

F CONSULTATION MATERIALS

Town of Milton Transportation Master Plan Update

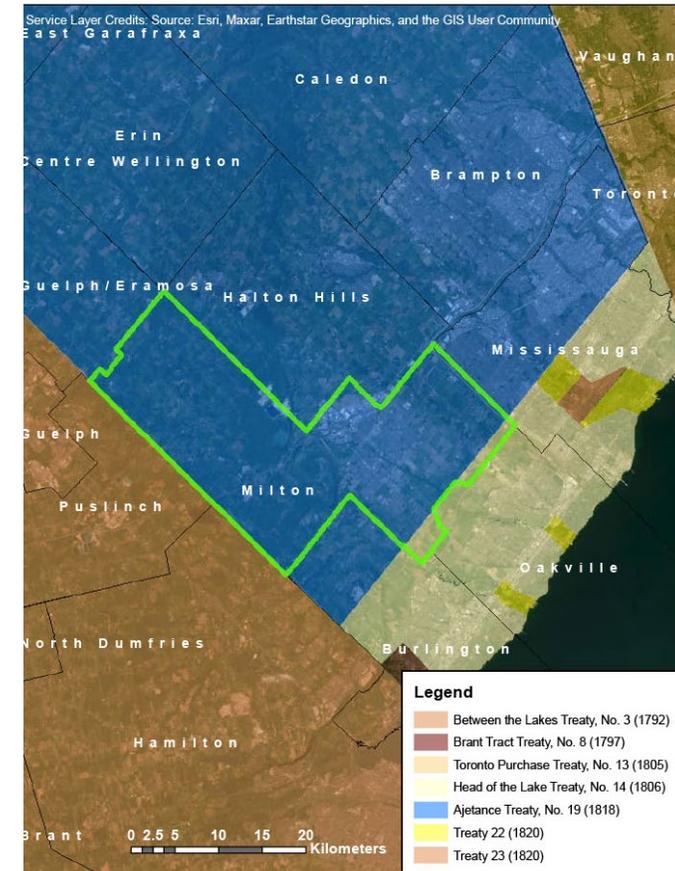
Public Information Centre #1

June 22, 2023



Indigenous Land Acknowledgement

We would like to acknowledge that the land we gather on is part of the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. We also acknowledge the First Nation, Inuit, and Metis people who live on these lands today. We commit to working towards reconciliation.



Municipal Boundaries Related to Treaty Nos. 22 and 23

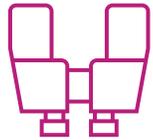
Source: Provincial Government of Ontario (2022). First Nations and Treaties.

Meeting Objectives

- 1 Existing Conditions and Future Growth Scenarios
- 2 Provide updates on TMP development process
- 3 Present work completed to-date: vision, objectives, performance criteria
- 4 Identify strategy options to address needs and opportunities
- 5 Gather feedback on the direction of the strategies



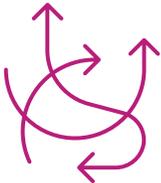
Why Develop an Update to the TMP?



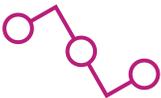
1. Develop a long-term transportation vision and framework



2. Provide a general direction for expansion and improvement



3. Investigate and justify additional roads and connections



4. Examine current and future deficiencies in roadway connectivity



5. Determine active transportation system needs



6. Develop policy framework for new Official Plan



7. Assist in the future planning of newly-adopted ROPA 49 Lands



8. Assess current policy to ensure all transportation needs are met



9. Inform development charges background studies and impact analyses

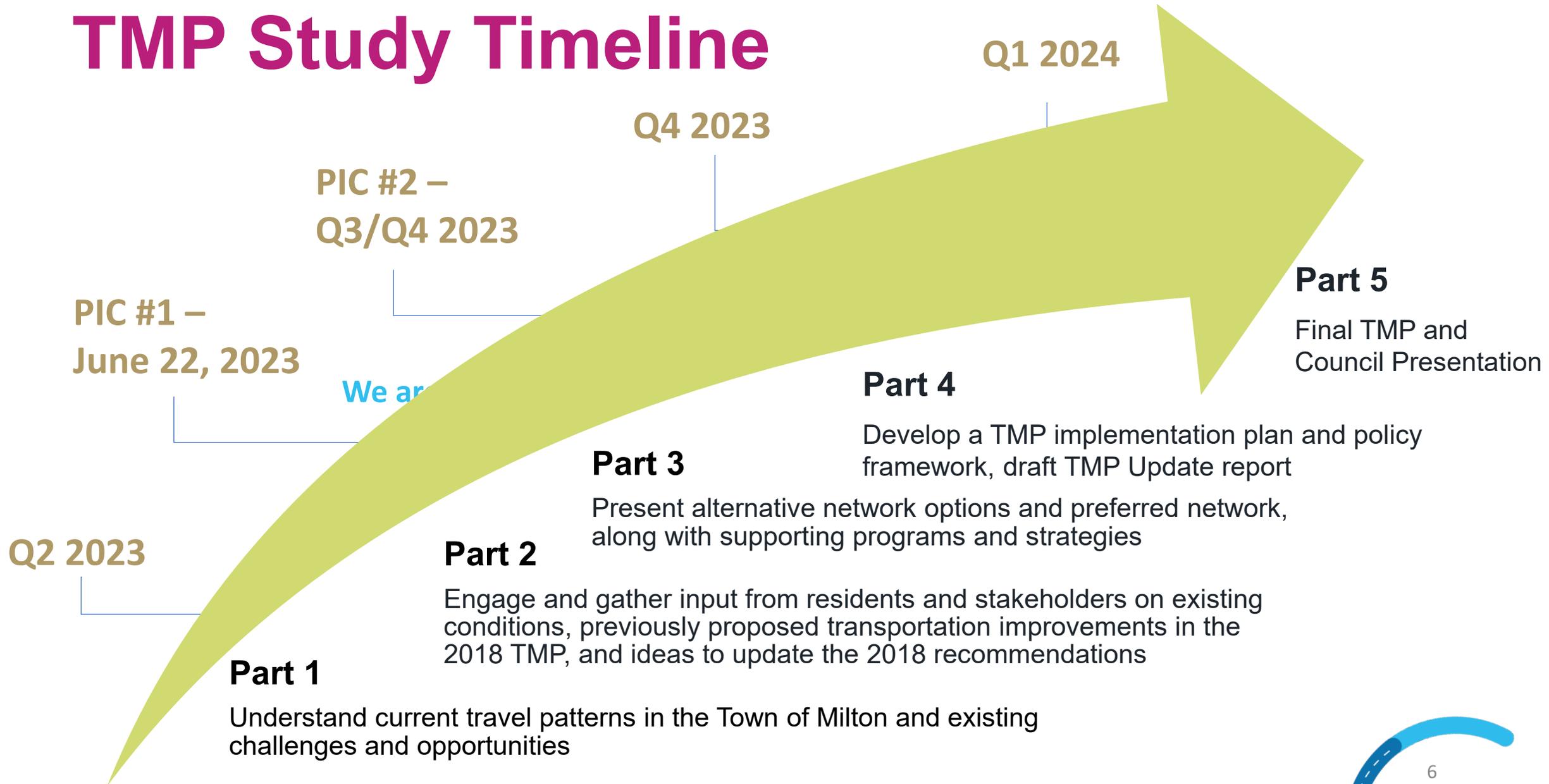
TMP Development Process

The **Municipal Class Environmental Assessment (MCEA)** provides a process in accordance with the E.A. Act for municipal **infrastructure projects**.

Master plans, such as this Transportation Master Plan Update, are **required to complete Phases 1 and 2** of the five phases of the Municipal Class E.A. process. The **plan is being completed in accordance** with Approach 1 of the E.A. Master Planning process and will include:



TMP Study Timeline



Regional (Halton Region) – Existing Policy and Guidance Framework

**Transportation
Master Plan to 2031
(2011) - currently
being updated**



**Active
Transportation
Master Plan (2015)**



**Access
Management
Guidelines (2015)**



**Mobility
Management
Strategy (2017)**



Local (Town of Milton) – Existing Policy and Guidance Framework

**Transportation
Master Plan (2018)**

**Active
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**Transit Service
Review & Transit
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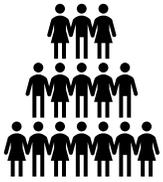
**Transit Oriented
Development Study
(2006)**

**Official Plan (2008
& Update Ongoing)**

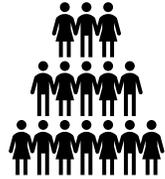
Background – Population & Employment

Milton Population (Total)

110,000 **133,000**

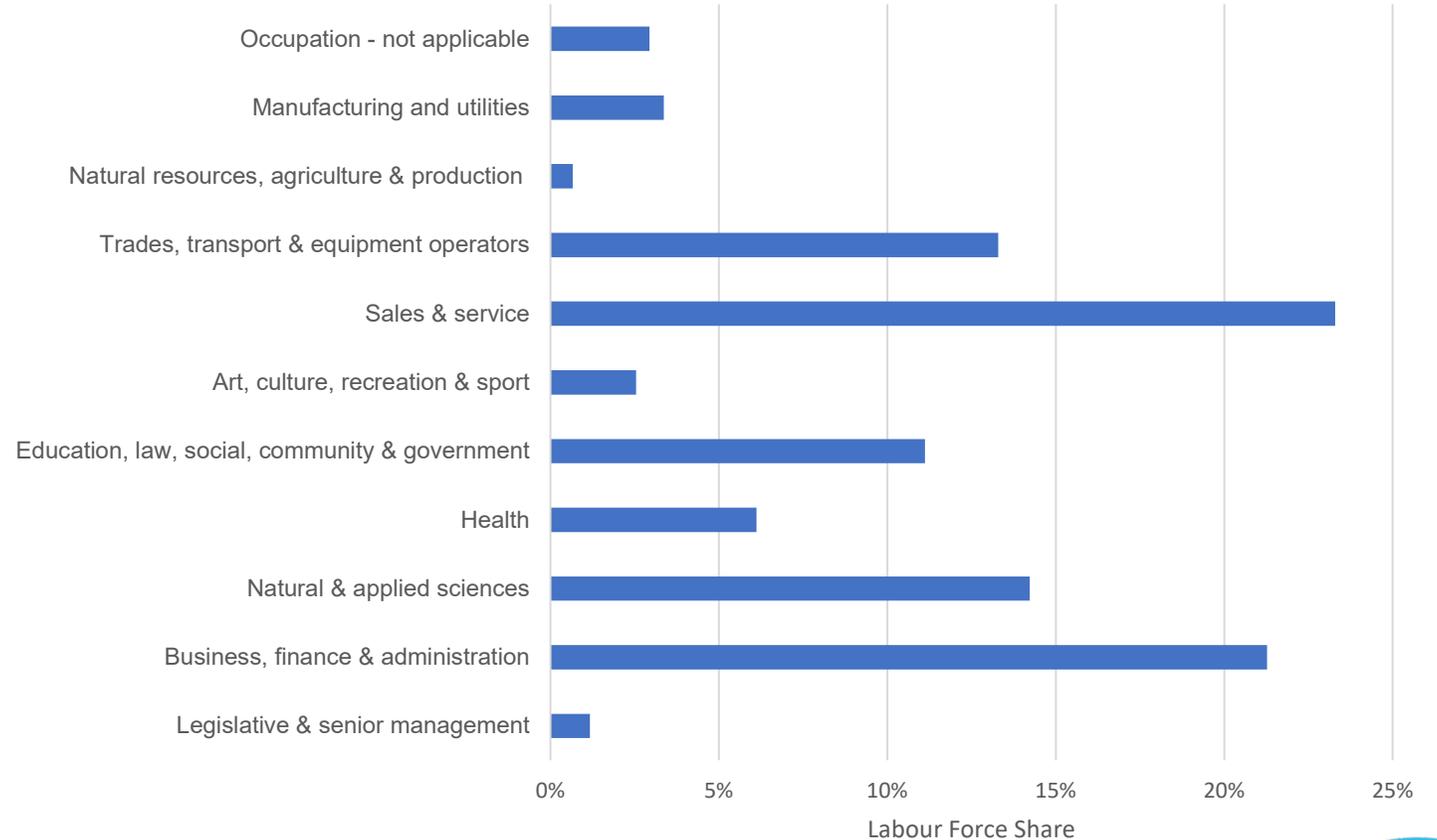


Year 2016

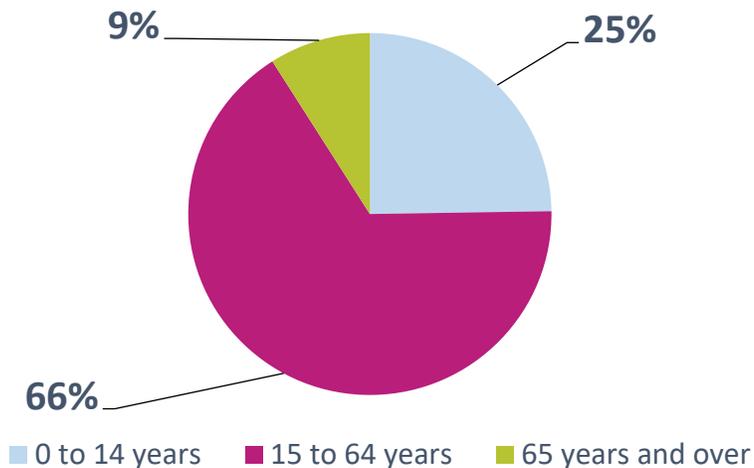


Year 2021

Milton Top Employment Industries Total Employed Labour Force: ~ 66,000



Milton Age Group Distribution

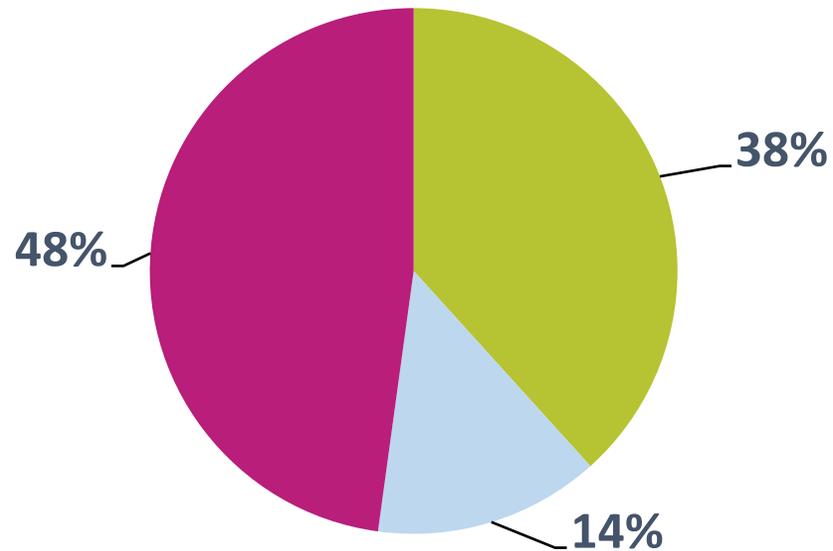


Source: Census Canada (2021)

