#801975

P18

TOWN OF CALEDON

November 16, 2017

Hon. Steven Del Duca
Minister of Transportation
Ministry of Transportation of Ontario
Ferguson Block 3rd Flr, 77 Wellesley St W
Toronto, ON M7A 1Z8

Dear Minister Del Duca:

RE: CALEDON TRANSPORTATION MASTER PLAN

I am writing to advise that at the Council meeting held on November 7, 2017, Council adopted a resolution regarding the Caledon Transportation Master Plan.

The resolution reads as follows:

> That the Caledon Transportation Master Plan (CTMP) prepared by Paradigm Transportation Solutions Limited be endorsed;
>
> That the cycling projects summarized in Schedule E of Staff Report 2017-123 be approved in principle for consideration in future budgets and for the purposes of cycling infrastructure grant applications such as the Ontario Municipal Commuter Cycling Program;
>
> That Town staff be directed to work in collaboration with Peel Region, the Ministry of Transportation of Ontario, the Ministry of the Attorney General, other municipalities in Ontario, and Ontario Traffic Council to plan and implement the Red Light Camera and the Automatic Speed Enforcement programs in Caledon;
>
> That Town staff be directed to implement the improvements on Town roads as recommended in the Caledon Transportation Master Plan; and
>
> That a copy of the Report with the Council resolution be forwarded to the Ontario Ministry of Transportation, Metrolinx, the Regions of Peel, York and Halton, the Cities of Brampton and Vaughan, Towns of Orangeville, Mono, New Tecumseth, Erin, and Halton Hills, the Townships of King, East Garafraxa, Adjala-Tosorontio, Counties of Simcoe, Dufferin, and Wellington, the Credit Valley Conservation, the Toronto and Region Conservation Authority, and the City of Mississauga for their information.

As noted in the above resolution, a copy of the Staff Report has been enclosed for your information.

For more information regarding this matter, please contact Eric Chan, Manager of Transportation, Finance and Infrastructure Services at 905-584-2272, ext. 4076.

Thank you for your attention to this matter.

Sincerely,

Carey deGorter
General Manager, Corporate Services/Town Clerk
e-mail: carey.degorter@caledon.ca

cc. Phil Verster, Chief Executive Officer, Metrolinx
Kathryn Lockyer, Regional Clerk, Region of Peel
Chris Raynor, Regional Clerk, Region of York
Graham Milne, Acting Regional Clerk, Region of Halton
Peter Fay, Clerk, City of Brampton
Diana Rusnov, Clerk, City of Mississauga
Barbara McEwan, Clerk, City of Vaughan
Susan Greatrix, Clerk, Town of Orangeville
Mark Early, Chief Administrative Officer and Clerk, Town of Mono
Cindy Maher, Clerk, Town of New Tecumseth
Dina Lundy, Clerk, Town of Erin
Suzanne Jones, Clerk, Town of Halton Hills
Kathryn Moyle, Clerk, Township of King
Susan M. Stone, CAO/Clerk-Treasurer, Township of East Garafraxa
Barbara Kane, Clerk, Township of Adjala-Tosorontio
John Daly, County Clerk, County of Simcoe
Pam Hillock, County Clerk, County of Dufferin
Donna Bryce, County Clerk, County of Wellington
Deborah Martin-Downs, Chief Administrative Officer and Secretary-Treasurer, Credit Valley Conservation
Chief Executive Officer and Secretary-Treasurer, Toronto and Region Conservation Authority

Staff Report 2017-123

Meeting Date:	Tuesday, October 24, 2017
Subject:	Caledon Transportation Master Plan
Submitted By:	Arash Olia, Coordinator, Transportation Development, Finance and Infrastructure Services

RECOMMENDATION

That the Caledon Transportation Master Plan (CTMP) prepared by Paradigm Transportation Solutions Limited be endorsed;

That the cycling projects summarized in Schedule E of Staff Report 2017-123 be approved in principle for consideration in future budgets and for the purposes of cycling infrastructure grant applications such as the Ontario Municipal Commuter Cycling Program;

That Town staff be directed to work in collaboration with Peel Region, the Ministry of Transportation of Ontario, the Ministry of the Attorney General, other municipalities in Ontario, and Ontario Traffic Council to plan and implement the Red Light Camera and the Automatic Speed Enforcement programs in Caledon;

That Town staff be directed to implement the improvements on Town roads as recommended in the Caledon Transportation Master Plan; and

That a copy of the Report with the Council resolution be forwarded to the Ontario Ministry of Transportation, Metrolinx, the Regions of Peel, York and Halton, the Cities of Brampton and Vaughan, Towns of Orangeville, Mono, New Tecumseth, Erin, and Halton Hills, the Townships of King, East Garafraxa, Adjala-Tosorontio, Counties of Simcoe, Dufferin, and Wellington, the Credit Valley Conservation, and the Toronto and Region Conservation Authority, for their information.

REPORT HIGHTLIGHTS

Caledon Transportation Master Plan (CTMP) will serve as the roadmap to develop a sustainable, functional, and optimized transportation network within the Town. It will provide a broad and strategic level of assessment that identifies transportation improvements over the short-term (by the year 2021), and long-term (by the year 2031) and make recommendations for future projects and their staged implementation to address all modes of transportation, providing for a transportation system that is sustainable, integrated and encourages a healthy and active lifestyle.

The Town of Caledon retained Paradigm Transportation Solutions Limited to prepare CTMP for the time horizon up-to 2031, in accordance with the master planning provisions specified in the Municipal Class Environmental Assessment (EA) Process. CTMP was a collaborative approach with meaningful public engagement which included a comprehensive evaluation of transportation

deficiencies, opportunities, and solutions. The approach is consistent with municipal planning goals and EA planning principles. The community was engaged throughout the Study, with the input from stakeholders and residents helping to guide the outcomes of the CTMP.

The CTMP provides a strategic transportation framework for the Town of Caledon. It provides a multimodal transportation vision including roads and highway network, transit, active transportation, and transportation demand management strategies for the horizon year up to 2031. The recommended transportation strategy, summarized in Table 1, promotes a balanced approach to transportation that:

- Invests in road improvements to accommodate growth and enhance safety in a fiscally efficient manner,
- Emphasizes the need to promote and invest in sustainable modes of travel such as active transportation, through community partnership, policies and standards,
- Integrates with the existing and future character of the land uses which creates healthier communities, attracts employment, and enhances mobility and safety.
- Focuses on partnerships with local municipalities, the provincial government and private interests to build upon existing best practices to enhance services

The CTMP will serve as input to the Capital Budget (from 2018 and onward), the update of the Development Charge By-law, and any other studies/plans/policies relating to (such as the Traffic Calming policy, Bolton Queen Street Corridor Visioning Study, Development Standard Guideline, etc.)

Furthermore, the CTMP will serve as input to the review of the Caledon Official Plan (OP). While the CTMP is consistent with the current OP in principle, there are new and updated elements that could strengthen or modernize the schedules and policies in Official Plan. Also, the CTMP could help inform the future update of the Caledon Area Transportation Study, which will assess the transportation needs for the population and employment forecasts of 2041 and revised 2031 once these forecasts become available.

The Caledon Transportation Master Plan full report is available for Council approval on the Town's website (https://www.caledon.ca/en/townhall/resources/TMP_Final-Draft-Report.pdf)

Table 1: Recommended Transportation Strategies

Recommendation	Supporting fact/analysis	Strategy
Infrastructure improvement priority and budget (e.g. intersection improvements, widening for the budget consideration)	-Observed travel behaviour and traffic condition were based on counts and surveys (e.g. Census, TTS, ATR) - Future projections were based on Official Plan and estimated development permits which were used for other corporate budgeting purposes - Analyses were based on the state-of-the-art Travel Demand Forecasting Model from Peel Region to ensure the future assumptions are aligned and consistent	- Leveraging on regional and provincial transportation infrastructure investments (e.g. Emil Kolb Parkway - Coleraine Drive - Highway 427 extension; Highway 410 expansion) - Analyzing the intertwining impacts of all modes of transportation, and offering an overall strategy for transportation improvements (e.g. using the scientific modeling approach) - Preparing for growth (e.g. Mayfield West and Bolton), and therefore a need to update CTMP once every 5 years
Input to the Development Standard Manual (e.g. roadway classification, cross-section schematics, right of way needs)	- The recommendations was developed based on existing Caledon's practices, and enhanced with best practices e.g. Peel's Road Characterization Study, signal and streetlight standards, etc.	- Clarifying Caledon's vision for all new development applications - Standardizing roadway design that proactively build the community to the desired state from the beginning (instead of retrofitting which sometimes are expensive and physically infeasible) - Preparing for the new subdivisions in the growing areas (e.g. Mayfield West and Bolton)
Cycling infrastructure and programming (e.g. bike routes, promotional programs)	- The cycling recommendations were based on observed counts best practices, users' experience (Cycling Task Force), and multi-disciplinary approach (e.g. OPP, Parks/Recreation, Economic Development, Engineering, Risk/Legal, Peel/Conservation Authorities)	- Leveraging the cycling network and program expansion in and around Caledon (i.e. Peel, Brampton, Vaughan, conservation authorities, and the Province are all currently undertaking a cycling master plan/strategy) - A cycling program that meets all 5 E's required for the Bicycle Friendly Communities Designation program (5 E's = engineering, evaluation, education, encouragement, enforcement)
Planting the seed to support the upcoming Transit Feasibility Study	- The transit needs assessment was based on observed origin-destination pattern and trip purpose from the transportation survey	- Responding to the council direction on the initiation of a Transit Feasibility Study, the CTMP provides a preliminary review of the transit demand that will be reconfirmed in the upcoming focused study
Planting the seed to support the future plans (Caledon Official Plan, proactive operational strategy e.g. traffic safety/calming policy, Rail Safety Review, Traffic Impact Study guidelines update, Goods Movement, Travel Demand Management, Traffic Calming and Parking Management)	- The overall strategy was based on the existing plan (Growth Plan, Caledon Area Transportation Study, Official Plan) and regulations/legislations (e.g. Traffic By-law, Provincial legislation Bill 65 Safer School Zone Act) - The observations were based on the past/existing local traffic concerns in Caledon (e.g. speeding, through traffic, truck traffic, growing traffic in new development, etc)	- Working together with Community Services Department (Planning and Development), and all levels of government - Breaking the silos of localized / microscopic traffic remedies into a Town-wide macroscopic strategy (e.g. providing a community/people solution in a localized area while not losing sight of the overall broader objectives)

