



# **WE MAKE MILTON**

**Moving in Milton**  
Big Questions:  
Background & Information



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# 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.

During the 19th-century era of early settlement in Ontario, areas of land were conceded by the Crown to individual applicants. Land titles were given in exchange for raising a house, performing roadwork, land clearance, and money. The concessions were then divided into lots. The result of surveying land according to this concession system was a grid pattern of roads.

As shown in Figures 3 and 4, when the Court House and Jail (Town Hall today) were built in 1855, Milton had established a grid pattern of roads in the Old town area, allowing for horse-drawn travel throughout the Village.

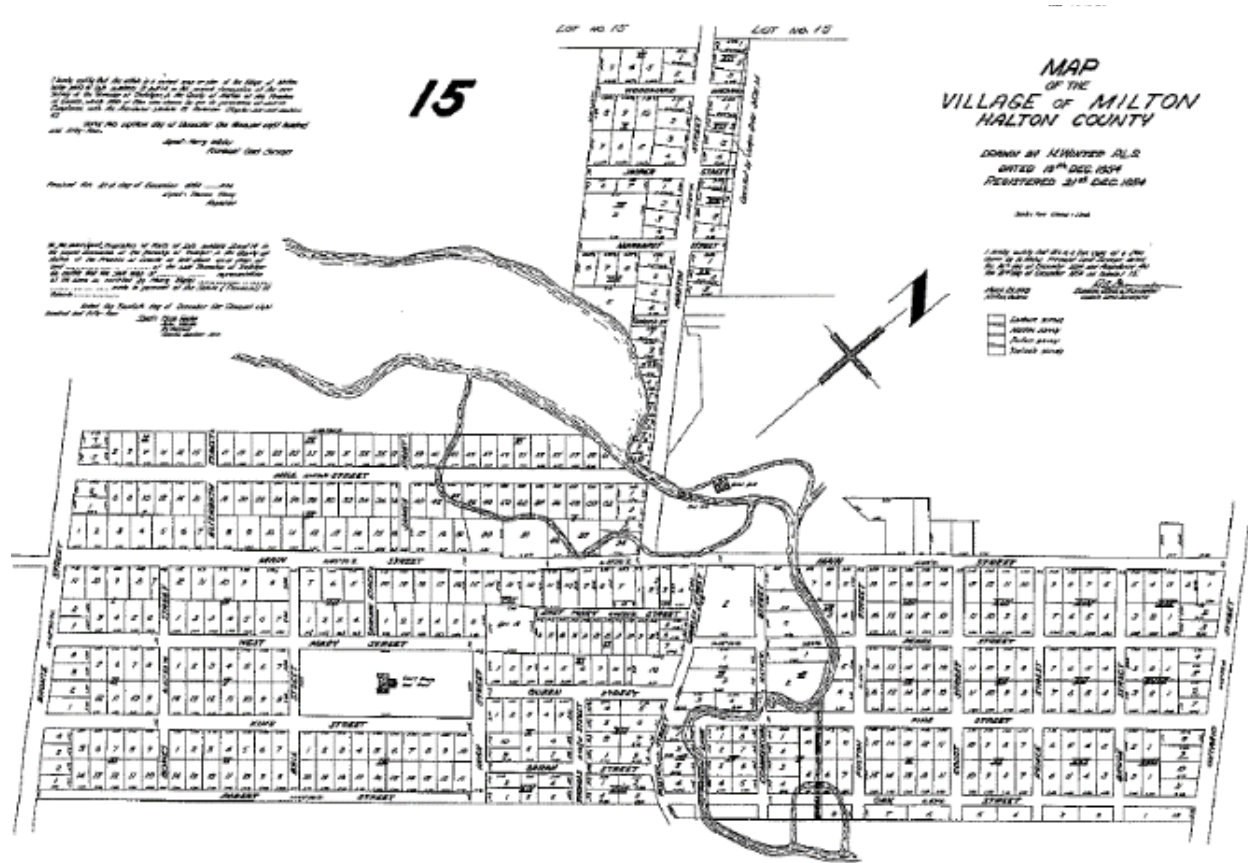


Figure 3: By 1854, a grid pattern of roads had materialized in the Village of Milton. (Town of Milton Files).





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 19<sup>th</sup> century. (Milton G.I.S., 2023).

