to Work. (EnviroNics, 2021).

92 percent of their overall transportation spending on private transportation which includes the purchase, rental and operation of the vehicle. Meanwhile, 3 percent is spent on public transportation, which includes taking the bus, subway, train, taxi, highway bus, and inter-city transport.

Transit

In Figure 22, ridership is shown to have grown significantly from 2012 to 2019, as the Town and its transit services have expanded.

From 2009 to 2019, Milton Transit had a compounded growth rate of more than 20 percent each year which is more than three times the rate of population growth.

In 2019, the total ridership measured by boardings was nearly 650,000.

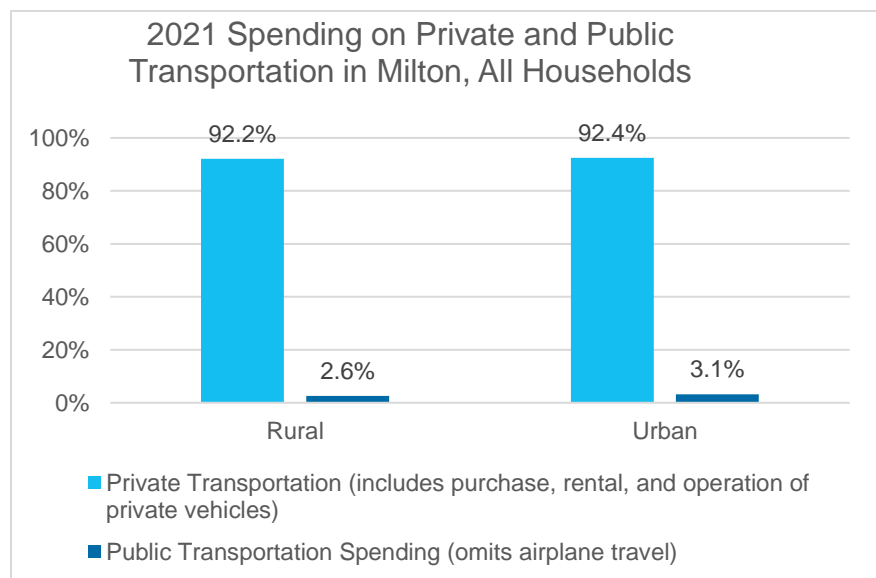


Figure 22. Rural vs. Urban Spending on Private and Public Transportation in Milton. (EnviroNics, 2021).

The effects of the COVID-19 pandemic and associated Provincial restrictions are seen in Figure 23, from 2019 to 2021. In 2020, conventional ridership decreased by 59 percent compared to 2019, and in 2021 it decreased by 45 percent compared to the previous year.

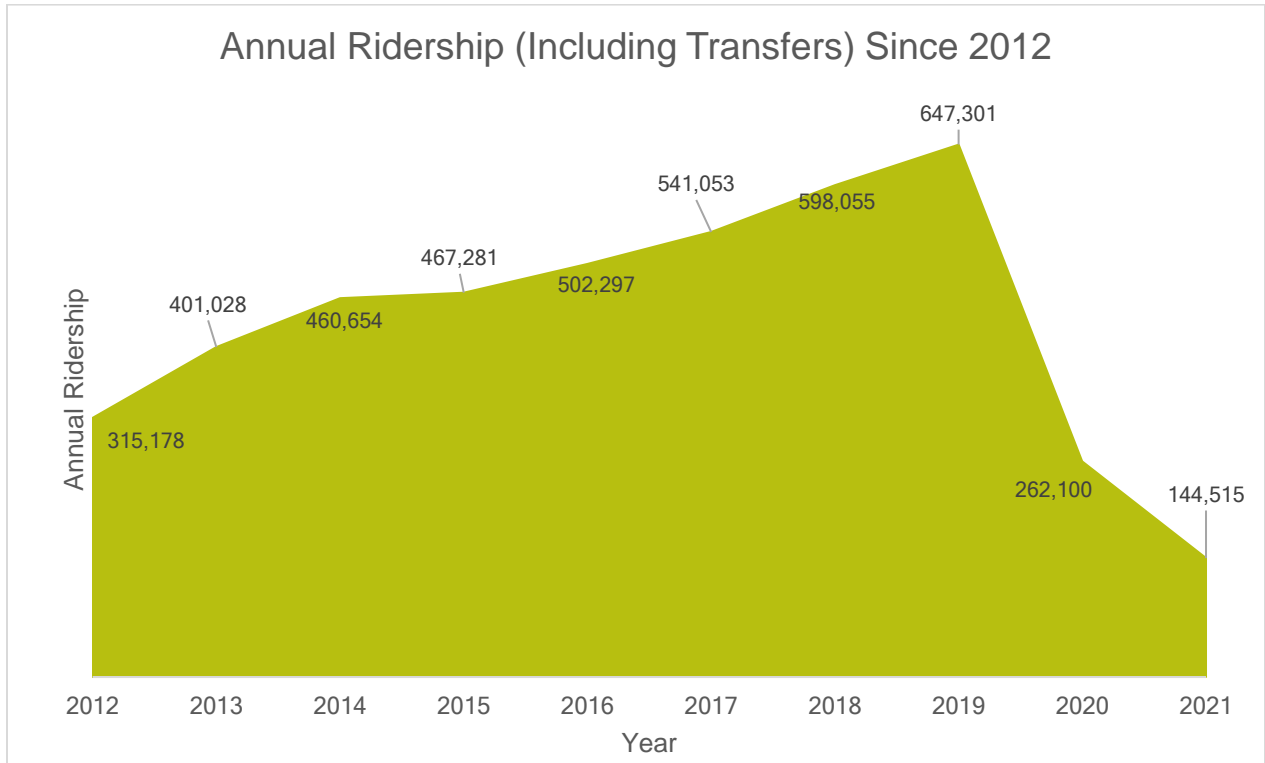


Figure 23. Milton Transit Annual Ridership from 2012-2022. (Milton Transit Masterplan Update, 2019 and 2021 Transit Services Annual Report).

However, *specialized transit*, such as On Demand services, which allows customers to reserve transit trips in real time, has increased transit ridership in their current serviced areas by 7 percent since the pilot in spring 2021, followed by a formal launch later that year. On Demand services are currently available within Boyne and the 401 Industrial Park Zones.

For more information on Milton Access+ or other transit accessibility services please visit www.milton.ca/en/living-in-milton/accessibility.aspx

Most rail commuters in Milton park-and-ride at the GO station. Development surrounding the station, and redevelopment of the station itself, will reduce the number of available parking spaces in the next few years, offering Milton Transit an opportunity to capture more GO customers. Higher frequency service, operation on transit-priority facilities, improved on-time performance, and implementation of the PRESTO fare

payment all will be critical to capturing a larger share of this market (Transit Services Review, 2019).

Commuting

The top five municipalities where Miltonians travel to work are Mississauga, Milton, Toronto, Oakville and Brampton. Conversely, the top five municipalities where people travel to Milton for work originate from Milton, Mississauga, Burlington, Hamilton, and Brampton (Economic Development Data Analysis Report, 2019).

This means that there are economic opportunities in improving mobility and creating connections with these specific places/municipalities. A study on commuting found that subjective wellbeing improved with shorter, more walkable commute times that allowed more time for leisure; taken that earnings and satisfactory housing and housing were not compromised (Clark et al., 2019).

What is walkability?

Concept that represents the ability to walk, cycle, and roll as related to the built environment features. It considers factors that influence your choice of walking, cycling or rolling to do daily activities, such as safety, attractiveness of the environment, and convenience (O.P.P.I.).

The most educated employed Miltonians are either underemployed or, work from home and/or commute out-of-town for work (Econ Dev Strategy, 2019). Learn more in **Working in Milton** Report.

As identified in Figure 21, many who live in Milton get to work by car, and according to the 2019 Economic Development Strategy, about 14,500 people who live in Milton work in Milton.

Milton's 2022 Economic Development Strategy (EDS) found that approximately 42 percent of the Town's labour force (33,675 residents) commute out of the census subdivision to work in surrounding communities.

What stands out is that a large portion of Milton residents rely on Go transit to commute to and from work, and this highlights the need for Metrolinx and residents to be part of Town planning processes".

"I like to see Milton grow - however, we don't have wide enough roads to accommodate all the traffic resulting from the fast growth".

As shown in Figure 25, the percentage of Milton residents who spend an hour or more to get to work is 19 percent, this is 6.4 percent more than the provincial average of 12.6 percent, and 60.3 percent spend over 30 minutes to get to work (refer to Figure 25). Less than one in five (18.5 percent) Milton residents spend under 15 minutes to get to work, compared to almost one quarter (23.7 percent) of all of Ontario.

Industries with professional employment such as professional, scientific, and technical office work, are more likely to be impacted by increased levels of remote work after the wide spread adoption of telework caused by COVID-19.

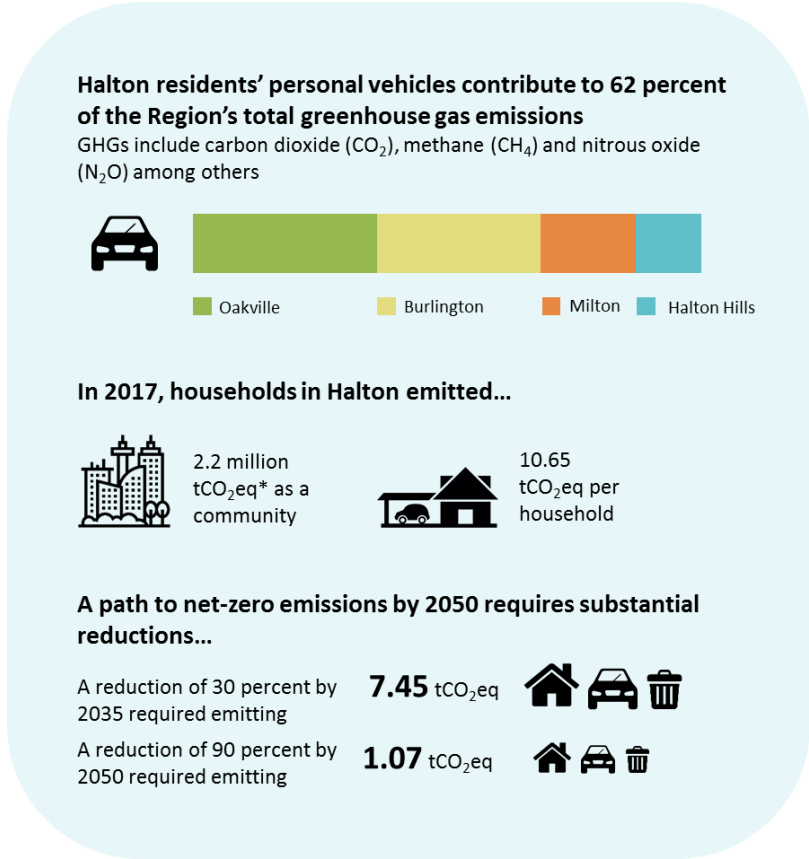


Figure 24. Halton's GHG Emissions. (Halton Climate Collective Local Greenhouse Gas Inventory Results, 2017).

*tCO₂eq = tonnes of CO₂ equivalents

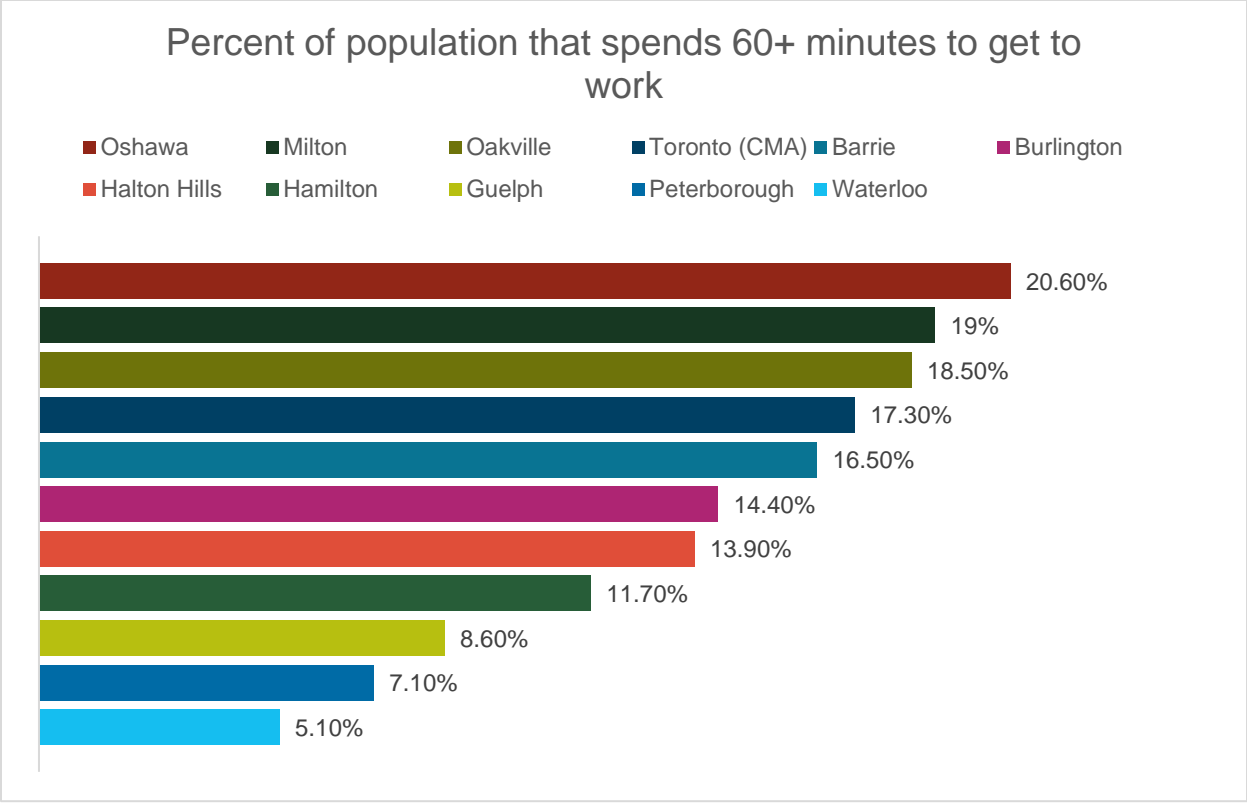


Figure 25. Percent of population that spends 60 minutes or more to get to work. (Data source: Statistics Canada, 2021).

Recreation and Neighbourhoods

Healthy communities have a transportation network that incorporates spaces where people can leisurely move, whether that be going for a jog, cycling, walking a dog, or accessing nearby amenities such as schools, community centres, libraries, and local stores. The quality of this smaller neighbourhood network where people access spaces for their leisure sustains movement in the larger Town and Region-wide transportation network by influencing choices of where people want to live and work.

The Town is well known for its recreational and leisure attributes, including the existing network of multi-use paths and trails. Milton is also home to the world renowned Mattamy National Cycling Centre.

“Neighbourhoods with good walkability have been proven to increase the number of social interactions between residents, with elements like the density of a neighbourhood and accessibility to a variety of social and recreational facilities influencing the quality of these interactions” (Complete streets and the 15 Minute city, 2019).

As defined in the Active Transportation Master Plan (Appendix A, T.M.P., 2019), the Town’s active transportation vision is to promote that “walking, cycling and self-propelled forms of transportation are a viable form of transportation and recreation in Milton that are accessible, enjoyable and efficient for people of all ages and abilities” (Appendix A, Milton T.M.P., 2019).

Parks and recreational facilities bring people together, to learn more about what makes Milton a desirable place to live check out the Living in Milton report.

What is “Goods Movement”?

The movement of items, articles, products or commodities such as at-home, commercial and larger scale industrial deliveries.

More about Moving Goods

Milton’s goods movement is mainly supported by roads and railways. With the rising popularity of online shopping, delivery vehicles and their routes are becoming increasingly important. Due to the diversity of goods and more frequent deliveries being made to residential areas, delivery vehicles tend to vary in size and environmental impact (Ottawa T.M.P. Movement of Goods excerpt).

In 2016, 49 percent of Milton’s labour force were directly involved in goods and trades industries, an increase from 44 percent in 2011 (Halton Employment Survey Results, 2016 & Milton This Way Up Labour Force, 2011). This indicates that goods movement, and the businesses that support goods movement, are vital to the local economy, and will continue to play a role in the economic prosperity of the Town and the region (T.M.P.).

Transportation and warehousing is a key economic sector for Milton. Meaning that it is an industry that is growing provincially while growing at an even higher rate locally (EconDev Strategy, 2022). Businesses rely on the truck route network to ship, deliver and receive goods. Major arterial roads that are direct, linear, support heavy vehicles, and connect to controlled-access highways are typically used for goods movement. Inter-regionally, Highway 401 and Highway 407 are used as primary trucking routes.

Wholesale trade and Manufacturing industries have built up and continue to drive Milton’s economy today. We will discuss more about Milton’s key economic industries in the **Working in Milton** report.

Goods movement is said to be cost effective when it achieves desired levels of speed, reliability, pollution, and safety at the lowest possible cost (Metrolinx Urban Goods Movement, 2016).

The Ontario Ministry of Transportation prepared the Freight Supportive Guidelines to help communities plan and design for efficient and safe freight movements. The Guidelines address land use and transportation planning, site design and roadway operations, as well as provide both domestic and international case studies. The guidelines are applicable to the

Milton urban and rural environments. Balancing agricultural machinery and the movement of agricultural products with residential and employment development will also be important to creating a freight-supportive transportation network.

The Growth Plan sets provisions for integrated land use and transportation planning and states that municipalities should establish priority routes for good movement, and facilitate movement of goods into and out of employment areas or areas of significant commercial activity. It also asks municipalities and regions to consider opportunities for moving goods by rail and separate modes within corridors to help achieve an *inter-modal* goods movement. There are two major rail corridors within Milton, the Canadian Pacific Railway (C.P.) Galt Subdivision and the Canadian National Railway (C.N.) Halton Subdivision.

Intermodal freight is defined as goods movement carried by more than one mode. Improved access to inter-modal facilities can improve the environmental performance of freight by facilitating efficient transfer of goods from road to rail.

The Province also designates Provincially Significant Employment Zones (P.S.E.Z.), which are employment areas that the Province considers to be areas of high economic output and important locations that have the opportunity to improve coordination between land use planning, economic development and infrastructure investments to support job creation over the longer-term. One of the criteria for designating a P.S.E.Z. is that they be located near major transportation infrastructure or goods movement routes. Milton's P.S.E.Z. are located in proximity to Highway 401, Highway 407, C.P. Railway and C.N. Railway.

The Galt Subdivision is used by C.P. for intermodal freight transport, as well as by Metrolinx for the Milton line commuter rail service that connects to Toronto Union Station. The majority of the Galt Subdivision is still under the ownership of C.P. Metrolinx owns the southernmost portion which connects with Union Station. Freight service operates on a 24-hour basis with train frequencies established by C.P.R.

Highlights of the current freight projects and initiatives that are provided within Milton:

1. The C.P. Milton Expressway Terminal allows shippers to transfer their trailers on to intermodal trains operating on the rail corridor.
2. C.N. has proposed an intermodal rail facility and related track improvements in the vicinity of Tremaine Road and Britannia Road

The Future of Moving in Milton

People in Milton care about how development related to transportation happens in the Town. Although the engagement and discussion about what people want to see for Moving in Milton is always ongoing, the feedback and comments from previous We Make Milton community engagement have been summarized into **Table 2** below. The comments have been sorted into reoccurring themes which helped form the Big Questions for Moving in Milton. The Big Questions will drive policy considerations for the Moving in Milton theme.

Table 2. What We've Heard So Far: Stakeholder Input

Themes	Summary of Comments	Community Comments
Accessible for All	Making Milton more accessible and inclusive for everyone including people with disabilities and special needs	<ul style="list-style-type: none"> • Seniors needs • Youth needs • People with disabilities, deaf people • People who are neurodiverse • Low-income • Accessible: leisure and community centres, businesses • Affordability - Transit subsidies • Signage, symbols and signals both on streets and online (Town website) • Transportation to and from foodbanks • Have easily accessible transportation information and general planning info (don't need to travel to find/learn about planning updates)
Local connections, local economy and walkability /Vibrant and locally connected neighbourhoods	Building infrastructure (i.e., roads, streets, trails, transit, paths) and improving local connections Establishing connections and supporting networks to local businesses	<ul style="list-style-type: none"> • Improve connections between neighbourhoods • Need more local jobs • Permanent walkways in Downtown • Local labour market plan, journey of local employees • Design programs and take actions to meet the local

Themes	Summary of Comments	Community Comments
	<p>Creating more complete streets and pedestrian friendly places</p> <p>Providing safe streets for cyclists</p> <p>Reducing the need to commute out of Town by providing more local jobs and experiences</p>	<p>community and industry needs</p> <ul style="list-style-type: none"> • Post-COVID – Less commuting and more working from home? • Mixed-use not successful at Nodes and corridors? Want to have expedited process at nodes/corridors • Potential employees lost due to commute • Looking for local job opportunities • Safety for pedestrians, cyclists etc.\ • Family aspect and walkability • Improve local shopping and retail • Concerns about M.E.V., C.N. project impact on surrounding residential, loss of seniors centre • Partnerships for delivery • Good job with providing parks, play areas, walking/hiking paths
Connecting External Milton / Integrated transportation system / Non-local connections	<p>Improving connections to and from Milton to decrease commute times</p> <p>Increasing commuters' options</p> <p>Linking Milton's transportation network with surrounding municipalities</p> <p>Creating a Regional Transportation System</p>	<ul style="list-style-type: none"> • Many commute in and out of Milton for work • Post-COVID - Less commuting and more working from home? • Connections to and from Milton is important - not easy to commute into Milton • Connections between municipalities • Integrating transportation options
Land Use Planning and Transit Areas	<p>Incentivizing high quality mixed-use development especially at key locations including</p>	<ul style="list-style-type: none"> • Rail corridor • Development around major transit station areas • Less cul de sacs

Themes	Summary of Comments	Community Comments
	<p>Major Transportation Areas, nodes and corridors</p> <p>Managing traffic as a result of growth</p>	<ul style="list-style-type: none"> • Integrating transportation options • Post-COVID - Less commuting and more working from home? • Want to have expedited development process at nodes /corridors • Traffic implications of mixed-use (main floor commercial) • Opportunities with M.E.V. • Safety along arterial roads/intersections; C.N. project impacts on safety and traffic
Rural Milton	<p>Providing transit connections between urban and rural Milton</p> <p>Educating visitors to rural Milton about bike and road safety</p>	<ul style="list-style-type: none"> • Need more urban/rural transportation connections - rural Milton is more connected to Guelph than urban Milton • Education needed to improve urban/rural dichotomy - e.g., biking on farm trails/private property • Few choices for moving • Milton Transit connection between Campbellville and urban Milton was not successful • GO station? • Support Local initiative and rural businesses
Environmental Impact	<p>Reducing carbon emissions from car-travel by facilitating alternative modes of transportation</p>	<ul style="list-style-type: none"> • Reducing carbon emissions by 2051

Summary of Big Questions

As noted above, what we've heard so far, as well as the information summarized in this report have led to the development of the following Big Questions. These are the questions that will be answered through policy considerations that will be developed for the Moving in Milton Theme.

What are the Big Questions Doing?