INTRODUCTION

a) Background

The Caledon Transportation Master Plan (CTMP) is a strategic planning document designed to identify and address the long-term transportation needs of the Town to the horizon year 2031 and beyond. Building on the directions articulated in the Town of Caledon Official Plan (OP) and the Region of Peel Long Range Transportation Plan (LRTP), the CTMP establishes the goals, strategies, and initiatives necessary to achieve the municipality's future transportation strategies as follows:

- Define a transportation vision that encompasses community values and identifies a direction to address the Town's mobility needs in an effective, responsible and sustainable manner.
- Provide a transportation framework that will support an economically sustainable and environmentally respectful growth management strategy consistent with local, regional and provincial policies.
- Identify opportunities for a multimodal approach to transportation service delivery that will maximize transportation capacity and foster the use of sustainable modes of transportation such as transit, cycling, and walking, while also considering the needs of automobiles and safe and efficient goods movement.
- Reflect the rural and urban character of Caledon, the rich heritage of the community, and its high quality of life.
- Itemize infrastructure requirements to build and maintain the transportation system to 2031.

b) Caledon Transportation Master Plan Process

The Town of Caledon retained Paradigm Transportation Solutions Limited to prepare the Caledon Transportation Master Plan (CTMP) in accordance with the Municipal Class Environmental Assessment (EA) Process. The process was intended to identify and address the long-term transportation needs of the Town to the horizon year 2031. Building on the directions articulated in the Town of Caledon Official Plan (OP) and the Region of Peel Long Range Transportation Plan (LRTP), the CTMP establishes the goals, strategies, and initiatives necessary to achieve the municipality's future transportation vision.

The key feature of the CTMP process includes meaningful public engagement. To provide meaningful opportunities for community input into the Transportation Master Plan and to reach a broad audience, the Town of Caledon hosted six "pop-up" engagement events around the municipality and provided an online feedback form, available from January to September 2016. Opportunities to engage were promoted through the Town's communication channels:

- Dedicated project web page on the Town's website (www.caledon.ca/tmp);
- Notice posted on the Town's website;
- Your Caledon Twitter account, Facebook account, and newsletter; and
- Project posters on community boards in Town libraries.

During the engagement activities, participants were asked to share where they generally live and travel on a large map of the Town. During one-on-one conversations, participants were also asked to share what elements of Caledon's transportation network they felt worked well, what issues or concerns they may have, and any improvements they would like to see explored.

A memorandum and presentation were provided to the Committee of the Whole: General in the August 29th, 2017 to inform the member of the Caledon Council that the draft Caledon Transportation Master Plan Report has been prepared and is ready to be released as a draft for public consultation. The Council acknowledged the draft Transportation Master Plan to be presented to the Public for their input. Council offered their feedback on the importance of the Public Transit Feasibility Study, Active Transportation, incorporating of the Bolton Transportation Master Plan recommendations in CTMP, Bike Parking, Old School and Healy Road as the major east-west Arterial Roadway and the extension of Highway 427 to Highway 9.

The second and final Public Information Centre (PIC) was held on September 25, 2017 to present the draft version of the TMP to the public. The PIC was held as a drop-in format highlighting the key components of the TMP. Both the consultant project team and Town staff were available to answer questions and provide further details.

Over the course of the second PIC, a number of residents, councillors and stakeholders attended with 30 participants signing the registrar. Residents had the opportunity to provide feedback through a comment form either in person on the project website until September 30, 2017.

c) Problems, opportunities, and alternative solutions

The Town of Caledon faces several problems and opportunities in regards to the transportation network in the next 15 years including as indicated in Table 2:

Table 2: Caledon Transportation Problems and Opportunities

Problems	Opportunities
Keeping pace with increasing volume of traffic due to rapidly increasing population and employment	Collaboration of transportation and land use planning
Increasing needs for all road users (heavy trucks, drivers, and cyclists)	Harmonizing and integrating with all modes of transportation
Rural Roadway Deficiencies	Maintaining state-of-good repair
Evolving Land Development	Coordination to achieve healthier and safer communities for the new developments

In the next 15 years, population and employment growth in Caledon will place great pressures on the transportation system. The Town must respond to these pressures to meet the vision of creating a safe, efficient, reliable, convenient, sustainable and multimodal transportation network.

To achieve the transportation vision, distinct transportation planning alternatives were derived and analyzed. As the Caledon CTMP utilizes the Peel Region model, the alternatives for the CTMP come from the Region of Peel LPTP.

SUPPORTING FACTS/ANALYSIS

a) Existing Conditions

An understanding of the current transportation system is essential to addressing the problems and opportunities in Caledon. The following characteristics and travel conditions observed on the existing transportation network in the Town of Caledon using Transportation Tomorrow Survey (TTS) findings and Traffic Studies.

- Half of all vehicles trips on Caledon Roads are through trips (i.e. origin and destination outside of Caledon).
- The majority of trips (74% of total trips) are single-occupant vehicle trips.
- Pearson Employment Lands in Brampton and Mississauga are the destinations for most Caledon Labor Force (30% of total trips).
- Bolton accounts for 46% of total Caledon Population.
- Caledon has a variety of cycling/trail system.
- Aging population in Caledon is on the rise.
- Trucks and aggregate trucks in Caledon are increasing (16% increase between 2006 and 2011).
- High Growth in Caledon (4.2% increase between 2006 and 2011).

b) Forecasting Future Travel Demand

The Town of Caledon is expected to experience considerable growth between 2011 and 2031. Table 3 summarizes the population and employment forecasts to 2031, in ten-year intervals, from the Caledon OP. The population and employment are expected to almost double by 2031 (3% and 4% growth/year, respectively).

Table 3: Population and Employment Growth Forecasts for Caledon

Year	Population	Employment
2011	59,460	21,242
2021	87,000	40,000
2031	108,000	46,000

Future travel demand forecasting is based on the Region of Peel transportation demand model, which was a computer-simulated scientific model, to determine future growth.

The traffic volume forecasts for both the 2011 and 2031 horizons were summarized by a series of screenlines, which followed the same screenlines as used in the Caledon Transportation Needs Study Update (March 2009).

Traffic volume forecasts 2031 were analyzed against a 2011 baseline and the following are the top five traffic growth areas assuming no GTA West Corridor:

- West of Highway 10 from Mayfield Road to Olde Base Line Road (6.19% per year)
- West of Airport Road from Mayfield Road to Olde Base Line Road (5.55% per year)
- South of Highway 9 between Humber Station Road and Albion Vaughan Townline (5.51% per year)
- North of Mayfield Road from Winston Churchill Boulevard to Highway 10 (4.44% per year)
- North of Mayfield Road between Kennedy Road and Airport Road (4.05% per year)

The analysis of the model forecasts shows that the largest growth is generally seen in the south area of Caledon.

c) Planning Framework

The CTMP has been developed within the context of previous and ongoing land use and transportation planning initiatives undertaken by the Town of Caledon, the Region of Peel, and Provincial government ministries and agencies. The key plans and policies that have informed the CTMP include in Table 4:

Table 4: Key Plans and Policies

Provincial Plans and Policies	Region of Peel Policies and Plans	Town of Caledon Policies and Plans
Provincial Policy Statement (2014)	Peel Region Official Plan (2014)	Town of Caledon Official Plan (2015)
Places to Grow, Growth Plan for the Greater Golden Horseshoe (2013)	Peel Region Climate Change Strategy (2011)	Town of Caledon Secondary Plan for Mayfield West Phase II – Transportation Master Plan (2016)
Accessibility for Ontarians with Disabilities Act (2005)	Region of Peel Health Background Study (2011)	Town of Caledon Community Based Strategic Plan (2010)
Greenbelt Plan (2005)	Peel Region Long Range Transportation Plan Update (2012)	Caledon Transportation Needs Study Update (2009)
Metrolinx Regional Transportation Master Plan: The Big Move (2008)	Region of Peel Road Characterization Study (2013)	Bolton Transportation Master Plan (2015)
GTA West Corridor Environmental Assessment (ongoing)	Peel Region Strategic Goods Movement Network Study (2013)	Caledon East Community Improvement Plan (2014)
Ontario Transit Supportive Guidelines (2012)	Peel Region Active Transportation Plan (2011)	Caledon Trails Master Plan (2011)
Ontario Cycling Strategy (2013)	Peel Region Transportation Demand Management (TDM) Plan (2014-2018)	Highway 427 Industrial Secondary Plan – Area 47 (2014)
Ontario Trails Strategy (2010)		