As the former Townships continued to grow during the 19<sup>th</sup> 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

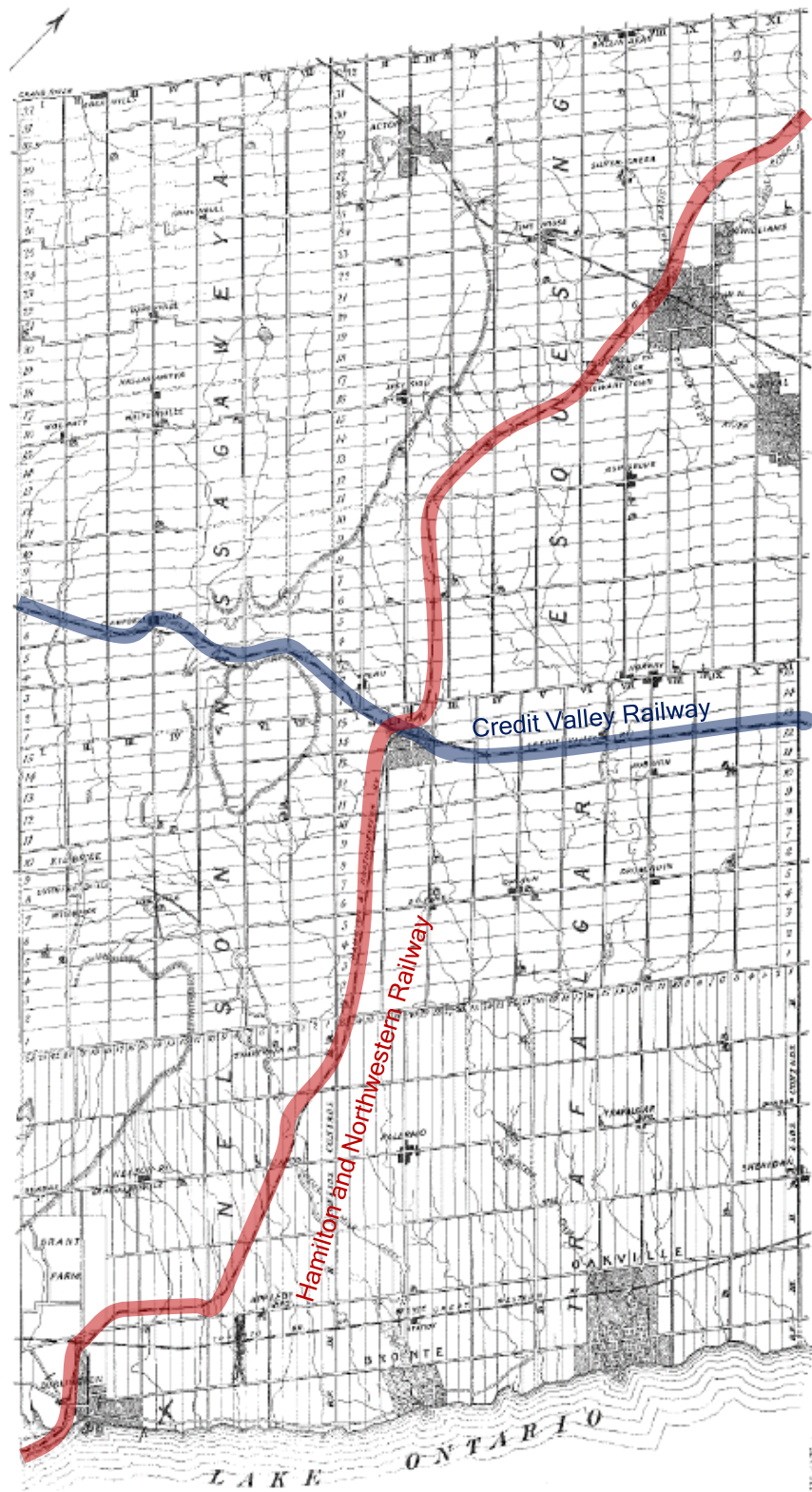


Figure 7: 1877 Region of Halton Map shows how concessions and lots were created and railway crossings in Milton. (Town of Milton Files).

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.

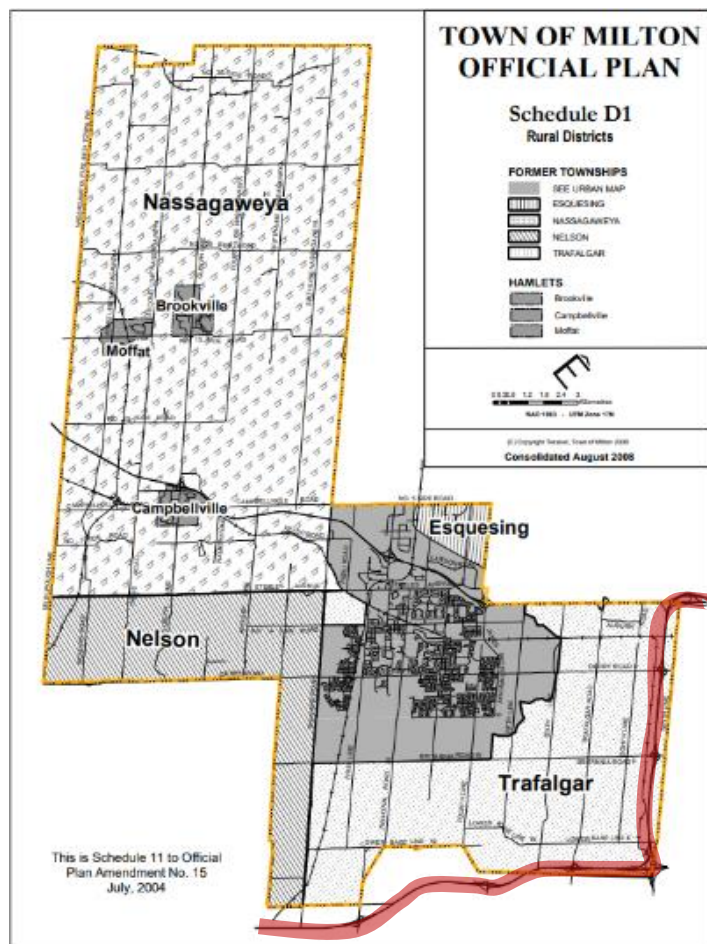


Figure 8: Current municipal boundary (identified in orange) with the amalgamated former Townships and Highway 407 (highlighted in red). (Town of Milton Official Plan).