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Background – Existing Travel Patterns

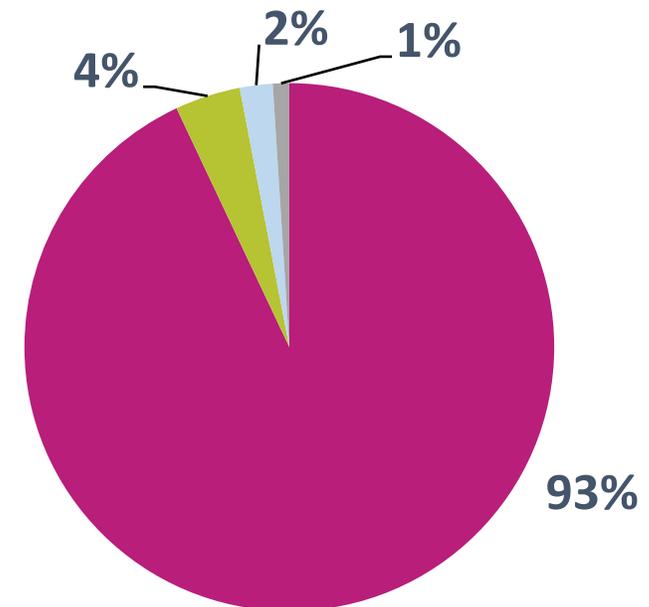
Commuting Destination



- Within Town of Milton
- Out of Milton, within Halton Region
- Out of Halton Region, within Ontario

Source: Census Canada (2021)

Main Mode of Commuting



- Private Vehicle
- Public Transit
- Walking
- Cycling

Source: Census Canada (2021)

TMP Working Vision

A vision for transportation has been established for the Town of Milton to reflect the priorities of the community and the Town's strategic objectives looking to the future. The vision reads as follows:

To provide a multi-modal network that allows users of **all ages and abilities** to **access all modes of transportation**, contributing to a **complete street** community. The success of the Plan will be based on its ability to accentuate the Town's unique urban and rural areas, while accommodating future travel demands as the community continues to grow. Its success will be based on the implementation of achievable and relevant programming looking to the 30 year planning horizon.

The vision for Milton's transportation future integrates FOUR key principles:



Accommodate future growth and associated travel demands



Support mobility for all modes of transportation



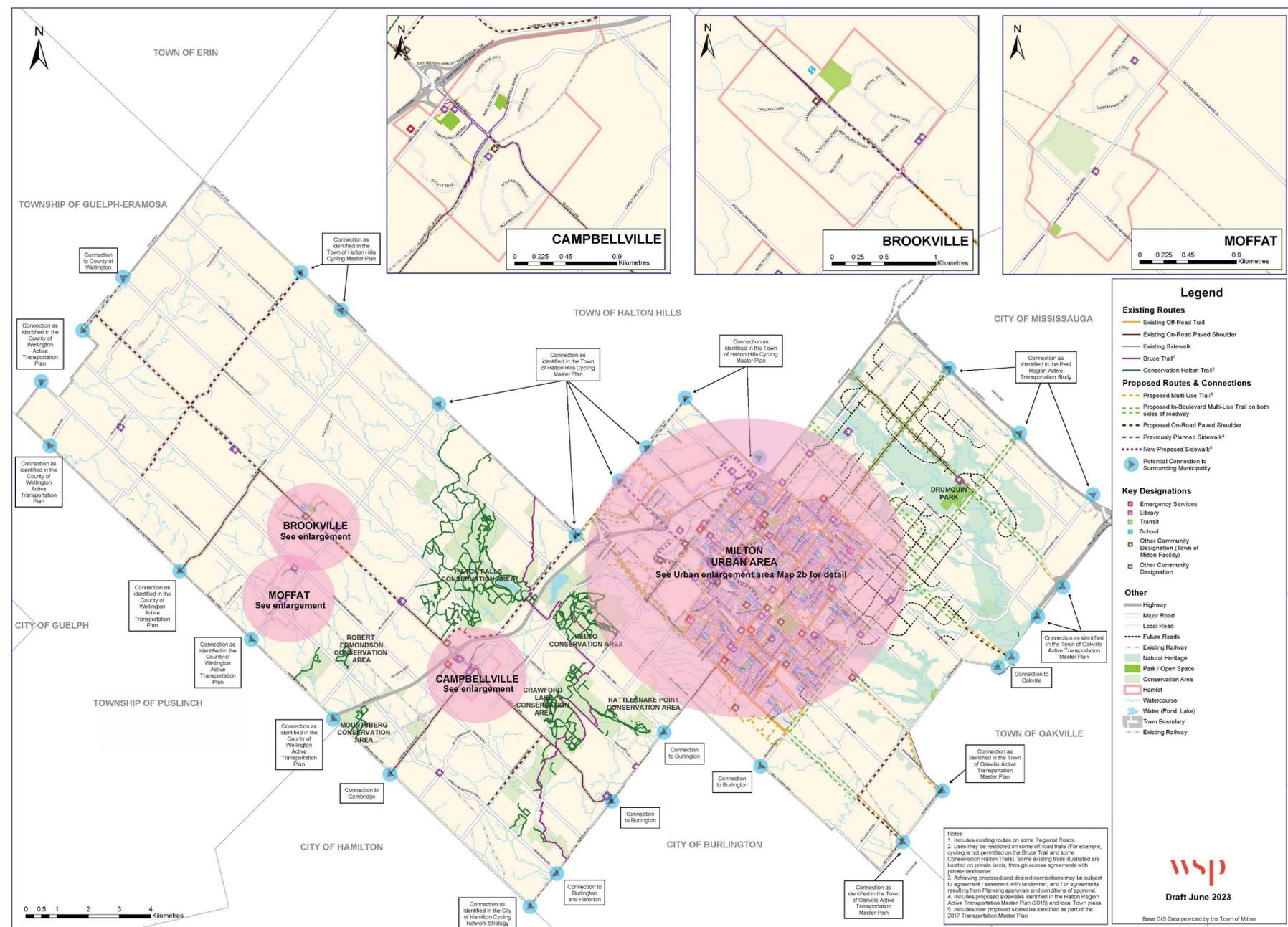
Promote equitable and accessible travel for all ages and abilities



Promote sustainability

Pedestrian Network– Existing & 2018 TMP Recommendations

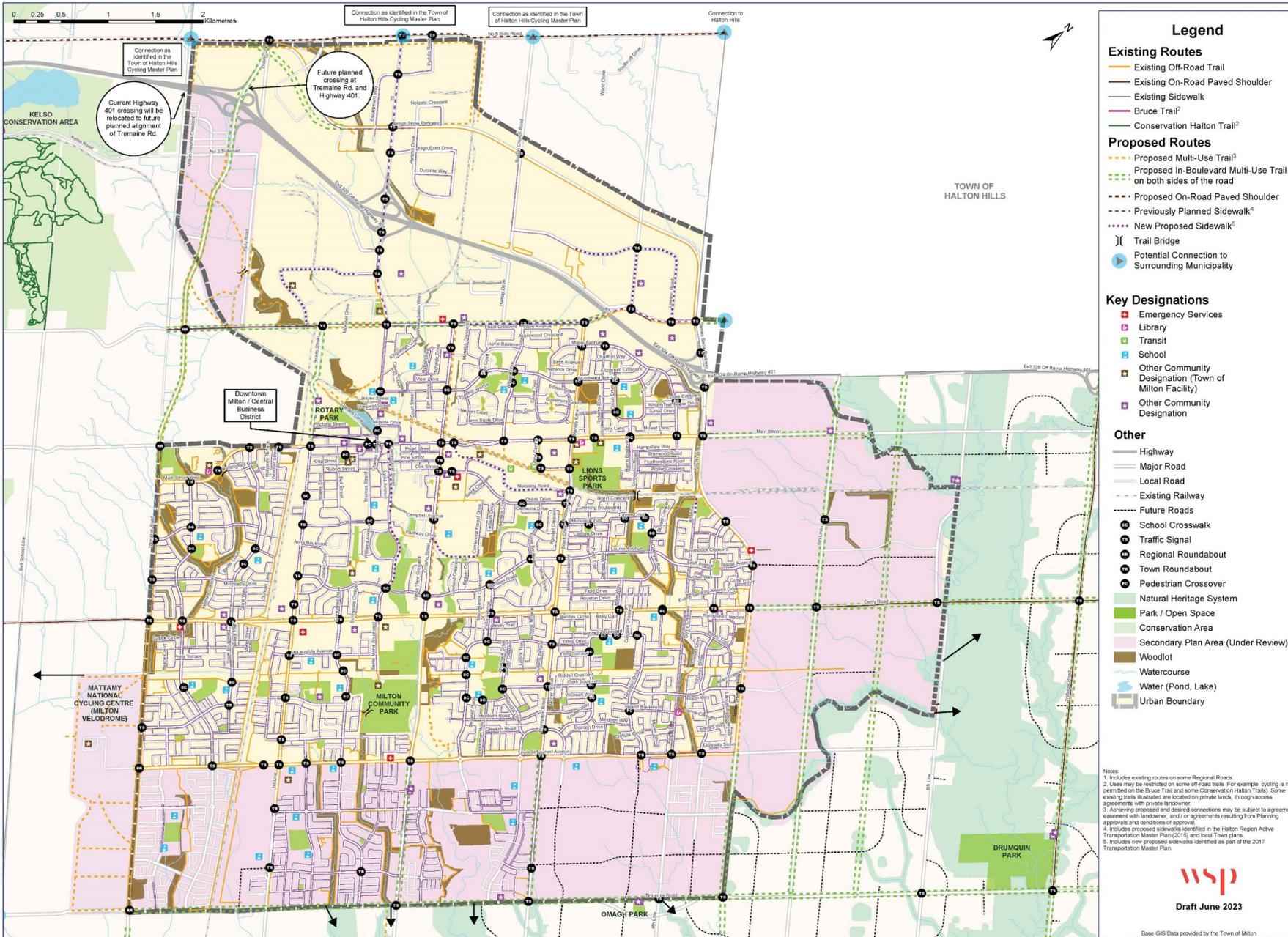
Town-Wide





Pedestrian Network– Existing & 2018 Proposed Recommendations

Milton Urban Area



Legend

Existing Routes

- Existing Off-Road Trail
- Existing On-Road Paved Shoulder
- Existing Sidewalk
- Bruce Trail¹
- Conservation Halton Trail²

Proposed Routes

- Proposed Multi-Use Trail³
- Proposed In-Boulevard Multi-Use Trail on both sides of the road
- Proposed On-Road Paved Shoulder
- Previously Planned Sidewalk⁴
- New Proposed Sidewalk⁵
- Trail Bridge
- Potential Connection to Surrounding Municipality

Key Designations

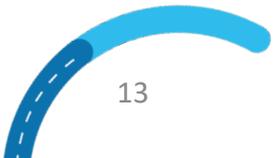
- Emergency Services
- Library
- Transit
- School
- Other Community Designation (Town of Milton Facility)
- Other Community Designation

Other

- Highway
- Major Road
- Local Road
- Existing Railway
- Future Roads
- School Crosswalk
- Traffic Signal
- Regional Roundabout
- Town Roundabout
- Pedestrian Crossover
- Natural Heritage System
- Park / Open Space
- Conservation Area
- Secondary Plan Area (Under Review)
- Woodlot
- Watercourse
- Water (Pond, Lake)
- Urban Boundary