Conclusion and Recommended Plan

a) Roads and Intersection Improvements

The road network illustrated in the Town of Caledon Official Plan was determined to be satisfactory to serve future transportation demands based on the travel forecasting outlined in CTMP, with the addition of the following road network improvements. In summary, the short and long term improvements are identical in the approved capital plan and 2014 Development Charge background study, thus no additional financial implication. In addition, there are recommendations to improve the safety of cycling on rural roads by adding paved shoulder. These projects will be integrated with the overall road resurfacing capital plan to save cost on project administration and cost efficiency during construction. As well, paved shoulder is an industry-leading practice that improve the longevity of the roadway, because of the reduced longitudinal contact stress by the tire contact and the reduced the rain water runoff deterioration, resulting in decreased lifecycle cost.

The recommended road network improvement program was derived principally from the recommendations of the Bolton TMP and Mayfield West Phase 2 Secondary Plan TMP, with regard for the long-term capital works program set out in the 2014 Town of Caledon Development Charge Background Study. The analyses completed through the TMP study confirmed the expansion projects identified through those prior studies were still necessary for implementation by the year 2031.

It is noted that the long-term capital roads program contained in the 2014 Development Charge Background Study includes other projects considered necessary to support planned growth in Caledon not identified in this document. The TMP has focused more on expansion (widening and new construction) projects in established development areas. The absence of a specific project identified in the 2014 Development Charge Background Study from the recommended improvement program in this TMP should not be construed as the project is not necessary to support future growth.

Table 5 and Table 6 display the road network improvements required by Horizon 2021 and Horizon 2031, respectively, consistent with the Bolton TMP and Mayfield West Secondary Plan TMP.

Table 5: Road Network Improvements by the Horizon 2021

Road	From	To	Type of Improvement
Simpson Road	Mayfield Road	260 m south of Parr Boulevard	Extension (0-2 lanes)

Table 6: Road Network Improvements by the Horizon 2031

Road	From	To	Type of Improvement
Albion Vaughan Road	Mayfield Road	King Street	Widening (2-4 lanes)
George Bolton Parkway Extension	Highway 50	Industrial Road	Extension (0-2 lanes)
Spine Road	Hurontario Street	Chinguacousy Road	New Road Construction
McLaughlin Road	Mayfield Road	Old School Road	Road Improvements and Widening
Chinguacousy Road	Mayfield Road	North Limits	Road Improvements and Widening

Based on the travel forecasting Town intersections were evaluated based on warrant for signalization, dedicated left-turn/right-turn lanes and potential for safety improvement index. The evaluation of each criteria served as the basis for prioritizing the town intersections to investigate operational and safety concerns. The top 10 intersections were analyzed to identify operational and safety issues, and suggest potential improvements for the town to consider. The identified issues and potential improvements are presented in details on CTMP.

Based on the growth to-date and 2016 traffic conditions/volumes, the following two intersections have met the warrants for traffic signals in the near term:

- Healey Road and Simpson Road (included in 2017 capital budget)
- Abbotside Way and Kennedy Road (Report 99/2017 included in 29-August-2017 General Committee agenda)

Further, the following two intersections recommended for improvement for the 2031 horizon were the only locations that met all three warrants (signal, left-turn lane and right-turn lane):

- Nixon Road and McEwan Road
- Humber Station Road and Healey Road

The CTMP also provides a priority list of other intersections in the short and longer term that the Town should continue to monitor and implement improvements as warranted.

The recommended infrastructure improvements leverage from the regional and provincial transportation improvements such as Emil Kolb Parkway, Highway 427 extension and Highway 410 expansion. Altogether, these improvements help mitigate the growing transportation needs from the new growth area such as Mayfield West and Bolton. Because of the anticipated continued growth beyond 2031, there is a need to update the CTMP every 5 years.

Recommendation:

- Implement the road widening as referred above;
- Implement the Infrastructure improvements recommendations to address capacity and/or safety deficiencies at each intersection. Details of the Intersections Improvements Plan are provided in Schedule A.
- Continue to monitor and assess the need for improvements at key intersections in the Town

b) Rights-of-Way and Functional Classification

Road systems are typically classified according to a hierarchy that recognizes different types of roads serve different purposes. A roadway hierarchy will reflect variations in design standards, flow characteristics, traffic volumes, traffic control, access control, vehicle type and land use considerations. The roadway classification system within the Town of Caledon is outlined in the Town of Caledon Official Plan. The classification criteria have been used to categorize the various types of roadways by their function in terms of providing mobility and land access.

In reviewing the existing road designations in the Town's Official Plan, there were no facilities requiring a change in classification to meet future travel demands. Although different roads with the same classification will serve slightly different purposes, the varying cross-sections discussed below can address these requirements without the need to redesignate any facilities in the Town's Official Plan.

c) Typical Cross-Sections

The Road Characterization Matrix provided in Schedule B summarizes the recommended roadway cross-section elements and dimensions for seven different street types within the Town, based on the Peel Region Roadway Characterization Study. Schedule C illustrates the typical cross-sections developed for each roadway category.

Recommendation

- Incorporate the typical cross-sections (Schedule C) into the Caledon Development Standard Manual.
- The Town should consider all modes of transportation in terms of the hierarchy of modes when making decisions regarding the transportation network and strive improve conditions for vulnerable road users. Policy and design changes should not make conditions worse for the most vulnerable road users. When modes further down the hierarchy are prioritized, reasoning should be detailed and explained.
- The Town should partner and actively participate in the Region's Traffic Safety Strategy, Access Management and Roadway Classification and Operational Plan as part of

working towards Vision Zero and ensuring the needs of the Town are identified and considered.

d) Active Transportation

An active transportation network and supporting infrastructure design guidelines are presented in the CTMP aims to direct the Town toward creating connected and well-designed pedestrian and cycling networks. The overall intent is to enable Caledon residents and visitors to walk, bicycle and utilize other non-vehicular travel modes safely and efficiently regardless of age and physical or mental ability. The recommendations are (will be) coordinated with neighboring municipalities, conservation authorities, and the Provincial cycling plans.

In June 2017, the Province announced the Ontario Municipal Commuter Cycling Program (OMCC) which is a multi-year program with $42.5M available in the first year. Funding for future years will be determined based on availability of cap and trade proceeds. All Ontario municipalities are eligible for annual OMCC funding to support up to 80% of costs associated with their implementation of eligible commuter cycling projects. The Town has submitted in September 2017 as the Year 1 of the OMCC application, with the condition that the list of projects will be submitted once council approve the CTMP. The Year 2 application deadline is April 2018. The list of cycling projects includes the road reconstruction projects that have paved shoulder or bike lane, the Queensgate Blvd road diet with buffered bike lane (cost of design study in proposed 2018 Budget, and cost of construction in proposed 2019 Budget), Bike specific signage, signaling and pavement markings, and bike racks. A summary of cycling infrastructure improvements recommended to be approved in principle to promote active transportation in future budget discussions and for the purposes of cycling infrastructure grant applications, such as the OMCC program, is included as Schedule E to this report.

Key achievements and actions are as follows:

Recommendations:

- Town wide cycling network with recommended implementation to 2031
- Community pedestrian plans for the villages with recommended implementation to 2031
- Treatments for transition between facility types
- Design standards for bike parking and other supporting facilities e.g. kiosks and bike repair stands
- Implement the Short-Term and Long-Term Network Plans for Walking and Cycling Routes
- Implement the Trails Master Plan and a Sidewalk Strategic Plan
- Update the active transportation policies in the Official Plan
- Continue to participate in the Active and Safe Routes to School Program and Caledon Cycling Task Force
- Apply to the Ontario Municipal Commuter Cycling Program for the construction of cycling infrastructure

e) Local Public Transit Service

An efficient and effective public transit system is a key future component of the Town's transportation system, as provincial policy directions work towards creating more compact and complete communities. Section 5.9.5.4 of the Town's Official Plan details the policies intended to support the enhanced use and accessibility of public transit in the Town. Specifically, the OP identifies the opportunity to examine the need for a public transit service, as warranted by economic feasibility and service demand. The Town is currently undertaking the Transit Feasibility Study which will further investigate and document the plan for future public transit and the necessary planning initiatives in the Town.

A critical component of transit infrastructure design is the transit stop, as it provides the interface between passengers and buses. Safety of both passengers and the transit operator and accessibility to accommodate patrons of all ages and abilities are paramount for the implementation of any bus stop. The location of a transit stop determines the accessibility, and therefore the effectiveness and to a certain extent, the physical design of the stop. A balance in the spacing of stops is required to minimize excessive stopping and also to minimize long walking distances. Transit stop spacing should be governed by overall network spacing, proximity to activity centres and traffic considerations.