## 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

<b>Federal</b>
<u>Guidelines for New Development in Proximity to Railway Operations, 2013</u>
<b>Provincial</b>
<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>
<b>Regional</b>
<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>
<b>Local</b>
<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:

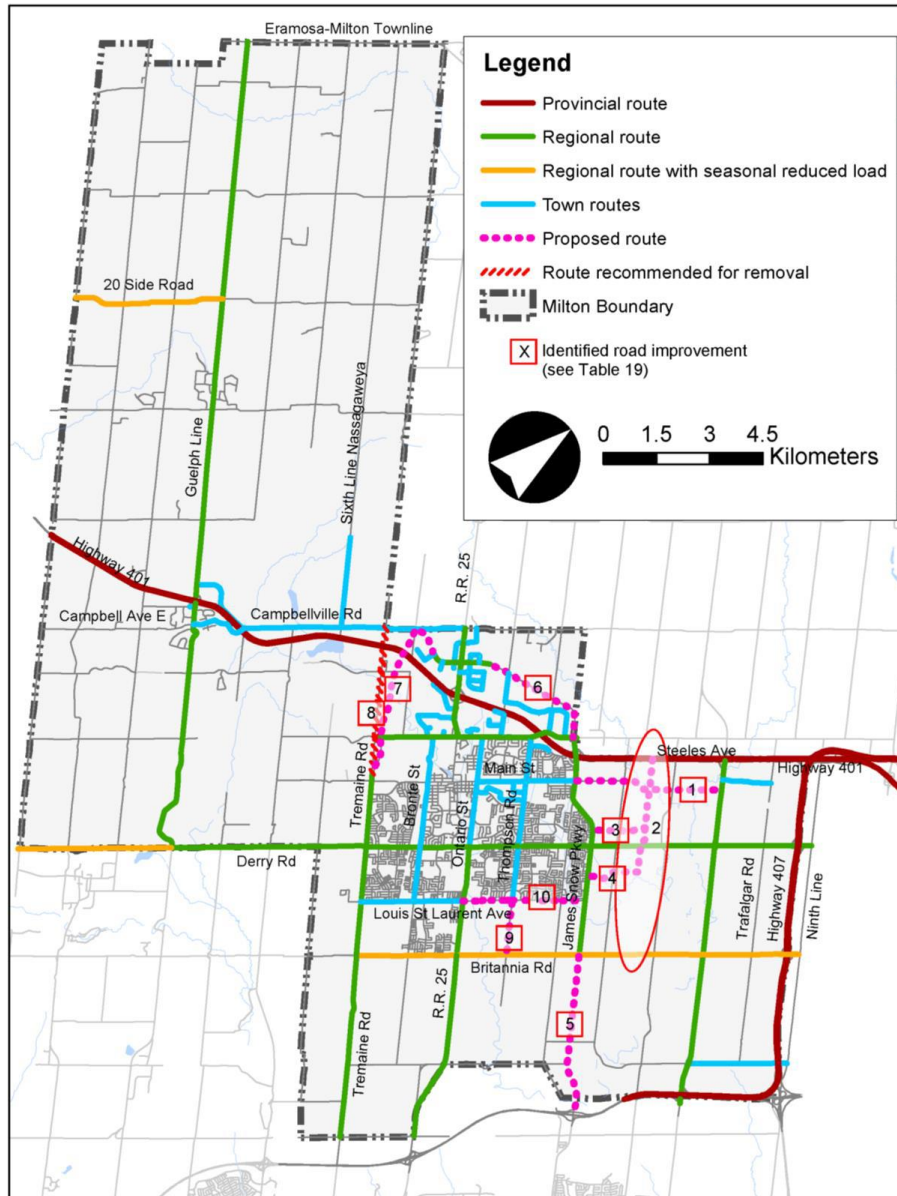


Figure 10. Recommended Truck Route Structure. (Milton T.M.P., 2019).