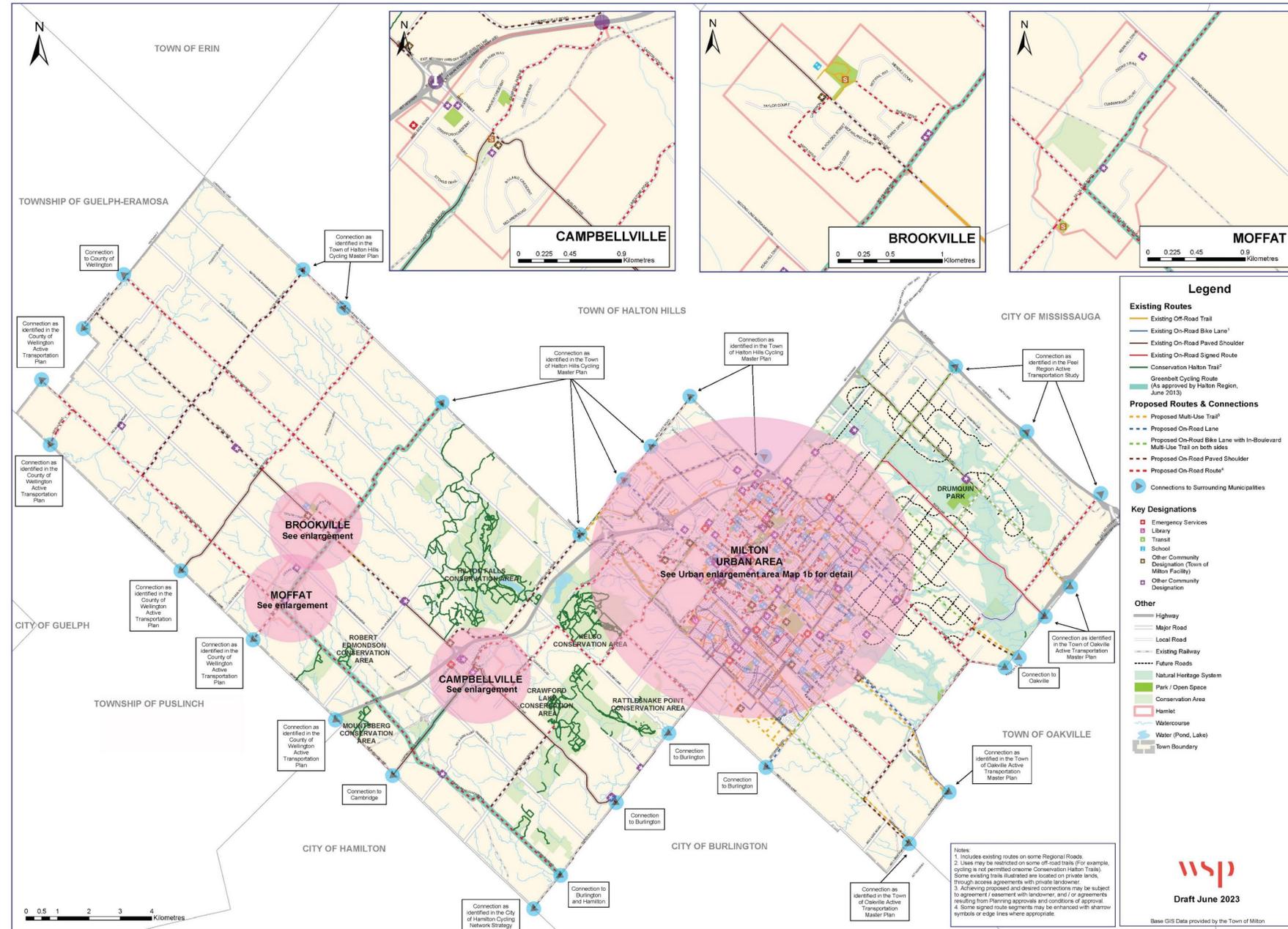
Notes:

- Includes existing routes on some Regional Roads.
- Uses may be restricted on some off-road trails (For example, cycling is not permitted on the Bruce Trail and some Conservation Halton Trails). Some existing trails illustrated are located on private lands, through access agreements with private landowner.
- Achieving proposed and desired connections may be subject to agreement/ easement with landowner, and / or agreements resulting from Planning approvals and conditions of approval.
- Includes proposed sidewalks identified in the Halton Region Active Transportation Master Plan (2015) and local Town plans.
- Includes new proposed sidewalks identified as part of the 2017 Transportation Master Plan.



Cycling & Multi-Use Network – Existing & 2018 Proposed Recommendations

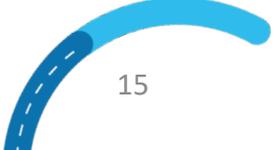
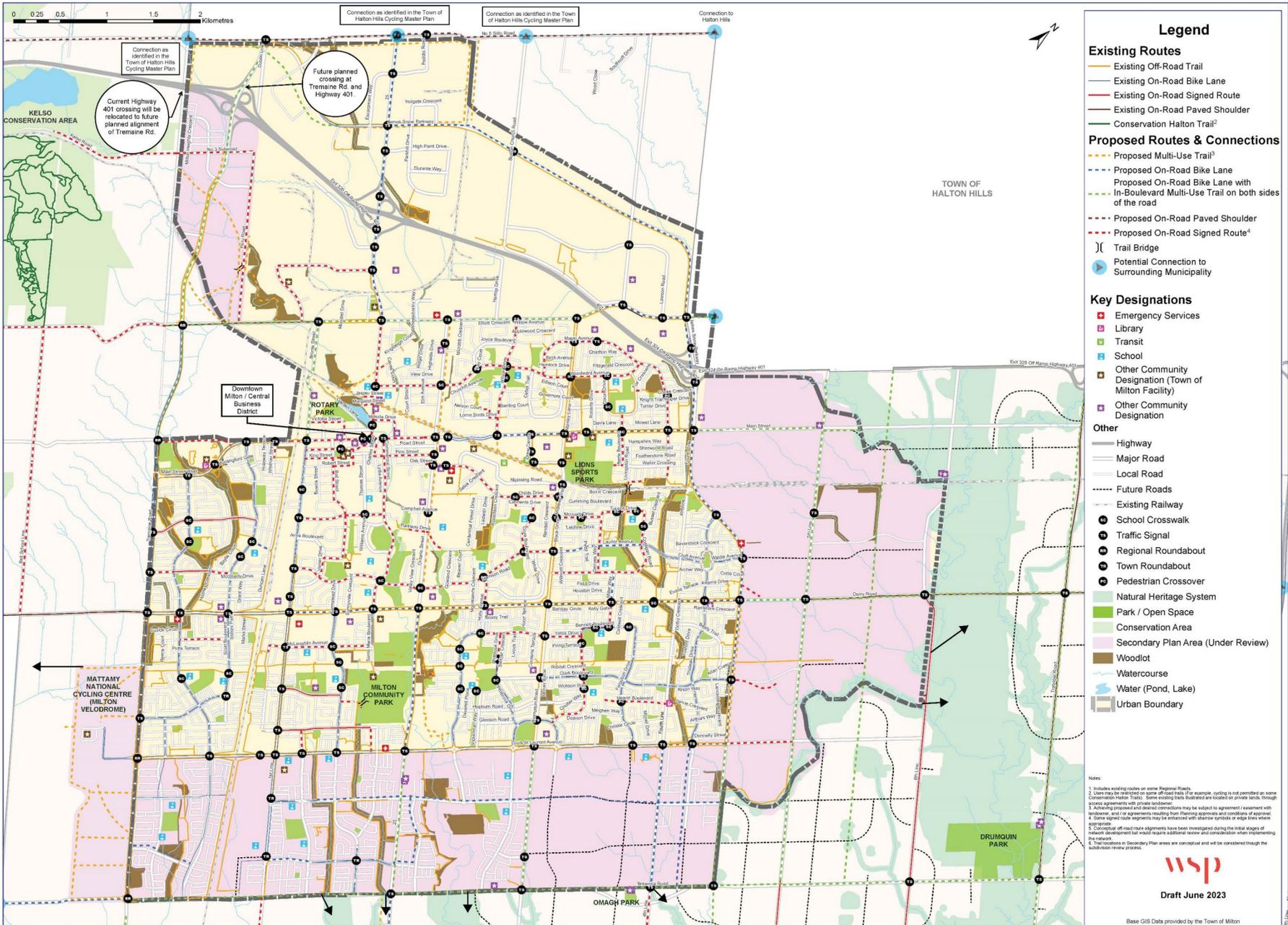
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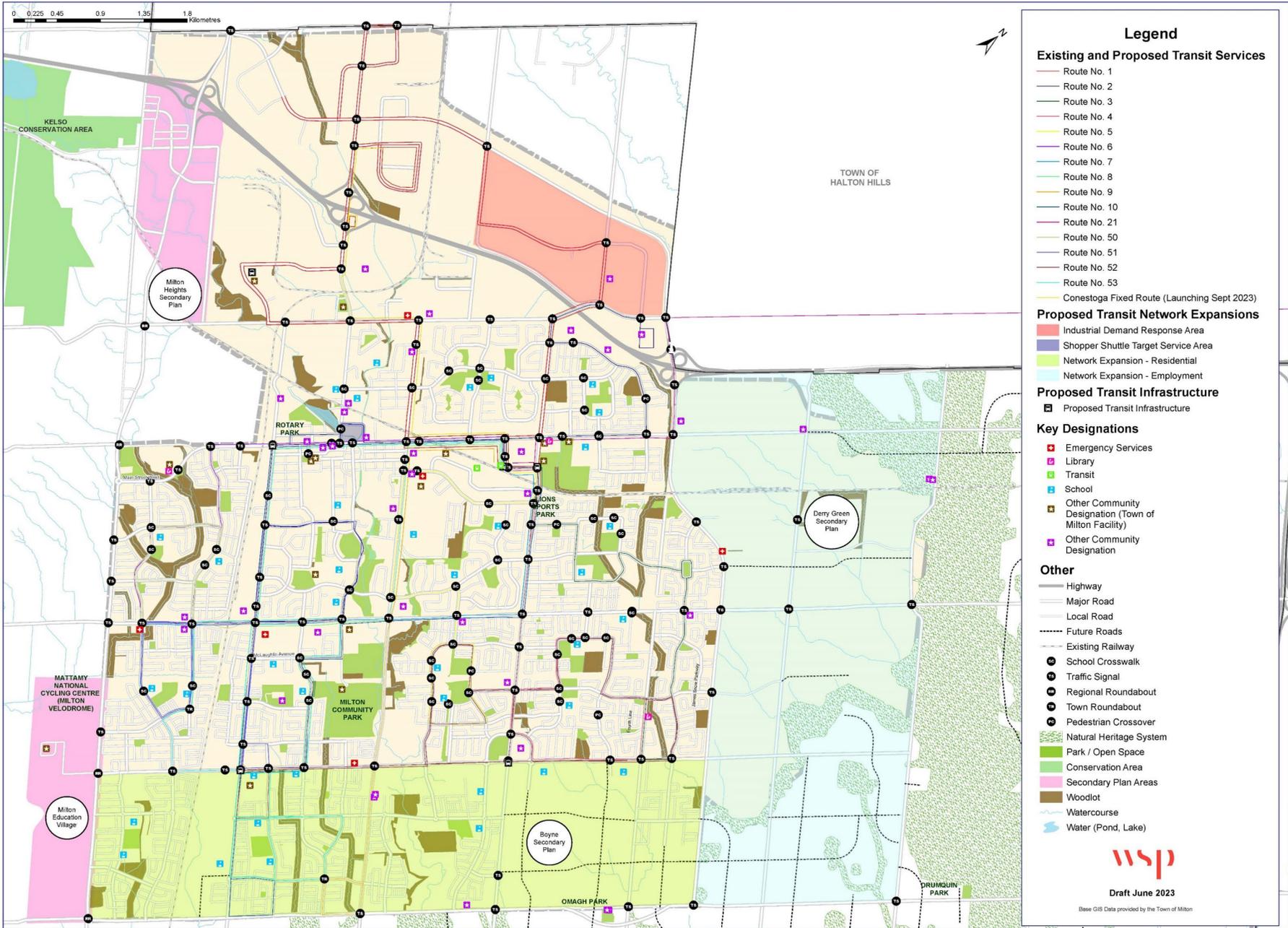
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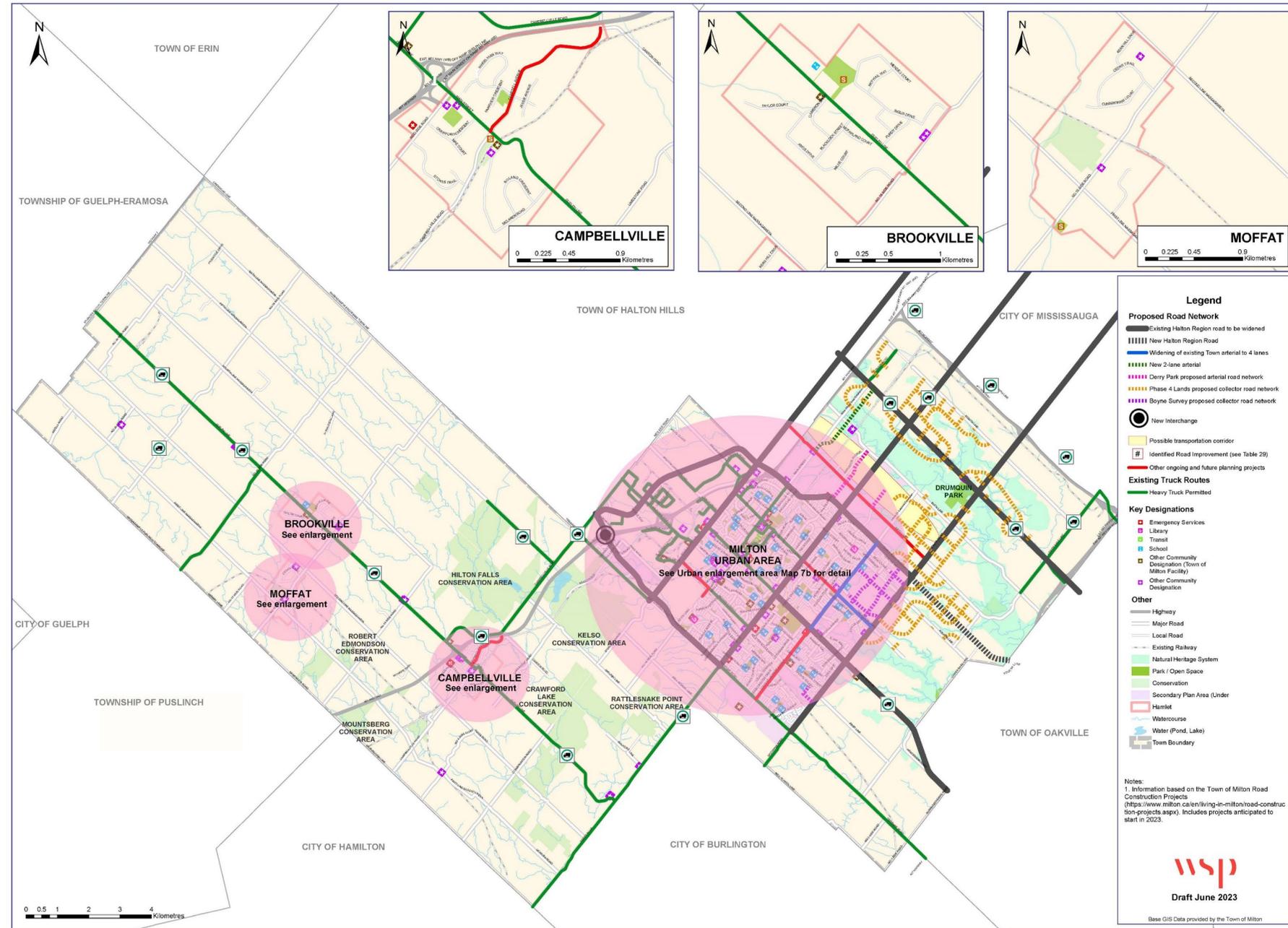