The Big Questions are used to evaluate various policy options and identify recommended policy directions. They are framed by the Vision Statement and Guiding Principles of the new Official Plan and help recommend policy directions that will guide the following project stages. These questions help us to decide if we are asking the right questions, and if there any other topics/policy issues we should be discussing that aren't covered by ones chosen.

The following six questions discuss the main themes surrounding Milton's transportation network, and are the result of staff, stakeholder, and community feedback.

Moving in Milton Big Questions

BQ1: Accessibility, Equity and Inclusion

How can the new Official Plan support our diverse community with a transportation network that accommodates all modes of travel and users of different ages and abilities?

BQ2: Connectivity, Continuity and Convenience

How can the new Official Plan encourage a safe, seamless, continuous and efficient network for different transportation options? How can we help improve connections to adjacent and nearby communities/hubs?

BQ3: Growth and Traffic Management

How can our transportation network account for expected growth? How can the new Official Plan encourage and support balanced transportation planning and prioritization? How can we manage mobility and provide more complete streets as we grow?

BQ4: Moving Goods and Services

How can the new Official Plan help support an efficient network for movement of goods and services for businesses and residents, including the movement of manufacturing, agricultural, and resource goods?

BQ5: Sustainability

What can the new Official Plan do to balance different needs, minimize impacts on environmental sustainability, and promote safe and comfortable mobility?

BQ6: Rural Area

How can different transportation infrastructure needs be balanced within the Town's Rural Area and access to transportation options to the rural community be improved or supported through the Official Plan?

Key Terms

15 minute neighbourhood

The 15 Minute Neighbourhood refers to a connected community, where amenities can be accessed within a fifteen-minute walking, cycling, or driving distance

More on the 15 Minute Neighbourhood is highlighted in the Growing in Milton Report.

Accessibility

Accessibility refers to removing barriers to meet the needs of people with disabilities.

Equity

Equity refers to a state in which all people have access to and can act on opportunities to reach their full potential. It is achieved when systematic, avoidable and unfair differences between groups are reduced or eliminated.

First and last mile

The first and last mile refer to the first and final legs of a trip. For example, the walk to bus stop is the first mile, and the drive home from the train station is the last mile (Europa, 2019).

Inclusion

Inclusion refers to creating an environment that is welcoming and supportive to diverse groups of people

Micro-mobility

Micro mobility refers to small e-vehicles that are driver operated. This can include motorized scooters, bikes, and skateboards.

Nodes

Nodes refer to the intersection of different lines within a transportation network. They connect multiple paths at a single point.

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WE MAKE MILTON

Moving in Milton
Big Questions:
Policy Considerations



Table of Contents

Introduction	2
We Make Milton Vision.....	3
Guiding Principles	3
Legislation.....	7
Guidance Documents	11
Ongoing Town Initiatives.....	14
Transportation Master Plan	15
Transit Master Plan	16
Big Questions and Policy Considerations	16
What are the Big Questions?	16
What are Policy Considerations?	16
Big Question #1	17
Moving in Milton Policy Considerations for Big Question 1:	17
Big Question #2.....	18
Moving in Milton Policy Considerations for Big Question 2:	18
Big Question #3.....	20
Moving in Milton Policy Considerations for Big Question 3:	20
Big Question #4.....	22
Moving in Milton Policy Considerations for Big Question 4:	22
Big Question #5	23
Policy Considerations for Big Question 5:.....	23
Big Question #6.....	25
Policy Considerations for Big Question 6:.....	25
What's Next?.....	26
Stage 4: New Official Plan Drafting	26
How to stay involved!.....	26
References.....	27
General Sources	27
Figure Sources	28

Introduction

This is the We Make Milton Policy Considerations Report for the theme of Moving Milton. It has been prepared as a part of Stage 3: 'Big Questions' of the New Official Plan project - We Make Milton. It looks at the six Big Questions about how people and goods travel within and to/from Milton and presents some of the planning ideas and concepts related to the Big Questions.

The Background and Information Report for Moving in Milton complements this document. The Background and Information report explores the current context for moving in and around Milton linked to thoughts and ideas we heard in our previous We Make Milton consultation and engagement work. This background has informed and identified six Big Questions about how the Town's New Official Plan can facilitate and support different modes of travel and transportation as we manage growth to the year 2051, in keeping with our new land use planning vision 'Choice Shapes Us'.

For each of the six Big Questions, this report identifies a set of policy considerations for further discussion. They are the focus for further consultation and engagement. The policy considerations are intended to "answer" the 'Big Questions', and will be used to formulate draft policies in the next stage of the We Make Milton project (Stage 4 New Official Plan). The Big Questions and Policy Considerations link back to the Vision and Guiding Principles established through stages 1 and 2 of the We Make Milton New Official Plan Review Process.

What is an Official Plan?

It's a legislated and overarching planning document that establishes how land is to be used in a municipality. It's a visionary document that sets out how Milton will change over a thirty-year planning horizon. An Official plan is prepared under the Planning Act, and will be adopted by Milton Council. It must conform to applicable provincial policy. Once adopted, an Official Plan becomes legally binding. This means that Town staff must implement it, all public works must conform to it and it cannot be changed without a formal public process.

POLICY CONSIDERATIONS respond to BIG QUESTIONS.

BIG QUESTIONS focus on how to manage change and achieve our Council endorsed land use vision, Choice Shapes Us, to the year 2051.

The Big Questions have no simple "right answer", and different planning approaches and tools are available to address them.

POLICY CONSIDERATIONS focus on potential land use planning approaches and tools for Milton's New Official Plan. For each Big Question, policy considerations fall into three categories:

- 1) Things that **MUST** be done to conform to/be consistent with upper-tier policies;
- 2) Things **SHOULD** be done because they implement current/best practices; and
- 3) Things we **COULD** do because they are innovative and respond to specific local needs, opportunities, or challenges.



Figure 1. Milton's Official Plan Review Process from engagement to policy.

We Make Milton Vision

Milton 2051: *Choice Shapes Us*

In 2051, Milton offers a diversity of options for how and where we live, work, move and grow. As we evolve, choice is what shapes us.

The We Make Milton Visioning Report set out Milton’s New Official Plan Vision as “Choice Shapes Us”, explaining that through the implementation of the New Official Plan, as Milton grows, Milton will become a community that offers diverse options for how and where we love, work, move and grow.



Figure 2. Cars driving under Milton bridge.

When it comes to Moving in Milton, people expect travel between home, work and other services to be efficient, safe and convenient. By 2051, residents should have a lot of choice and be able to prioritize their mode of travel based on individual preference. Some people will drive, some will walk, some will bike and some will take transit. But all should have the options to choose, without inhibiting or compromising the options chosen by others. Milton should be accessible and will also feel connected to the rest of Halton and the GTA/Ontario.

The Big Questions were formed to dive deeper into the idea of choice, how to deliver viable choices, and how to build the land use planning framework for Milton’s New Official Plan to fulfil the Vision and Guiding Principles.

Guiding Principles

Through the Visioning Stage of the We Make Milton project, in addition to the vision, twelve guiding principles were established for the New Official Plan. The Guiding Principles are used to provide direction to and evaluate the policy considerations as they are developed to answer the Big Questions.

The Guiding Principles cover all of the four theme areas, Living, Moving, Working and Growing, some themes will cover specific Guiding Principles more than others.

The Big Questions and Policy Considerations for the Moving in Milton theme are strongly tied to the Guiding Principles of: “Be Creative and Provide Choice”; “Move Efficiently and Safely”; “Support Arts, Culture and Recreation”; “Make Connections”; and “Support the Rural Area”. While the other Guiding Principles are still relevant to some of the Moving in Milton Policy considerations, they will also be further discussed and supported through the exploration of the remaining themes.



Figure 3. Milton Transit bus on route.



Figure 4. Moving in Milton’s Guiding Principles Hierarchy.

Within the Guiding Principles sub-themes were also developed, the chart below highlights the subthemes that have are being discussed through the Moving in Milton Big Questions and Policy Considerations.

Table 1. Guiding Principles Descriptions and Intentions.

<p>1. Be Creative and Provide Choice</p>	<ul style="list-style-type: none"> • Allow for creativity in the development process while meeting provincial and regional planning requirements. • Ensure safe and affordable housing options for all generations of Miltonians. • Provide reliable and equitable mobility choices, including lower-impact options, such as transit, walking and cycling. • Ensure a range of options for growth and development at different heights, scales and densities. • Balance infill and intensification in appropriate and strategic locations, new greenfield development and urban expansion. • Plan for a vibrant business environment that offers a range of economic and job opportunities so that more Miltonians can choose to live and work here.
<p>2. Mix Uses</p>	<ul style="list-style-type: none"> • Create complete communities that will support a high quality of life and provide for healthy, sustainable and active lifestyles. • Provide a diverse mix of housing types (like rental, live-work and supportive housing) and forms (like single/ semi-detached, townhouses and apartments). • Mix housing with stores, restaurants, live-work buildings, certain types of employment, community services and places of worship. • Enhance and revitalize main streets, corridors, nodes and other existing mixed-use areas. • Create and sustain new mixed-use areas to accommodate forecasted population and job growth.
<p>3. Move Efficiently and Safely</p>	<ul style="list-style-type: none"> • Link land use plans with local, regional and provincial transportation plans. • Integrate transport modes, whether for passengers or goods, for greater efficiency. • Advocate for enhanced GO Transit service, new transit stations and a regional transit governance structure. • Where possible and appropriate, encourage transit oriented development forms. • Maintain, improve, integrate and grow existing mobility infrastructure, including roads, trails, paths and parking. • Increase the availability of lower carbon impact transportation options such as public transit and multiuse path systems. • Ensure that all mobility options are designed and operated in a way that protects the health and safety of all Miltonians and enhances quality of life.
<p>4. Diversify and Prosper</p>	<ul style="list-style-type: none"> • Protect employment lands to balance job growth with residential growth, and provide opportunities for investment and growth. • Provide local opportunities for post-secondary education and training. • Support Milton’s traditional sectors and attract new industrial development, including manufacturing, warehousing and logistics. • Balance job growth in traditional sectors with the growth of knowledge-based employment uses, including research and development, and other emerging sectors. • Attract innovative entrepreneurs, employers and highly-skilled niche talent to Milton. • Create infrastructure and partnerships to attract new employment assessment. • Take advantage of Milton’s proximity to significant transportation corridors and growing technology clusters.
<p>5. Prioritize the Public Realm</p>	<ul style="list-style-type: none"> • Create and sustain quality public spaces and gathering places throughout Milton to support social connectedness and safety, and to create a sense of place and character. • Design public spaces that are safe that are safe, integrated and create a sense of place and character. • Achieve design excellence through site/building design and streetscaping techniques. • Protect and promote Milton’s outstanding public views, vistas and destinations.
<p>6. Support Arts, Culture,</p>	<ul style="list-style-type: none"> • Promote local art resources and businesses/creative industries and invest in public art. • Protect, enhance, develop and promote Milton’s unique identity, cultural assets and heritage resources.

<p>and Recreation</p>	<ul style="list-style-type: none"> • Provide recreational and social programming that is inclusive, appeals to a diverse population and supports community building. • Distribute and integrate facilities and services throughout Milton so that all neighbourhoods and residents are well-served. • Celebrate and share Milton’s history, accomplishments, assets and community pride.
<p>7. Make Connections</p>	<ul style="list-style-type: none"> • Connect Milton to municipalities across the GTHA, Ontario and beyond. • Make best use of access to 400-series highways and proximity to ports, air and rail, as well as the Canada-U.S. border. • Enhance linkages between urban and rural Milton. • Improve internal connections by enhancing paths and trails and encouraging a modified grid system of streets in new neighbourhoods and redevelopment areas to maximize ease of mobility. • Plan and implement infrastructure and technology for a ‘smart city’.
<p>8. Protect our Environment</p>	<ul style="list-style-type: none"> • Protect and enhance Milton’s natural heritage. • Ensure that new development is integrated with the surrounding environment. • Promote the enjoyment and responsible use of Milton’s many natural areas and assets. • Recognize linkages between our environment, economy and quality of life. • Reduce greenhouse gases and respond to the impacts of climate change.
<p>9. Support the Rural Area</p>	<ul style="list-style-type: none"> • Protect and enhance the livability and character of rural Milton. • Provide for a competitive, diverse and flexible agricultural economy. • Promote local food production and enhance the agri-food network. • Ensure the wise use and management of resources, including mineral aggregates. • Provide for healthy, integrated and viable hamlets and rural areas. • Manage the agricultural and urban interface.
<p>10. Encourage Good, Green Design</p>	<ul style="list-style-type: none"> • Inspire, plan and design attractive built form in a variety of typologies and scales that reflect the unique identity, geography and context of Milton. • Implement green infrastructure and low impact development strategies. • Encourage design initiatives that improve air and water quality, support energy efficiency and conserve water and other resources. • Improve the sustainable performance of new development in Milton.
<p>11. Collaborate</p>	<ul style="list-style-type: none"> • Include and engage all Miltonians in planning processes and use input to inform planning decisions. • Work collaboratively with other administrations, agencies and sectors. • Support timely and coordinated infrastructure investments from all levels of government. • Partner to deliver long-term, predictable and well-timed infrastructure funding. • Use funding tools and incentives to support local businesses and new development.
<p>12. Think Local</p>	<ul style="list-style-type: none"> • Support existing businesses, including local stores, services, restaurants and farms. • Attract new retail development to support a growing population. • Revitalize downtown Milton, our villages and other commercial areas. • Celebrate and promote Milton through local programming and events. • Work with the appropriate agencies to ensure Miltonians have local access to high-quality community services.

Legislation

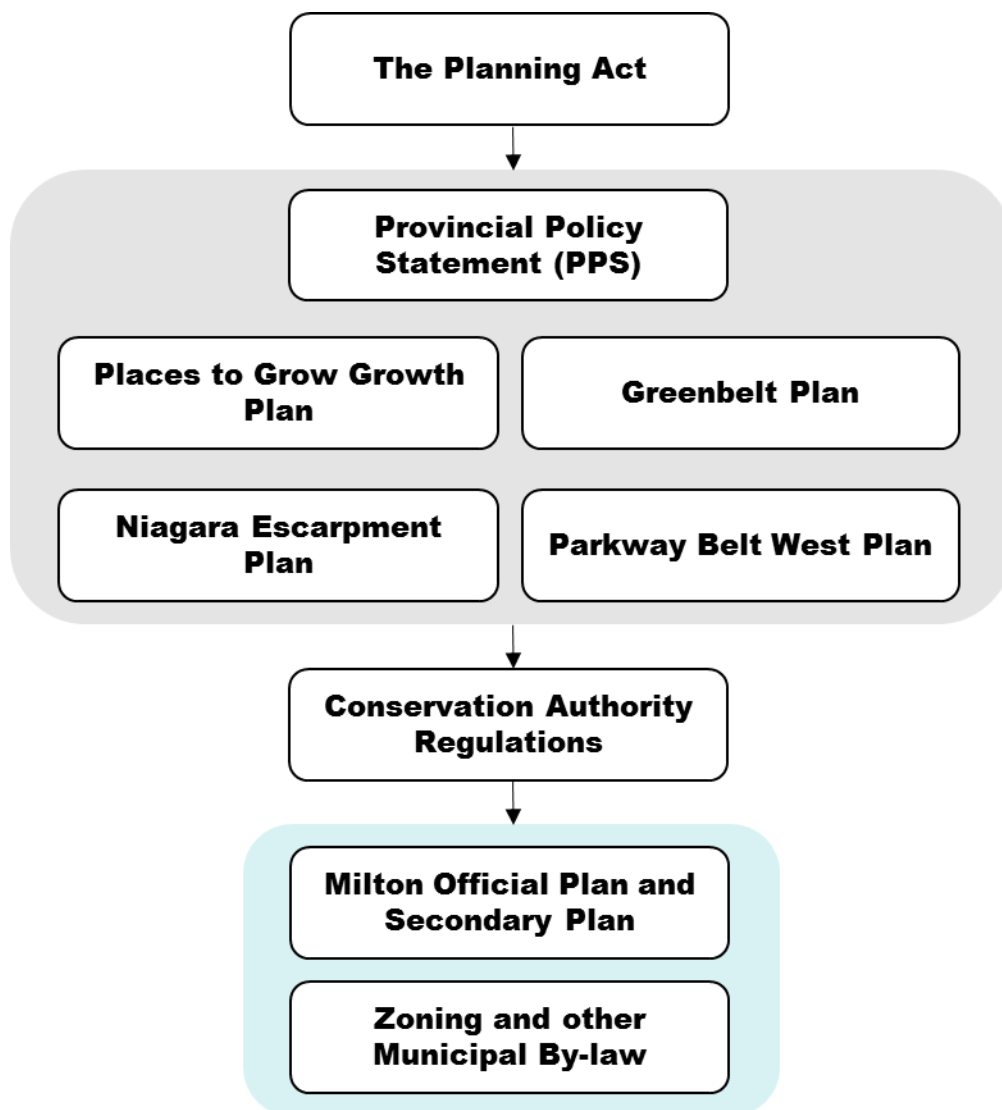


Figure 5. Planning legislation hierarchy from federal to local level.

The documents highlighted in Table 2 below are statutory documents that that must be adhered to and considered when drafting policy considerations, and eventually New Official Plan policies, related to the Moving in Milton theme. These documents can be at a Federal, Provincial or Regional level. Figure 3 displays the hierarchy of planning policy in Ontario.

***At the time this document was prepared the Province was consulting on a proposal to replace the Growth Plan and Provincial Planning Statement with a new Policy Planning Statement.**

Table 2. Legislation Applicable to Milton.

Plan	Purpose and Direction
The Planning Act	The purpose of the Planning Act is to provide planning processes that are fair by making them open, accessible, timely and efficient. It integrates matters of provincial interest into provincial and municipal planning decisions; recognizes the decision-making authority and

<i>Plan</i>	<i>Purpose and Direction</i>
	accountability of municipal councils in planning; and establishes tools that can be used to achieve local growth and development goals.
A Place to Grow: Growth Plan for Greater Golden Horseshoe, 2019	<p>The Province's A Place to Grow Act is to plan for growth and development in a way that supports economic prosperity, protects the natural environment, and helps communities achieve a high quality of life. Its purpose is:</p> <ol style="list-style-type: none"> a) to enable decisions about growth to be made in ways that sustain a robust economy, build strong communities and promote a healthy environment and a culture of conservation; b) to promote a rational and balanced approach to decisions about growth that builds on community priorities, strengths and opportunities and makes efficient use of infrastructure; c) to enable planning for growth in a manner that reflects a broad geographical perspective and is integrated across natural and municipal boundaries; d) to ensure that a long-term vision and long-term goals guide decision-making about growth and provide for the co-ordination of growth policies among all levels of government. 2005, c. 13, s. 1
Greenbelt Plan, 2017	<p>The Greenbelt Plan aims to protect against the loss and of agricultural land, protect the natural heritage and water resource systems that sustain ecological and human. Its purpose is to provide for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, and recreation to build resilience while helping to mitigate the effects of climate change.</p> <p>The plan lists the following components as its main areas of enhancement and promotion:</p> <ul style="list-style-type: none"> • Agricultural viability and protection • Environmental protection • Culture, recreation, and tourism • Settlement areas • Infrastructure and natural resources • Climate change
Niagara Escarpment Plan, 2017	<p>The Niagara Escarpment Plan serves as a framework of objectives and policies to strike a balance between development, protection and the enjoyment of this important landform feature and the resources it supports. The purpose of this Plan is to provide for the maintenance of the Niagara Escarpment and land in its vicinity, and to ensure development is compatible with the natural environment. Its main objectives are:</p> <ol style="list-style-type: none"> a) to protect unique ecologic and historic areas; b) to maintain and enhance the quality and character of natural streams and water supplies;

<i>Plan</i>	<i>Purpose and Direction</i>
	<ul style="list-style-type: none"> c) to provide adequate opportunities for outdoor recreation; d) to maintain and enhance the open landscape character of the Niagara Escarpment in so far as possible, by such means as compatible farming or forestry and by preserving the natural scenery; e) to ensure that all new development is compatible with the purpose of the Plan; f) to provide for adequate public access to the Niagara Escarpment; and g) to support municipalities within the Niagara Escarpment Plan Area in their exercise of the planning functions conferred upon them by the Planning Act.
Provincial Policy Statement, 2020	<p>The Provincial Policy Statement is a consolidated statement of the government's policies on land use planning, issued under Section 3 of the Planning Act. It gives provincial direction on key land use planning issues that affect Milton, such as:</p> <ul style="list-style-type: none"> • Efficient use and management of land and infrastructure • The provision of sufficient housing to meet changing needs, including affordable housing • The protection of the environment and resources including farmland, natural resources (for example, wetlands and woodlands) and water • Opportunities for economic development and job creation • The appropriate transportation, water, sewer and other infrastructure needed to accommodate current and future needs
Parkway Belt West Plan	<p>The Parkway Belt West Plan is Ontario's first provincial land use plan, originally created in 1978. The Plan is comprised of both policies and maps and is supported by associated Minister's Zoning Orders in some cases.</p> <p>The Plan was originally created with four goals:</p> <ul style="list-style-type: none"> a) Provide separation and definition of urban area boundaries; b) Create links between urban areas by providing space for movement of people, goods, energy, and information (e.g., Hwy 407, inter-urban transit); c) Provide a land reserve for future linear facilities (e.g., hydro corridors); and, d) Provide a system of open space and recreational facilities (e.g., public open space, golf driving ranges). <p>The Province is currently considering revoking the Parkway Belt West Plan.</p>
Halton Region Official Plan	<p>The November 4, 2022, Interim Office Consolidation of the Regional Official Plan incorporated ROPA 48 and 49, which the Regional</p>

<i>Plan</i>	<i>Purpose and Direction</i>
	<p>Council adopted as a part of the Regional Official Plan Review (ROPR) process, as subsequently modified and approved by the Ministry of Municipal Affairs and Housing on November 10, 2021, and November 4, 2022</p> <p>In November 2022, the Province passed Bill 23, “More Homes Built Faster Act”, the provisions which remove Halton Region’s planning responsibilities which will take effect on a future date to be proclaimed by the Minister. Upon proclamation, the Regional Official Plan will no longer be in effect, and Milton’s new Official Plan will carry over policies from the Regional Official Plan that is either required to provide, or deemed appropriate to keep in the New Local Official Plan.</p>

Sources: in References Appendix

Guidance Documents

In addition to legislative documents, there are also many guidance documents that apply and must be considered when drafting policies and policy considerations in relation to the Moving in Milton theme. There are Federal guidelines, Provincial guidelines and Regional guidelines.

Table 3. Documents Guiding Moving in Milton Directions.