### 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.

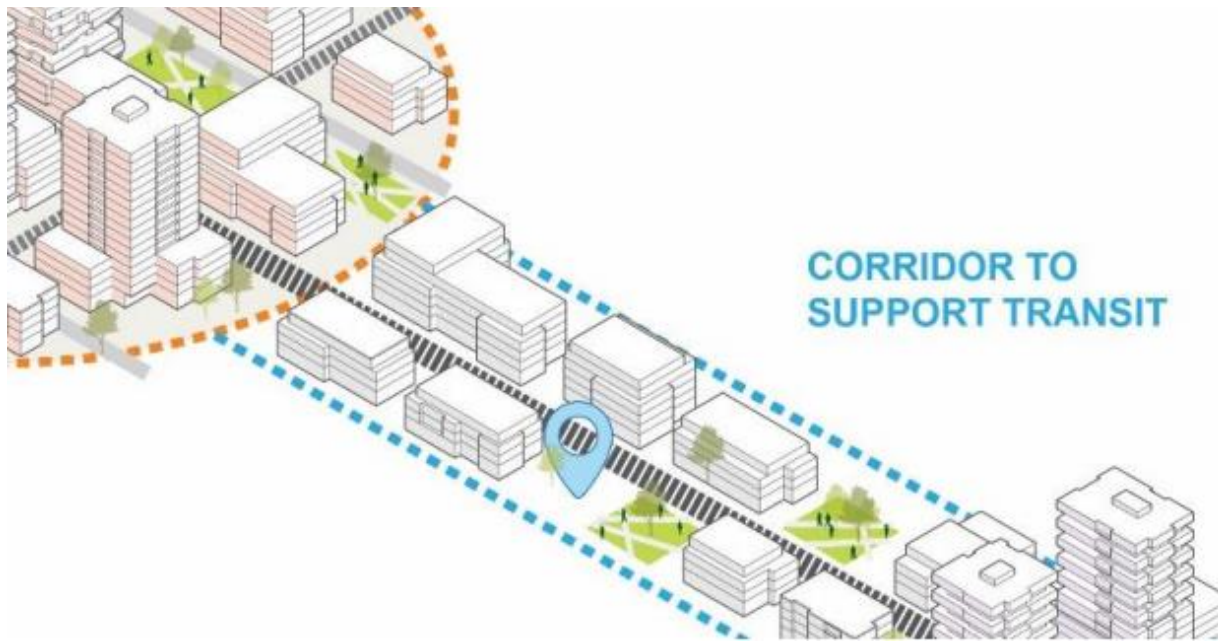


Figure 11. Transit Supportive Corridor. (Milton T.M.P., 2019).

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.

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).