Recommendations:

- The Transit Feasibility Study should review the need for a local transit service, provide relevant background documentation and develop the level of use, service delivery concepts, expected timeline and broad cost figures for Town Council to review to determine if a public transit service is feasible.

- The Town should endeavor to provide a local transit stop within easy walking distance (400 meters) of all urban land uses.

- Introduce transit stop criteria and design policies into the Town of Caledon Official Plan

f) Potential Transportation Demand Management (TDM) Measures

There are several opportunities within the Town to expand and improve transportation with the implementation of TDM programs and measures. The main types of TDM measures and programs focus on education, promotion and outreach, and travel incentives and disincentives. These measures coupled with sustainable travel options and supportive land use practices create an integrated approach to mobility management. To reduce single occupant vehicle trips in Caledon, the focal points of future TDM initiatives include: active transportation and transit in the rural service centres and carpooling in areas where fixed transit routes are not practical.

It is important that the Town coordinate with the Region, City of Brampton, the Province and Metrolinx when undertaking TDM actions, as TDM is generally more effective when applied on a broader scale.

Recommendations:

- Increase local awareness of TDM with marketing and education programs;
- Include TDM considerations in all municipal plans and studies;
- Lead by example by implemented Town TDM measures and expanding the Town's; role and participation in Smart Commute Brampton-Caledon; and
- Support Peel Region's TDM initiatives.
- Develop and implement a long-term Carpool Lot Strategy

At this stage, the Town can most effectively advance its TDM program locally by leveraging and participating in Region- wide initiatives such as Smart Commute Brampton-Caledon and taking advantage of other Regional investments in TDM. But the Town will begin to establish its own initiatives as the community and its acceptance of TDM continue to mature.

g) Truck Routes and Goods Movement

Heavy truck restrictions are used to protect road infrastructure that cannot bear heavy loads or roads where truck traffic would be unsuitable (e.g. narrow lanes, on or near local residential roads). A "Heavy Truck" is defined as commercial motor vehicle with a weight when unloaded, of three tonnes or more, or when loaded, of five tonnes or more, but does not include a passenger vehicle, an ambulance or any Vehicle of a police or fire department. The Town of Caledon Traffic By-law No. BL-2015-058 details Heavy Truck Restrictions within the Town. Under Section 20, heavy trucks in Caledon are restricted to the Peel Regional Road network, with exceptions stated in Section 21, 22 and 23. Local deliveries, heavy trucks accessing owner's and/or operator's principal residence and vehicles identified under Section 23 of the By-law are permitted on the Town of Caledon Road network. Local deliveries and collections are exempt from heavy truck restrictions if the location cannot be reached by any other road and provided that the route taken is the shortest possible to and from the location on the truck restricted route

Safe and efficient movement of goods and services within and through the Town is essential for sustainable economic growth and is an important component of the Town's economy in attracting and retaining a wide range of industries and businesses. In the Town of Caledon, the community is concerned with the safety of goods movement, within the built-up areas near major arterials and collector roads. While the roadways were designed to accommodate heavy vehicles, they adversely affect the livability the community.

Recommendations:

- Participate in the Peel Region Goods Movement Strategic Plan
- Developing and supporting a comprehensive, integrated and effective multi-modal goods movement system for the safe and efficient movement of goods;
- Formulating a strategic goods movement network and to define a truck route network for the Town;

- Supporting the Region's effort to acquire a necessary goods movement database for strategic planning, analysis and formulation of goods movement plans and programs;
- Investigating the feasibility of truck-only lanes on selected roads in Peel and the Town should support the Region's efforts in encouraging the Province to undertake highway improvements in a timely fashion; and Encouraging railway companies to play a more significant role in the movement of goods to and from the Town of Caledon.

h) Traffic Calming and Safety

The Town's Urban Traffic Calming Manual, in effect since 2004, provides an established process to fairly screen all neighborhood requests for the installation of traffic calming measures. The policy has been developed so that traffic calming measures can be used, where deemed appropriate to improve safety on Caledon streets and not adversely affect operating costs and Emergency services. The manual requires updating to reflect new initiatives and policies and to improve its effectiveness. The Town does not include policies on neighborhood traffic management/traffic calming in its Official Plan and should update the OP to include directives.

On May 30, 2017 the Minister of Transportation passed Bill 65, the Safer School Zone Act. The intent of Bill 65 is to amend the Highway Traffic Act (HTA) by repealing the current photo radar provisions and enact a new Automated Speed Enforcement (ASE) system. Municipalities would be able to enact bylaws to allow the use of the ASE in community safety zones and schools zones. Municipalities will be responsible for ASE administration, including location selection and the installation of cameras, signage, judicial processing and communications. MTO will be preparing the ASE Regulations for Provincial approval. Accordingly, it is anticipated that ASE implementation by municipalities is about two years out (at the earliest). Staff have started working in partnership with other municipalities and the Province, led by the Ontario Traffic Council, to explore how to best apply this new tool in terms of technology, application and processing. This partnership allows for consistency across Ontario, with opportunities to adjust based on local context. Staff is looking for Council endorsement for staff to work with Ontario Traffic Council and the partnering government agencies for the potential acquisition of ASE for deployment in Caledon.

In the future opportunity of renewing/expanding Peel's Red Light Camera (RLC) program, there is possibility of including the intersections in Caledon subject to the court system in Caledon, Since the ASE investigation involves the review of the court system as well, staff recommend to review the judicial implications jointly with the potential RLC program and the ASE program, with collaboration with Peel Region.

Recommendations:

- Introduce Neighborhood Traffic Management/Traffic Calming policies into the Town of Caledon Official Plan
- Update the Caledon Traffic Calming Manual as required
- Participate in the discussion of the Automatic Speed Enforcement at School Safety Zones and Community Safety Zones

- Participate in the discussion of Red Light Camera program with Peel Region

I) Parking Management

Parking is an essential component of the transportation system, as vehicles must park at all destinations. Parking comes at a major cost to society and parking conflicts including under or oversupply or parking and inefficient use of parking are the most common problems. Parking management involves policies and programs that result in more efficient use of parking resources and a reduction in the number of parking spaces required. Section 5.9.5.8 of the Town's Official plan details the parking management policies which recognize the need to achieve careful planning of the location, quantity and cost of parking.

Recommendations:

- The Town should investigate the need for parking management strategies, including the need for paid parking.

J) Summary of the Recommendations

The phasing of the transportation improvements recommended in the Transportation Master Plan considers the forecast growth in population and employment within the Town and associated travel demand. Relative priority compared to other initiatives and the broader transportation objectives of the Town were also considered. The recommended projects have been classified in two phases as follows:

- Short term, generally considered appropriate for implementation by the Horizon 2021;
- Long term, considered to be needed for implementation by the Horizon 2031.

Projects recommended for implementation in the short-term horizon generally are considered needed to address existing conditions and to serve planned growth of population and employment to the year 2021. The total cost for the three short-term projects, between 2018 and 2021, is estimated at approximately $11 million.

Seven projects are considered necessary for implementation by the year 2031. The total cost for these projects, between 2022 and 2031, is estimated at approximately $45 million. Potential active transportation network improvements will be implemented primarily as opportunities are presented through the Town's ongoing road rehabilitation and reconstruction program. The required budget will be considered in future budgets.

Details of the Implementation Phasing are provided in Schedule D.

FINANCIAL IMPLICATIONS

Potential funding sources to implement the Transportation Master Plan recommendations in addition to the general tax levy include:

- Development Charges
    - Projects identified in the Town's current Development Charge Background Study may be funded/partially funded by Development Charges.
    - Additional recommendations related to the 2031 time horizon will be incorporated into the Town's next Development Charges Background Study.
- Simpson Road (at Mayfield) will be funded by the benefitting landowners.
- Spine Road and McLaughlin Road will be upfronted by the Mayfield West 2 Landowner's group.

The 10 year capital forecast will be updated to include the recommendations outlined in this memo.

NEXT STEPS

The Town Caledon should continue to work with the Region of Peel and other appropriate jurisdictions to implement the recommendations of the Colton Transportation Master Plan.