<i>Level of Government</i>	<i>Purpose and Direction</i>
Federal	
Guidelines for New Development in Proximity to Railway Operations, 2013	The Federal Guidelines for New Development in Proximity to Railway Operations are meant to assist municipal governments and railways in reviewing and determining general planning policies when developing on lands in proximity to railway facilities, as well to establish a process for making site specific recommendations and decisions to reduce land-use incompatibilities for developments in proximity to railway operations.
Provincial	
Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe, 2022	A Transportation Plan for the Greater Golden Horseshoe is a Provincial transportation plan that includes a Vision for Mobility in 2051. This vision sets out a 30-year vision of a transportation system that provides safe, efficient and convenient options for people and businesses and supports the well-being and economic prosperity of the region into the future. The 2051 vision includes infrastructure, service improvements and policies organized under four inter-related themes: <ul style="list-style-type: none"> a) Fighting gridlock and improving road performance b) Getting people moving on a connected transit system c) Supporting a more sustainable and resilient region d) Efficiently moving goods
Metrolinx 2041 Regional Transportation Plan, for the Greater Toronto Hamilton Area, 2018	The 2041 Regional Transportation Plan (R.T.P) is Metrolinx’s plan for continuing transformation of their transportation system in the Greater Toronto and Hamilton Area (G.T.H.A.). The Plan has five main strategies: <ul style="list-style-type: none"> a) Complete the delivery of current regional transit projects b) Connect more of the region with frequent rapid transit c) Optimize the transportation system

	<ul style="list-style-type: none"> d) Integrate transportation and land use e) Prepare for an uncertain future
Freight Supportive Guidelines, 2016	<p>The Province has created Freight Supportive Guidelines are intended to:</p> <ul style="list-style-type: none"> a) Provide direction for land use planning, site design practices and operational procedures that help with the movement of freight; b) Assist municipalities in understanding and planning for the various modes and types of vehicles used in the movement of freight; and c) Support the overall economic health and competitiveness of Ontario’s municipalities.
Transit Supportive Guidelines, 2012	<p>The Province has created Transit Supportive Guidelines that are intended to assist urban planners, transit planners, developers and others, working in communities of all sizes, in creating an environment that is supportive of transit and developing services and programs to increase transit ridership.</p>
<i>Regional</i>	
The Road to Change Halton’s Transportation Master Plan 2011 to 2031, 2011	<p>Halton Region’s Transportation Master Plan is the Regional level T.M.P. that analyzes the Region’s transportation needs and provides strategies, proposed policies and tools that are required to meet the Region’s transportation planning needs and goals. The most recent Halton Transportation Master Plan included recommendations and initiatives to support the shift toward a multi-modal approach to transportation that included providing additional capacity in the Regional roadway network (i.e. road widenings), active transportation, transportation demand management, and transit.”</p>
Halton Active Transportation Master Plan to year 2031, 2016	<p>Halton’s Active Transportation Master Plan is designed to support policies and growth set out in the Region’s T.M.P. and in the Region’s Official Plan. It is a long-range plan that addresses the accommodation of cycling and walking along Regional roads to fulfill transportation needs in Halton Region to the year 2031.</p>
Access Management Guidelines, 2015	<p>Halton’s Access Management Guidelines provide context for access approval for Halton Regional Roads. Its purpose is to provide direction to developers, planners, and consultants on Halton Region’s best practices in access management. It also provides a reference for the review and approval of new and redevelopment access applications.</p>

	The overall goals of the Guidelines are to reduce collisions, reduce energy consumption, and preserve the long-term integrity of the traffic movement function while balancing the needs of all road users.
Halton Region Mobility Management Strategy, 2017	Halton Region’s Mobility Management Strategy is a strategy to guide the <u>the evolution of a region-wide inter/intra transportation network over a span of 25 years</u> . It identified a <u>Region-wide grid network of approximately 156 km of key Transit Priority Corridors and approximately 36 km of Mobility Links</u> . <u>These corridors were identified to serve as key links to existing and planned destinations within and beyond Halton Region</u>
Halton Region Defining Major Transit Requirement, 2019	Halton Region’s Defining Major Transit Requirements Study built upon Halton Region’s Mobility Management Strategy (2016) to delineate the 2031 and 2041 Preliminary Transit Priority Network, by defining the “Type”, “Form”, and “Function” of the Transit Priority Corridors as identified in the Mobility Management Strategy, in order to identify order-of-magnitude investment requirements for the Transit Priority Corridors that support inter/intra-regional connections and the potential growth of the Major Transit Station Areas.
Halton Region’s Integrated Master Plan (underway)	<u>In 2022, Halton Region initiated an Integrated Master Plan, the purpose of which is to complete the next Region-wide Water, Wastewater, and Multi-Modal Transportation Master Plans. The outcome of this work will be a long-term integrated servicing strategy for Regional infrastructure to accommodate future growth. The Integrated Master Plan will provide the strategies, policies and tools required to meet the future water, wastewater and transportation infrastructure needs.”</u>
Halton Region Healthy Community Guidelines, 2009	<u>Halton Region’s Healthy Communities Guidelines were prepared to identify the attributes of healthy communities so that the Region and local municipalities can work together through the planning process to achieve healthy communities.”</u>
Town	
Milton’s Transportation Master Plan, 2019	A Transportation Master Plan is intended to be the foundation on which transportation decision making will be based. A Transportation Master Plan is typically updated every 5-10 years to proactively address

	changes in social and economic dynamics and policy guidance in a community-specific manner.
Milton's Active Transportation Strategy, 2019	Active transportation (A.T.) is considered a key component of a sustainable transportation system and a financial priority for provincial, regional and municipal governments. Providing a system of integrated transportation options is an important consideration when designing and planning communities. The Town of Milton has prepared a comprehensive Active Transportation Strategy (A.T.S.) as part of the first Transportation Master Plan (T.M.P.). The strategy has been designed to: <ul style="list-style-type: none"> a) Build on past work completed by the Town, Region and Province; b) Address a wide range of user and trip types; c) Consider design, implementation and maintenance of routes and facilities; d) Establish supportive policies and strategies; and e) Identify an implementation plan to guide future decision making
Milton Transit Service Review and Transit Master Plan, 2019	The Transit Master Plan is an important document that identifies current and future transit needs for Milton and provides detailed transit and operations planning.

Sources: in References Appendix

Ongoing Town Initiatives

In addition to the Official Plan, the Town has several other guiding documents and master plans which contribute to transportation related policies and initiatives. Two of the key Master Plans which are directly related to the Official Plan are the Transportation Master Plan and the Transit Master Plan. The last Town-wide Transportation Master Plan was completed in 2018 and updated in 2019, and the last Transit Master Plan was completed in 2019. Currently both of these Master Plans are being updated. The Official Plan will receive some directions from both of these Master Plans, through the form of more detailed and technical policy considerations, technical guidance and more detailed strategies for specific areas of interest such as transit planning, active transportation, goods movement and transportation demand management. The We Make Milton project will also provide input into these Master Plans, to ensure they align with the Vision for Milton as set out in the New Official Plan.

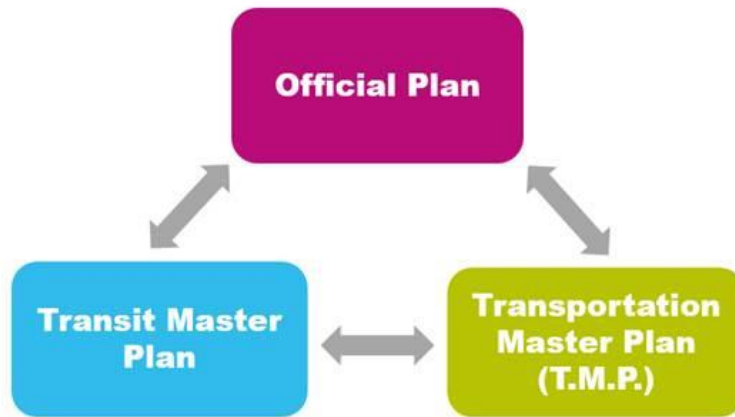


Figure 6. The cyclical relationship between the Official Plan, Transit Master Plan, and Transportation Master Plan.

Transportation Master Plan

A Transportation Master Plan is intended to be the foundation on which transportation decision making will be based. A Transportation Master Plan is typically updated every 5-10 years to proactively address changes in social and economic dynamics and policy guidance in a community-specific manner. A Transportation Master Plan needs to align with, and take some direction from, the Official Plan, the Strategic Plan and other planning initiatives.



Figure 7. Cars driving into Milton.

The Town's current Transportation Master Plan was completed in 2018, with minor updates in 2019. Through 2023 the Town will be undertaking a Transportation Master Plan Update. It will provide updates to key strategies that are directly tied to the Moving in Milton theme and policy considerations, such as an active transportation strategy, goods movement strategy and a transportation demand management strategy. It will also provide a technical review of the impacts of upper level policy changes, such as the new Community Area and Employment Area that has been added to Milton's Urban Area through the Provincial Decision on Regional Official Plan Amendment 49, and provide recommended infrastructure improvements that must be recognized through the New Official Plan.

The New Official Plan and the Transportation Master Plan will ultimately have an iterative relationship and feed information into each other as they evolve through the lifecycles of their Plans.

Transit Master Plan

The Transit Master Plan was last updated in 2019 and is currently in the process of being updated through 2023. The Transit Master Plan is an important document that identifies current and future transit needs for Milton and provides detailed transit and operations planning.

The Transit Master Plan is the document which ultimately determines how transit service is provided in Milton. It needs to be coordinated with the New Official Plan to understand when and where growth is coming so that as the Milton grows the choice of convenient transit options is made. The Official Plan also needs to understand Milton's transit needs and how transit planning is being completed to be able to support efficient transit delivery. Similar to the Transportation Master Plan, the Transit Master Plan and the Official Plan have an iterative relation, and need to be coordinated.



Figure 8. Milton bus stop signage.

Big Questions and Policy Considerations

What are the Big Questions?

The 'Big Questions – Background and Information Report' identifies six 'Big Questions' for Moving in Milton. The 'Big Questions' are based on analysis of the background information and are informed by extensive staff, stakeholder and community feedback conducted throughout Stages 1 and 2 of the We Make Milton Project.

The Big Questions are used to evaluate various policy options and identify recommended policy considerations. They are framed by the Vision Statement and Guiding Principles of the New Official Plan and help recommend policy directions that will guide the following project stages. These questions help ensure that the policy considerations being formed are responding to the right concerns and needs of the community as we plan towards 2051.

What are Policy Considerations?

Policy Considerations focus on potential policy approaches for Milton's new Official Plan. The policy considerations "answer" the big questions while considering the Guiding Principles that have been established for Milton's New Official Plan. For each Big Question, policy considerations fall into three categories:

- 1) Things that **MUST** be done to conform to/be consistent with upper-tier policies;
- 2) Things **SHOULD** be done because they implement current/best practices; and
- 3) Things we **COULD** do because they are innovative and respond to specific local needs, opportunities, or challenges.

Big Question #1

BQ1: Accessibility, Equity and Inclusion

How can the New Official Plan support our diverse community by accommodating all modes of travel and users of different ages and abilities?

Moving in Milton Policy Considerations for Big Question 1:

The following considerations have been identified as result of the above exploration of Big Question #1, for further discussion through We Make Milton:

Moving in Milton Policy Consideration 1.1:

The New Official Plan should provide policies that support the availability of equitable and inclusive transportation options and alternatives.

- The New Official Plan needs to ensure that land uses, and infrastructure are planned in a way that allows for efficient and available transportation options and alternatives. This means having the option to choose a form of transportation that fits Miltonians needs and lifestyles. This includes maintaining, improving and growing existing mobility and transportation infrastructure such as roads, trails, paths, transit and appropriate parking.
- *This consideration relates to Guiding Principles 1, 3 and 7.*

Moving in Milton Policy Consideration 1.2:

The New Official Plan must provide policies and directions for the creation of complete streets.

- The Growth Plan for the Greater Golden Horseshoe requires that the design, refurbishment or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated. This means that the New Official Plan must contain policies that implement Complete Streets which support Miltonian's choice of mobility and safety as they travel through the Town.
- *This consideration relates to Guiding Principles 3, 5 and 7.*



Figure 9. Community collaboration.

Moving in Milton Policy Consideration 1.3:

The New Official Plan must provide direction for building accessible spaces and connections, ensuring that all Miltonians, of all ages and abilities, have equitable access.

- It is important that the New Official plan policies support the delivery of reliable and equitable mobility choices, including lower impact options such as transit, walking and cycling, allowing for any Miltonian to be able to have choice in how they move around Milton. This includes, not only have accessible options, but ensuring those accessible options have the right connections to be able to access amenities and resources needs within the community.
- *This consideration relates to Guiding Principles 1, 3, 6 7 and 8.*

Big Question #2

BQ2: Connectivity, Continuity, and Convenience

How can the new Official Plan encourage a safe, seamless, continuous and efficient network for different transportation options? How can we help improve connections to adjacent and nearby communities/hubs?

Moving in Milton Policy Considerations for Big Question 2:

The following considerations have been identified as result of the above exploration of Big Question #2, for further discussion through We Make Milton:

Moving in Milton Policy Consideration 2.1:

The New Official Plan, in conjunction with the Transportation Master Plan, should plan for improved connections within the Town, including better connecting existing areas and planning for connections to future growth areas.

- It is important that the New Official Plan provides for a safe, efficient and convenient network of transportation connections for all users., This network may include connections between the urban and rural areas, connections between neighbourhoods, connections between residential, employment and commercial areas or connections to destinations and amenities. It is also important that the Official Plan be supporting and planning for connections to neighbouring municipalities and other parts of the GTA. This may mean planning with other stakeholders to ensure those connections come to fruition.
- *This consideration relates to Guiding Principles 3, 6, 7 and 12.*

Moving in Milton Policy Consideration 2.2:

The New Official Plan should provide active transportation connections and access, including policies that promote and support the importance of first-mile/last-mile connections.

- To support the successful implementation of transit, carpooling, or active transportation routes, the Official Plan should support safe, convenient and seamless first-mile/last-mile options and connections. Ensuring the first-mile/last-mile has safe and convenient connections provides for more access and choice to efficient mobility options for Miltonians.
- *This consideration relates to Guiding Principles 1, 3, 7 and 8.*

First and Last Mile

The first and last mile refer to the first and last leg of the trip. These distances are considered in relation to providing fully accessible transportation (Europa, 2019).

Moving in Milton Policy Consideration 2.3:

The New Official Plan should recognize the importance of coordination between community partners, stakeholder agencies and neighbouring municipalities.



Figure 10. Milton Transit stop.

- Milton connects to adjacent municipalities and other parts of the GTA through GO Transit, Regional Roads, and 400 series highways. These connections allow people and goods to move easily between places they need to be, whether Milton is their starting point or end point. To ensure that these connections are maintained and grown to support Miltonians the Official Plan should recognize the necessary coordination and partnerships between the Town and community partners, other agencies and neighbouring municipalities.
- *This consideration relates to Guiding Principles 1, 3, 7 and 11.*

Moving in Milton Policy Consideration 2.4:

The New Official Plan should coordinate with the Milton's Transit Master Plan and provide policies that prioritize and incentivize transit ridership.

- The Transit Master Plan implements and plans for transit growth within Milton. The New Official Plan should coordinate with the directions of the Transit Master Plan and support growing Milton's transit system, which will allow Miltonians with greater access to transit options and choice.
- *This consideration relates to Guiding Principles 1, 3, 7 and 8.*

Big Question #3

BQ3: Growth and Traffic Management

How can our transportation network account for expected growth? How can the New Official Plan encourage and support balanced transportation planning and prioritization? How can we manage mobility and provide more complete streets as we grow?

Moving in Milton Policy Considerations for Big Question 3:

The following considerations have been identified as result of the above exploration of Big Question #3, for further discussion through We Make Milton:

Moving in Milton Policy Consideration 3.1:

The New Official Plan should implement Transportation Demand Management policies as recommend through the Transportation Master Plan.

- The Transportation Master Plan recommends Transportation Demand Management Strategies and policies. The New Official Plan should implement these policies, and support these strategies through encouraging policies. Encouraging and supporting Transportation Demand Management initiatives through the New Official Plan can not only provide opportunities for convenient mobility choices, but also efficient use of the Town's transportation networks.
- *This consideration relates to Guiding Principles 1, 3, and 8.*

Transportation Demand Management

A set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost (A Place to Grow, 2021).

Moving in Milton Policy Consideration 3.2:

The New Official Plan should consider reviewing parking requirements in specific areas and neighbourhoods, looking towards a reduction in parking requirements where appropriate.

- The Town has several areas that are currently planned or are being planned to be transit supportive such as the M.T.S.A. and the M.E.V., as well as other nodes and corridors, that could support reduced parking based on access to public transit and active transportation. As the Town moves forward with planning complete communities, parking requirements in these areas should be reviewed as well. Higher parking requirements encourage car dependency and increase the amount of land required for development. Parking reductions in specific areas that have accessible methods of transportation outside of auto reliance encourages transit and active transportation usage and can reduce the amount of cars and traffic, reducing emissions.
- *This consideration relates to Guiding Principle 3, 5, 7 and 8.*

Moving in Milton Policy Consideration 3.3:

The New Official Plan should provide a policy framework that supports and implements the Town's Traffic Calming Policy.

- The Town has recently adopted a Traffic Calming Policy that supports safe streets for all road users. The New Official Plan should, through appropriate land use planning and design policies and guidance, implement the objectives of the Traffic Calming Policy.
- *This consideration relates to Guiding Principle 3 and 5.*

Moving in Milton Policy Consideration 3.4:

The New Official Plan must provide direction on Right-Of-Way designs and road classifications that align with Complete Streets objectives and allow for safe and efficient streets, while supporting transit delivery and operational needs and requirements.

- The New Official Plan contains and prescribes road classifications and Right-of-Way guidance. The New Official Plan should, in coordination with Engineering Standards and Transportation Master Plan direction, provide updated road design policies that implement safe and efficient right-of-way design, including roads, sidewalks, cycling facilities and multi-use paths. These policies must also consider operation needs and requirements such as emergency services requirements, transit, and snow clearance, as well as ensure stormwater and utilities are appropriately accommodated. Right-of-Way design should consider appropriate incorporation of trees that would allow for tree cover that can aid in heat reduction and public realm improvement.
- *This consideration relates to Guiding Principles 3, 5, 7 and 8.*

Right-Of-Way (R.O.W.)
An ROW is an easement that grants access over a piece of land for the specific purpose of transportation. This can include highways, rail lines, walking paths, and canals.



Figure 11. Milton roundabout off Britannia.

Moving in Milton Policy Consideration 3.5:

The New Official Plan should implement the Transportation Master Plan recommendations to address identified gaps in transportation infrastructure and services (i.e. future required roads).

- As Milton plans for growth, through both intensification and urban expansion, the New Official Plan must recognize and plan for newly required transportation infrastructure to service this growth. This means planning for future required infrastructure requirements such as roads to service new growth areas, or expansion of active transportation networks in the existing urban area. The Transportation Master Plan will identify future services requirements that must be recognized within the New Official Plan, and will

update the Active Transportation Strategy that will need to be recognized through the New Official Plan.

- *This consideration relates to Guiding Principles 3, 7, 10 and 11*

Big Question #4

The following considerations have been identified as result of the above exploration of Big Question #3, for further discussion through We Make Milton:

BQ4: Moving Goods and Services

How can the New Official Plan help support an efficient network for movement of goods and services for businesses and residents, including the movement of manufacturing, agricultural, and resource goods?

Moving in Milton Policy Considerations for Big Question 4:

The following considerations have been identified as result of the above exploration of Big Question #4, for further discussion through We Make Milton:

Moving in Milton Policy Consideration 4.1:

The New Official Plan should identify preferred truck routes for safe and efficient goods movement by vehicle through Milton, to and from businesses and operations and to their destination and to highways.

- The New Official Plan should contain a map that identifies how large trucks can move throughout the Town, to or from their destination within Milton. The Transportation Master Plan update will be reviewing the Town's current truck routes and may make recommended modifications. The outcome of this review should be captured and implemented through the New Official Plan.
- *This consideration relates to Guiding Principles 3, 4, 7 and 8.*

Moving in Milton Policy Consideration 4.2:

The New Official Plan should minimize conflicts between goods movement and community areas.

- The New Official Plan should, in addition to prescribing appropriate truck routes, provide a policy framework that minimizes conflicts between goods movement and mostly residential neighbourhoods. The new Official Plan could ensure uses that generate goods



movement are located in proximity to truck routes and infrastructure such as 400 series highways, Regional Roads, or Employment Areas. Minimizing conflicts between goods movement and community areas reduces resident exposure to pollution from goods movement traffic.

- *This consideration relates to Guiding Principles 3, 4 7 and 8.*

Moving in Milton Policy Consideration 4.3:

The New Official Plan should encourage multi-functional use of utility corridors, such as accommodating active transportation links, where possible.

- The utility corridors within Milton, such as gas pipelines, and utility corridors provides for a unique opportunity for active transportation links and other creative network additions, while efficiently using land. The New Official Plan should encourage the creative use of these corridors, where appropriate.
- *This consideration relates to Guiding Principles 1, 2, 5 and 7.*

Big Question #5

BQ5: Sustainability

What can the New Official Plan do to balance different needs, minimize impacts on environmental sustainability, and promote safe and comfortable mobility?

Policy Considerations for Big Question 5:

The following considerations have been identified as result of the above exploration of Big Question #5, for further discussion through We Make Milton:

Moving in Milton Policy Consideration 5.1:

The New Official Plan should promote appropriate land use planning that accommodates transit supportive neighbourhoods.

- The New Official Plan, through land use planning policy, should be promoting sustainable mobility options such as transit and active transportation usage. Major Transit Station Areas must be planned to provide densities and infrastructure that support transit usage and active transportation. In Milton, the areas surrounding the Downtown Milton GO Station and the planned Milton Trafalgar GO Station are designated as Major Transit Station Areas. These Major Transit Station Areas have area specific planning to achieve the Provincial Growth Plan requirements. The Growing in Milton Paper will further explore how transit supportive neighbourhoods can be planned to support transit and active transportation.
- *This consideration relates to Guiding Principles 1, 2, 5, 8 and 10.*

Major Transit Station Areas (M.T.S.A.)

The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core (A Place to Grow, 2021).

Moving in Milton Policy Consideration 5.2:

The New Official Plan must provide for measures to address environmental sustainability, climate adaptation and resiliency to be incorporated into future transportation planning and design.

- The New Official Plan must provide policies that implement green infrastructure and low impact development standards. The Growth Plan, through Climate Change policies, requires municipalities to have Stormwater Master Plans that incorporate green infrastructure and appropriate low impact development standards. The New Official Plan must recognize and support these objectives through infrastructure policy and associated right-of-way guidance.
- *This consideration relates to Guiding Principles 8, and 10*

Moving in Milton Policy Consideration 5.3:

The New Official Plan should provide land use planning direction that promotes walkable neighbourhoods, providing parks, schools, retail and, where possible, compatible employment.

- The New Official Plan should provide policies and land use planning that encourage efficient design and land use planning that improves air quality and water quality, supports energy efficiency and conservation of water and the natural heritage system. With regards to transportation and mobility, this more specifically means planning for well-connected neighbourhoods with access to transit and active transportation options, and providing a land use pattern that promotes safe, convenient and comfortable walkability to resources and amenities. Providing walkable and complete communities integrated with social, community, cultural and recreational services also provides mental and physical health benefits to residents.
- *This consideration relates to Guiding Principles 2, 5, 6, 8 and 10.*

Moving in Milton Policy Consideration 5.4:

The New Official Plan should include policies that balance the need to protect sensitive environmental features and protected areas, and avoid natural hazards (such as floodplains), with the provision of new roads and active transportation where necessary.

- The New Official Plan should recognize the balance required between providing required transportation infrastructure to support growth and protecting environmental features and the natural heritage system. There should be policies that encourage the exploration of options for potential infrastructure locations and crossings.
- *This consideration relates to Guiding Principles 7, 8 and 10.*

Green Infrastructure

Natural and human-made elements that provide ecological and hydrologic functions and processes (i.e., natural heritage features and systems, parklands, stormwater management systems, street trees, natural channels, permeable surfaces) (A Place to Grow, 2021).