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

### 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.

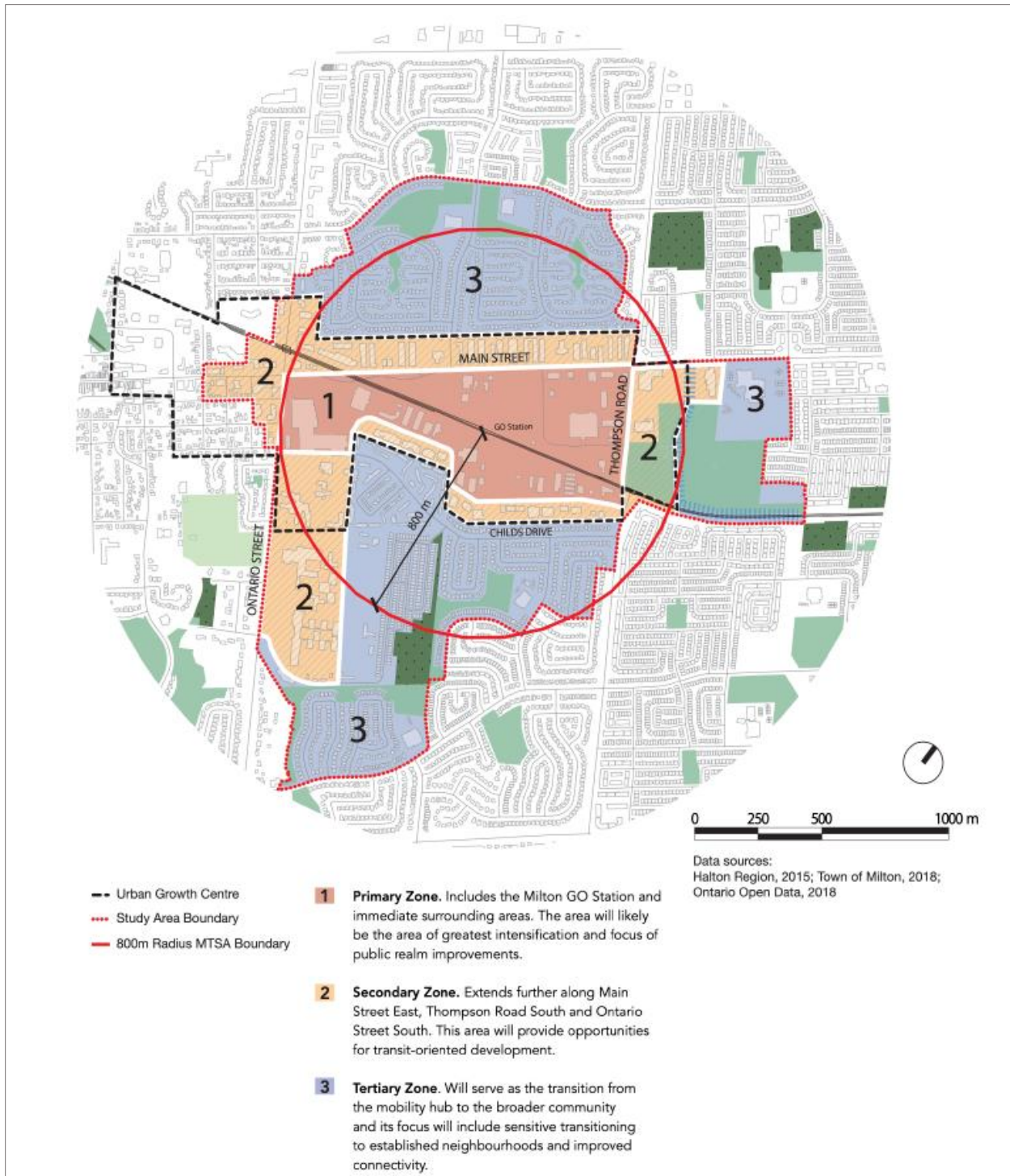


Figure 12. M.T.S.A. Planning Zones. (Milton Mobility Hub Study).

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.

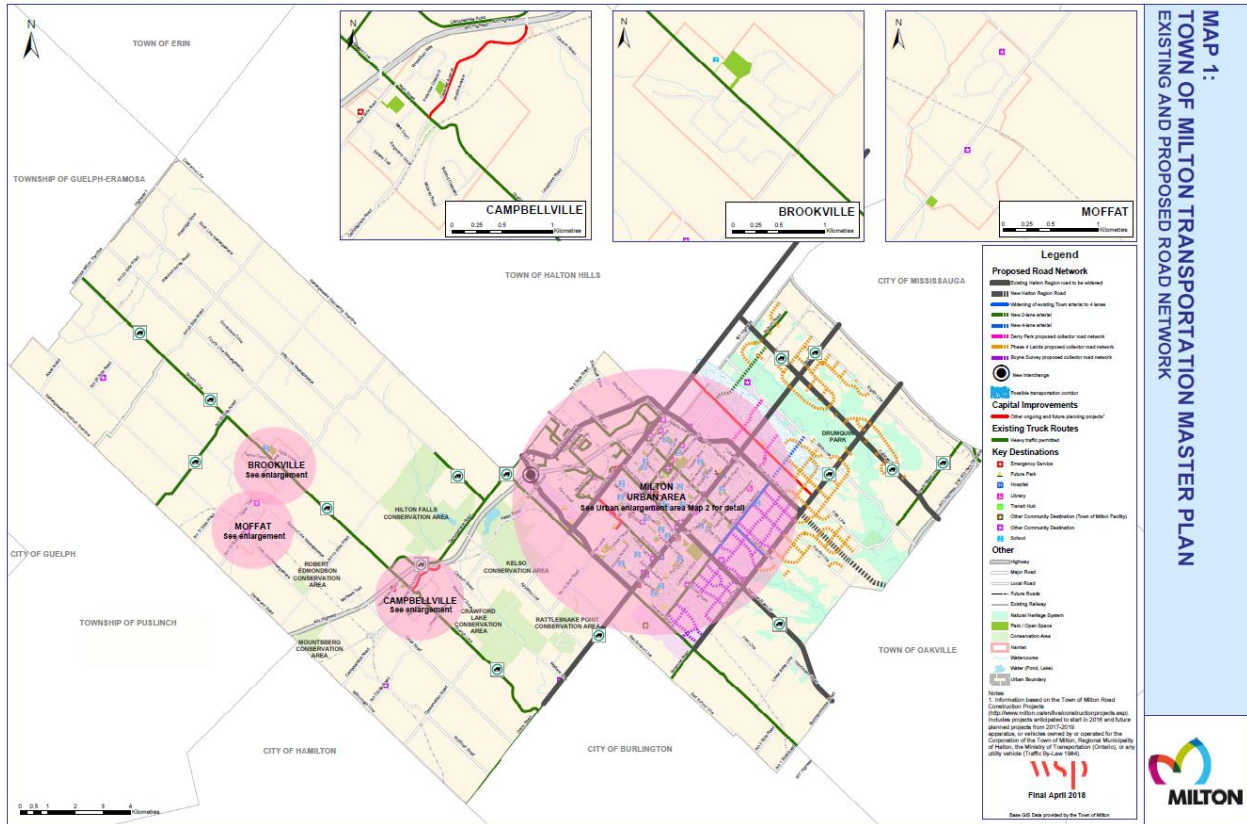


Figure 13. The Existing and Proposed Road Network, showing Milton's hierarchy of roads. (Milton T.M.P., 2019).