Transit Network – Existing & 2018 Proposed Recommendations

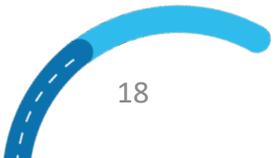
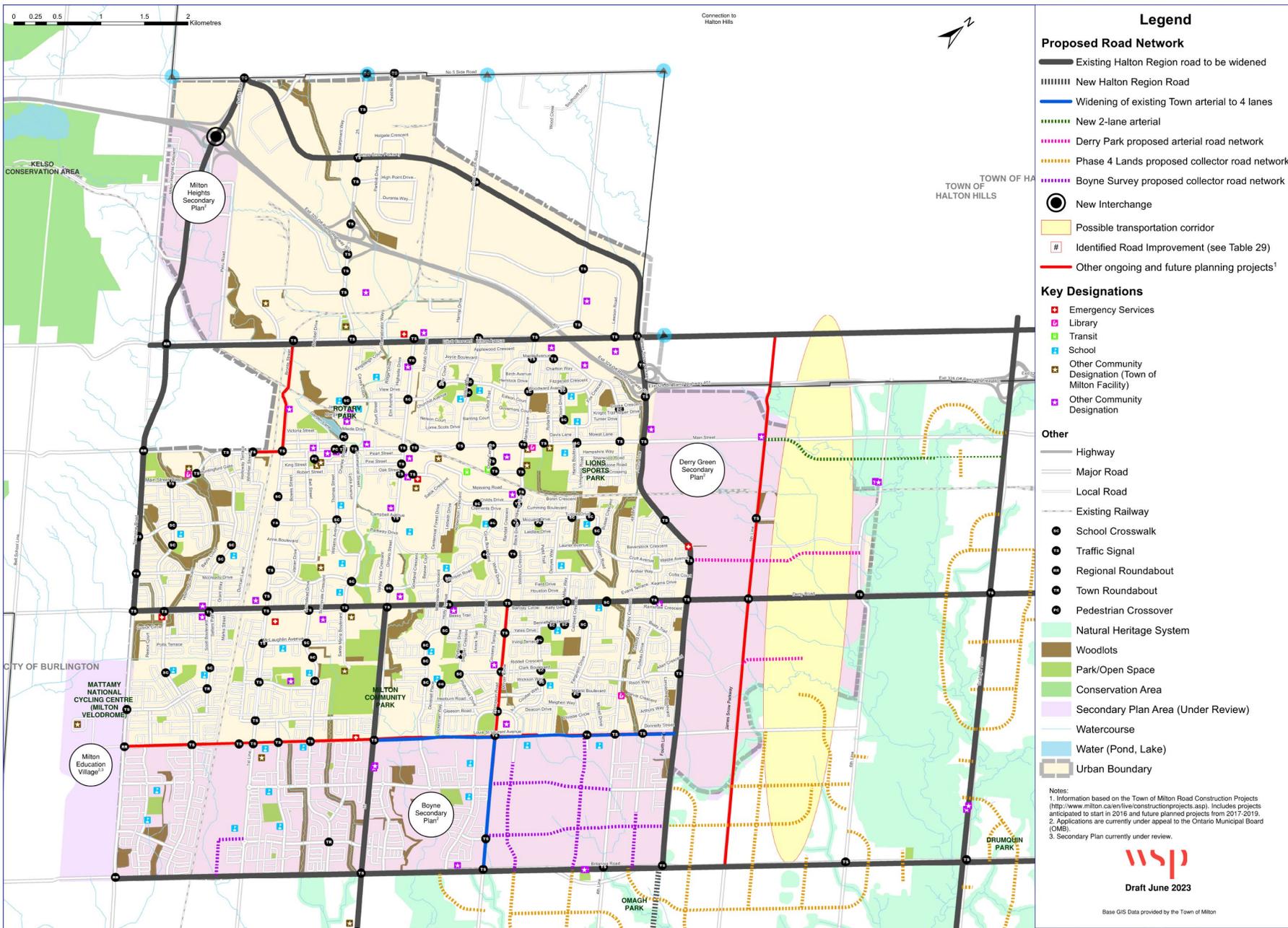


Road Network – Existing & 2018 Proposed Recommendations





Road Network – Existing & 2018 Proposed Recommendations



Next Steps & Contact Information

Thank you for contributing to the Transportation Master Plan Update!

- 1 Summarize** and process input received
- 2 Identify alternatives and select preliminary preferred** active transportation, transit, and road network recommendations
- 3 Develop supporting transportation strategies**
- 4 Prepare** draft recommendations including supporting strategies for Public Consultation Round #2 (Fall 2023)

Have more comments? Please visit:
Let's Talk Milton ([Transportation Master Plan Update](#) | [Let's Talk Milton \(letstalkmilton.ca\)](#))

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Brett Sears, MCIP RPP
(WSP Canada Inc.)
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Town of Milton
**Transportation
Master Plan
Update**

Rural Communities
Consultation

April 4, 2024



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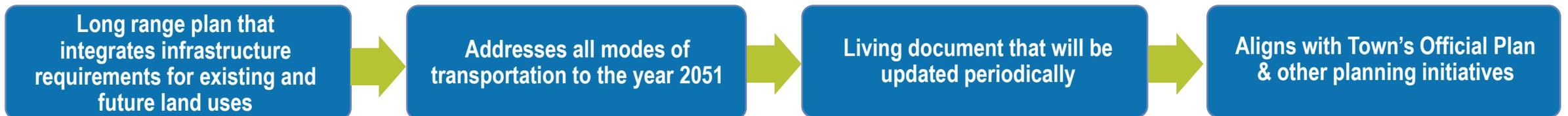


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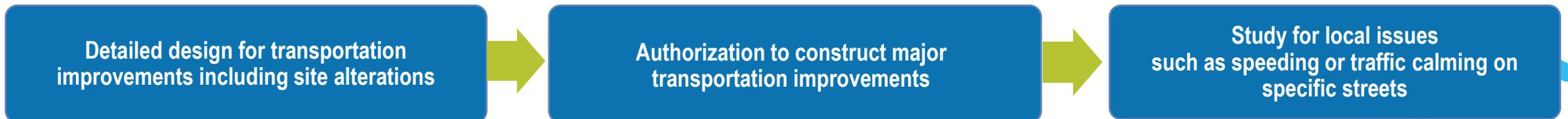


5. Determine active transportation system needs

What a TMP is



What a TMP is Not



Meeting Objectives

1

Provide updates on the TMP development process

2

Consider past transportation recommendations and assess if they still meet rural community needs

3

Solicit ideas on how to improve travel in rural communities



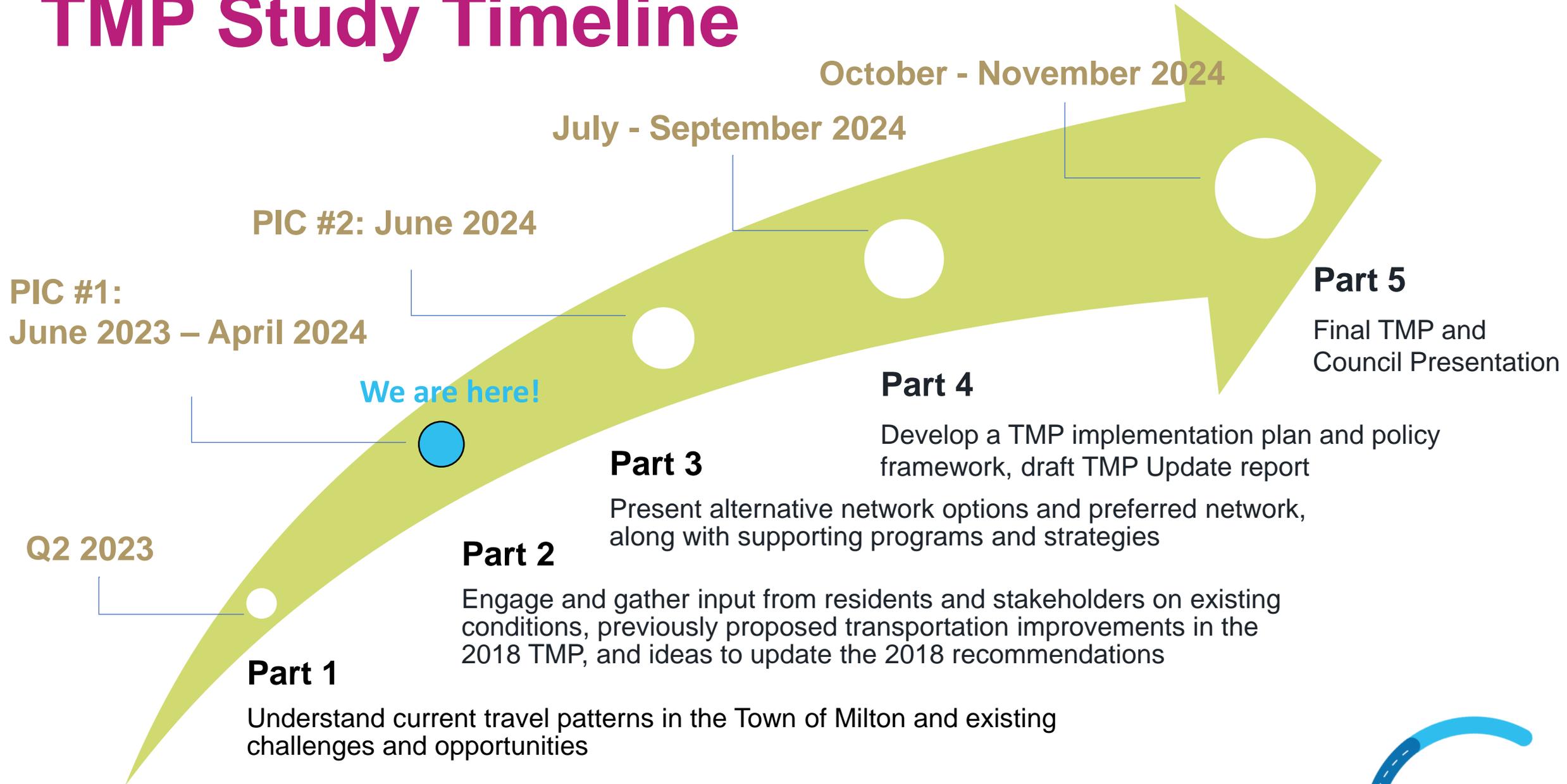
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Halton Region Integrated Master Plan

- Halton Region has initiated the **Integrated Master Plan (IMP)** to complete the next region-wide Water, Wastewater and Multi-Modal Transportation Master Plans.
- The Plan will provide the strategies, policies and tools required to meet the water, wastewater and transportation infrastructure needs of the community now and in the future.
- The Plan focuses on a multi-modal Regional transportation network for all users, including transit, active transportation (e.g., pedestrians and cyclists), cars, farm vehicles and trucks.
- Additional information on the opportunities and considerations, including narrated videos from our first Public Information Centre, is available on the [Integrated Master Plan \(IMP\) webpage on halton.ca](#).
- The proposed strategies to meet future needs will be presented in Fall 2024.