Low Impact Development

An approach to stormwater management that seeks to manage precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution (i.e., bio-swales, vegetated areas, permeable pavement, rain gardens, green roofs, etc.) (A Place to Grow, 2021).

Big Question #6

BQ6: Rural Area

How can different transportation infrastructure needs be balanced within the Town's Rural Area and access to transportation options to the rural community be improved or supported through the New Official Plan?

Policy Considerations for Big Question 6:

The following considerations have been identified as result of the above exploration of Big Question #6, for further discussion through We Make Milton:

Moving in Milton Policy Consideration 6.1:

The New Official Plan should provide a road network that includes connectivity to the Town's Rural Area to ensure access for rural residents and businesses.

- To support and connect rural residents and businesses, the Town should ensure that through the New Official Plan and Transportation Master Plan, there is policy that plans for safe and adequate access and connections to and from the Rural Area, within the Rural Area between hamlets and to adjacent municipalities that support the needs of the rural community.
- *This consideration relates to Guiding Principles 3, 7 and 9.*

Moving in Milton Policy Consideration 6.2:

The New Official Plan should implement the Town's Active Transportation Strategy, including the recommended improvements to the active transportation network in and to the rural area.

- The Town's Transportation Master Plan contains an Active Transportation Strategy. The New Official Plan should include policy that supports and implements improvements to the active transportation in the rural area as identified through the Transportation Master Plan, in a way that will maintain, protect and enhance the livability and character of rural Milton.
- *This consideration relates to Guiding Principles 3, 6, 7 and 9.*

Moving in Milton Policy Consideration 6.3:

The New Official Plan's road classifications should recognize the unique rural character and needs.

- The New Official Plan should provide policies that manages the agricultural and urban interface. This means ensuring that the different needs of rural roads, such as the usage of agricultural equipment and transportation, are recognized, accommodated and protected.
- *This consideration relates to Guiding Principles 1, 3, 6, 7, 8 and 9.*

What's Next?

Stage 4: New Official Plan Drafting

The development of the Big Questions and Policy Considerations conclude Stage 3 of the New Official Plan Project for Moving in Milton. Upon the completion of Stage 3 for all four themes, the We Make Milton New Official Plan project will move into Stage 4: New Official Plan Drafting. Through the next phase of the project, the policy considerations that have been developed for each theme will be used as direction to form draft policies for the New Official Plan.



Figure 13. Milton community area in summer.

How to stay involved!

We will be looking for your feedback on the policy considerations identified for each Big Question and there will be a number of opportunities to do so:

1. All community members are encouraged to visit the New Official Plan web page to learn about the project and find updates/opportunities to provide input.
2. All of our We Make Milton reports are available on the Town's webpage.
3. You can register for email notifications and we will let you know when future We Make Milton documents are available.
4. We are always interested in talking to stakeholders and community groups to learn more about what you deem important and valuable. If you would like to discuss any concerns or ideas please contact our We Make Milton planning team.
5. If you have any other questions or comments, please do not hesitate to contact our We Make Milton planning team.

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Moving in Milton

SURVEY RESPONSE REPORT

10 April 2023 - 04 May 2023

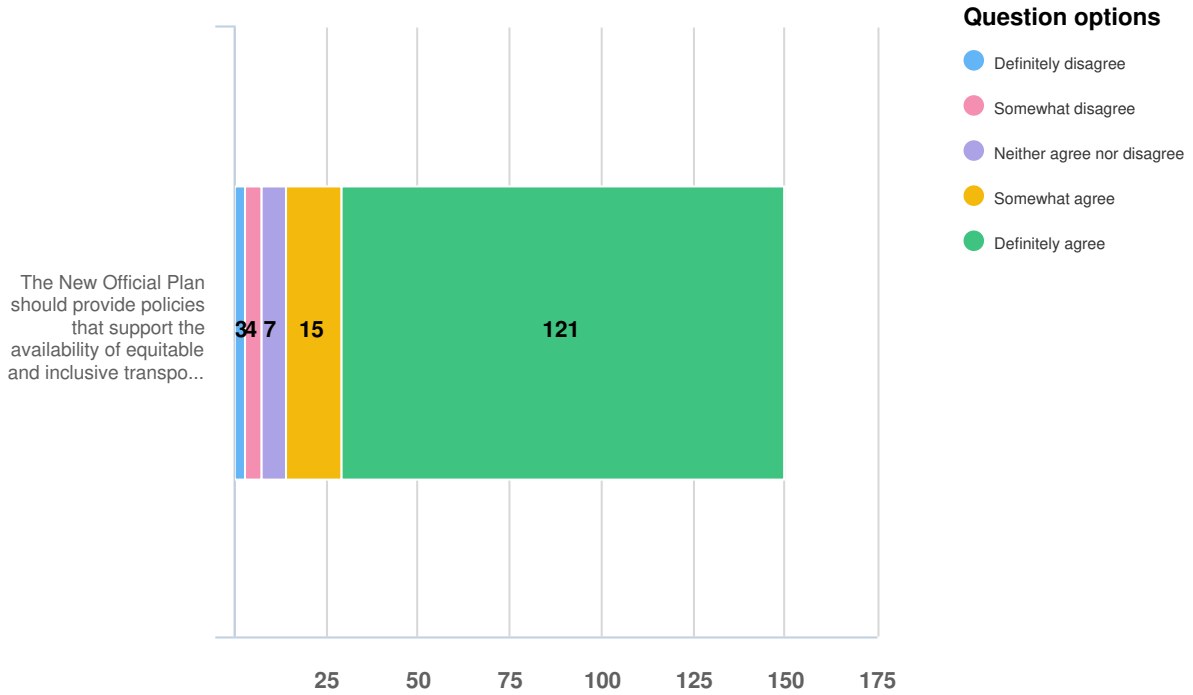
PROJECT NAME:

We Make Milton - Official Plan project



SURVEY QUESTIONS

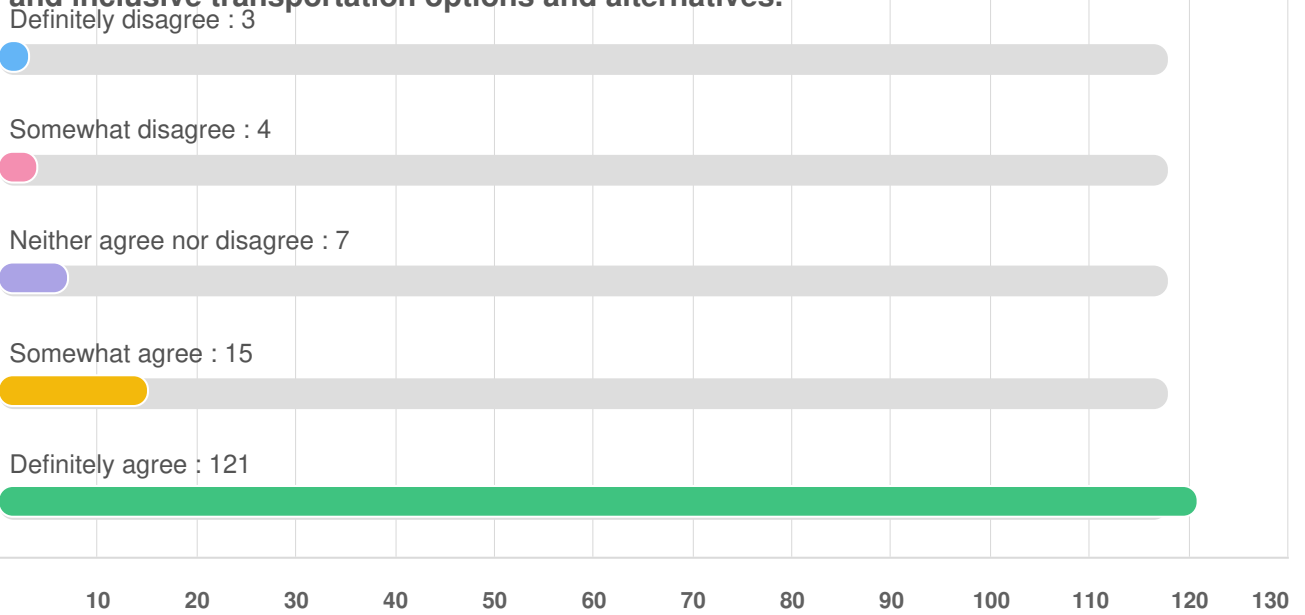
Q1 | The New Official Plan should provide policies that support the availability of equitable and inclusive transportation options...



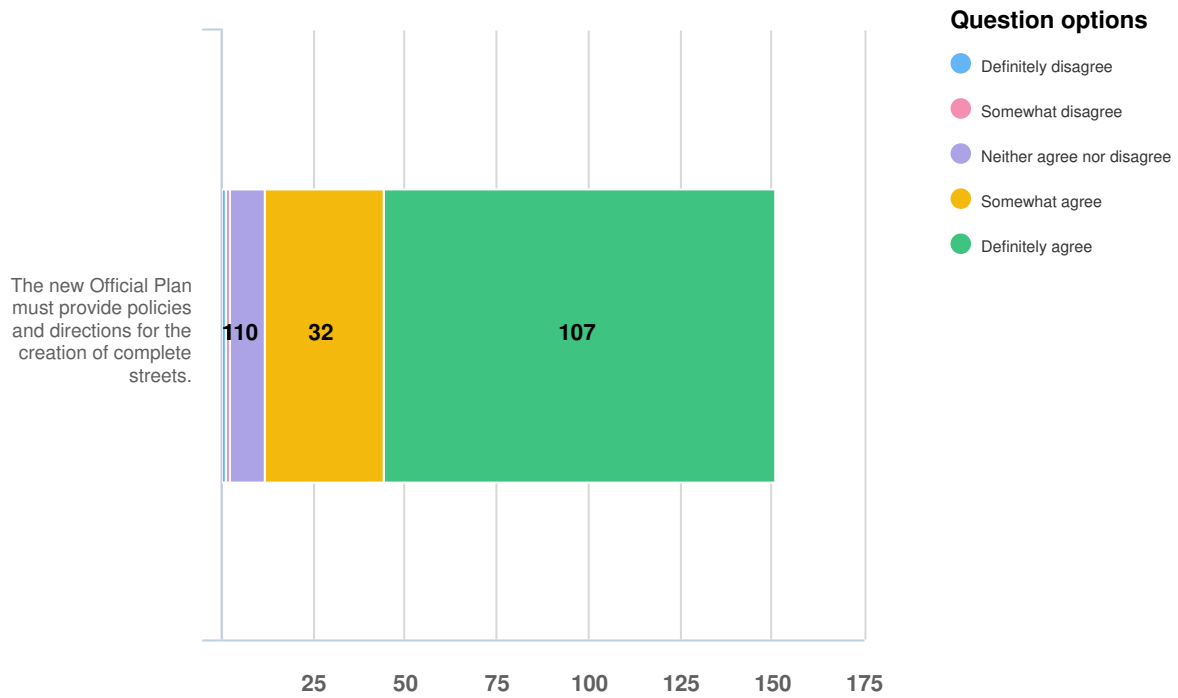
Optional question (150 response(s), 7 skipped)
Question type: Likert Question

Q1 | The New Official Plan should provide policies that support the availability of equitable and inclusive transportation optio...

The New Official Plan should provide policies that support the availability of equitable and inclusive transportation options and alternatives.



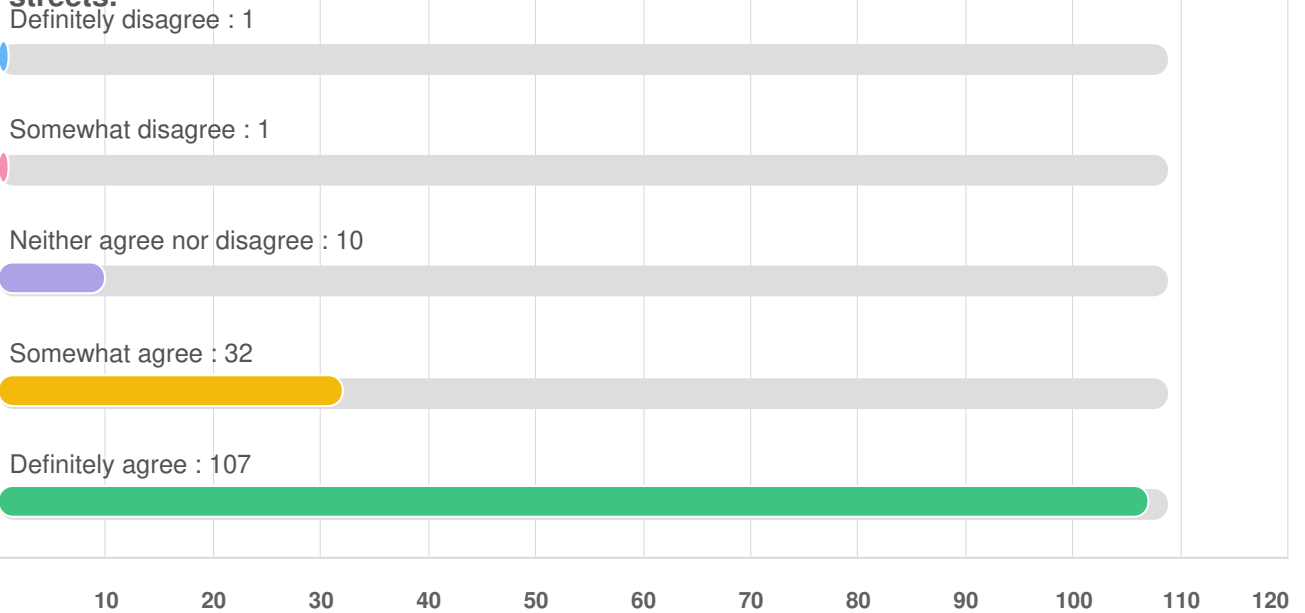
Q2 | The new Official Plan must provide policies and directions for the creation of complete streets.



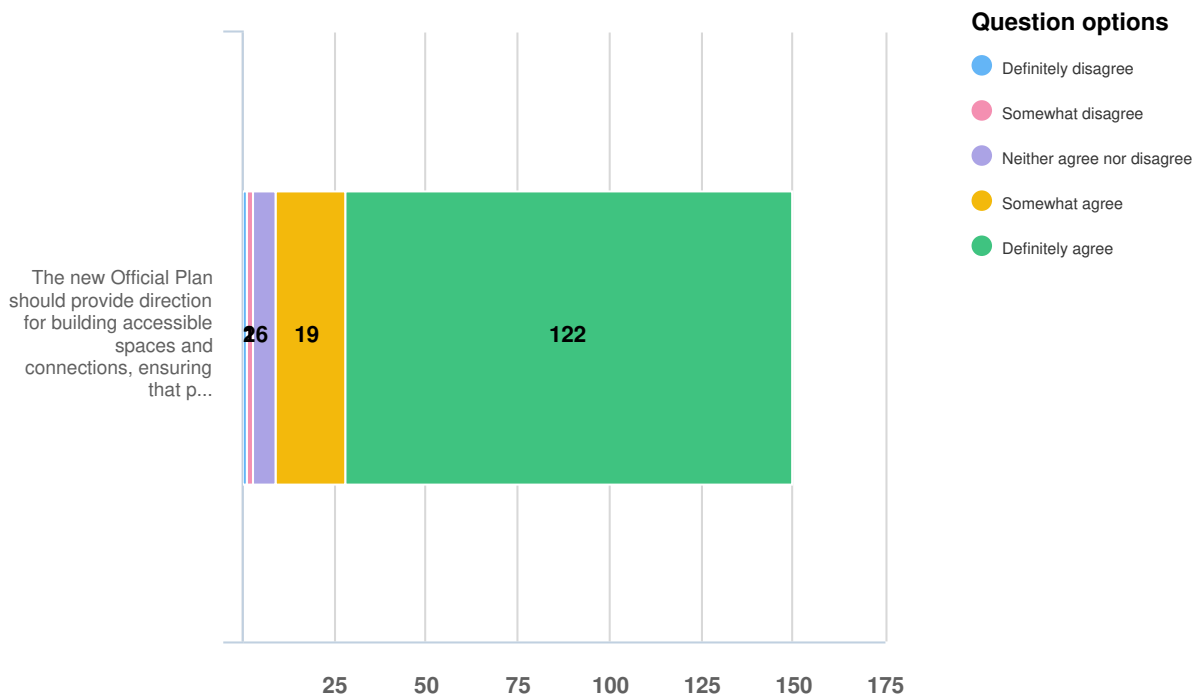
Optional question (151 response(s), 6 skipped)
Question type: Likert Question

Q2 | The new Official Plan must provide policies and directions for the creation of complete streets.

The new Official Plan must provide policies and directions for the creation of complete streets.



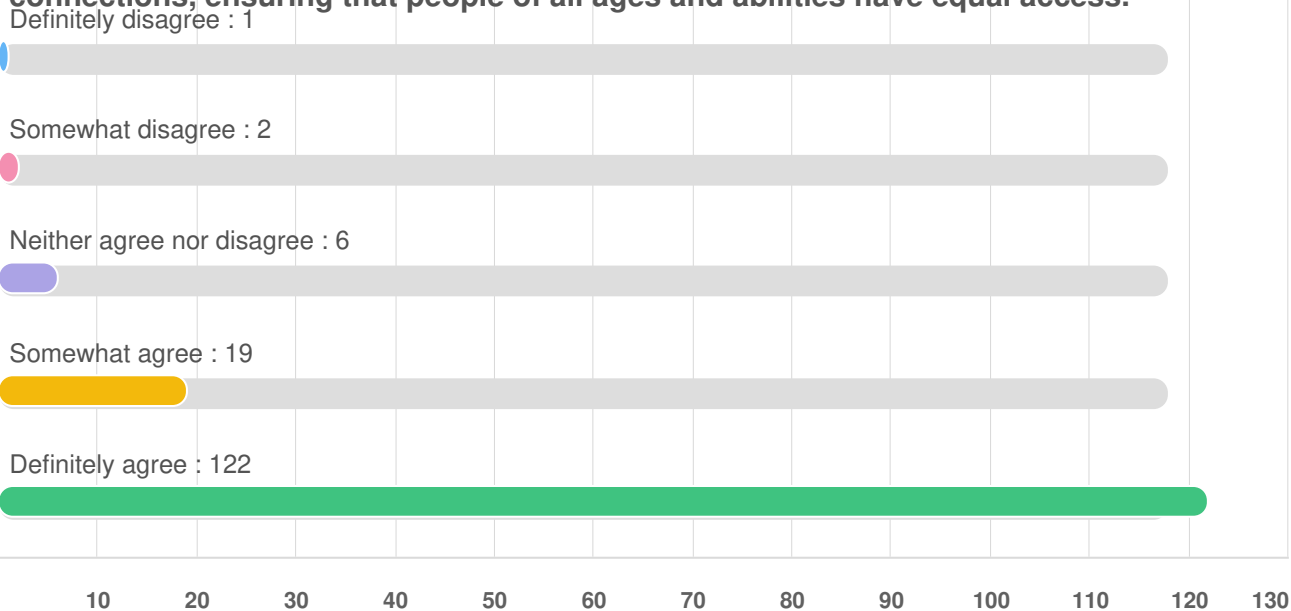
Q3 | The new Official Plan should provide direction for building accessible spaces and connections, ensuring that people of all ...



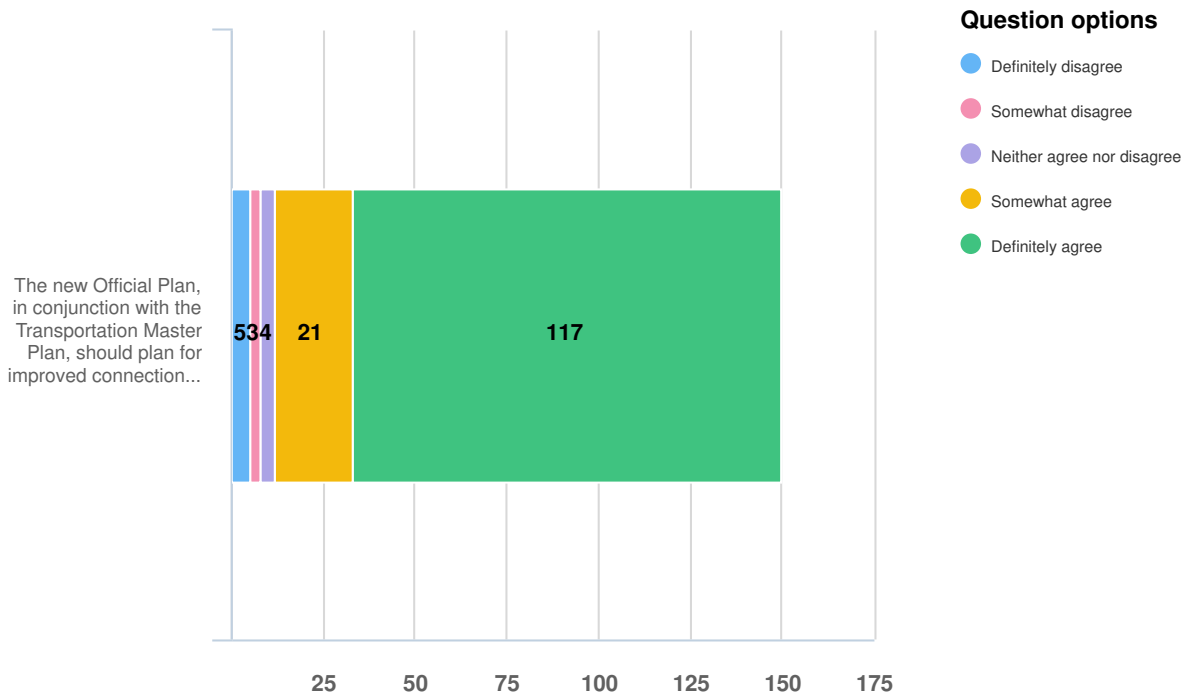
Optional question (150 response(s), 7 skipped)
Question type: Likert Question

Q3 | The new Official Plan should provide direction for building accessible spaces and connections, ensuring that people of all ...

The new Official Plan should provide direction for building accessible spaces and connections, ensuring that people of all ages and abilities have equal access.