The Caledon Transportation Master Plan full report is available for Council approval on the Town's website (https://www.caledon.ca/en/townhall/resources/TMP_Final-Draft-Report.pdf)

ATTACHMENTS

Schedule A – Intersections Improvements Plan
Schedule B – The Road Characterization Matrix
Schedule C – Typical Cross-Sections
Schedule D – Implementation Phasing
Schedule E – Cycling Projects

TABLE B.1: PRIORITIZATION OF INTERSECTIONS BASED ON 2016 VOLUMES

#	ID	Intersection	Traffic Control	Total Number of Qualifying Warrants	Signal Warrant Met	Left-turn Warrant Met	Right-turn Warrant Met	PSI	Category
Recommended for Implementation (based on satisfying traffic signal warrant)									
1	17	Healey Road and Simpson Road	Unsignalized	2	Y		Y	0	Unsignalized + 2 warrants met
2	4	Abbotside Way and Kennedy Road	Unsignalized	2	Y	Y		0	
Suggested for Monitoring (for future consideration)									
1	24	Albion Vaughan Road and Queensgate Boulevard	Signalized	2		Y	Y	0.325	Signalized + left turn lane warrant met
2	37	Queensgate Boulevard and Landsbridge Street	Signalized	1			Y	2.093	Signalized + right-turn lane warrant met
3	21	Columbia Way and Kingsview Drive	Signalized	1			Y	0	
4	36	McEwan Drive and CT/WM Driveway	Signalized	1			Y	0	
5	25	Albion Vaughan Road and Commercial Road	Unsignalized	2		Y	Y	2.091	Unsignalized + 2 warrants met
6	26	Industrial Road and Albion Vaughan Road	Unsignalized	2		Y	Y	0.158	
8	9	Old School Road and McLaughlin Road	Unsignalized	1			Y	3.938	Unsignalized + right-turn lane warrant met
9	18	Nixon Road and McEwan Drive	Unsignalized	1			Y	2.457	
10	34	Mount Wolfe Road and Old Church Road	Unsignalized	1			Y	0.118	
11	5	Kennedy Road and Dougall Ave	Unsignalized	1			Y	0	

#	ID	Intersection	Traffic Control	Total Number of Qualifying Warrants	Signal Warrant Met	Left-turn Warrant Met	Right-turn Warrant Met	PSI	Category
12	10	Old School Road and Kennedy Road	Unsignalized	1			Y	0	
13	12	Old School Road and Bramalea Road	Unsignalized	1			Y	0	
14	16	Humber Station Road and Healey Road	Unsignalized	1			Y	0	
15	22	Columbia Way and Mount Hope Road	Unsignalized	1			Y	0	
16	23	Caledon King Town Li S and Columbia Way	Unsignalized	1			Y	0	
17	31	Mount Wolfe Road and Castlederg Side Road	Unsignalized	1			Y	0	
18	20	Simpson Road and Parr Boulevard	Unsignalized	1			Y	0	
19	14	Healey Road and Innis Lake Road	Unsignalized	0				2.381	Unsignalized, no warrant met
20	13	Torbram Road and Old School Road	Unsignalized	0				1.659	
21	28	Innis Lake Road and Castlederg Side Road	Unsignalized	0				1.472	
22	11	Heart Lake Road and Old School Road	Unsignalized	0				0.307	
23	35	Shaws Creek Road and Beech Grove Sr	Unsignalized	0				0.211	
24	27	Boston Mills Road and Creditview Road	Unsignalized	0				0.127	
25	6	Old School Road and Heritage Road	Unsignalized	0				0	

#	ID	Intersection	Traffic Control	Total Number of Qualifying Warrants	Signal Warrant Met	Left-turn Warrant Met	Right-turn Warrant Met	PSI	Category
26	7	Creditview Road and Old School Road	Unsignalized	0				0	
27	8	Chinguacousy Road and Old School Road	Unsignalized	0				0	
28	15	Healy Road and Centreville Creek Road	Unsignalized	0				0	
29	29	Mount Hope Road and Castlederg Side Road	Unsignalized	0				0	
30	30	Mount Pleasant Road and Castlederg Side Road	Unsignalized	0				0	
31	32	Mount Hope Road and Old Church Road	Unsignalized	0				0	
32	33	Mount Pleasant Road and Old Church Road	Unsignalized	0				0	
33	1	Spine Road and Chinguacousy Road							Intersection does not exist yet
34	2	Spine Road and McLaughlin Road							
35	3	Abbotside Way and Heart Lake Road							
36	19	Simpson Road and George Bolton Parkway							

TABLE B.2: PRIORITIZATION OF INTERSECTIONS BASED ON 2031 FORECAST VOLUMES

No.	ID	Intersection	Traffic Control	Total Number of Qualifying Warrants	Signal Warrant Met	Left-turn Warrant Met	Right-turn Warrant Met	PSI	Category
Recommended for Implementation (based on satisfying all 3 warrants)									
5	18	Nixon Road and McEwan Drive	Unsignalized	3	Y	Y	Y	2.457	Unsignalized + all 3 warrants met
6	16	Humber Station Road and Healey Road	Unsignalized	3	Y	Y	Y	0	
Suggested for Monitoring (for future consideration)									
1	24	Albion Vaughan Road and Queensgate Boulevard	Signalized	2		Y	Y	0.325	Signalized + left turn lane warrant met
2	21	Columbia Way and Kingsview Drive	Signalized	2		Y	Y	0	
3	37	Queensgate Boulevard and Landsbridge Street	Signalized	1			Y	2.093	Signalized + right-turn lane warrant met
4	36	McEwan Drive and CT/WM Driveway	Signalized	1			Y	0	
5	25	Albion Vaughan Road and Commercial Road	Unsignalized	2		Y	Y	2.091	Unsignalized + 2 warrants met
6	26	Industrial Road and Albion Vaughan Road	Unsignalized	2		Y	Y	0.158	
7	23	Caledon King Town Li S and Columbia Way	Unsignalized	2		Y	Y	0	
8	5	Kennedy Road and Dougall Ave	Unsignalized	2		Y	Y	0	
9	8	Chinguacousy Road and Old School Road	Unsignalized	2		Y	Y	0	

No.	ID	Intersection	Traffic Control	Total Number of Qualifying Warrants	Signal Warrant Met	Left-turn Warrant Met	Right-turn Warrant Met	PSI	Category
10	28	Innis Lake Road and Castlederg Side Road	Unsignalized	1		Y		1.472	Unsignalized + left-turn lane warrant met
11	9	Old School Road and McLaughlin Road	Unsignalized	1			Y	3.938	Unsignalized + right-turn lane warrant met
12	11	Heart Lake Road and Old School Road	Unsignalized	1			Y	0.307	
13	34	Mount Wolfe Road and Old Church Road	Unsignalized	1			Y	0.118	
14	10	Old School Road and Kennedy Road	Unsignalized	1			Y	0	
15	12	Old School Road and Bramalea Road	Unsignalized	1			Y	0	
16	22	Columbia Way and Mount Hope Road	Unsignalized	1			Y	0	
17	31	Mount Wolfe Road and Castlederg Side Road	Unsignalized	1			Y	0	
18	20	Simpson Road and Parr Boulevard	Unsignalized	1			Y	0	
19	14	Healey Road and Innis Lake Road	Unsignalized	0				2.381	Unsignalized, no warrant met
20	13	Torbram Road and Old School Road	Unsignalized	0				1.659	
21	35	Shaws Creek Road and Beech Grove Sr	Unsignalized	0				0.211	
22	27	Boston Mills Road and Creditview Road	Unsignalized	0				0.127	

No.	ID	Intersection	Traffic Control	Total Number of Qualifying Warrants	Signal Warrant Met	Left-turn Warrant Met	Right-turn Warrant Met	PSI	Category
23	6	Old School Road and Heritage Road	Unsignalized	0				0	
24	7	Creditview Road and Old School Road	Unsignalized	0				0	
25	15	Healy Road and Centreville Creek Road	Unsignalized	0				0	
26	29	Mount Hope Road and Castlederg Side Road	Unsignalized	0				0	
27	30	Mount Pleasant Road and Castlederg Side Road	Unsignalized	0				0	
28	32	Mount Hope Road and Old Church Road	Unsignalized	0				0	
29	33	Mount Pleasant Road and Old Church Road	Unsignalized	0				0	
30	1	Spine Road and Chinguacousy Road							Intersection does not exist yet
31	2	Spine Road and McLaughlin Road							
32	3	Abbotside Way and Heart Lake Road							
33	19	Simpson Road and George Bolton Parkway							