Local (Town of Milton) – Existing Policy Framework

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(2006)**

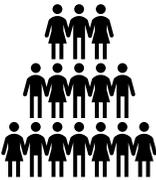
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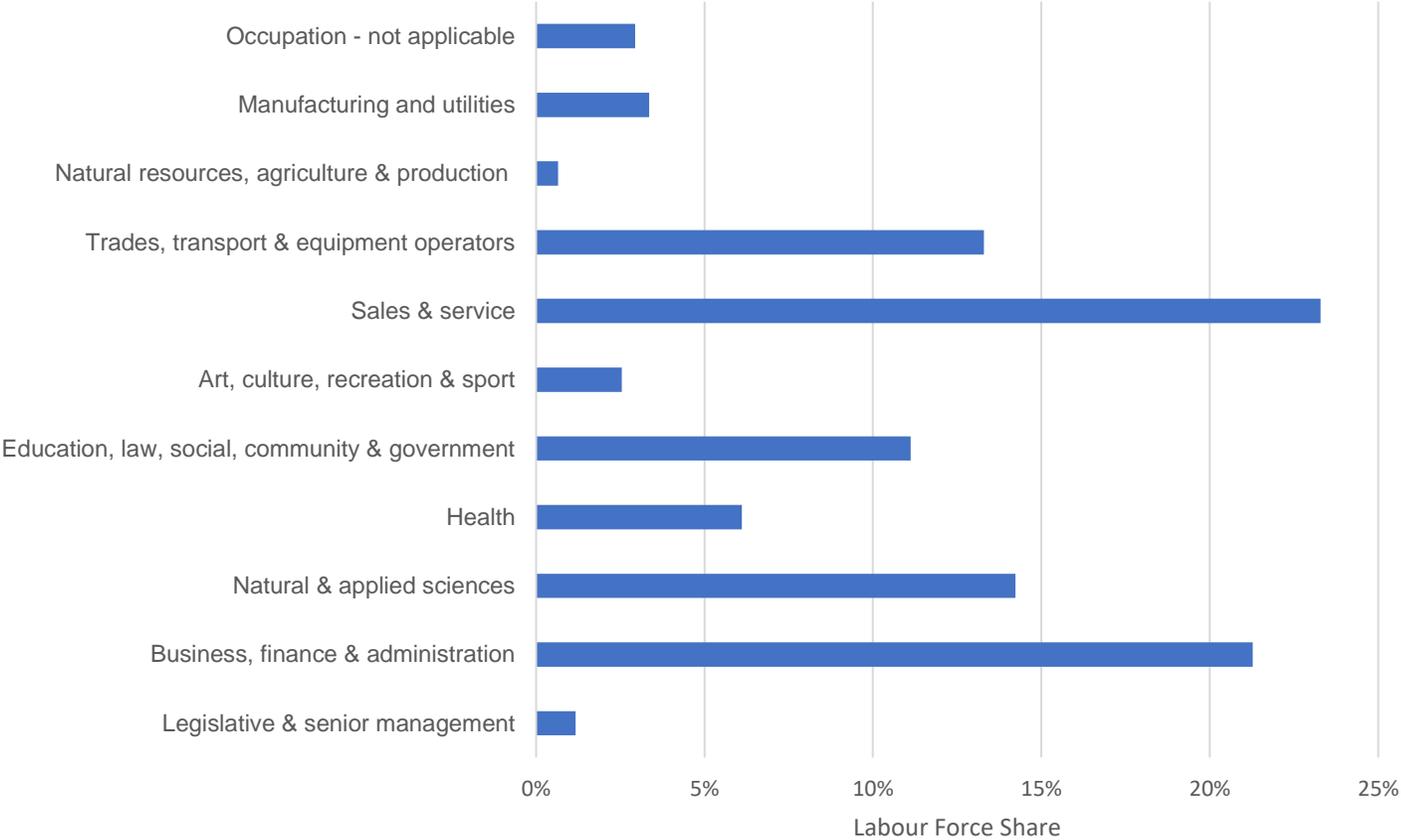


Year 2016

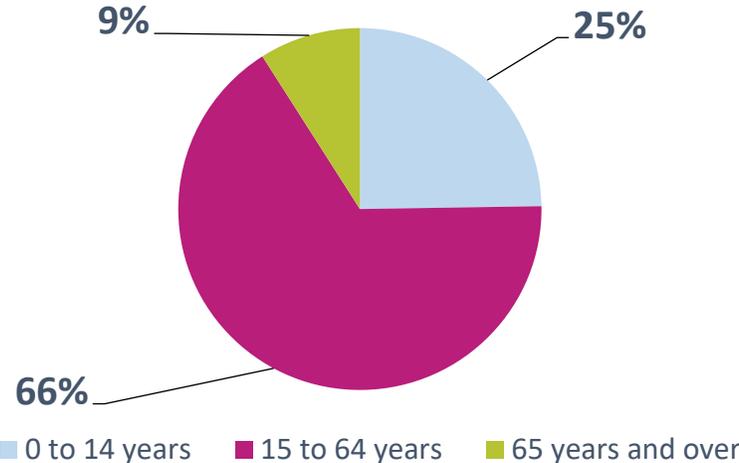


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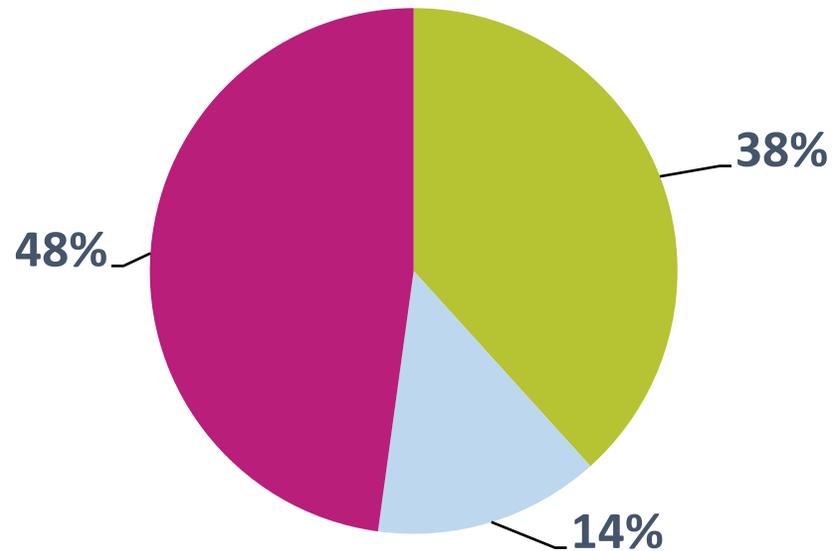


Source: Census Canada (2021)

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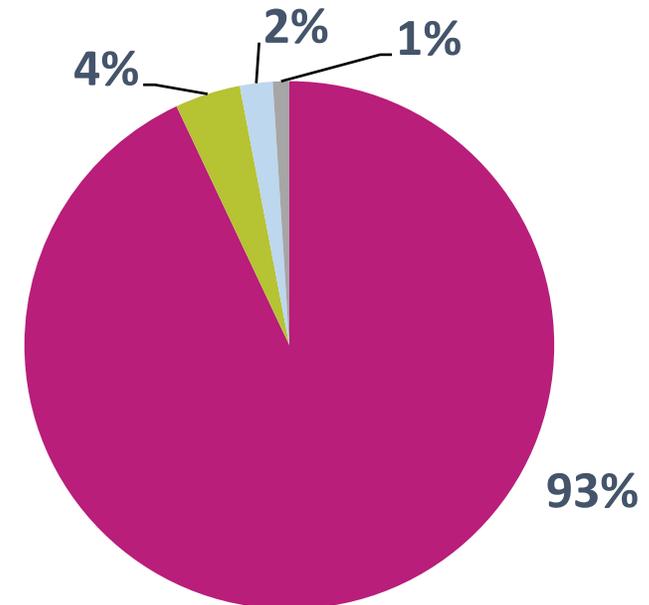
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Support mobility for all modes of transportation



Promote equitable and accessible travel for all ages and abilities



Promote sustainability

Active Transportation Strategies

Strategy Development Process

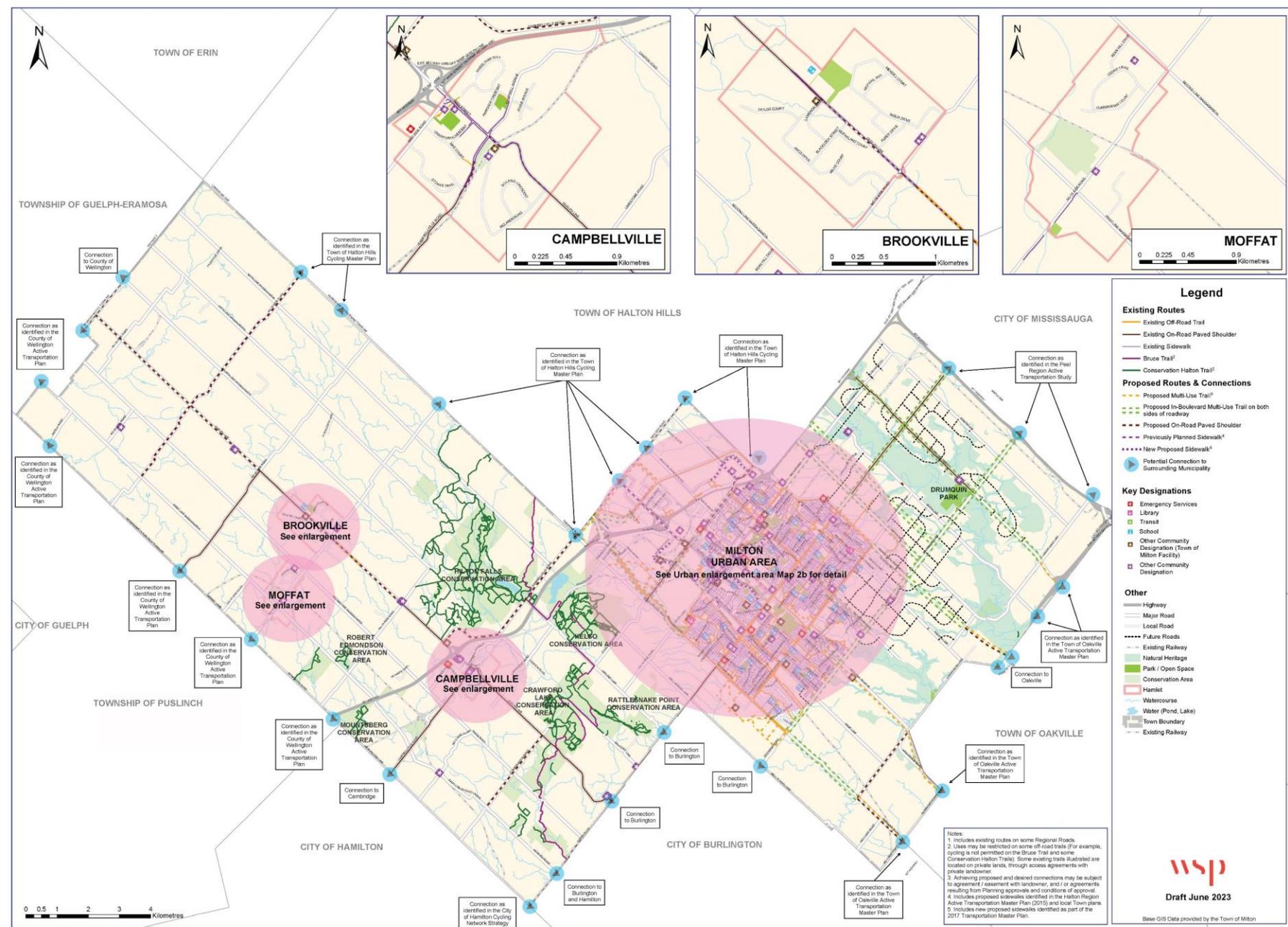
1	Review existing routes and facility types
2	Identify route selection criteria
3	Identify missing links and facilities
4	Identify network enhancements
5	Revise network phasing

Objectives

- Engage and respond to **local demand and interest**, and other stakeholders, to create community-informed recommendations
- Align recommendations with the **expected growth**, priorities, and developments
- Improve **connectivity** to existing and proposed active transportation facilities, provide linkages to key destinations, communities, and transit;
- Prioritize **safety and accessibility** for all users;
- Develop a realistic **implementation strategy** that identifies priorities and estimated capital costs;
- Create an integrated **multi-modal** transportation system that supports the need of a variety of transportation options

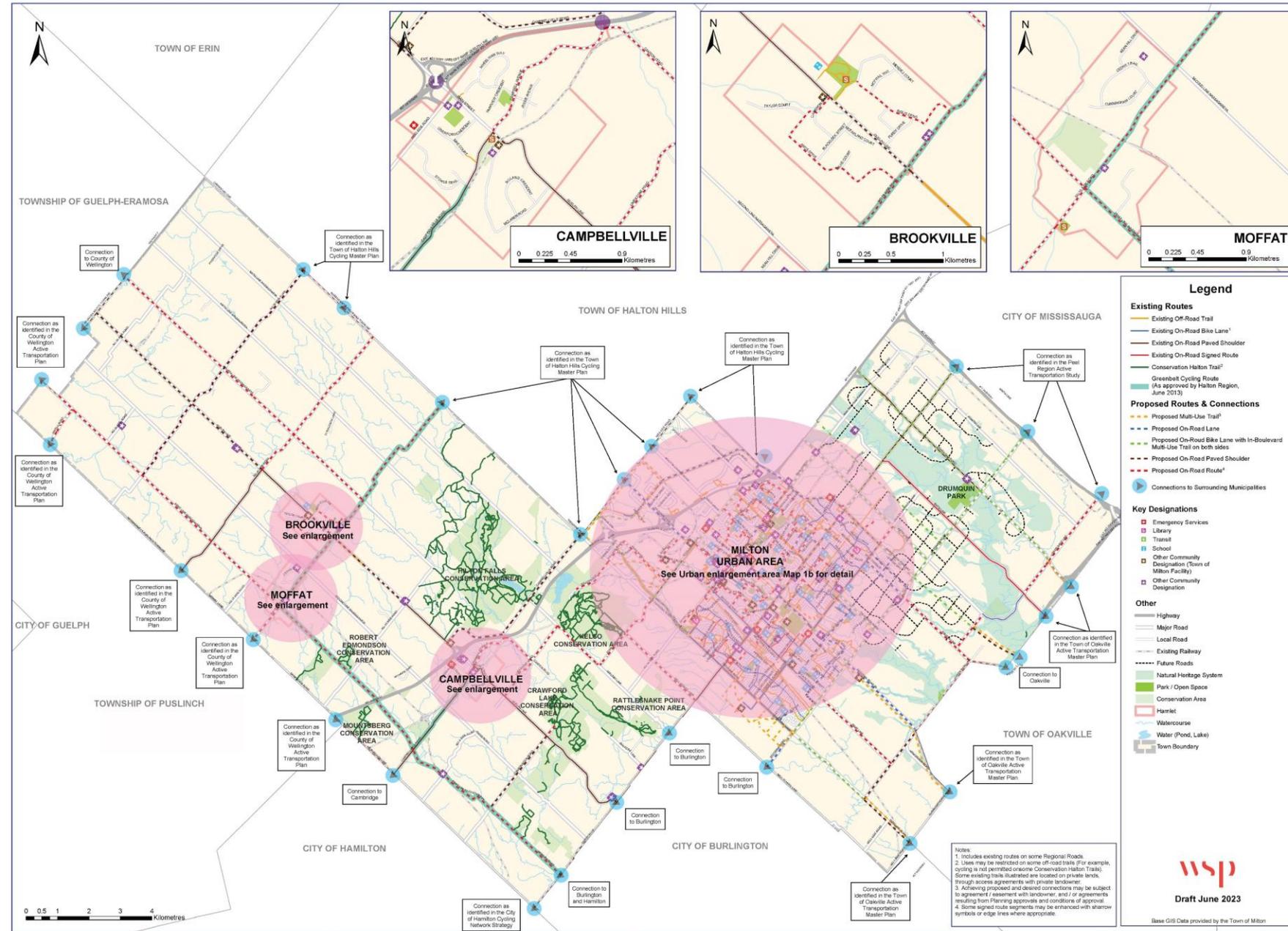
Pedestrian Network– Existing & 2018 TMP Recommendations

Town-Wide



Cycling & Multi-Use Network – Existing & 2018 Proposed Recommendations

Town-Wide



Transit in Rural Communities



The Milton GO Station is located on Main Street at Drew Centre Road. It is the third most heavily used station on the Milton line, due both to the large number of boardings generated in Milton as well as the fact that it is the terminal station on the line, attracting riders from Campbellville and other communities west of Milton.