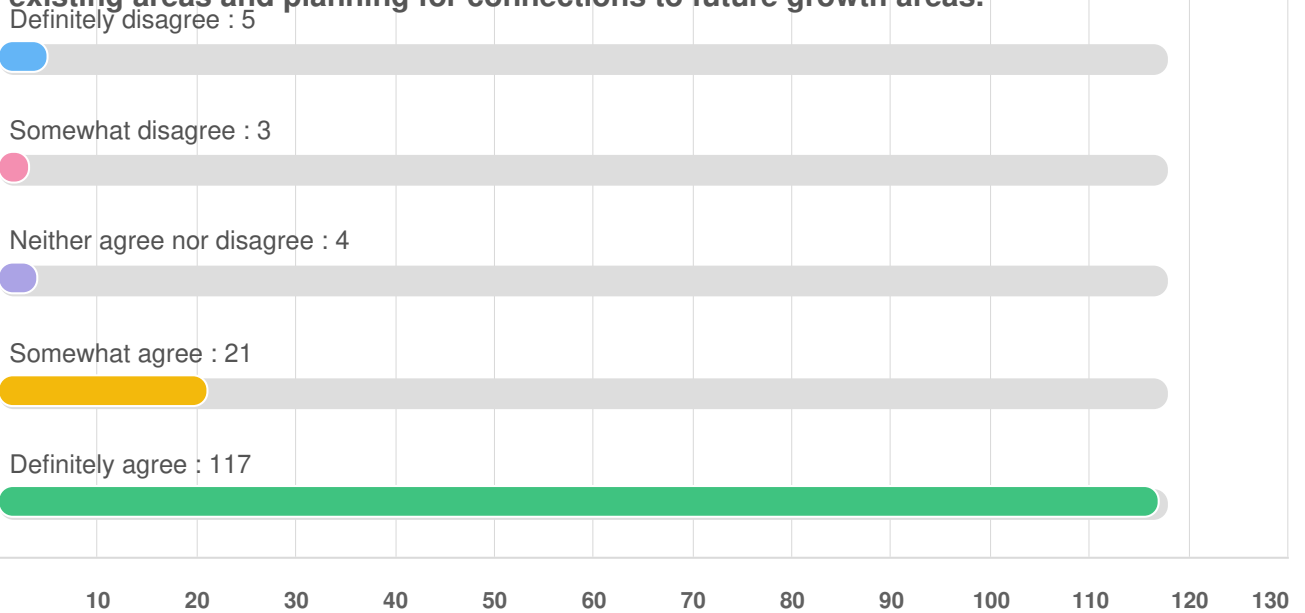
Q4 | The new Official Plan, in conjunction with the Transportation Master Plan, should plan for improved connections within the ...



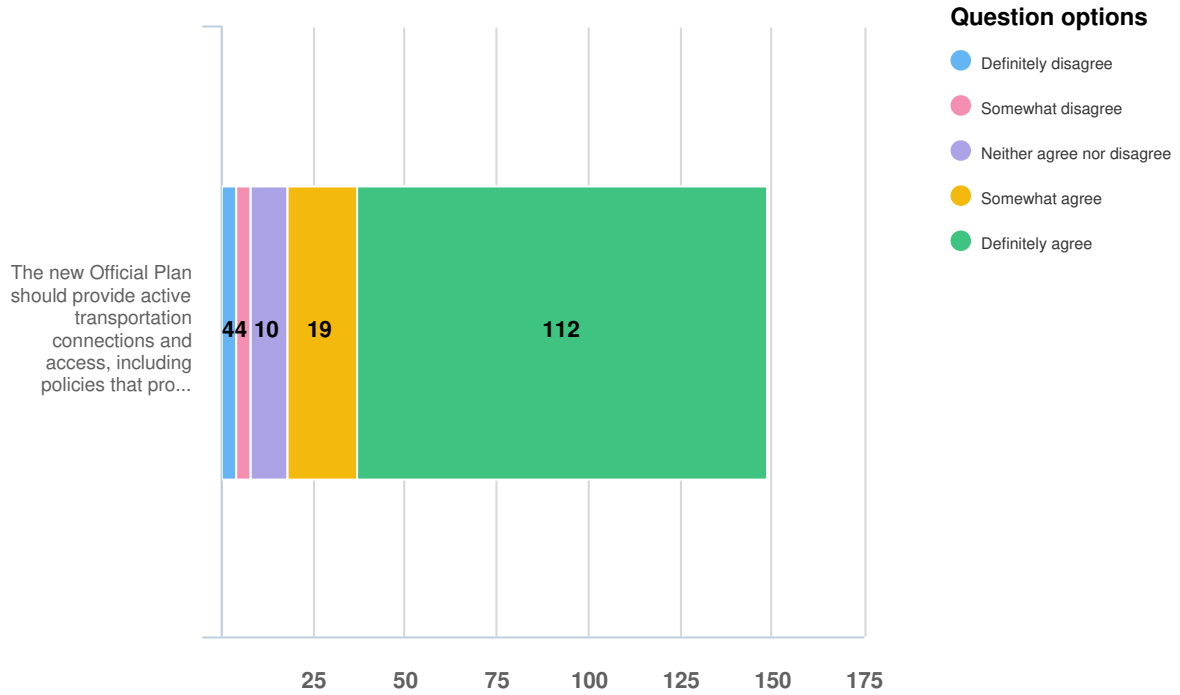
Optional question (150 response(s), 7 skipped)
Question type: Likert Question

Q4 | The new Official Plan, in conjunction with the Transportation Master Plan, should plan for improved connections within the ...

The new Official Plan, in conjunction with the Transportation Master Plan, should plan for improved connections within the Town of Milton, including better connecting existing areas and planning for connections to future growth areas.



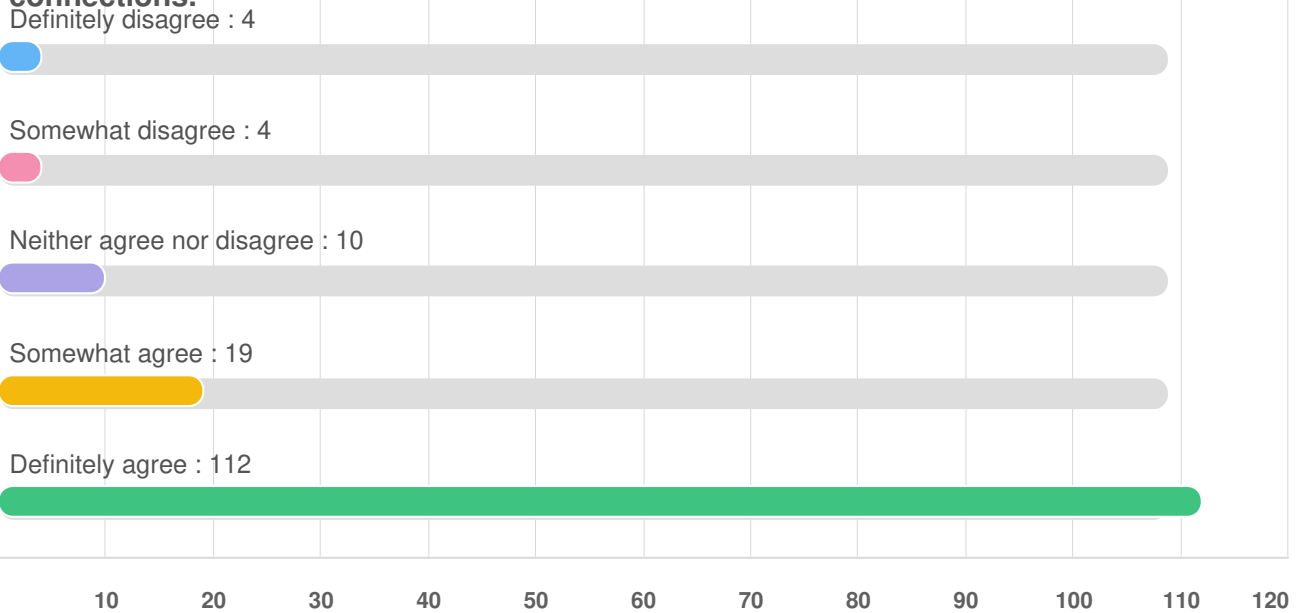
Q5 | The new Official Plan should provide active transportation connections and access, including policies that promote and supp...



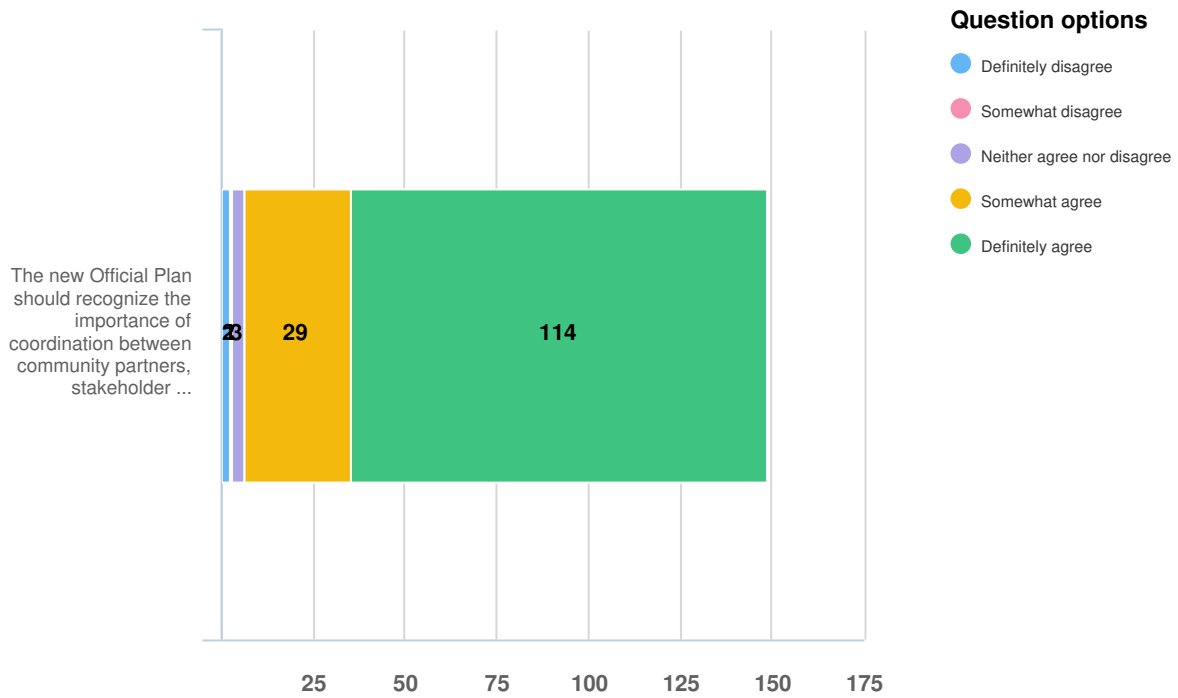
Optional question (149 response(s), 8 skipped)
Question type: Likert Question

Q5 | The new Official Plan should provide active transportation connections and access, including policies that promote and supp...

The new Official Plan should provide active transportation connections and access, including policies that promote and support the importance of first-mile/last-mile connections.



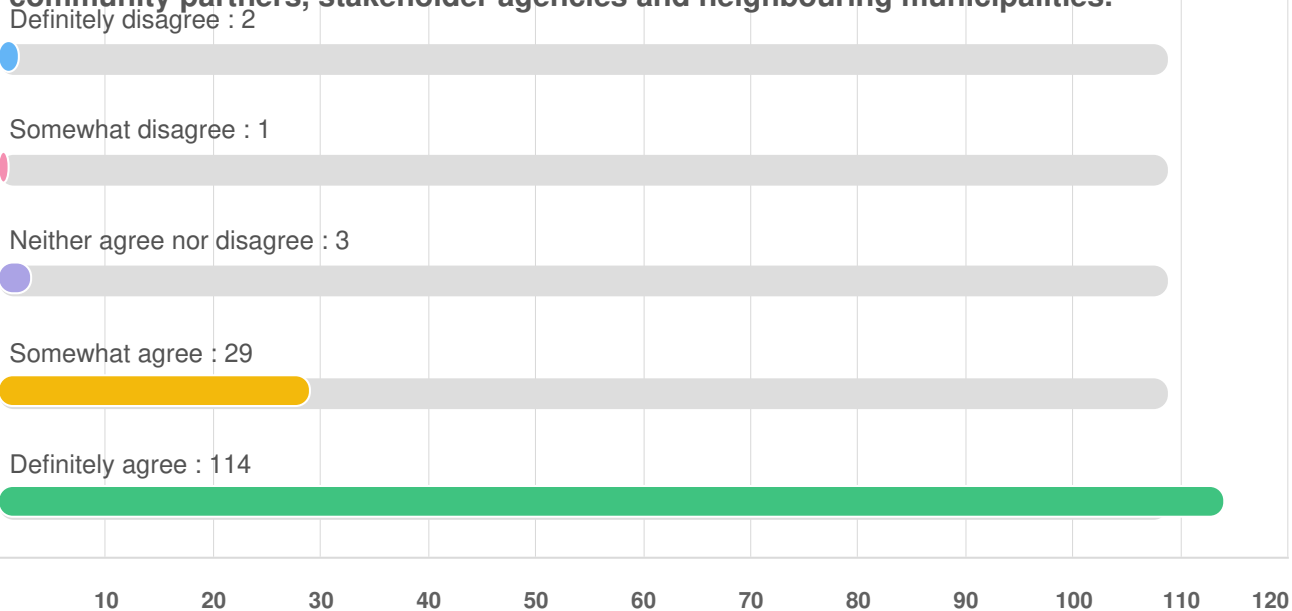
Q6 | The new Official Plan should recognize the importance of coordination between community partners, stakeholder agencies and ...



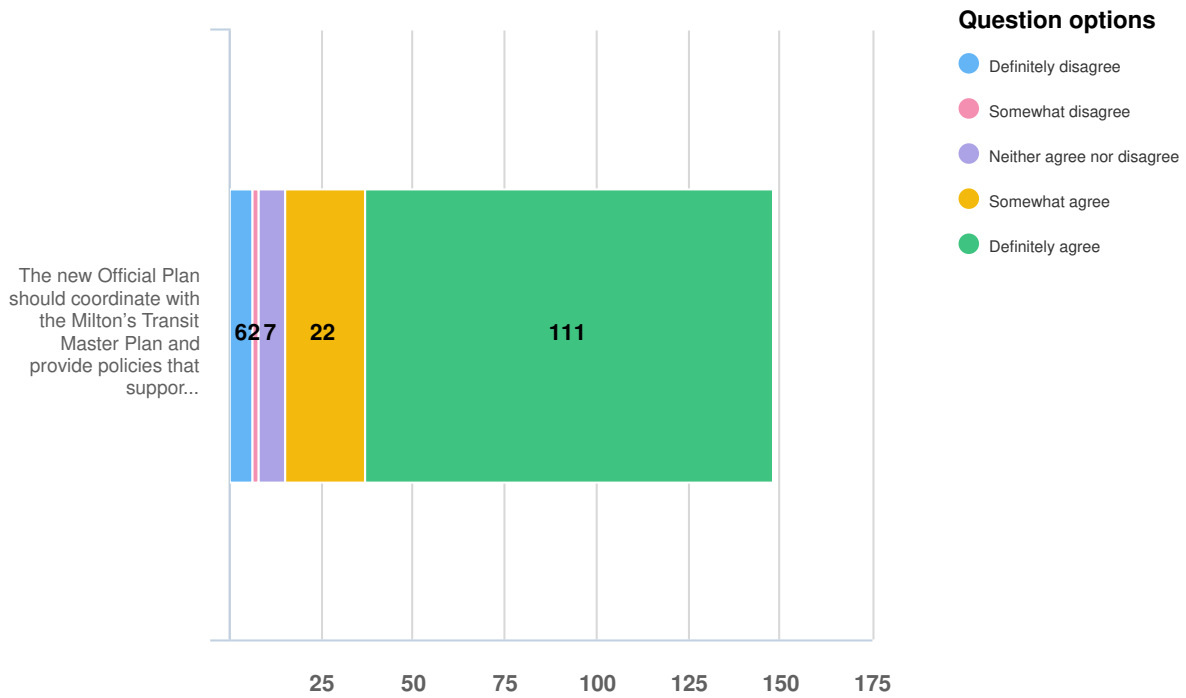
Optional question (149 response(s), 8 skipped)
Question type: Likert Question

Q6 | The new Official Plan should recognize the importance of coordination between community partners, stakeholder agencies and ...

The new Official Plan should recognize the importance of coordination between community partners, stakeholder agencies and neighbouring municipalities.



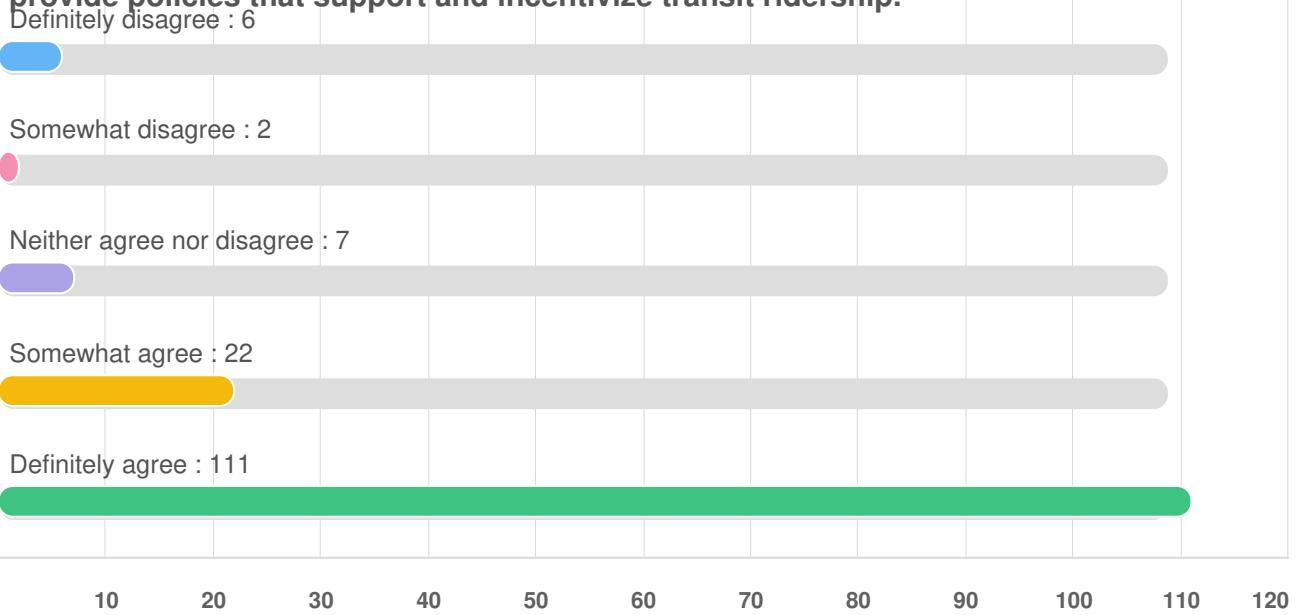
Q7 | The new Official Plan should coordinate with the Milton's Transit Master Plan and provide policies that support and incenti...



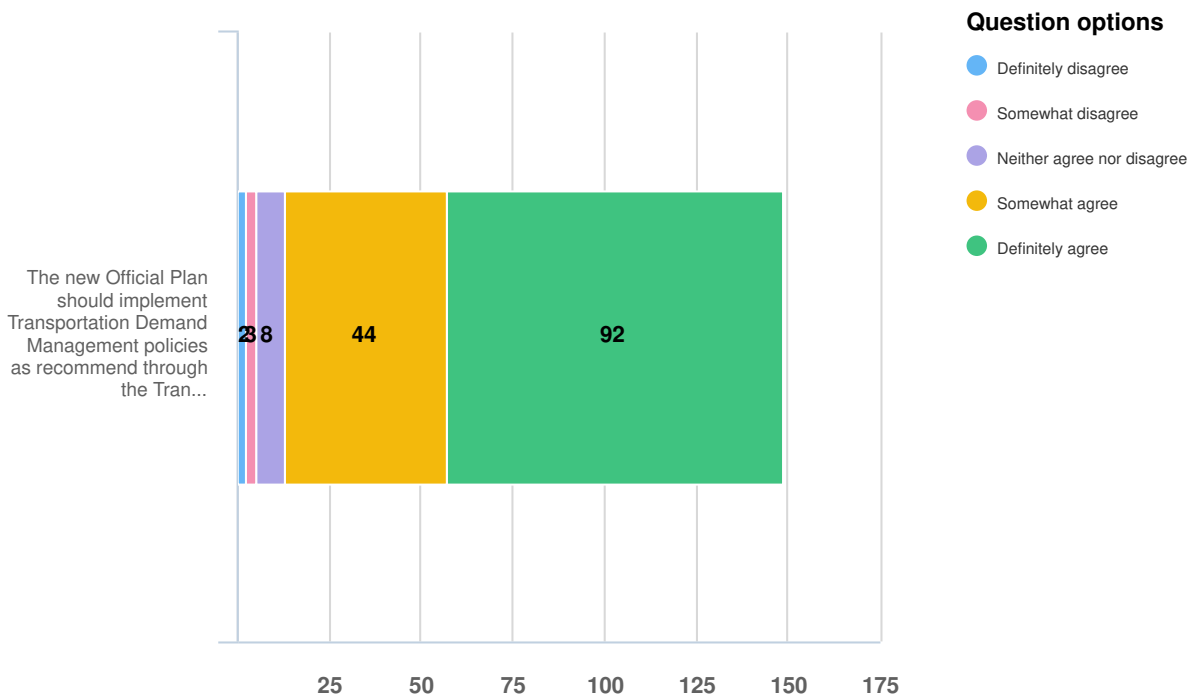
Optional question (148 response(s), 9 skipped)
Question type: Likert Question

Q7 | The new Official Plan should coordinate with the Milton's Transit Master Plan and provide policies that support and incenti...

The new Official Plan should coordinate with the Milton's Transit Master Plan and provide policies that support and incentivize transit ridership.



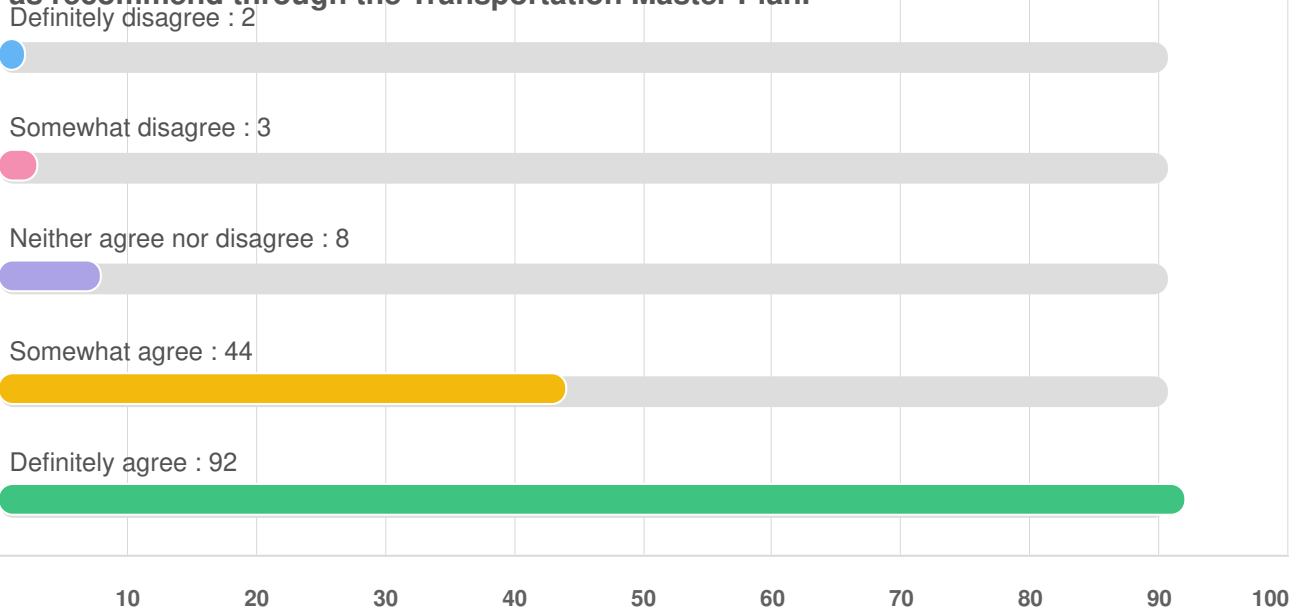
Q8 | The new Official Plan should implement Transportation Demand Management policies as recommend through the Transportation Ma...