TABLE 4.4: ROAD CHARACTERIZATION MATRIX

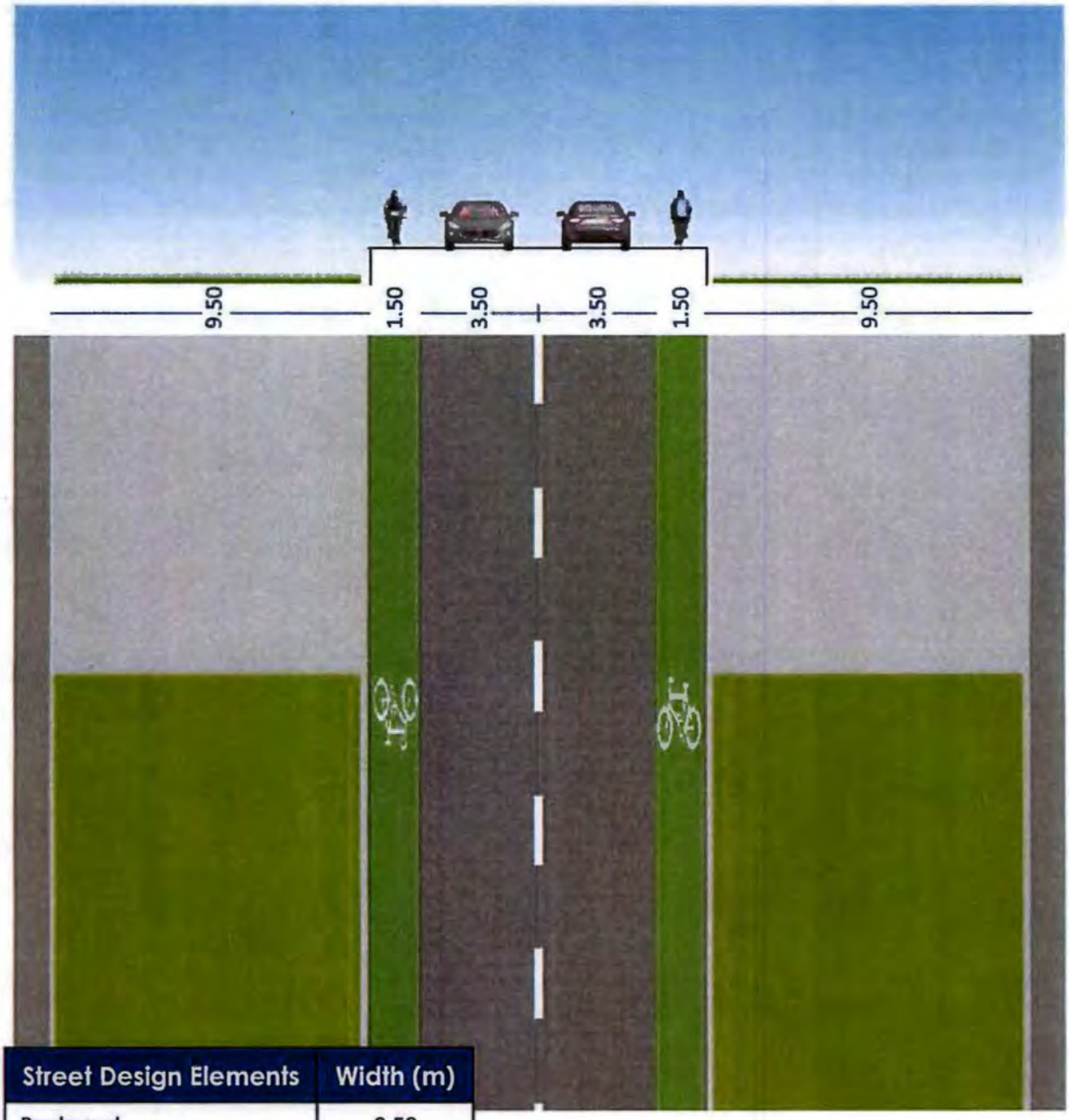
Street Type	Land Use Designation	Through Lanes	Right of Way [m]	Desired Operating Speed [km/h]	Transit Role	Area for Pedestrians and Other Facilities[1]	Bicycle Facilities	Drainage Conditions	Freight Role
Rural Road	Prime Agricultural Area, Rural Lands	2 to 4	26 m	40 to 80 km/h	Very Limited and Site Specific	Shoulder	Shoulder	Rural Swale	Agricultural Material Transport and Local Deliveries Only
Rural Main Street	Rural Service Centre	2 to 4	20 to 26 m	40 to 60 km/h	Limited to Designated Stops or Stations	Village Specific - 1.5 m Minimum Sidewalk + Furnishing/Planting Zone + Splash Strip + Utility Zone	Behind the Curb where Design Speeds Exceed 50 km/h Otherwise On-Street	Curb and Gutter	Local Deliveries
Urban Main Street	Village or Hamlet	2 to 4	20 to 26 m	40 to 60 km/h	Major	Desired 1.5 m Minimum Sidewalk + Furnishing/Planting Zone + Splash Strip + Utility Zone	Behind the Curb	Curb and Gutter	Local Deliveries
Industrial Collector	General, Dry, Prestige Industrial	2 to 4	26 m	40 to 60 km/h	Moderate to Major	Location Specific - Desired 1.5 m Minimum Sidewalk + Planting Zone + Splash Strip + Utility Zone	Recommend the Use of Professional Judgement in High Volume Traffic Areas Where Access Points to Adjacent Uses or Intersections are <300m Apart	Curb and Gutter or Rural Swale Depending on Adjacent Uses	Local Deliveries

TABLE 4.4: ROAD CHARACTERIZATION MATRIX

Street Type	Land Use Designation	Through Lanes	Right of Way [m]	Desired Operating Speed [km/h]	Transit Role	Area for Pedestrians and Other Facilities[1]	Bicycle Facilities	Drainage Conditions	Freight Role
Commercial Collector	Commercial	2 to 4	26 m	40 to 60 km/h	Moderate to Major	Location Specific - Desired 1.5 m Minimum Sidewalk + Planting Zone + Splash Strip + Utility Zone	Behind the Curb where Design Speeds Exceed 50 km/h Otherwise On-Street	Curb and Gutter	Local Deliveries
Residential Collector	Low, Medium, High Density and Special Residential, Institutional	2 to 4	20 to 30 m	40 to 60 km/h	Moderate to Major	Desired 1.5 m Minimum Sidewalk + Furnishing/Planting Zone + Splash Strip + Utility Zone	1) For New Construction or Reconstruction accommodated in a 3 m Off-Street Multi-Use Trail 2) In Transitional Situations provide 1.5 m Striped On-Street Bicycle Lanes	Curb and Gutter	Local Deliveries
Local	Any Designation	2	17 to 20 m	30 to 40 km/h	Limited to Designated Stops	Desired 1.5 m Minimum Sidewalk	Sharing the Road	Curb and Gutter or Rural Swale Depending on Adjacent Uses	Local Deliveries

[1] In the case of new construction or reconstruction, where multiuse paths are proposed, the multiuse path will take the place of the sidewalk.

Schedule C - Typical Cross-Sections



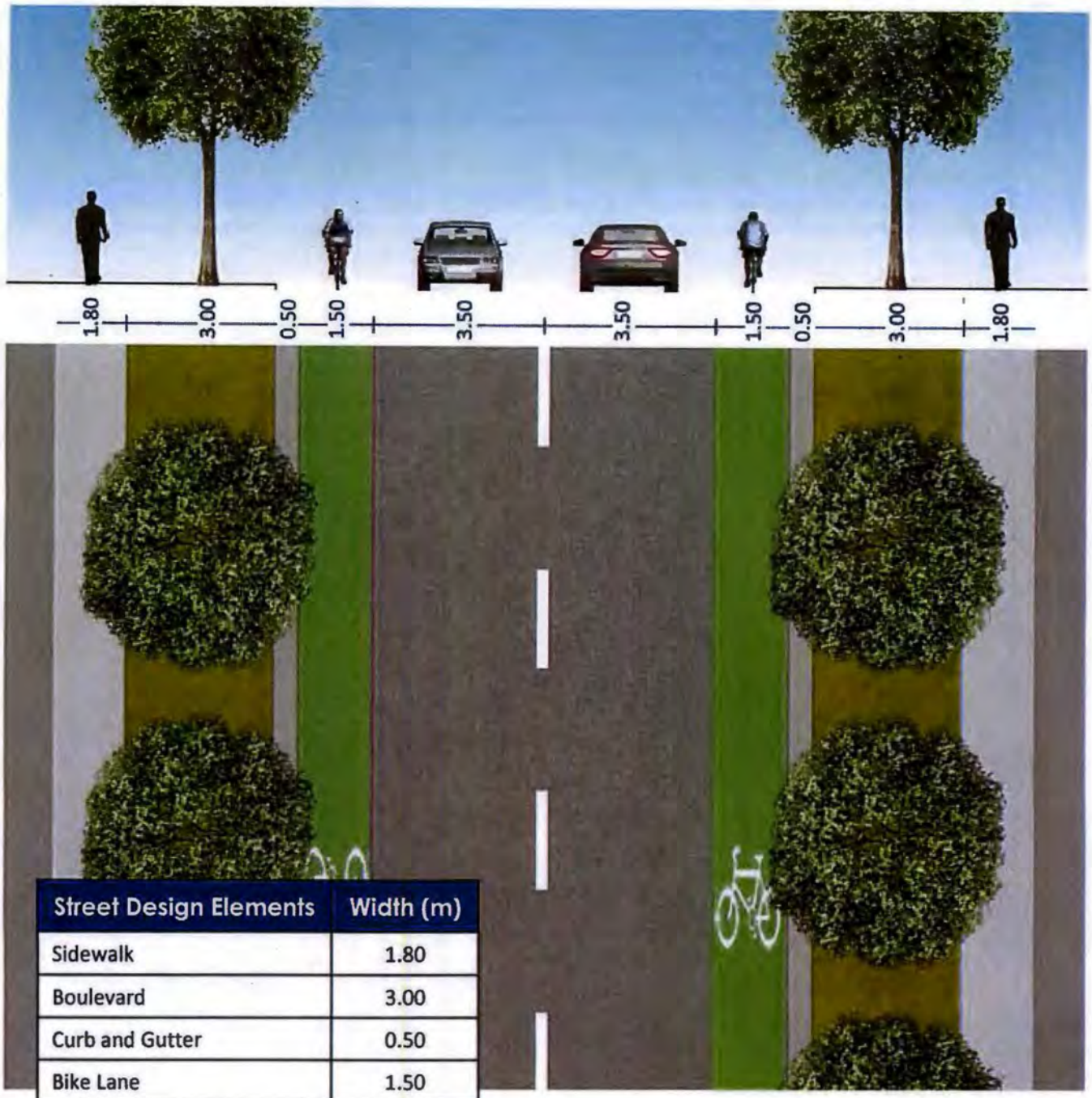
Street Design Elements	Width (m)
Boulevard	9.50
Paved Shoulder/Bike Lane	1.50
General Purpose Lane	3.50