Milton access+

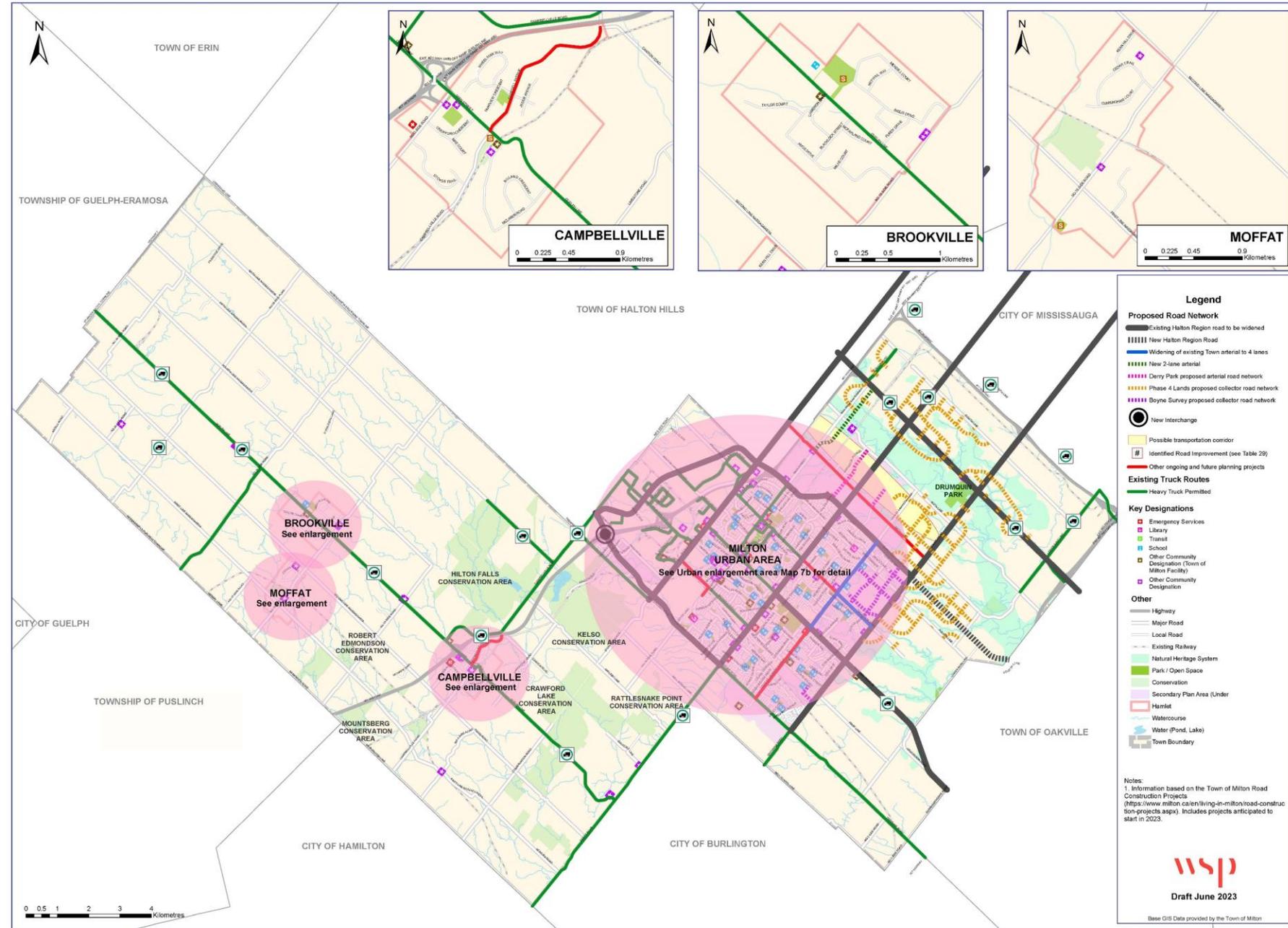
Milton access+	Description
Serves	<ul style="list-style-type: none">Milton's door-to-door shared ride specialized transit service for persons with disabilities.
Reservation Period (booking trips)	<ul style="list-style-type: none">Weekdays, 8 a.m. - 7:30 p.m.Saturday, 8 a.m. - 5:30 p.m.There is no reservation service available on Sundays or statutory holidays.
Service Hours (execute trips)	<ul style="list-style-type: none">Weekdays, 5:20 a.m. - 10:11 p.m.Saturday, 7:10 a.m. - 7:40 p.m.There is no Milton access+ service available on Sundays or statutory holidays.
Service Area	<ul style="list-style-type: none">Registrants living in the rural area of Milton (including Campbellville, Moffat and Brookville) can book trips destined to the service area, and subsequent trips can be made within the service area.However, return trips to the rural area must be to the registrant's residential address only.Rural-to-rural destined trips are not permitted.



Road Network – Existing & 2018 Proposed Recommendations

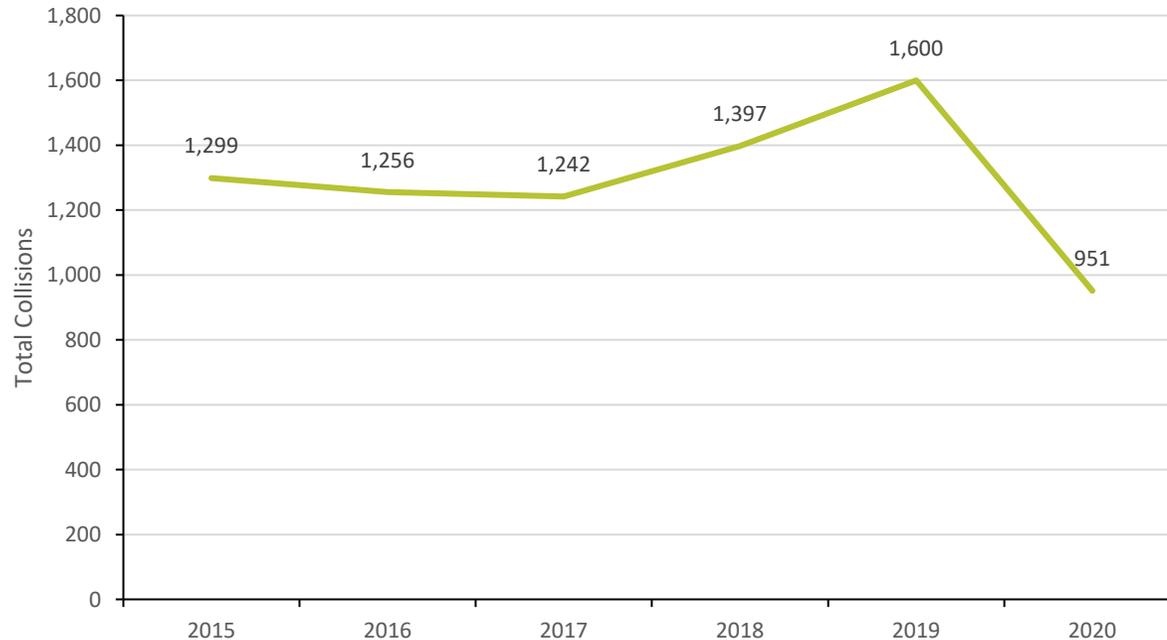
There are three (3) main recommendations that form the goods movement supporting strategy:

- Revise and update the Town truck network
- Publish a truck route map
- Implement goods movement supporting policies



Traffic Safety Strategies

Milton Traffic Collisions (2015-2020)



Source: Ontario Annual Road Safety Report

Milton is undertaking many actions to improve safety, including:

- Community safety zones
- Traffic calming
- School safety initiatives
- Active transportation infrastructure expansion

Opportunities exist to explore:

- Adopting road safety strategies
- Setting and publishing collision reduction goals
- Further embedding Milton's proactive identification of safety problem areas in its safety approach

Questions and Answers Session



**We want to hear
from you**

How would the proposed road improvements in the 2018 plan improve your transportation experience?

How would the proposed walking and cycling improvements in the 2018 plan improve your transportation experience? Which improvements should be prioritized?

Do you think additional improvements are needed beyond those in the 2018 plan for all modes?

Would the proposed truck routes in the 2018 plan help improve your quality of life? If not, how should trucks be routed?

Are there any other transportation items of concern? Which of these concerns impact your day-to-day experience the most?



Next Steps & Contact Information

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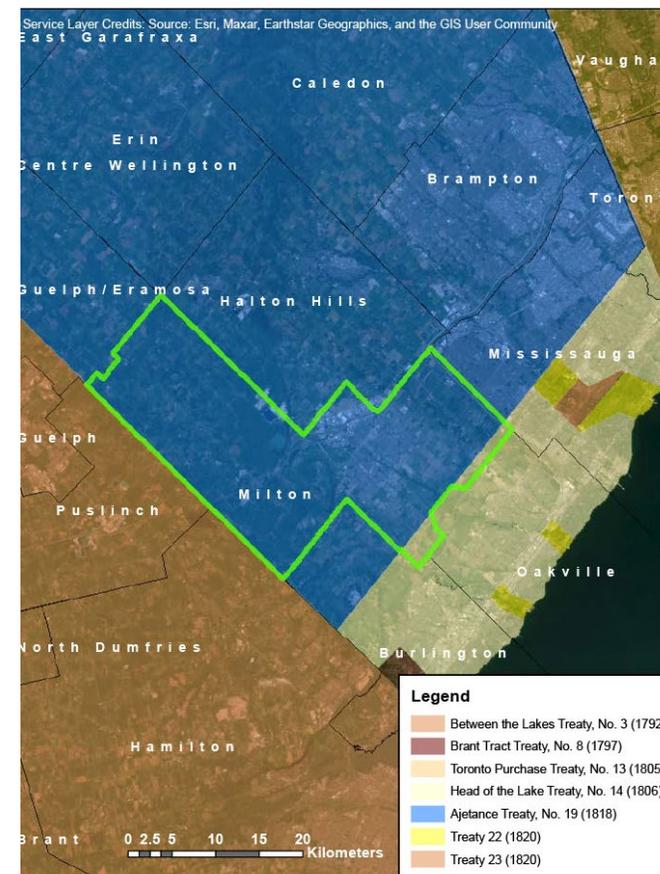
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June 19, 2024



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Municipal Boundaries Related to Treaty Nos. 22 and 23

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Meeting Objectives

1

Present preliminary recommendations for walking, cycling, transit, and roads improvements.

2

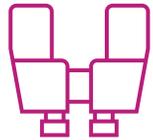
Discuss recommended strategies for walking and cycling, transit, traffic safety, and moving goods.

3

Gather feedback to finalize and complete the TMP.



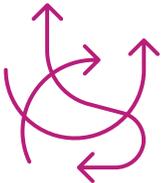
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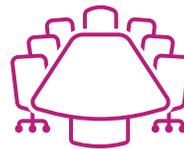
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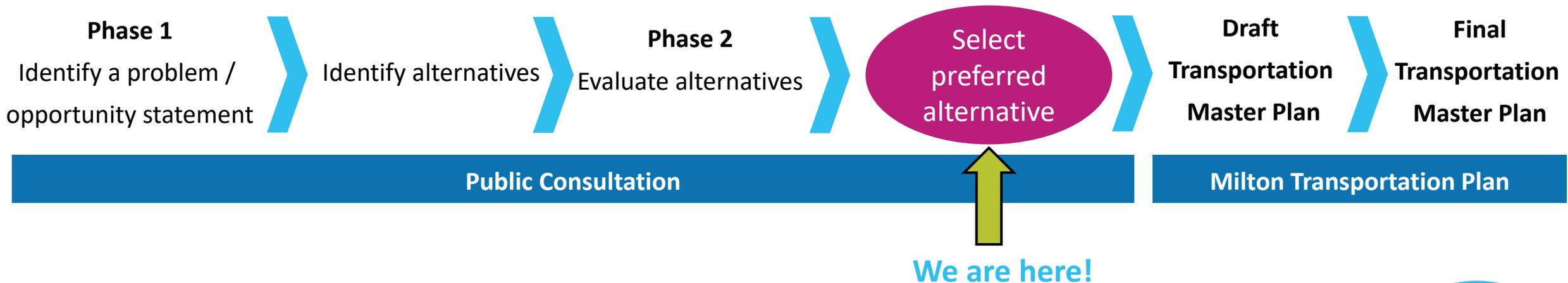


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TMP Study Timeline

October - November 2024

July - September 2024

PIC #2: June 2024

PIC #1:
June 2023 – April 2024

We are here!