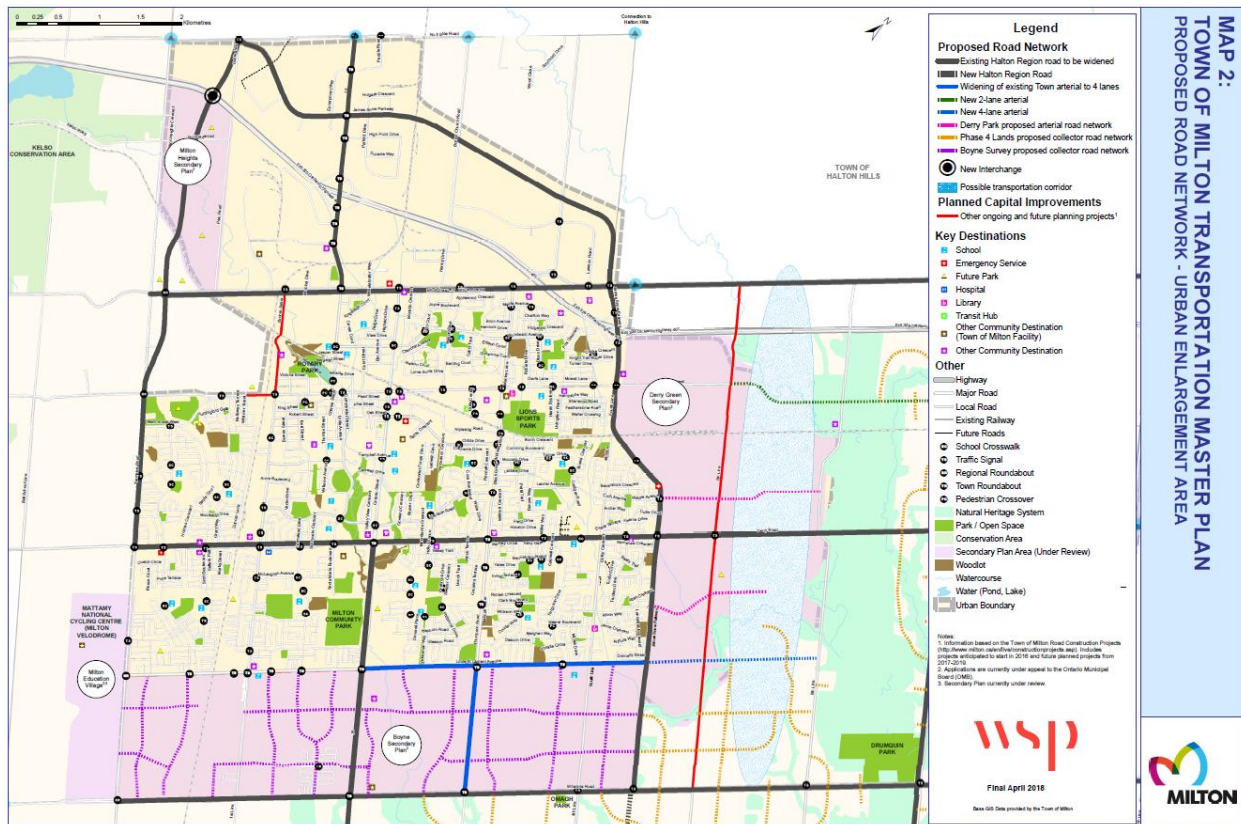


Figure 14. The Existing and Proposed Road Network, showing Milton’s hierarchy of roads. (Milton T.M.P., 2019).

## 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.



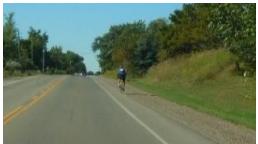





	<i>Multi-use Trail</i>	<b>127.1 k.m.</b>
	<i>Bike Lane</i>	<b>62.2 k.m.</b>
	<i>Paved Shoulder</i>	<b>8.2 k.m.</b>
	<i>Signed Bike Route</i>	<b>13 k.m.</b>
	<i>Sidewalk</i>	<b>331.7 k.m.</b>
	<i>Conservation Trails</i>	<b>160.8 k.m.</b>
	<i>Greenbelt Cycling Route</i>	<b>24.2 k.m.</b>
	<i>Bruce Trail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

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

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

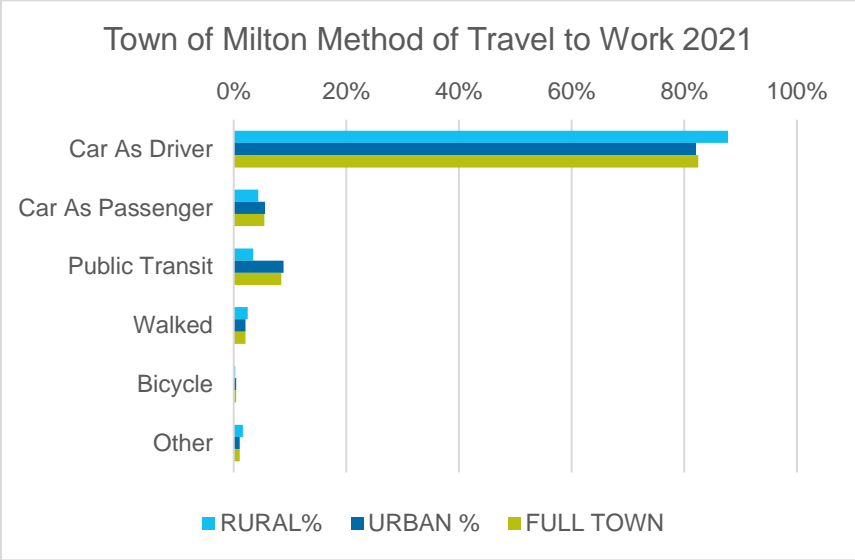


*Figure 20. Cyclists sharing the road with automobiles on a rural road. (Milton).*

“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.