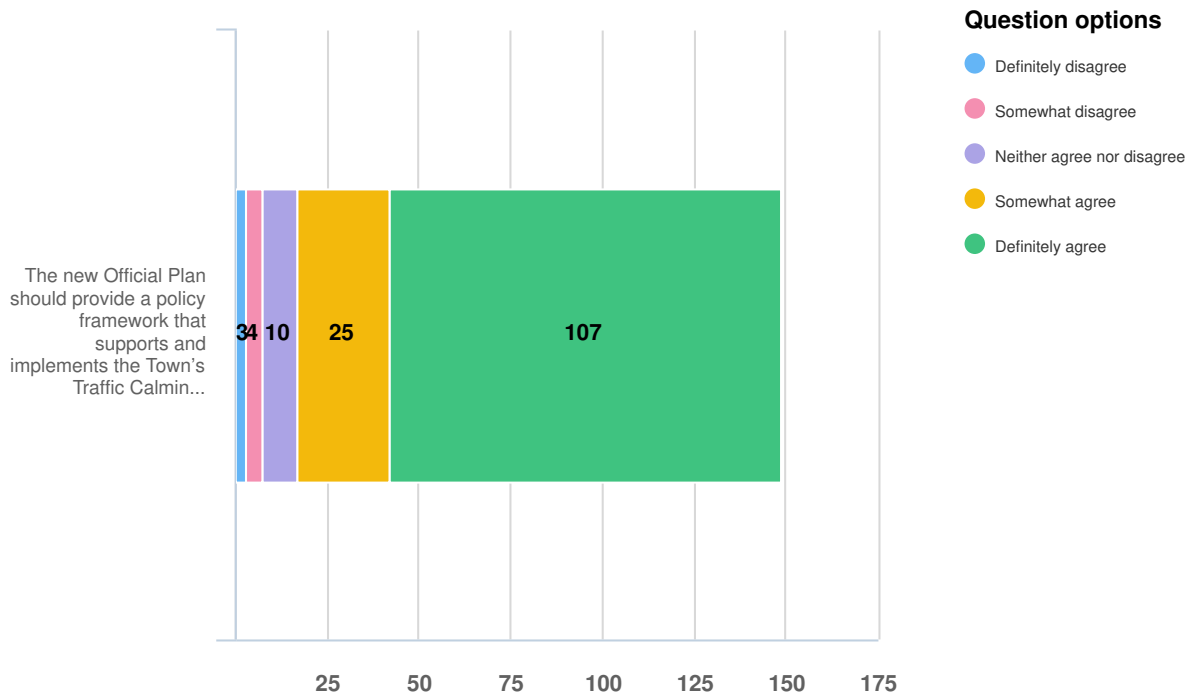
Optional question (149 response(s), 8 skipped)
Question type: Likert Question

Q8 | The new Official Plan should implement Transportation Demand Management policies as recommend through the Transportation Ma...

The new Official Plan should implement Transportation Demand Management policies as recommend through the Transportation Master Plan.



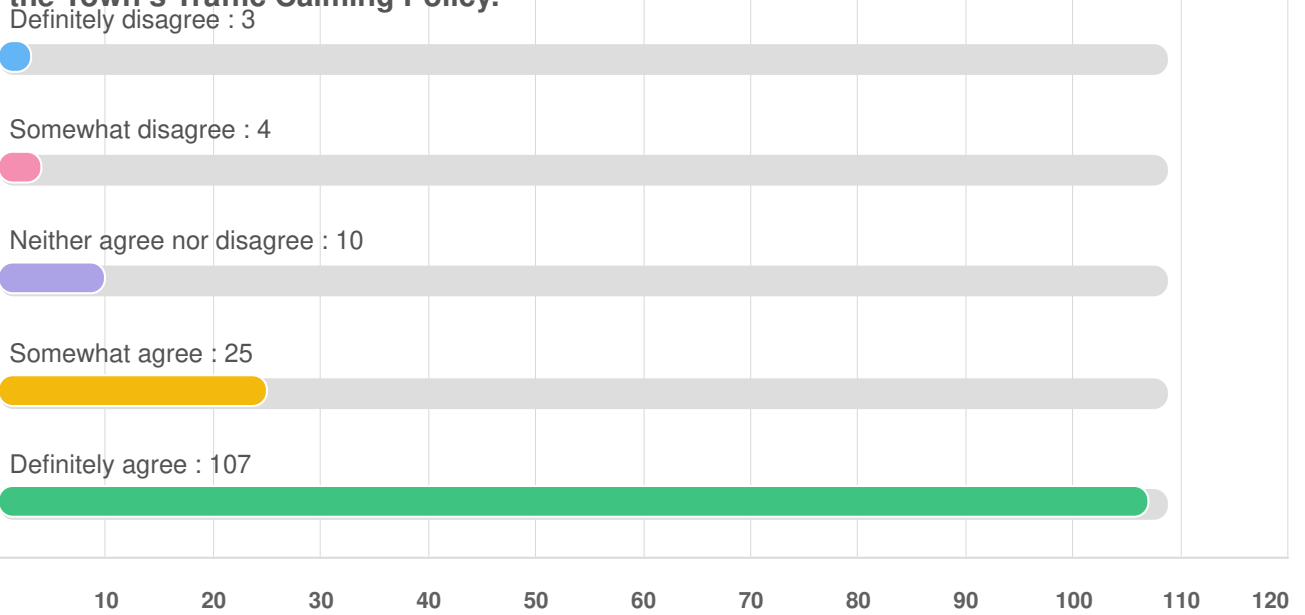
Q9 | The new Official Plan should provide a policy framework that supports and implements the Town's Traffic Calming Policy.



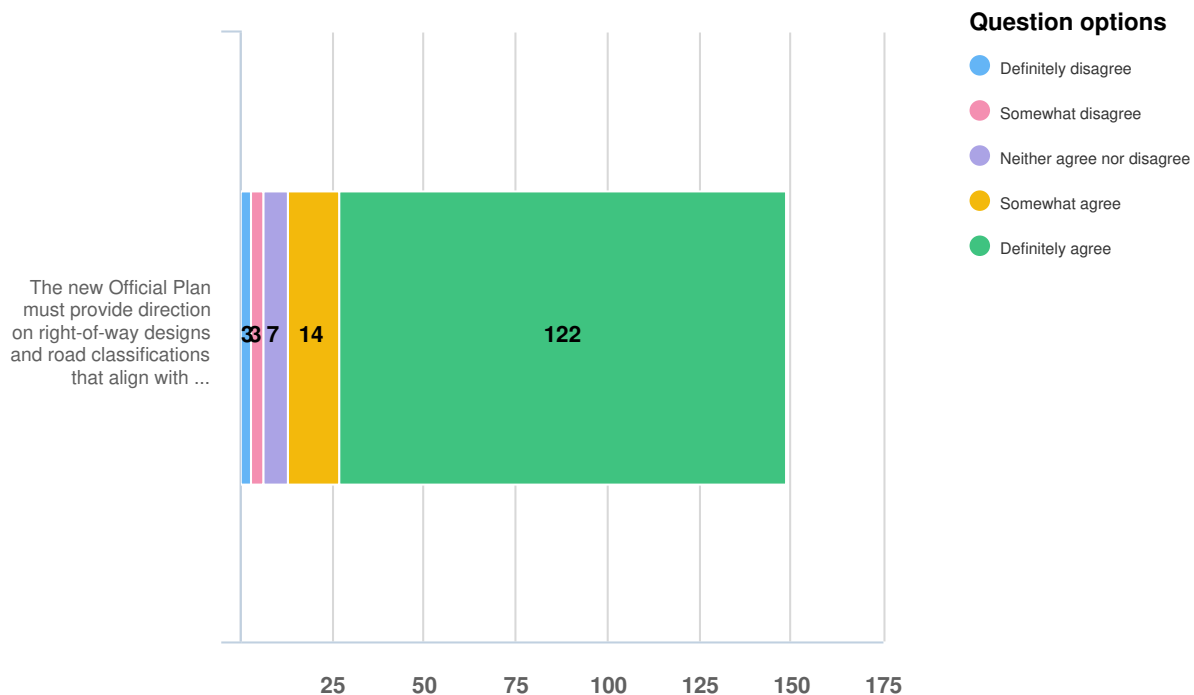
Optional question (149 response(s), 8 skipped)
Question type: Likert Question

Q9 | The new Official Plan should provide a policy framework that supports and implements the Town’s Traffic Calming Policy.

The new Official Plan should provide a policy framework that supports and implements the Town’s Traffic Calming Policy.



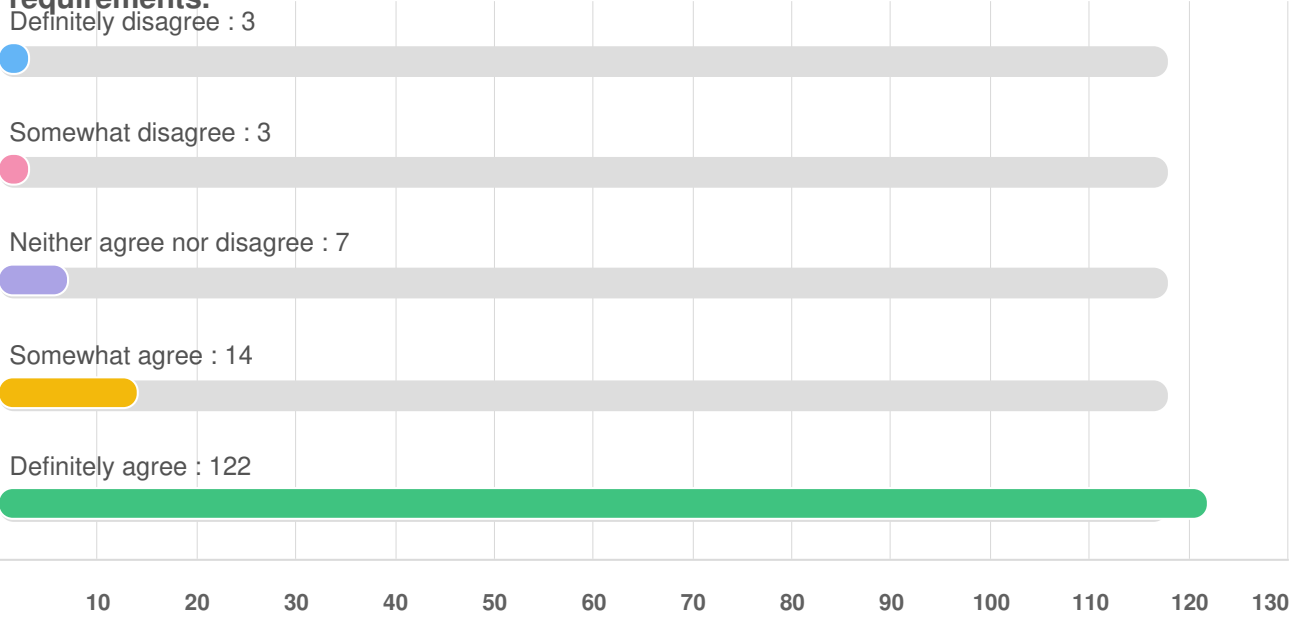
Q10 | The new Official Plan must provide direction on right-of-way designs and road classifications that align with complete stre...



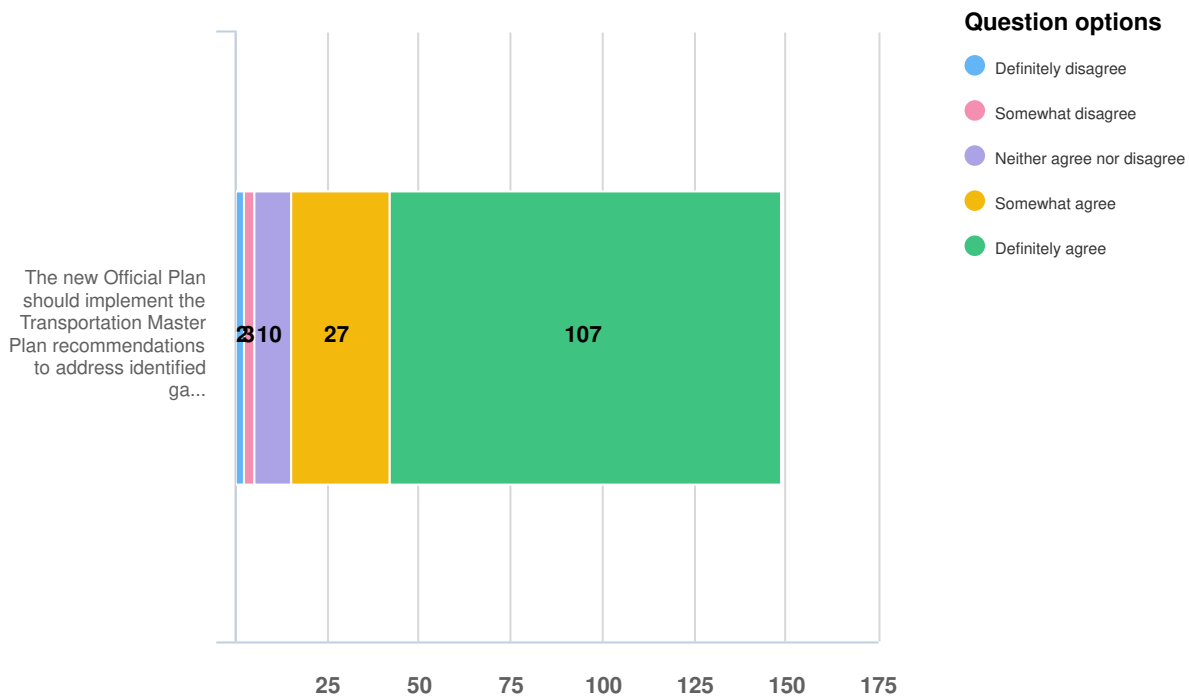
Optional question (149 response(s), 8 skipped)
Question type: Likert Question

Q10 | The new Official Plan must provide direction on right-of-way designs and road classifications that align with complete stre...

The new Official Plan must provide direction on right-of-way designs and road classifications that align with complete streets objectives and allow for safe and efficient streets, while supporting transit delivery and operational needs and requirements.



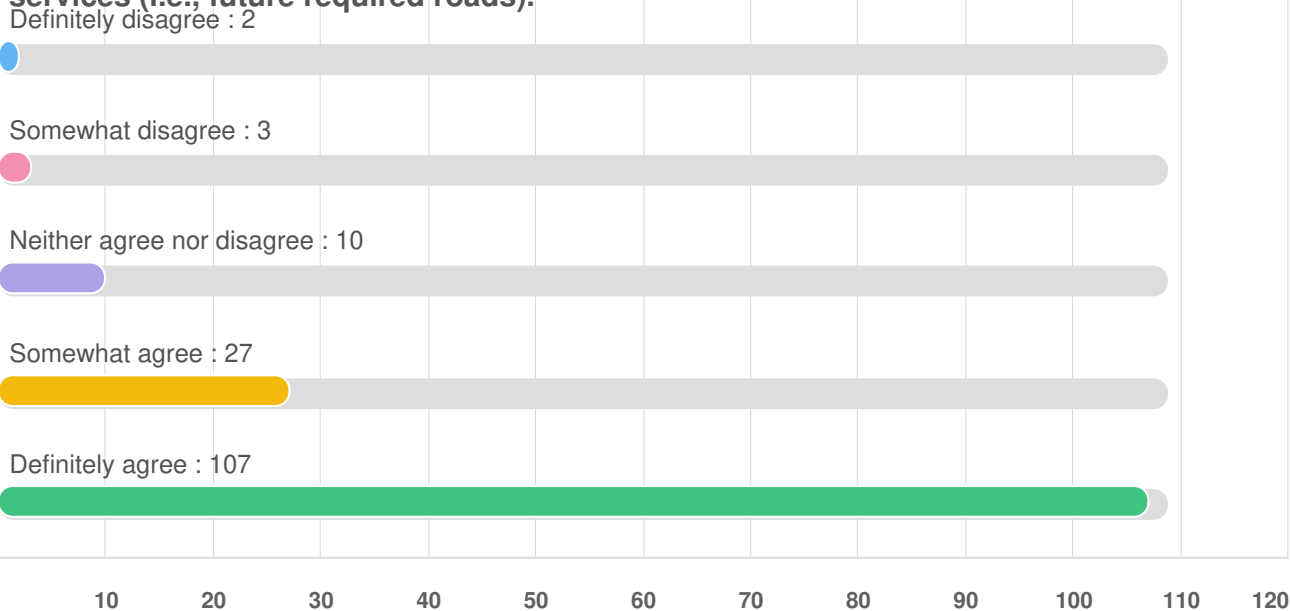
Q11 | The new Official Plan should implement the Transportation Master Plan recommendations to address identified gaps in transpo...



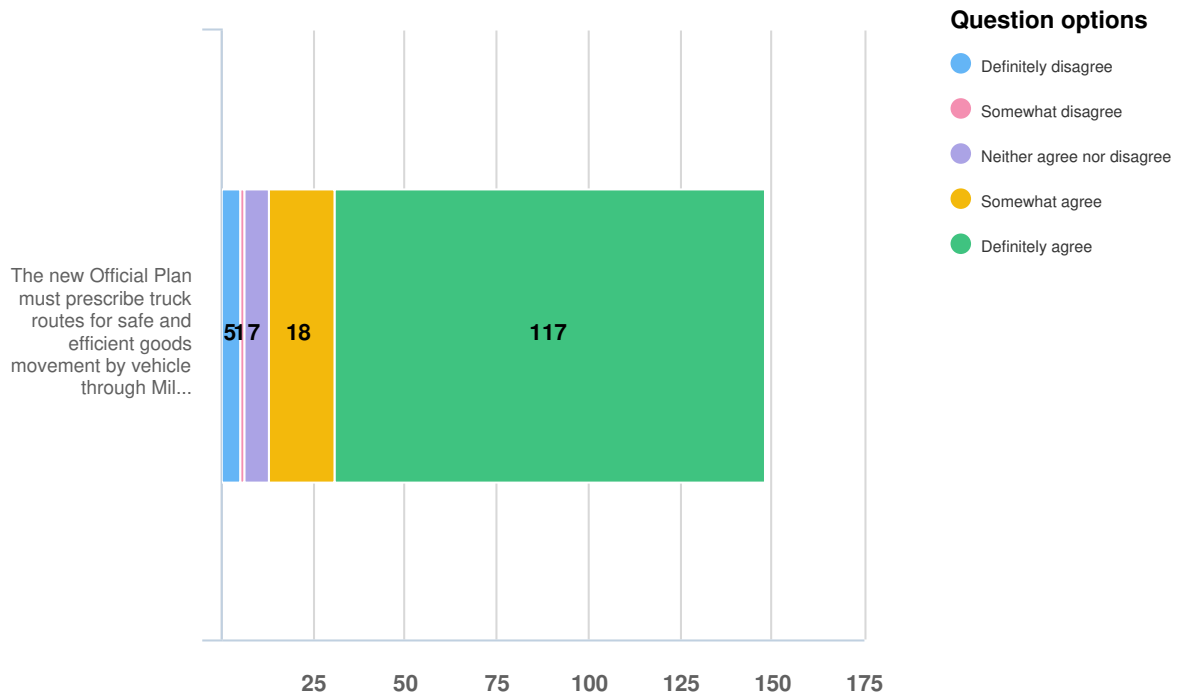
Optional question (149 response(s), 8 skipped)
Question type: Likert Question

Q11 | The new Official Plan should implement the Transportation Master Plan recommendations to address identified gaps in transpo...

The new Official Plan should implement the Transportation Master Plan recommendations to address identified gaps in transportation infrastructure and services (i.e., future required roads).



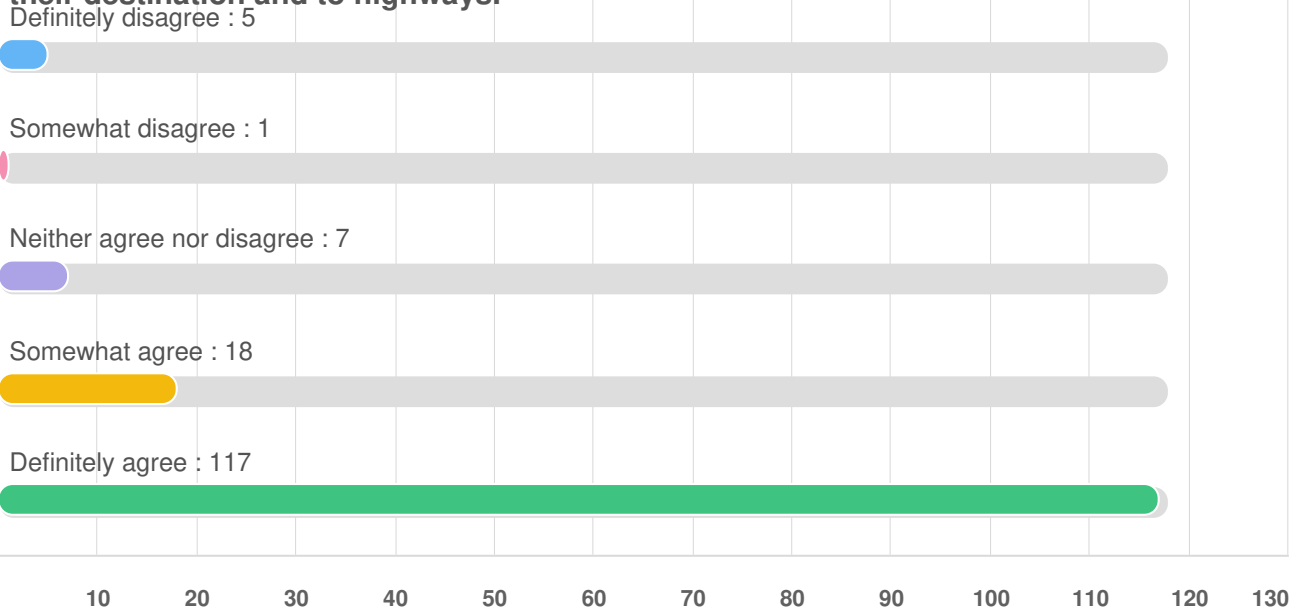
Q12 | The new Official Plan must prescribe truck routes for safe and efficient goods movement by vehicle through Milton, to and f...