Part 5

Final TMP and
Council Presentation

Part 4

Develop a TMP implementation plan and policy
framework, draft TMP Update report

Part 3

Present alternative network options and preferred network,
along with supporting programs and strategies

Part 2

Engage and gather input from residents and stakeholders on existing
conditions, previously proposed transportation improvements in the
2018 TMP, and ideas to update the 2018 recommendations

Q2 2023

Part 1

Understand current travel patterns in the Town of Milton and existing
challenges and opportunities

TMP Working Vision

A vision for transportation has been established for the Town of Milton to reflect the priorities of the community and the Town's strategic objectives looking to the future. The vision reads as follows:

To provide a multi-modal network that allows users of **all ages and abilities** to **access all modes of transportation**, contributing to a **complete street** community. The success of the Plan will be based on its ability to accentuate the Town's unique urban and rural areas, while accommodating future travel demands as the community continues to grow. Its success will be based on the implementation of achievable and relevant programming looking to the 30 year planning horizon.

The vision for Milton's transportation future integrates FOUR key principles:



Accommodate future growth and associated travel demands



Support mobility for all modes of transportation



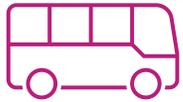
Promote equitable and accessible travel for all ages and abilities



Promote sustainability

Rural Communities

Topic	What was Heard	What we Did
All Modes of Transportation	Improve the accommodation of different users and vehicles.	Improved guiding principles to emphasize equitability and accessibility for all ages and abilities.
Walking and Cycling	<p>Safer infrastructure for pedestrians and cyclists.</p> <hr/> <p>Encourage active transportation.</p>	Emphasized on the importance of road safety for all users on Regional and local roads throughout rural communities.
Transit	<p>Transit system needs to be re-assessed and prioritized.</p> <hr/> <p>Improve transit service coverage.</p>	Conveyed comments regarding improving transit connectivity for rural communities within the Town to the Transit Master Plan team.
Traffic	<ul style="list-style-type: none"> Through traffic using Town rural roads to avoid Highway 401 and other congested Provincial and Regional roads. Operational concerns at specific intersections associated with stop control. 	<ul style="list-style-type: none"> Re-assessed traffic safety strategies to account for collision-prone areas suggested by participants of the consultation. Concerns have been communicated to Town Traffic Operations staff for investigation and follow-up.
Goods Movement	Collisions and / or congestion on Highway 401 results in trucks diverting to Town rural roads and re-siting of truck inspection area (downtown).	Reviewed policies related to goods movement to balance the accommodation of various users across the transportation network with freight transportation.
Educate and Collaborate	<p>Educate public and truck drivers on appropriate diversion routes.</p> <hr/> <p>Collaborating with Halton Region and MTO.</p>	<p>Dedicated a chapter of the TMP Update to transportation in rural communities.</p> <hr/> <p>WSP will reach out to Halton Region and MTO.</p>



Active Transportation Strategies

Strategy Development Process

1	Review existing routes and facility types
2	Identify route selection criteria
3	Identify missing links and facilities
4	Identify network enhancements
5	Revise network phasing

Objectives

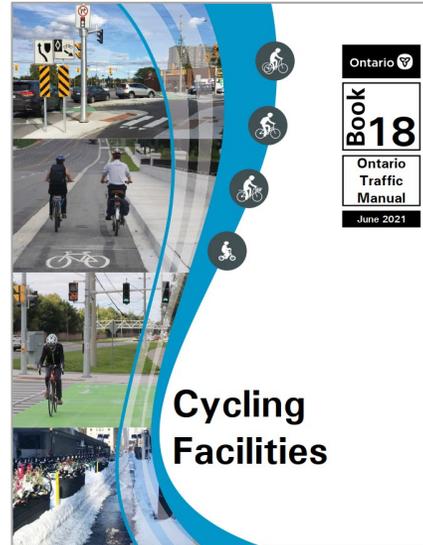
- Engage and respond **to local demand and interest**, and other stakeholders, to create community-informed recommendations
- Align recommendations with the **expected growth**, priorities, and developments
- Improve **connectivity** to existing and proposed active transportation facilities, provide linkages to key destinations, communities, and transit
- Prioritize **safety and accessibility** for all users
- Develop a realistic **implementation strategy** that identifies priorities and estimated capital costs
- Create an integrated **multi-modal** transportation system that supports the need of a variety of transportation options

Active Transportation Best Practices



Complete Streets

Balance the needs of all road users – pedestrians, cyclists, drivers, and transit users.



OTM Book 18

The manual provides design standards, guidelines, and best practices for planning, designing, and implementing cycling infrastructure in Ontario.



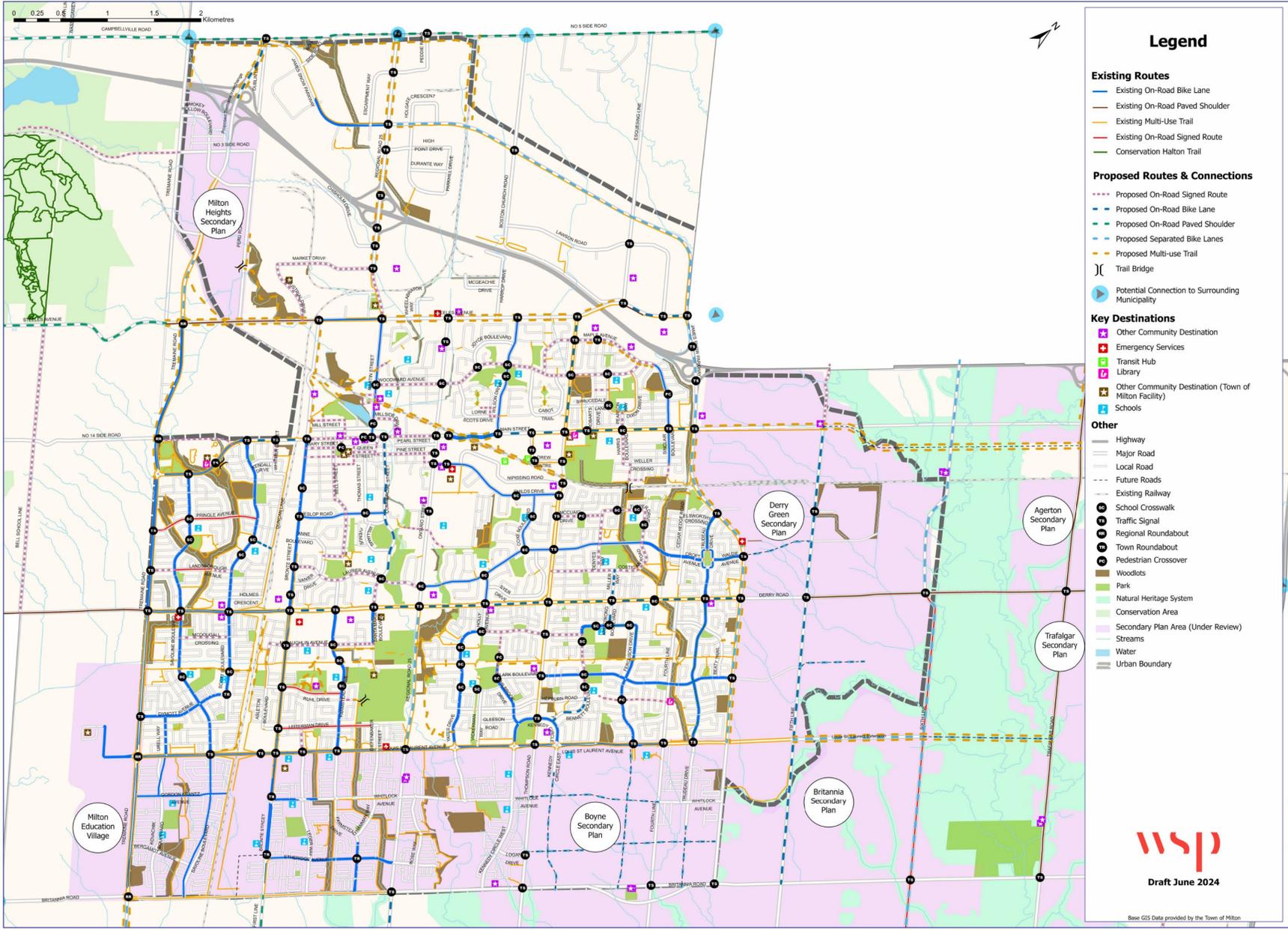
OTC Protected Intersection

High number of collisions and fatalities occur at intersections. The guide introduces solutions to reduce vehicle speed, high-risk conflicts, crossing distances, and delays for all users.



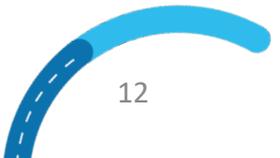
Vision Zero

The goal is to eliminate road fatalities and injuries by holding road system designers and builders accountable.



Proposed Cycling & Multi-Use Network

Urban Area



Milton's Vision for Transit

The Town knows that **transit has a critical role to play in meeting the needs of the evolving community, including post-secondary influences.** Existing plans and strategies identify transit's role in:



Managing **sustainable growth**



Enabling **higher densities** along corridors, nodes, and in growth areas



Providing **reliable connections** to serve the needs of all Miltonians

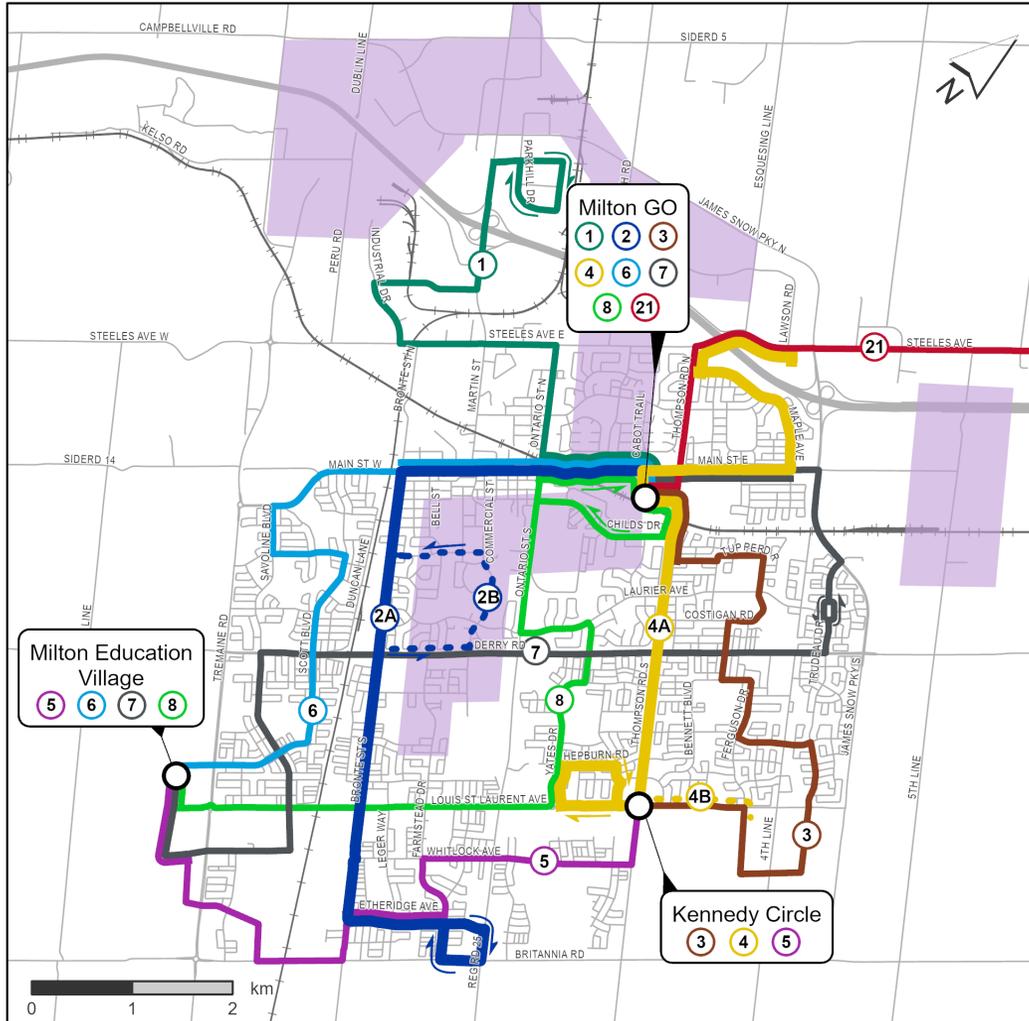


Embracing **modernization** (state-of-readiness) for battery electric technology and innovative fare payment systems

*“By 2027, Milton will have laid the foundation for its future as a diverse and welcoming community defined by higher densities **enabled by transit**. This foundation will include **transit system advancements**, prioritized infrastructure...”*

Milton's Practical Vision for 2023-2027

2029 Transit Network & Key Outcomes



The 2029 Transit Network includes the following key outcomes:

- Improved **reliability**
- More **direct routes**
- More **frequent service** – 15-20 mins on weekdays on major corridors and at least 30 mins all week on all local routes
- **Extended service** with weekday and Saturday service until 11:30PM
- Introduction of **Sunday service** from 7:00AM to 7:00PM
- **Longer routes** to reduce required transfers
- **New transfer points** at MEV and Kennedy Circle area
- **Greater access** – the average resident can access 2.3x more people/places within a 45-minute transit trip compared to today
- **Re-distribution of OnDemand service areas** to optimize performance

Supporting Recommendations

In addition to the conventional transit network improvements, the Plan identifies supporting programs and initiatives to help Milton **increase ridership** and provide a **high-quality transit experience** for customers:

	<p>More access+ Vehicles and Service</p>	<p>An increase in access+ vehicles and service investment to meet growing trip demand and reduce wait times</p>		<p>Inter-Regional Connections</p>	<p>Continue to support regional GO Transit and consider connections to Oakville and Mississauga beyond the five-year horizon</p>
	<p>Fleet Electrification</p>	<p>This plan carries forward existing work to recommend phased implementation of battery electric buses between now and 2040</p>		<p>Transit Service to New Growth Areas</p>	<p>OnDemand transit in new development areas that is replaced by fixed-route transit service as communities grow and evolve</p>
	<p>PRESTO Fare Integration</p>	<p>PRESTO fare payment is recommended for adoption by early 2028 to increase convenience and facilitate seamless transfers</p>		<p>Upgraded Stops and Amenities</p>	<p>Establish a goal of accessible pads at 100% of fixed-route stops by 2034</p>
	<p>Marketing and Communications</p>	<p>A range of initiatives to increase awareness of Milton Transit's services, attract new riders, and improve customer experience</p>		<p>Comingled Service</p>	<p>Continue comingling and de-branding of OnDemand and access+ specialized services to maintain resource productivity as part of a "family of services" model</p>

Transit Services Strategy

Transit priority measures use technology and/or road widening to enhance transit travel times, boost reliability and increase bus speeds compared to private vehicles.