TOWN OF CALEDON

Rural Road
Typical Cross-Section

Figure 4.1

Caledon Transportation Master Plan



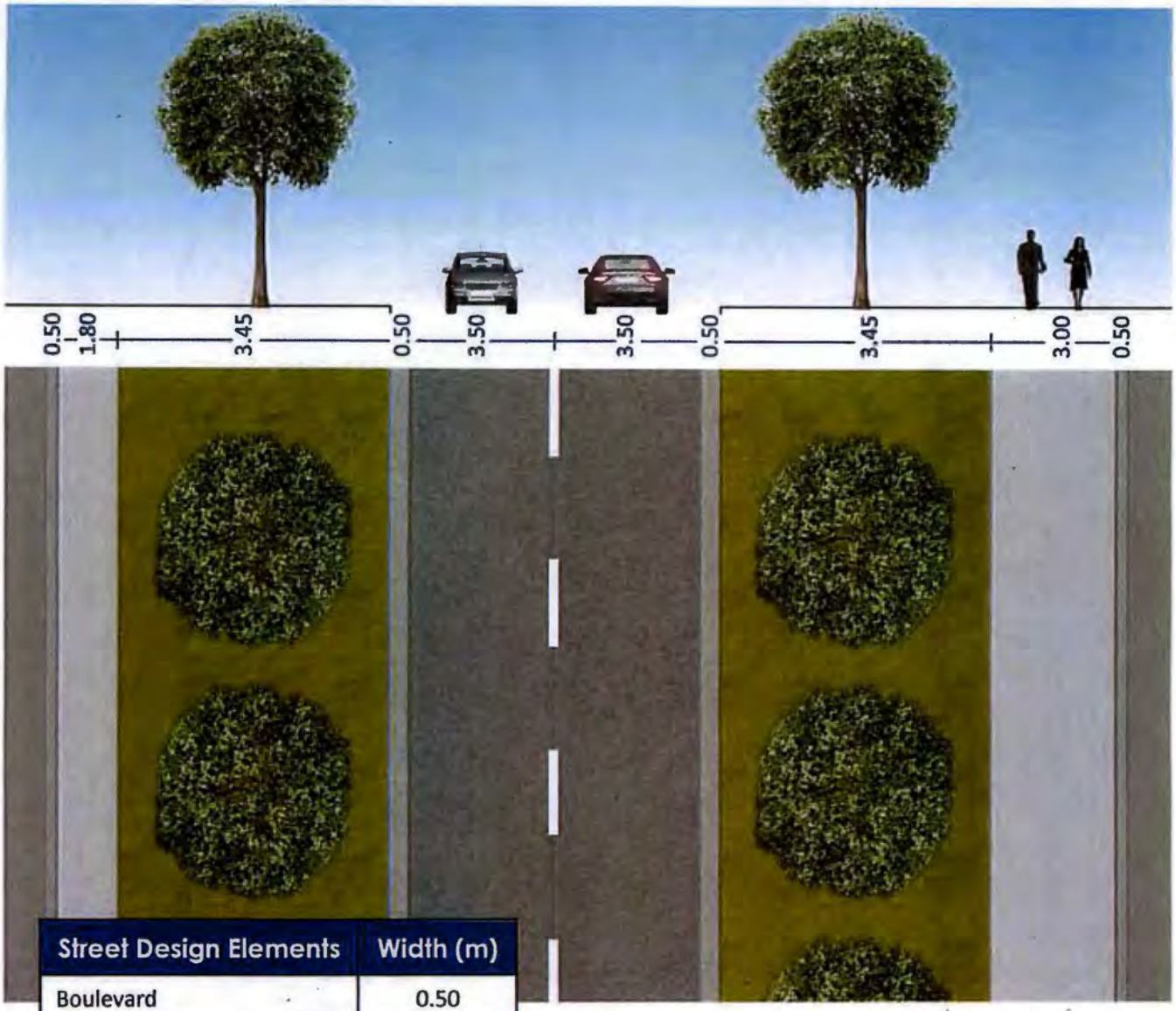
Street Design Elements	Width (m)
Sidewalk	1.80
Boulevard	3.00
Curb and Gutter	0.50
Bike Lane	1.50
General Purpose Lane	3.50

TOWN OF CALEDON

Caledon Transportation Master Plan

Rural and Urban Main Street Typical Cross-Section

Figure 4.2

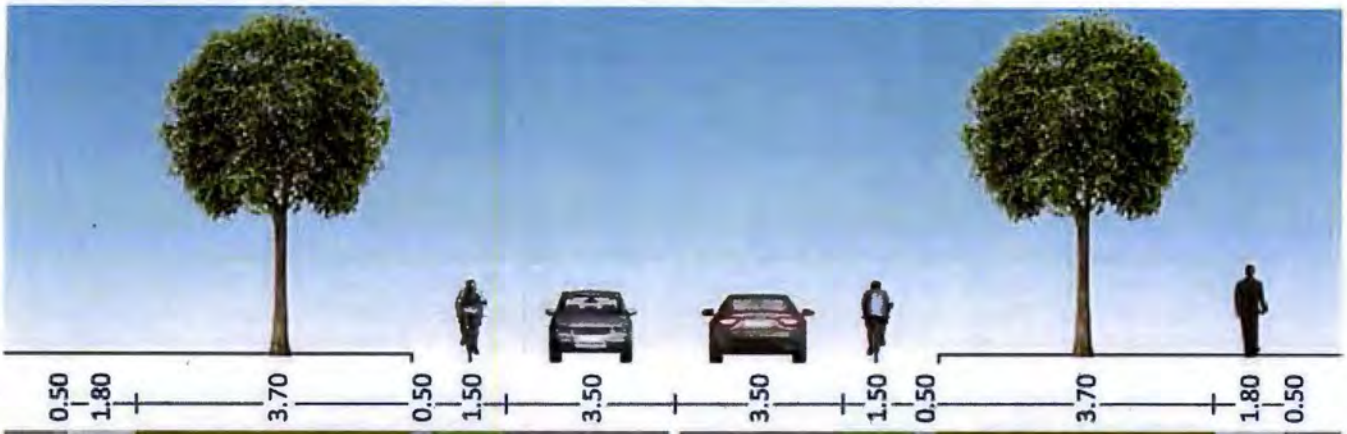


Street Design Elements	Width (m)
Boulevard	0.50
Sidewalk OR Multi-Use Path	1.80 3.00
Boulevard	3.45
Curb and Gutter	0.50
General Purpose Lane	3.50

TOWN OF CALEDON

Industrial Collector
Typical Cross-Section

Figure 4.3

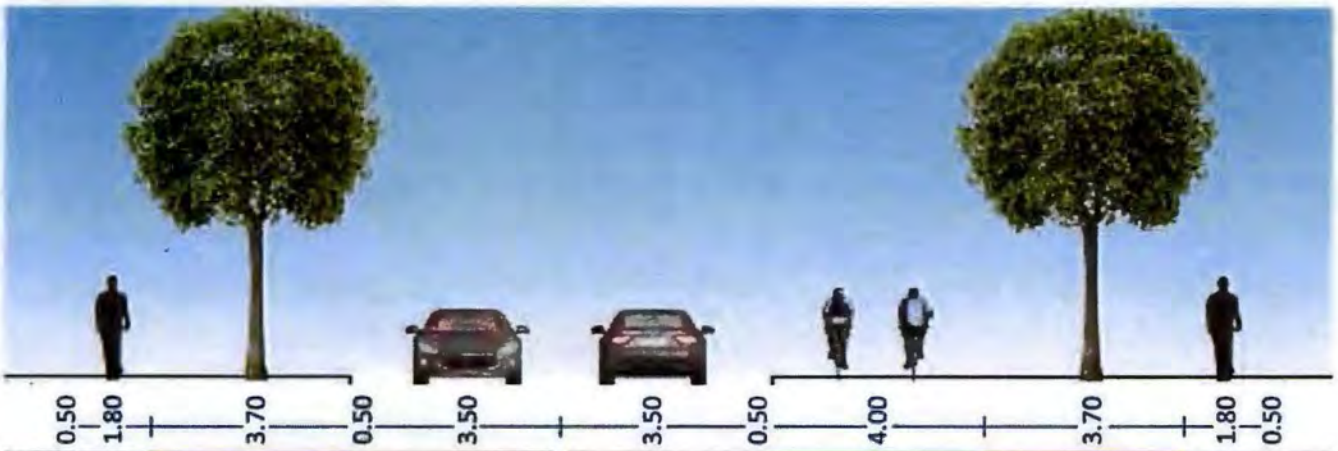


Street Design Elements	Width (m)
Boulevard	0.50
Sidewalk	1.80
Boulevard	3.70
Curb and Gutter	0.50
Bike Lane	1.50
General Purpose Lane	3.50