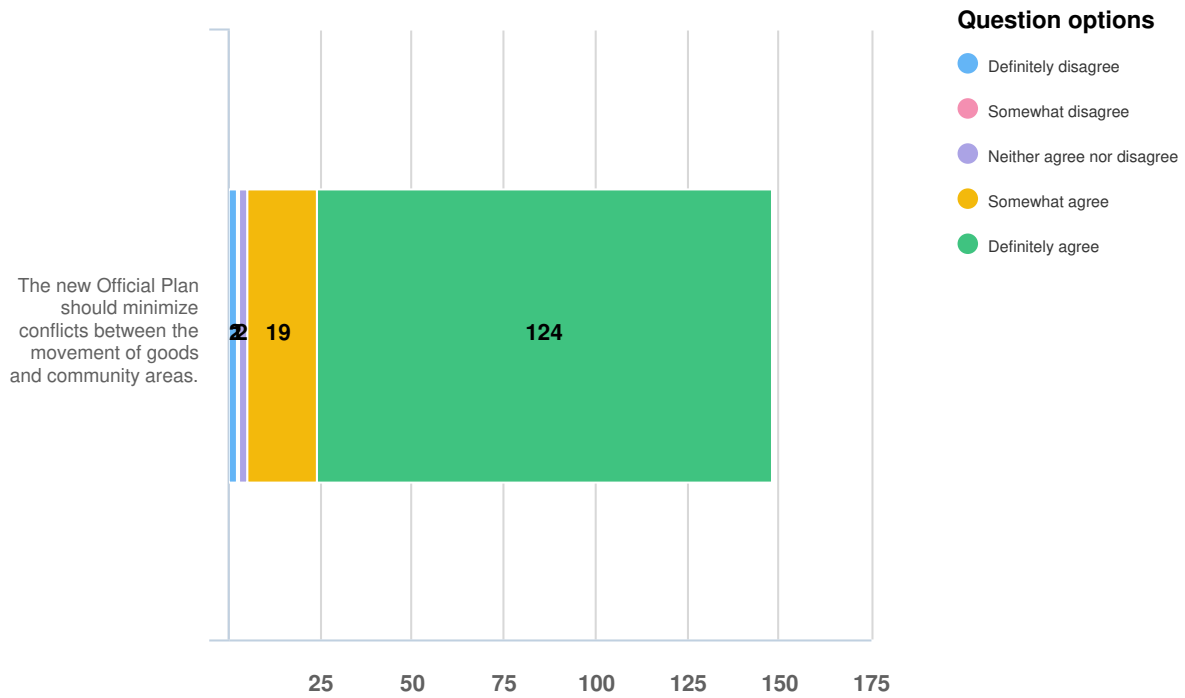
Optional question (148 response(s), 9 skipped)
Question type: Likert Question

Q12 | The new Official Plan must prescribe truck routes for safe and efficient goods movement by vehicle through Milton, to and from...

The new Official Plan must prescribe truck routes for safe and efficient goods movement by vehicle through Milton, to and from businesses and operations and to their destination and to highways.



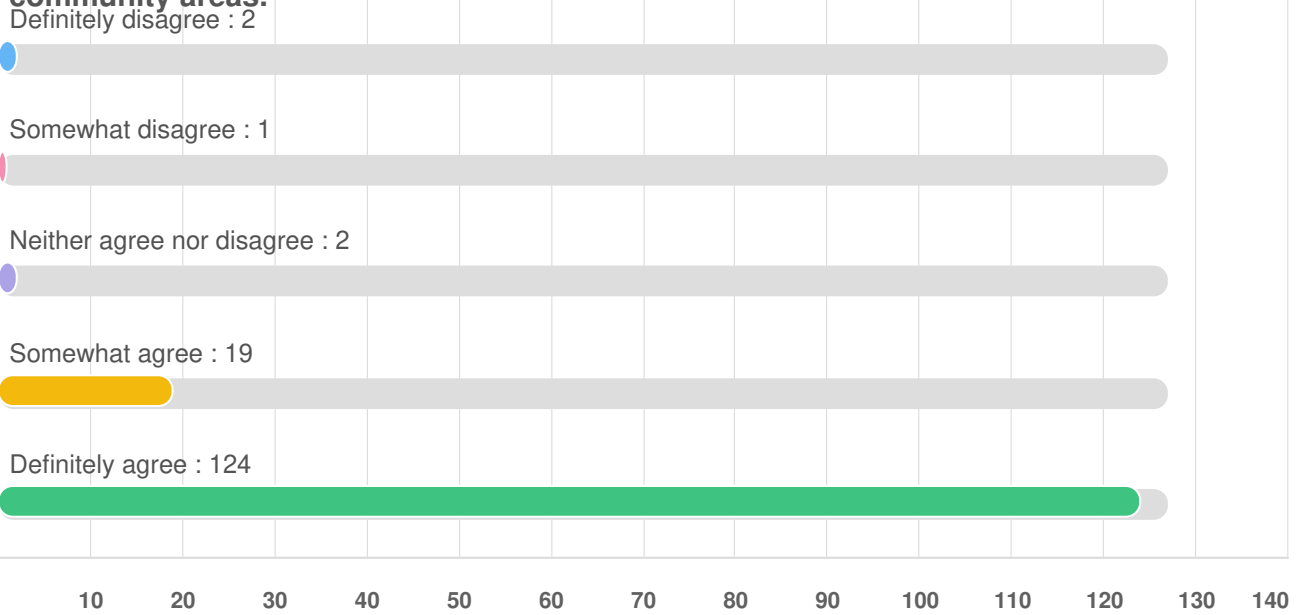
Q13 | The new Official Plan should minimize conflicts between the movement of goods and community areas.



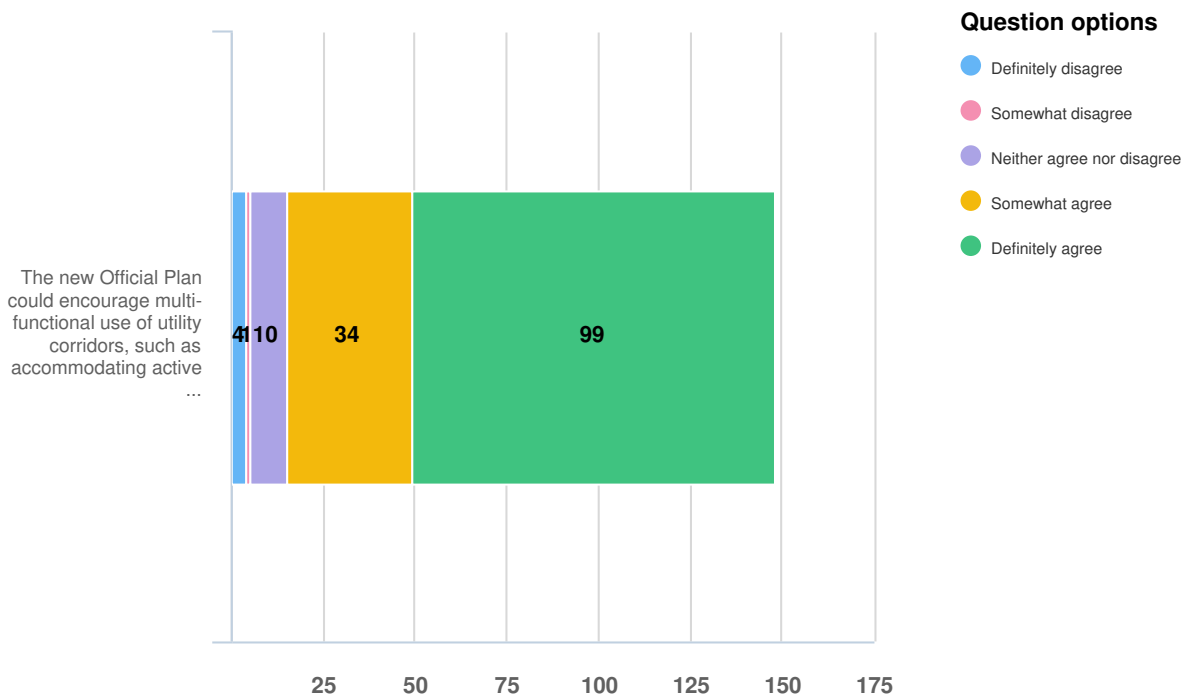
Optional question (148 response(s), 9 skipped)
Question type: Likert Question

Q13 | The new Official Plan should minimize conflicts between the movement of goods and community areas.

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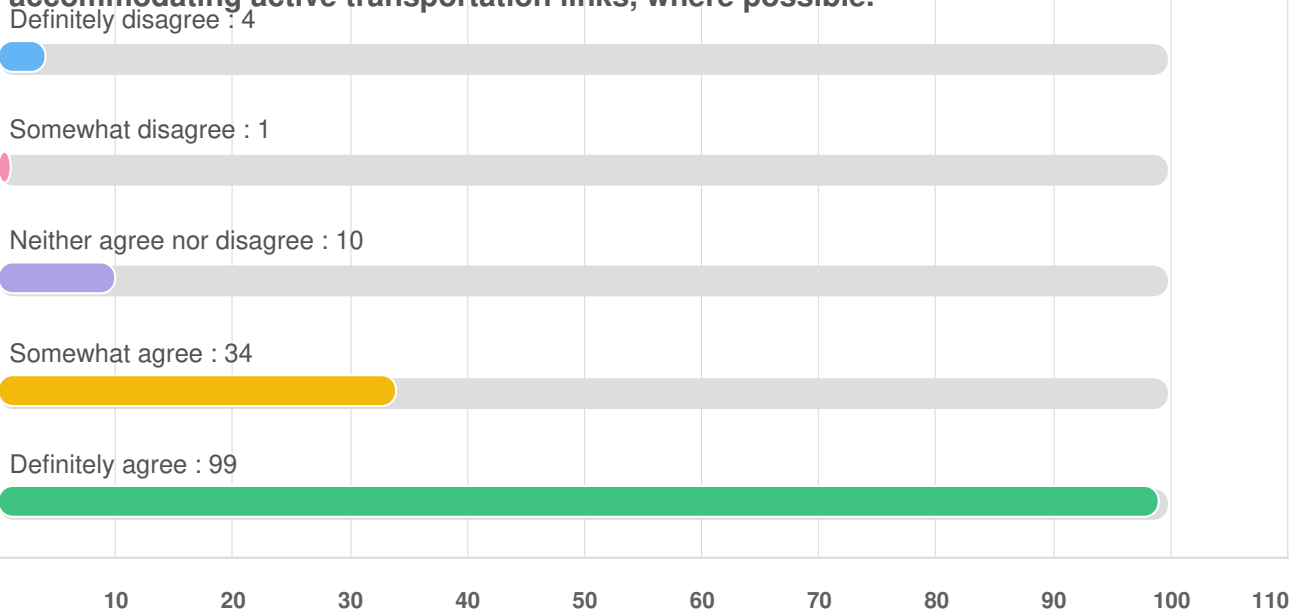
Q14 | The new Official Plan could encourage multi-functional use of utility corridors, such as accommodating active transportatio...



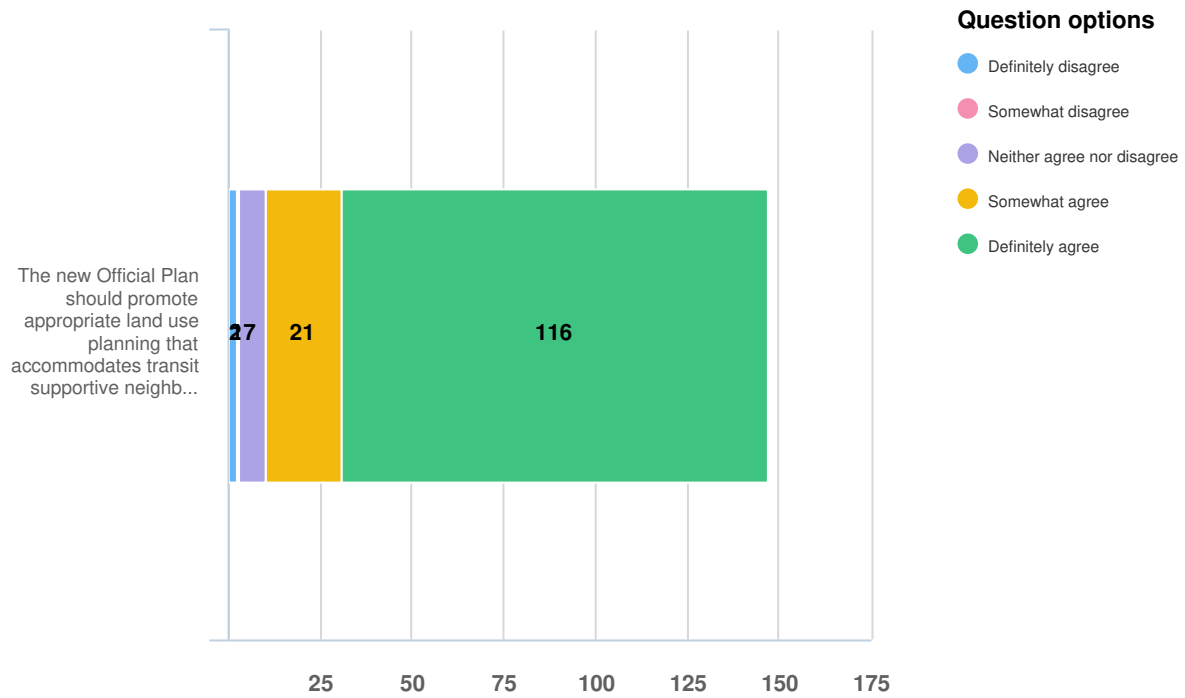
Optional question (148 response(s), 9 skipped)
Question type: Likert Question

Q14 | The new Official Plan could encourage multi-functional use of utility corridors, such as accommodating active transportation...

The new Official Plan could encourage multi-functional use of utility corridors, such as accommodating active transportation links, where possible.



Q15 | The new Official Plan should promote appropriate land use planning that accommodates transit supportive neighbourhoods.



Optional question (147 response(s), 10 skipped)
Question type: Likert Question

Q15 | The new Official Plan should promote appropriate land use planning that accommodates transit supportive neighbourhoods.

The new Official Plan should promote appropriate land use planning that accommodates transit supportive neighbourhoods.

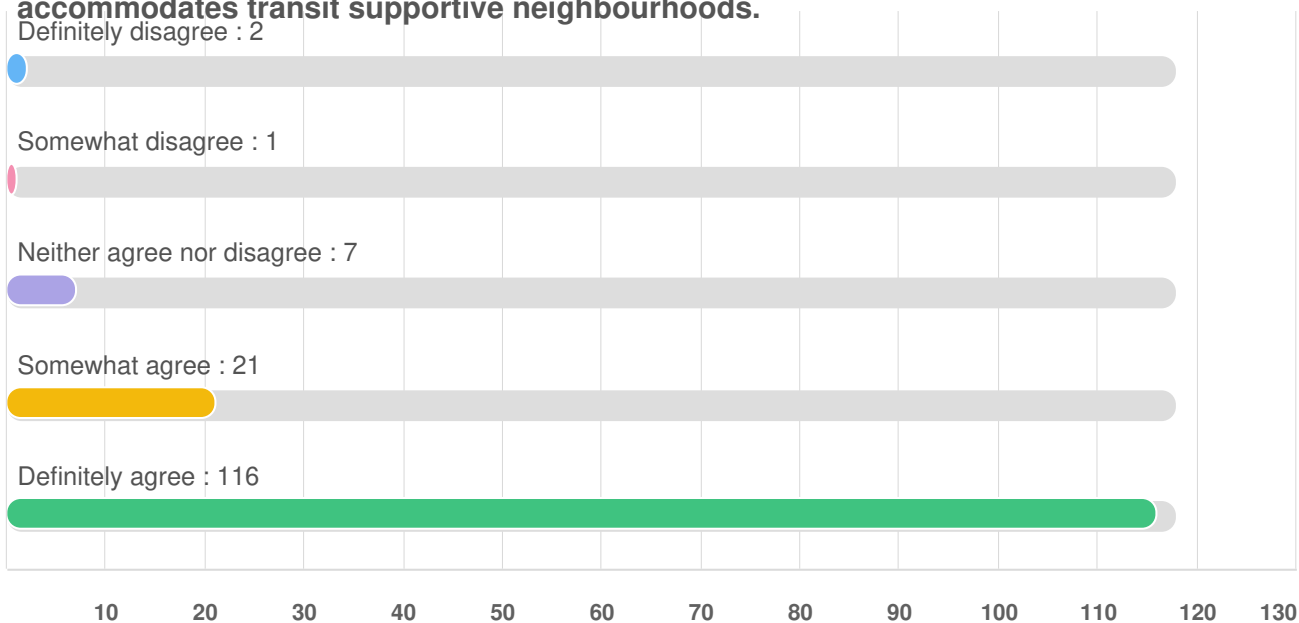
Definitely disagree : 2

Somewhat disagree : 1

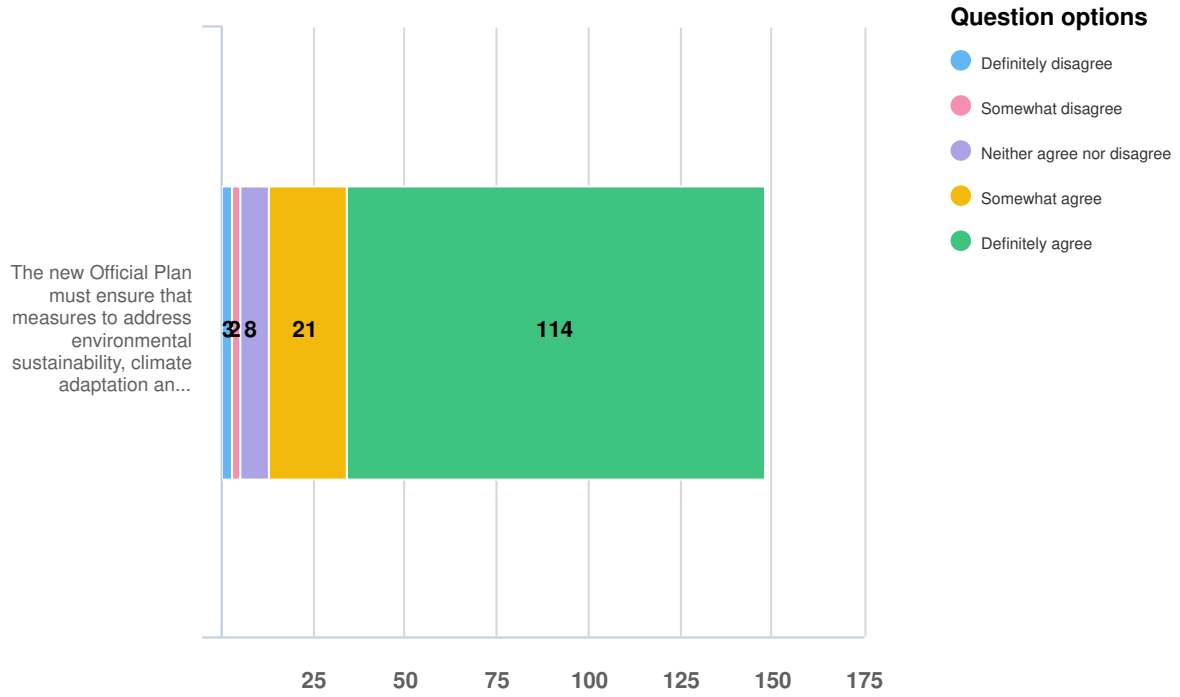
Neither agree nor disagree : 7

Somewhat agree : 21

Definitely agree : 116



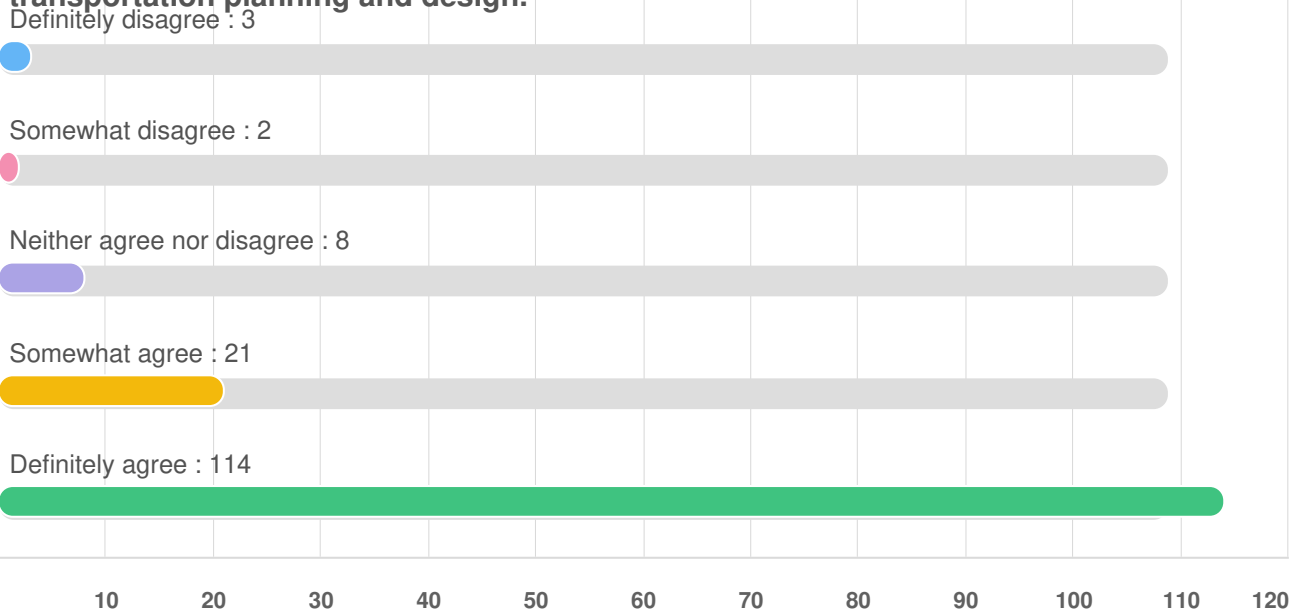
Q16 | The new Official Plan must ensure that measures to address environmental sustainability, climate adaptation and resiliency ...



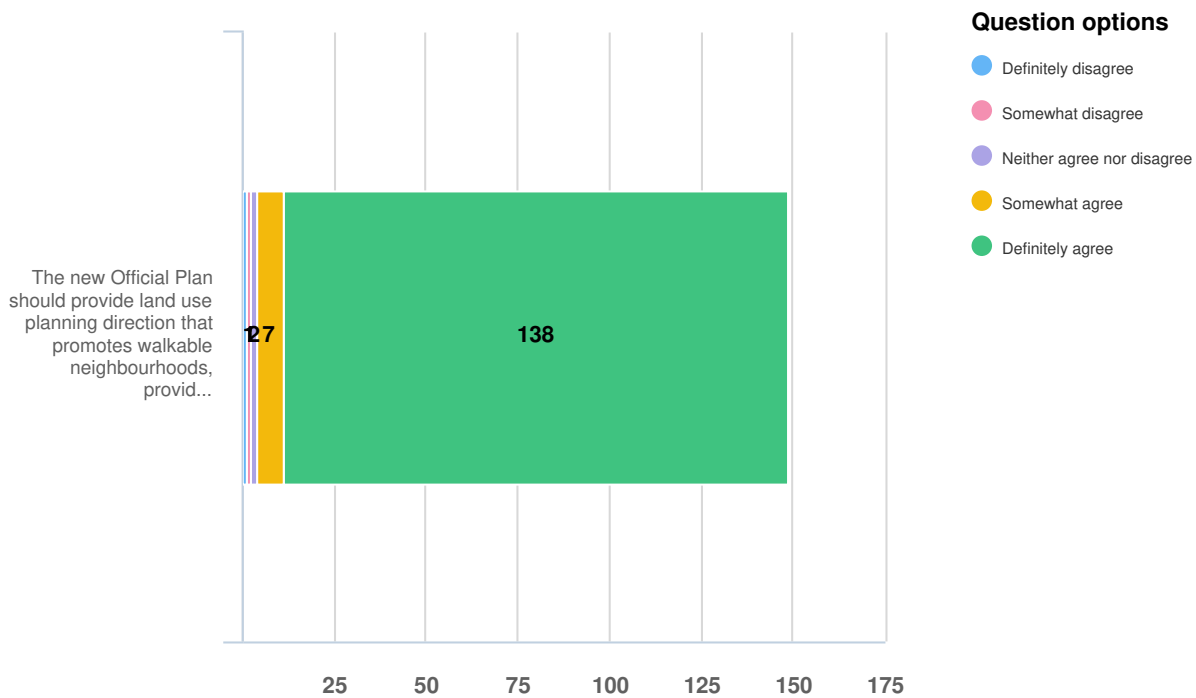
Optional question (148 response(s), 9 skipped)
Question type: Likert Question

Q16 | The new Official Plan must ensure that measures to address environmental sustainability, climate adaptation and resiliency ...