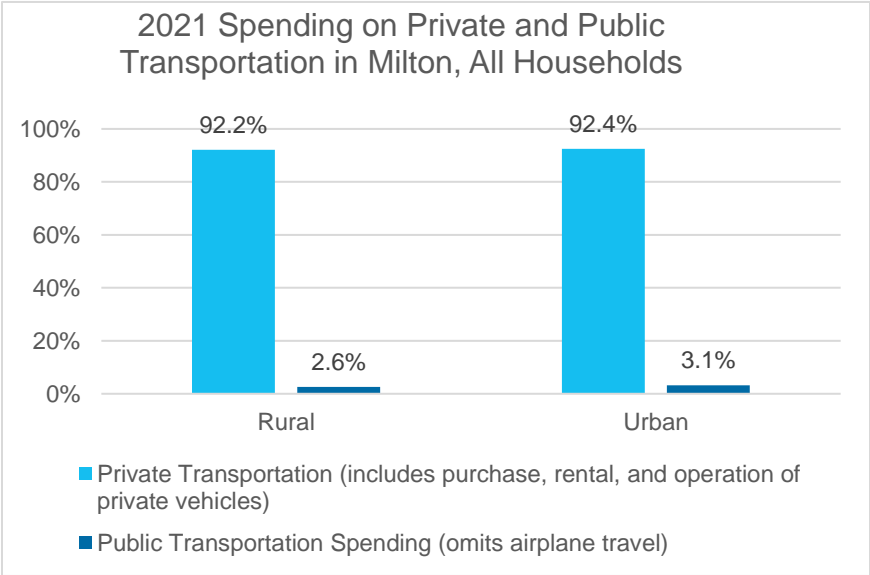


Figure 22. Rural vs. Urban Spending on Private and Public Transportation in Milton. (EnviroNics, 2021).

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.