TOWN OF CALEDON

Commercial and Residential Collector Typical Cross-Section

Figure 4.4A

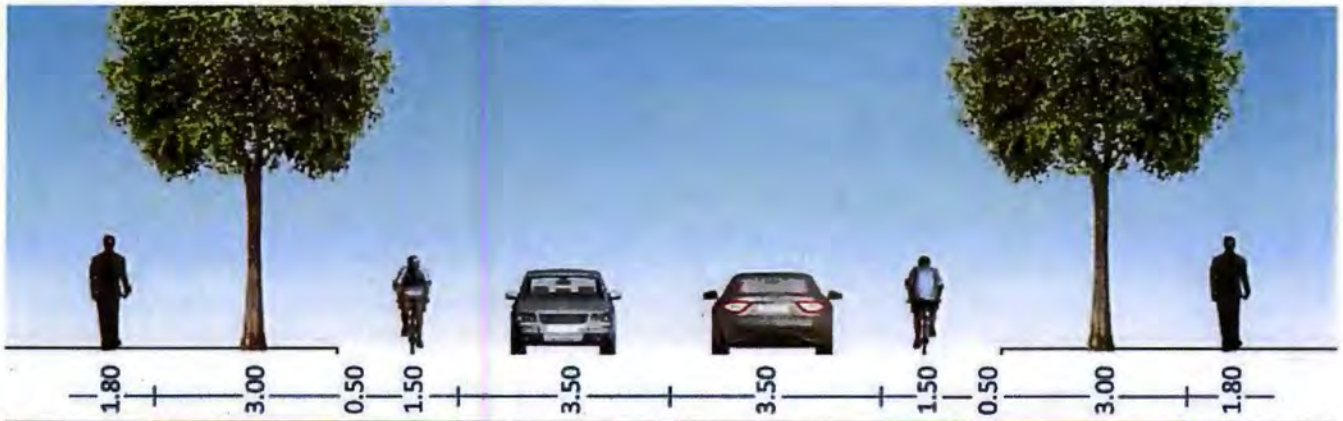


Street Design Elements	Width (m)
Boulevard	0.50
Sidewalk	1.80
Boulevard	3.70
Curb and Gutter	0.50
General Purpose Lane	3.50
Cycle Track	4.00

TOWN OF CALEDON

Commercial and Residential Collector Typical Cross-Section with Cycle Track

Figure 4.4B



Street Design Elements	Width (m)
Sidewalk	1.80
Boulevard	3.00
Curb and Gutter	0.50
Bike Lane	1.50
General Purpose Lane	3.50

TOWN OF CALEDON

Caledon Transportation Master Plan

Local
Typical Cross-Section

Figure 4.5

TABLE 5.1: SHORT TERM TRANSPORTATION NETWORK IMPROVEMENTS

No.	Road	From	To	Type of Improvement	MEA Class EA Schedule	Indicative Cost
1	Simpson Road	Mayfield Road	260 m south of Parr Boulevard	Extension (0-2 lanes)	C	$10,600,000
2	Healey Road and Simpson Road	-	-	Intersection[1]	A	$250,000
3	Abbotside Way and Kennedy Road	-	-	Intersection[1]	A	$250,000
			TOTAL COST			**$11,100,000**

Note: 1. Only for the installation of traffic control signals.

TABLE 5.2: LONG TERM TRANSPORTATION NETWORK IMPROVEMENTS

No.	Road	From	To	Type of Improvement	MEA Class EA Schedule	Indicative Cost
1	Albion Vaughan Road	Mayfield Road	King Street	Widening (2-4 lanes)	C	$23,219,030
2	George Bolton Parkway Extension	Highway 50	Industrial Road	Extension (0-2 lanes)	C	$5,863,680
3	Spine Road	Hurontario Street	Chinguacousy Road	New Road Construction	C	$5,472,560
4	McLaughlin Road	Mayfield Road	Old School Road	Road Improvements	B	$7,895,590
5	Chinguacousy Road	Mayfield Road	North Limits	Road Improvements	B	$1,838,290
6	Nixon Road and McEwan Drive	-	-	Intersection[1]	A	$250,000
7	Humber Station Road and Healey Road	-	-	Intersection[1]	A	$250,000
			TOTAL COST			**$44,789,150**

Note: 1. Only for the installation of traffic control signals.

TABLE 5.3: POTENTIAL ACTIVE TRANSPORTATION NETWORK IMPROVEMENTS

No.	Road	From	To
Signed Cycling Routes – 2017 Pilot			
1	Kennedy Road	Etobicoke Creek Trail	Olde Base Line Road
2	St. Andrews Road	Olde Base Line Road	The Grange Side Road
3	The Grange Side Road	St. Andrews Road	Heart Lake Road
4	Heart Lake Road	The Grange Side Road	Olde Base Line Road
5	Creditview Road	Olde Base Line Road	Old School Road
6	Old School Road	Creditview Road	Kennedy Road
7	Walkers Road West	Mountainview Road	Marilyn Street
8	Marilyn Street	Walkers Road West	Miles Drive
9	Miles Drive	Marilyn Street	Marilyn Street
10	Marilyn Street	Miles Drive	Old Church Road
11	Brawton Drive	Patterson Side Road	Wallace Ave
12	Wallace Ave	Brawton Drive	Church street
13	Church Street	Wallace Ave	Highway 50
14	Pine Ave	Highway 50	Mount Hope Road
15	Deer Valley Drive	King Street West	Pathway
16	Pathway	Deer Valley Drive	Hickman Street
17	Hickman Street	Pathway	Highway 50
18	Humber Lea Road	Humber Valley Heritage Trail	King Street East
19	Old King Road	King Street East	Bond Street
20	Bond Street	Old King Road	Trail

TABLE 5.3: POTENTIAL ACTIVE TRANSPORTATION NETWORK IMPROVEMENTS

No.	Road	From	To
21	Strawberry Hill Court	Trail	Allan Drive
22	Allan Drive	Strawberry Hill Court	Sant Farm Drive
23	Sant Farm Drive	Allan Drive	Queensgate Blvd
24	Landsbridge Street	Queensgate Blvd	Allan Drive
25	Allan Drive	Landsbridge Street	Strawberry Hill Court
Upgrade to Paved Shoulder from Existing Signed Route			
26	Old School Road / Healey Road	Creditview Road	Humber Station
27	Boston Mills Road	Mississauga Road	Creditview Road
28	The Grange Side Road	McLaren Road (East)	Mountainview Road
29	Patterson Side Road	Airport Road	Mount Hope Road
30	Caledon East Garafraxa Townline	Shaw Creek Road	Main Street
31	Creditview Road	Olde Base Line Road	Old School Road
32	Shaws Creek Road	Caledon East Garafraxa Townline	Bush Street
33	Mississauga Road	Queen Street West	Forks of the Credit Road
34	Main Street	Caledon East Garafraxa Townline	Queen Street West
35	McLaren Road	Forks of the Credit	Trans Canada Trail
36	McLaughlin Road	Forks of the Credit	Olde Base Line Road
37	Mountainview Road/Torbram Road	The Grange Side Road	Old School Road
38	Innis Lake Road	Patterson Side Road	Old Church Road
39	Humber Station Road	Castlederg Side Road	Healey Road

TABLE 5.3: POTENTIAL ACTIVE TRANSPORTATION NETWORK IMPROVEMENTS

No.	Road	From	To
40	Duffy's Lane	Old Church Road	Between Old Church Road and Castlederg Side Road
41	Mount Wolfe Road	Highway 9	Castlederg Side Road
Paved Shoulder			
42	Healey Road	The Gore Road	Highway 50
43	Holland Drive	Coleraine Drive	Healey Road
44	Wilton Drive	Ellwood Drive West	Highway 50
45	Old School Road	Winston Churchill Boulevard	Creditview Road
46	Creditview Road	Old School Road	Mayfield Road
47	Highpoint Side Road	Hurontario Street	Heart Lake Road
48	Heart Lake Road	Highpoint Side Road	Mayfield Road
49	Castlederg Side Road	Airport Road	Caledon King Townline South
50	Humber Station Road	Healey Road	Brampton Boundary
51	Humber Station Road	Old Church Road	Castlederg Side Road
52	Mount Hope Road	Pine Avenue	Hunsden Side Road
53	Main Street	Caledon East Garafraxa Townline	Highpoint Side Road
54	Heritage Road	King Street	Mayfield Road
55	Centreville Creek Road	Patterson Side Road	Healey Road
56	Duffy's Lane	Between Old Church Road and Castlederg Side Road	Emil Kolb Parkway
New Multi-Use Route			

TABLE 5.3: POTENTIAL ACTIVE TRANSPORTATION NETWORK IMPROVEMENTS

No.	Road	From	To
57	Off Road bounded by Columbia Way, Mount Hope Road, King Street and Caledon King Townline South		
	Buffered Bike Lanes		
58	Queensgate Boulevard	Highway 50	Albion Vaughan Road
	Others		
59	Bike racks		
60	Bike specific signage, traffic control signals and pavement markings		