The new Official Plan must ensure that measures to address environmental sustainability, climate adaptation and resiliency are incorporated into future transportation planning and design.



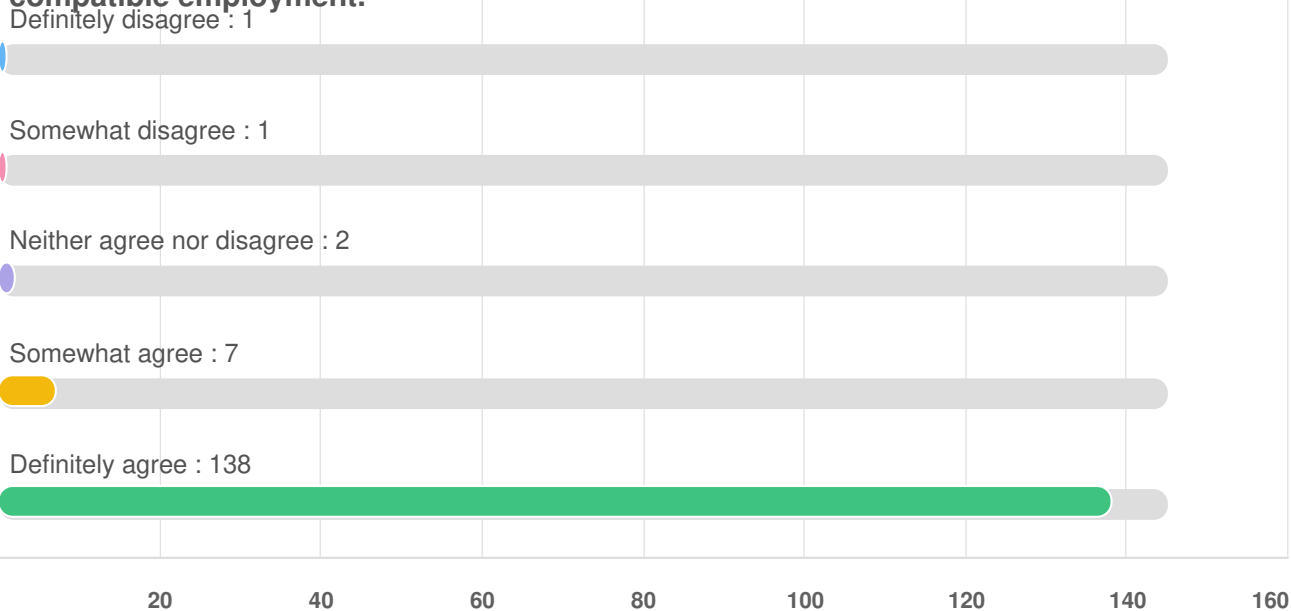
Q17 | The new Official Plan should provide land use planning direction that promotes walkable neighbourhoods, providing parks, sc...



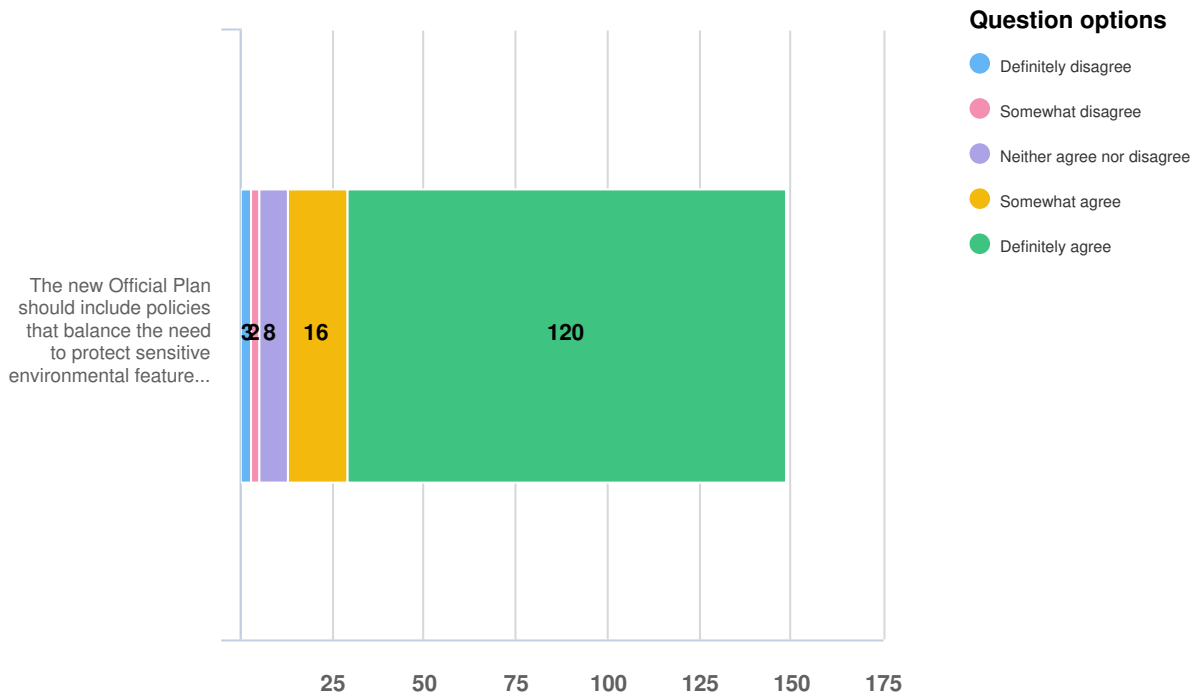
Optional question (149 response(s), 8 skipped)
Question type: Likert Question

Q17 | The new Official Plan should provide land use planning direction that promotes walkable neighbourhoods, providing parks, sc...

The new Official Plan should provide land use planning direction that promotes walkable neighbourhoods, providing parks, schools, retail and, where possible, compatible employment.



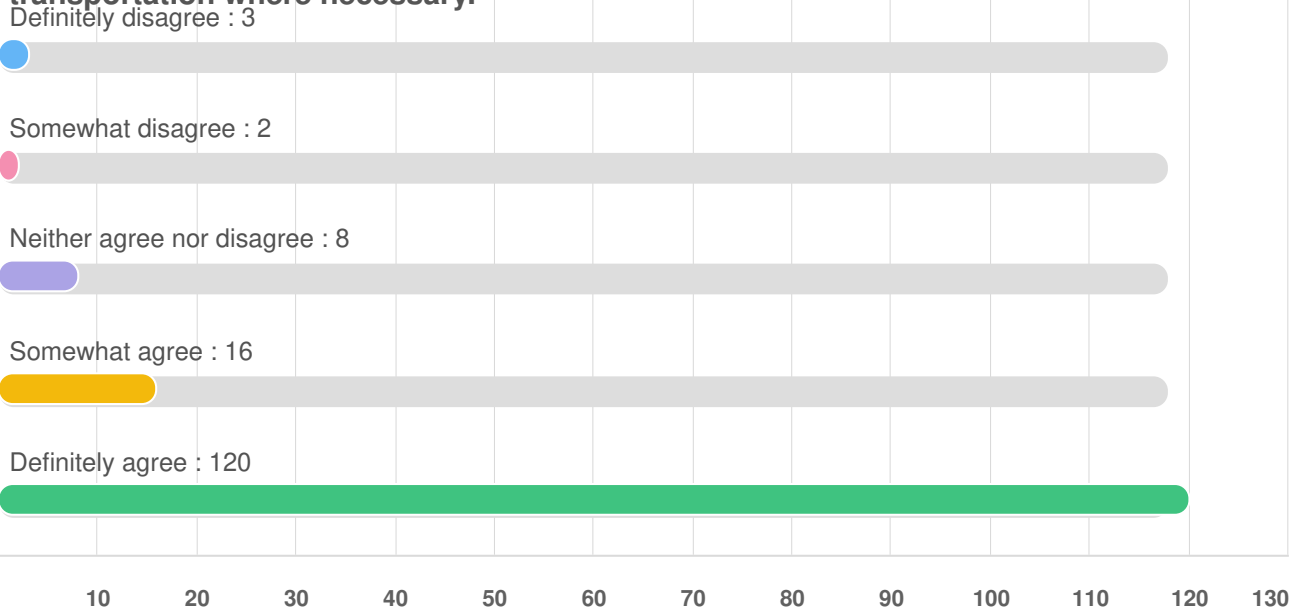
Q18 | The new Official Plan should include policies that balance the need to protect sensitive environmental features and protect...



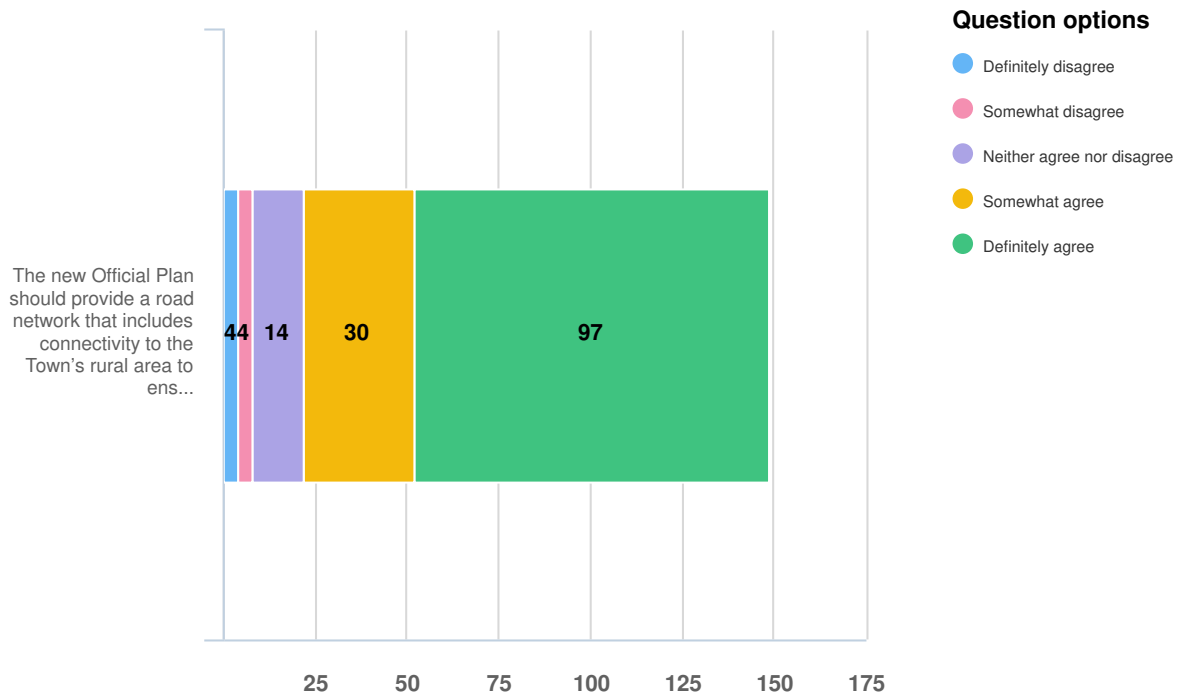
Optional question (149 response(s), 8 skipped)
Question type: Likert Question

Q18 | The new Official Plan should include policies that balance the need to protect sensitive environmental features and protect...

The new Official Plan should include policies that balance the need to protect sensitive environmental features and protected areas with the provision of new roads and active transportation where necessary.



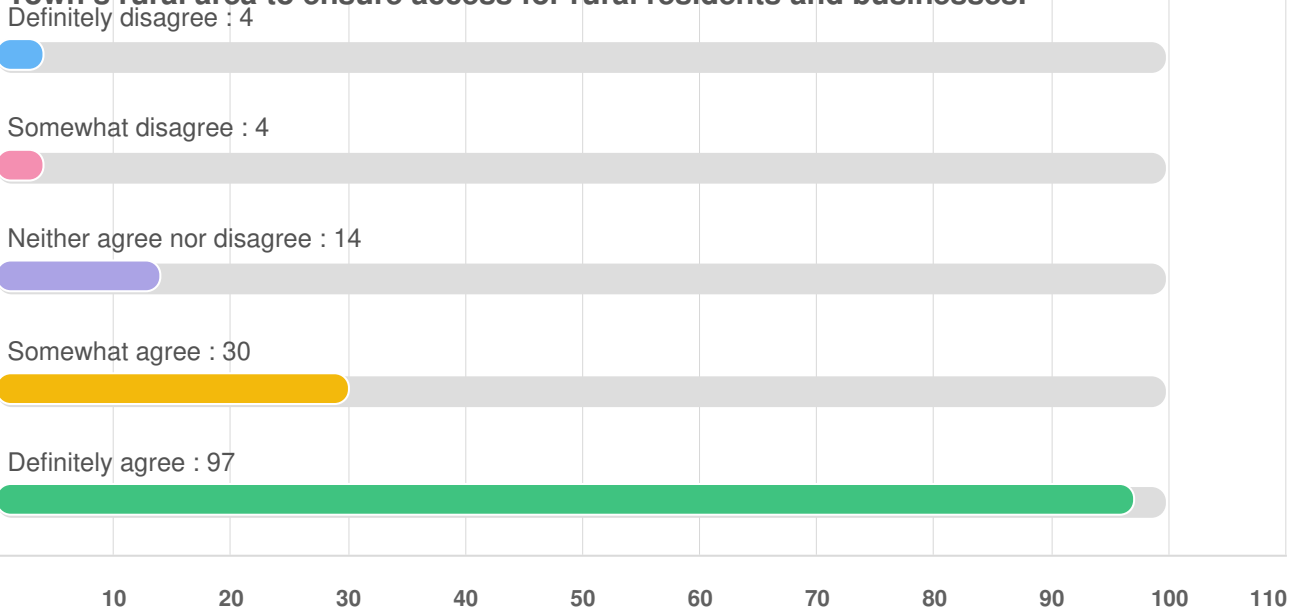
Q19 | The new Official Plan should provide a road network that includes connectivity to the Town's rural area to ensure access fo...



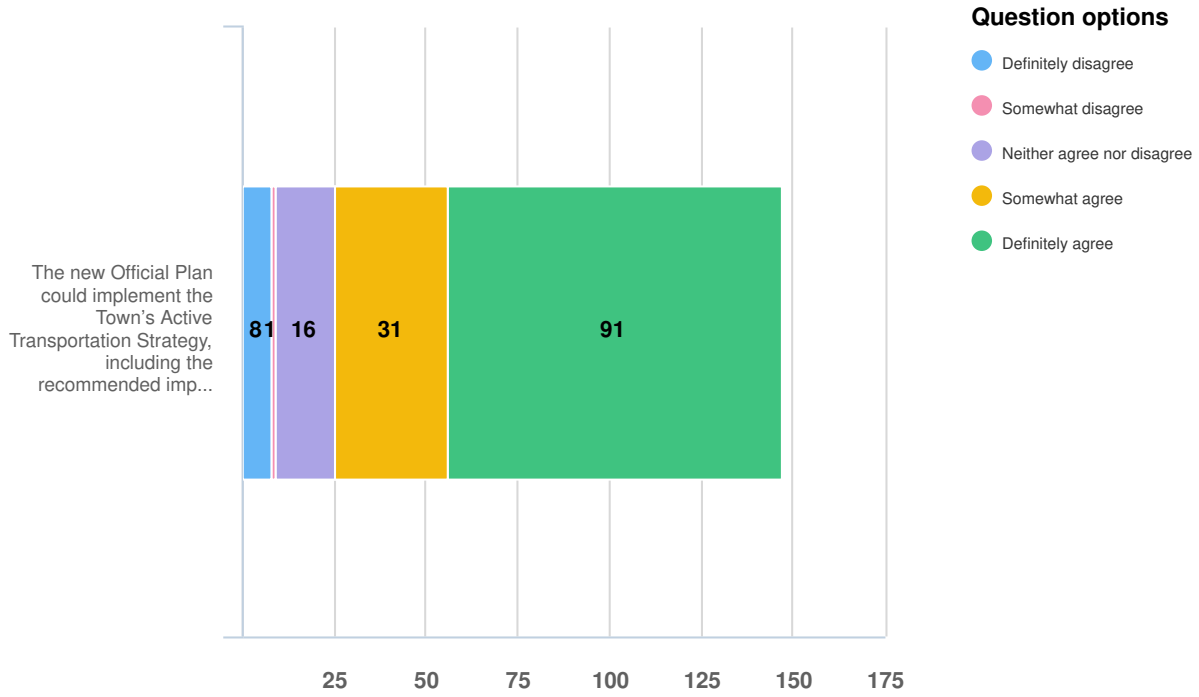
Optional question (149 response(s), 8 skipped)
Question type: Likert Question

Q19 | The new Official Plan should provide a road network that includes connectivity to the Town's rural area to ensure access fo...

The new Official Plan should provide a road network that includes connectivity to the Town's rural area to ensure access for rural residents and businesses.



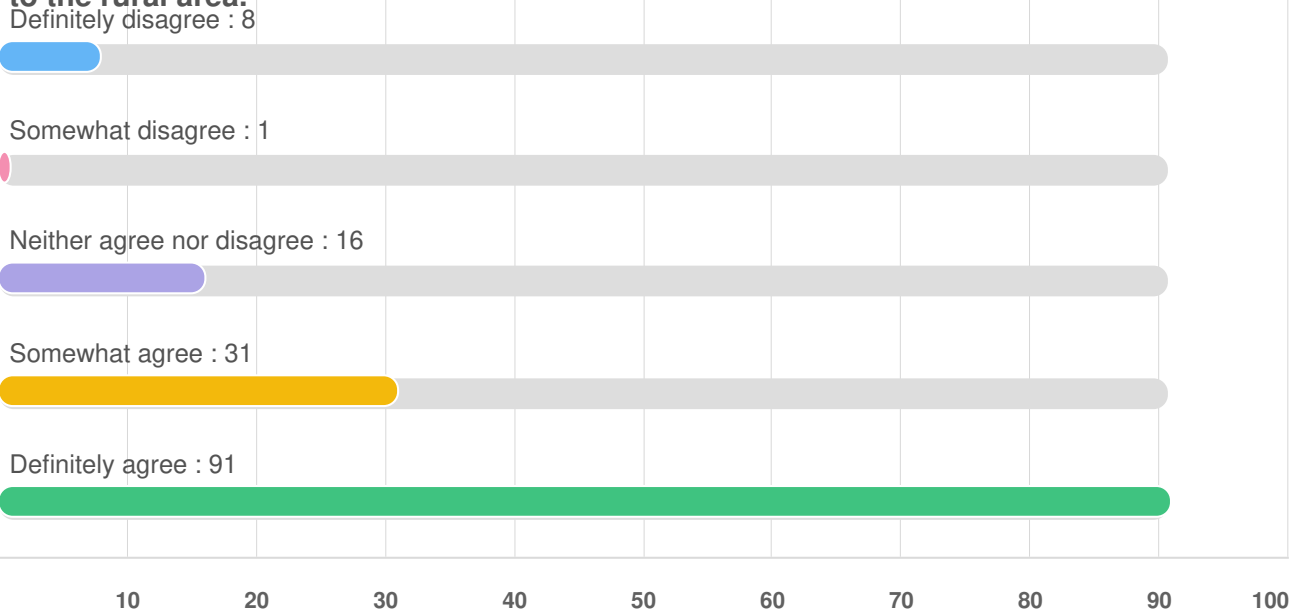
Q20 | The new Official Plan could implement the Town's Active Transportation Strategy, including the recommended improvements to ...



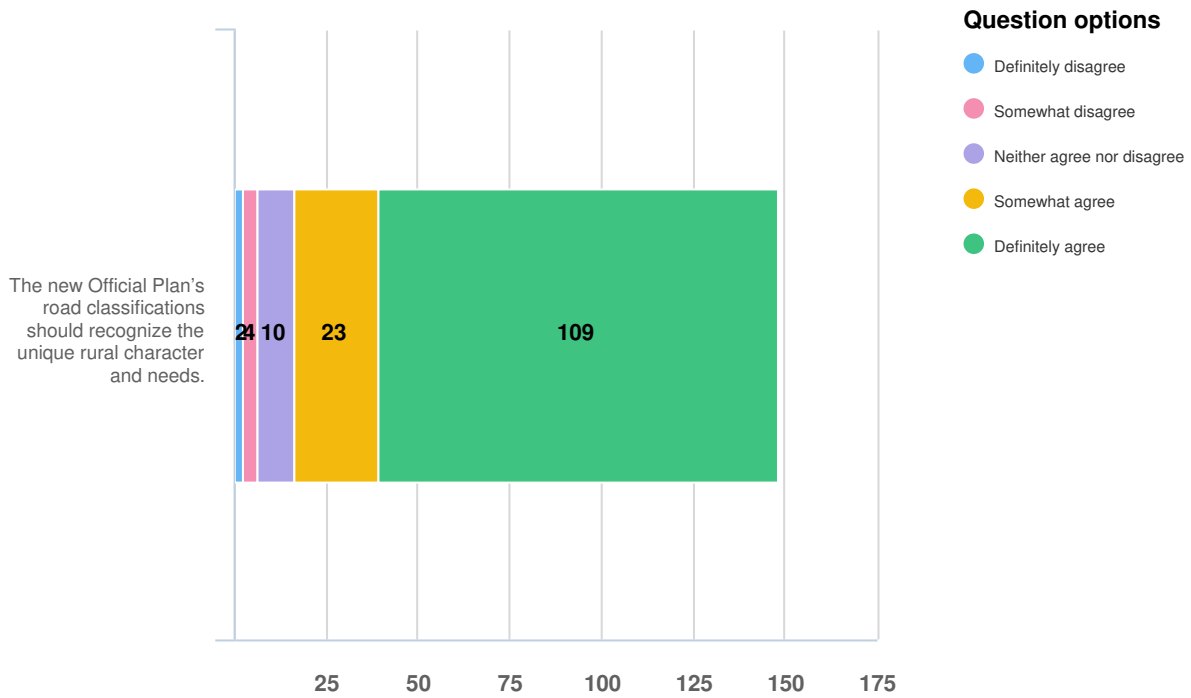
Optional question (147 response(s), 10 skipped)
Question type: Likert Question

Q20 | The new Official Plan could implement the Town’s Active Transportation Strategy, including the recommended improvements to ...

The new Official Plan could implement the Town’s Active Transportation Strategy, including the recommended improvements to the active transportation network in and to the rural area.



Q21 | The new Official Plan's road classifications should recognize the unique rural character and needs.



Optional question (148 response(s), 9 skipped)
Question type: Likert Question

Q21 | The new Official Plan’s road classifications should recognize the unique rural character and needs.

The new Official Plan’s road classifications should recognize the unique rural character and needs.