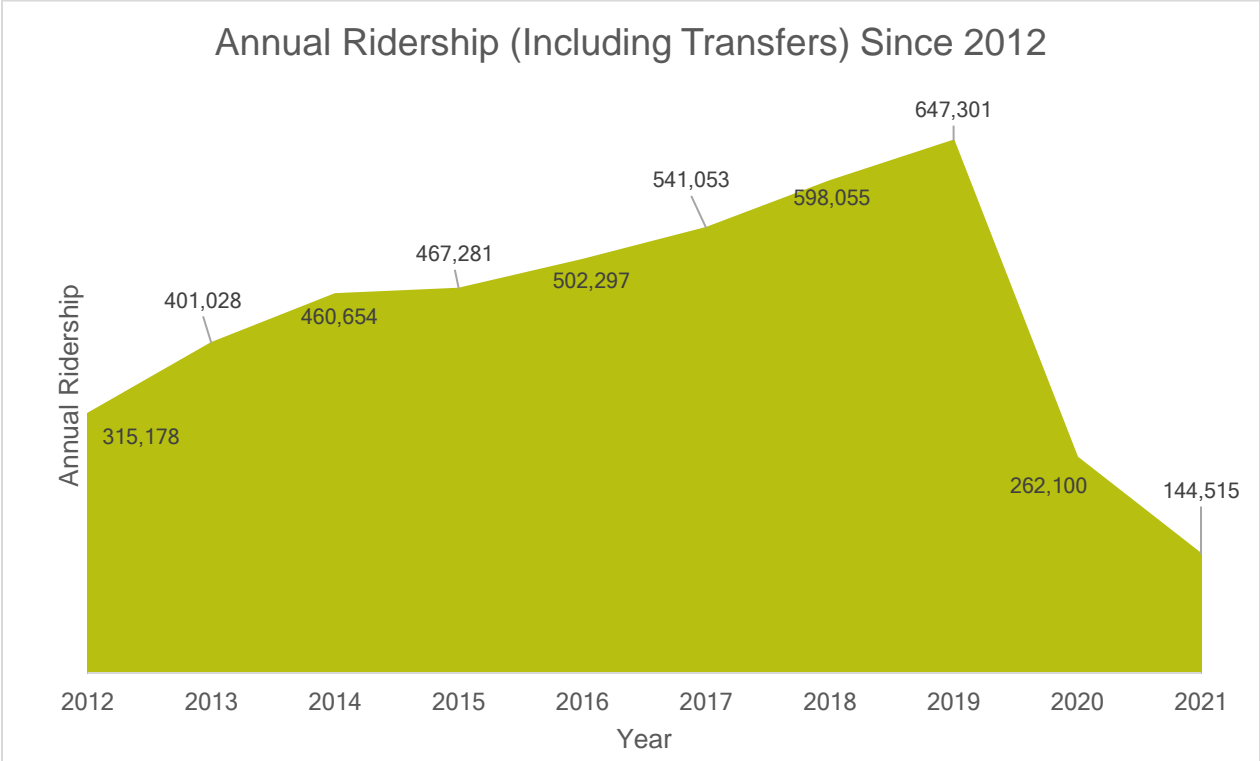


Figure 23. Milton Transit Annual Ridership from 2012-2022. (Milton Transit Masterplan Update, 2019 and 2021 Transit Services Annual Report).

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](http://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".

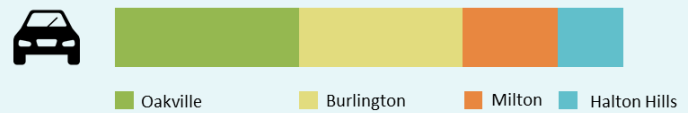
"I like to see Milton grow - however, we don't have wide enough roads to accommodate all the traffic resulting from the fast growth".

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.

**Halton residents' personal vehicles contribute to 62 percent of the Region's total greenhouse gas emissions**

GHGs include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) among others



**In 2017, households in Halton emitted...**



**A path to net-zero emissions by 2050 requires substantial reductions...**



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

\*tCO<sub>2</sub>eq = tonnes of CO<sub>2</sub> equivalents

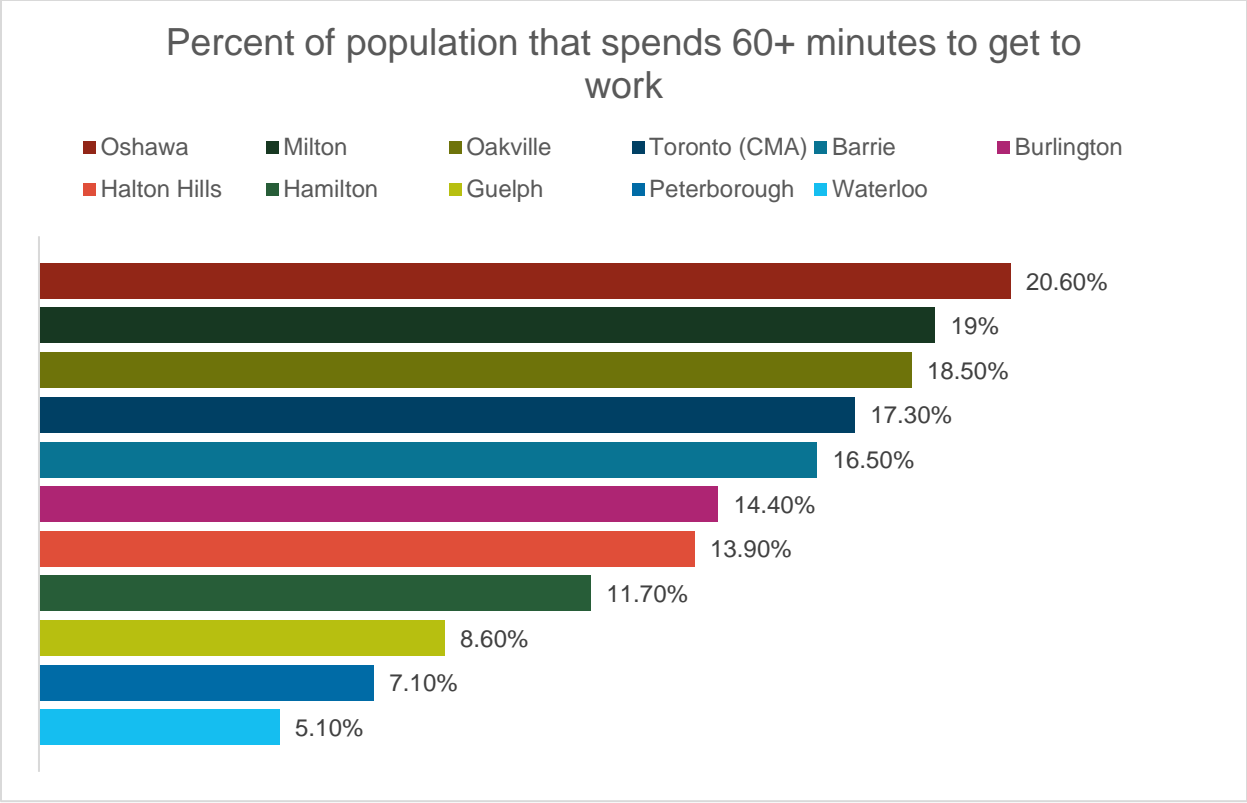


Figure 25. Percent of population that spends 60 minutes or more to get to work. (Data source: Statistics Canada, 2021).

## 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*

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

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

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

# 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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