Benefits can:

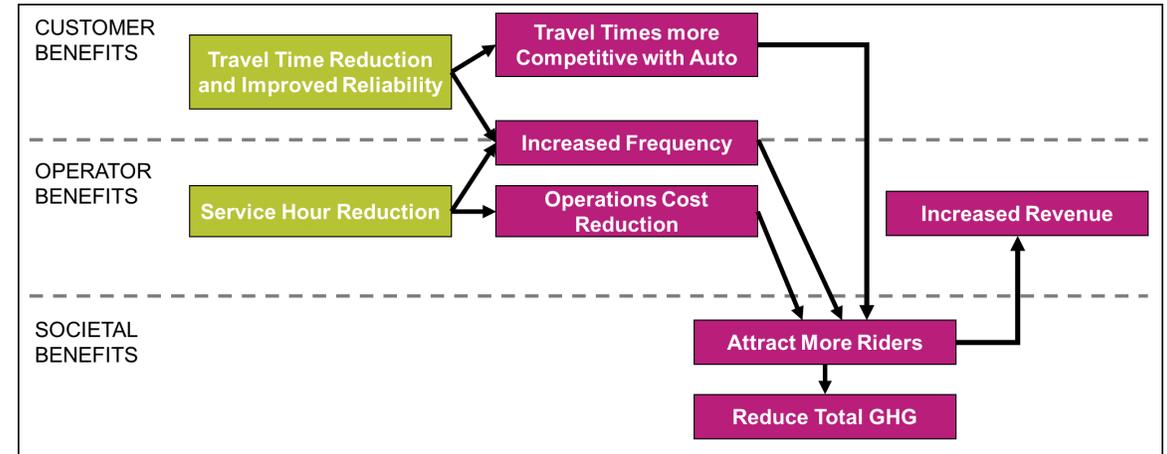
- Help attract additional riders, hence increasing revenue for Milton Transit; and
- Take private vehicles off the road, aiding in the reduction of GHG and improving transit mode share levels.

Improving transit speed can be achieved through a range of operational infrastructure enhancements, each differing in effectiveness and difficulty of implementation.

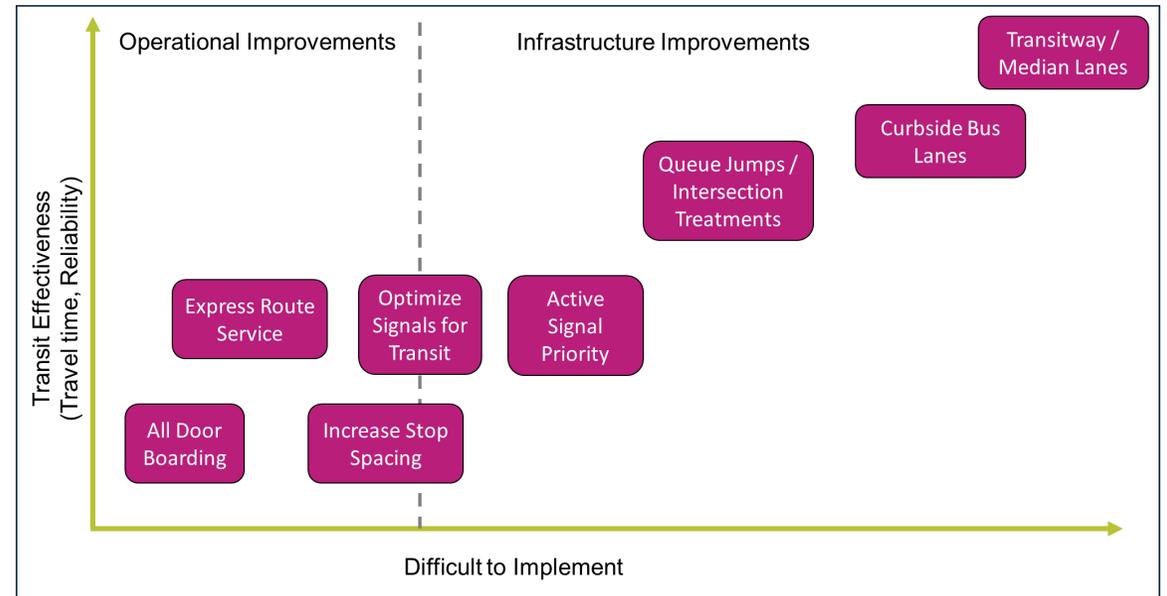
Operational Improvements:

- Door boarding facilitated by off-board fare payment and increasing transit stop spacing serve to minimize dwell time at transit stops.

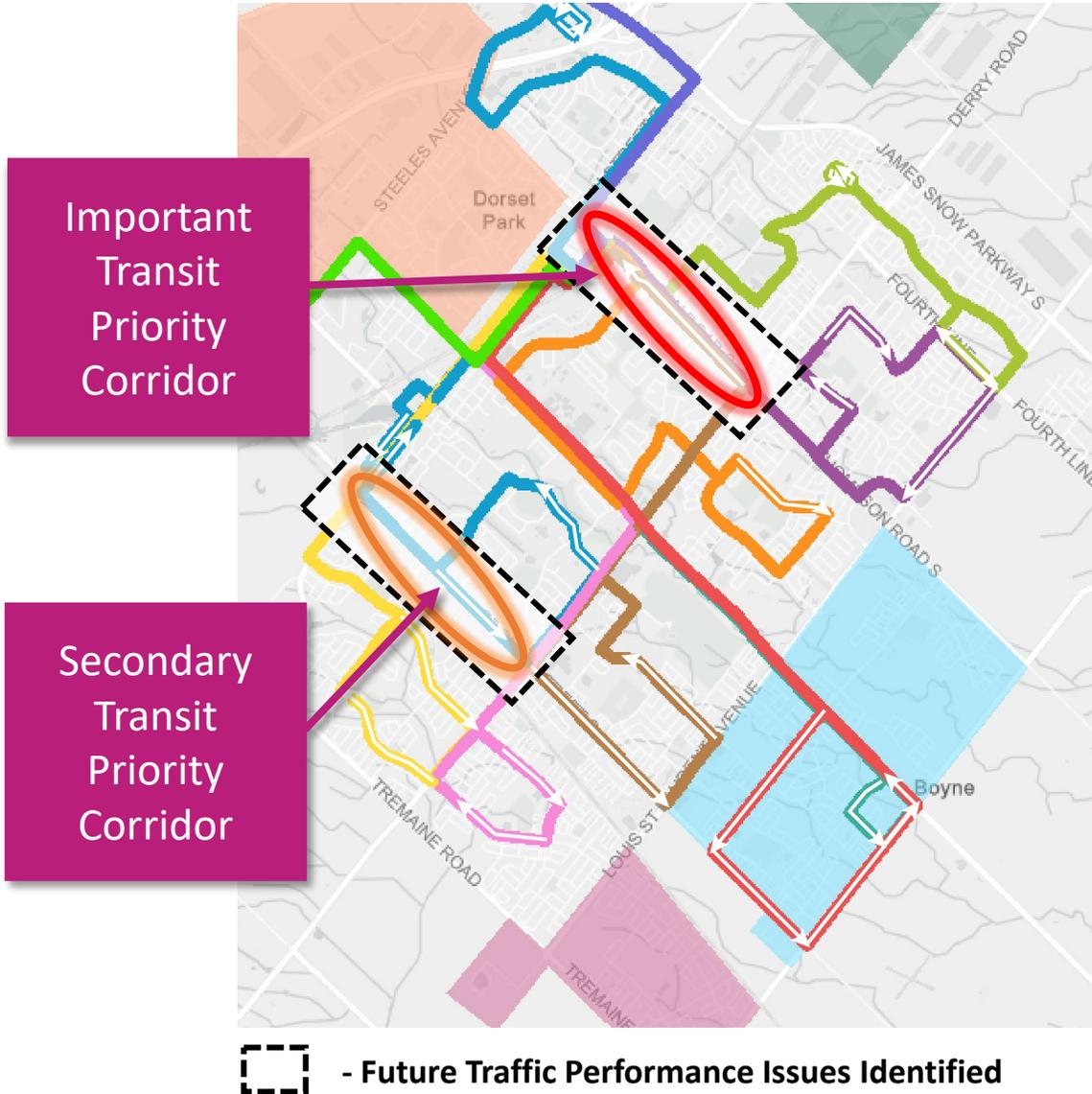
Transit Priority Benefits



Transit Priority Options



Identified Transit Priority Corridors



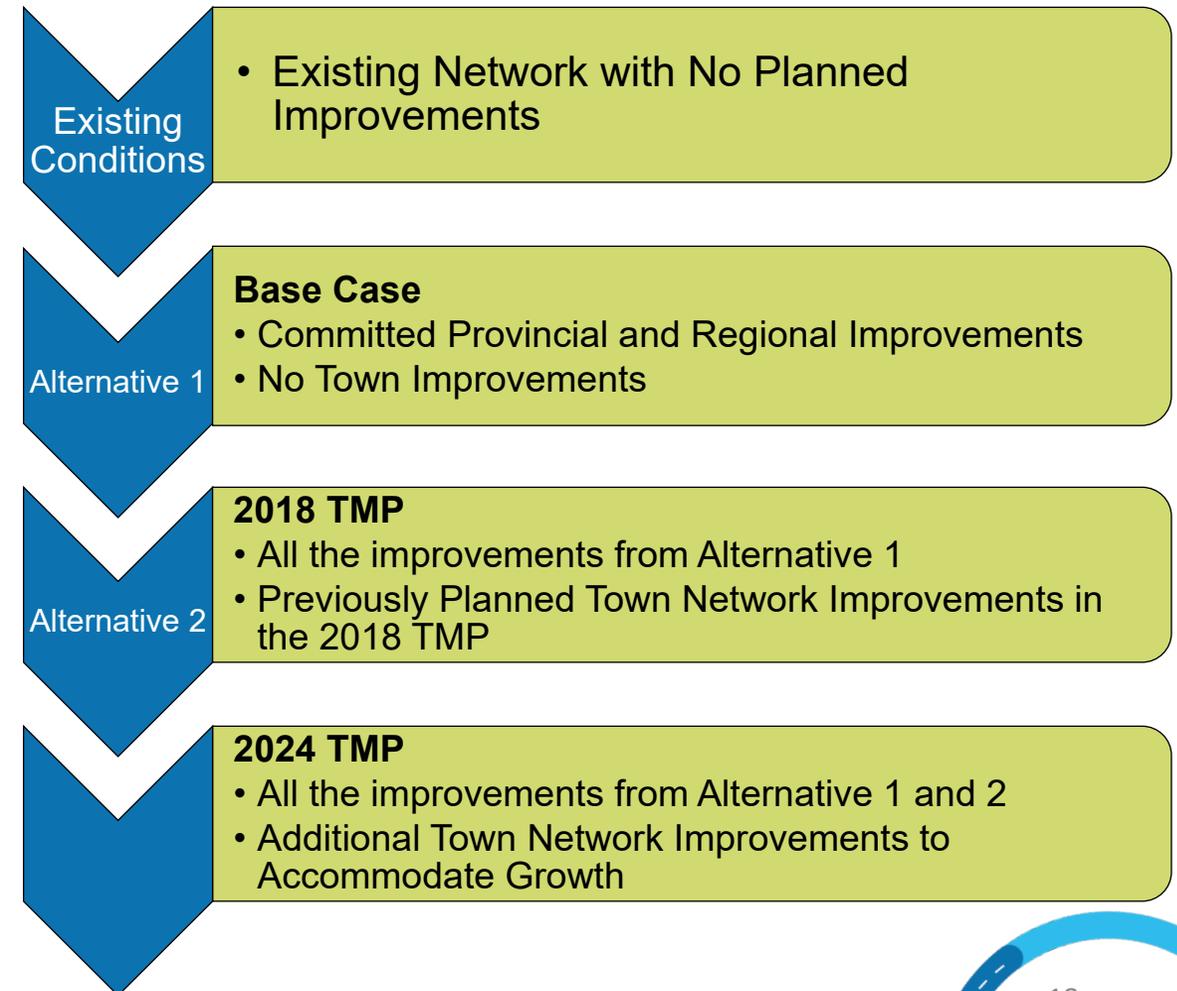
Transit priority treatments should be considered for corridors with heavy transit usage and poor traffic performance

- **Thompson Road (Main St to Derry Rd)** is strongly recommended for transit priority as it serves 7 transit routes (4 Milton Transit routes and 3 GO Bus routes) and is flagged as having future traffic performance issues
 - Queue jump treatment could be considered at Thompson Road / Drew Centre to ensure reliable access to Milton Transit's central hub at Milton GO Station
 - Performance at other signals along the Thompson Road corridor between Main Street and Derry Road should be monitored to determine transit priority locations needed in the future
- **Bronte Street (Main St to Derry Rd)** is identified as a secondary transit priority corridor, where measures may be required in the future
- Other corridors should be monitored as development and the transit system expands into new areas

Road Network Overview

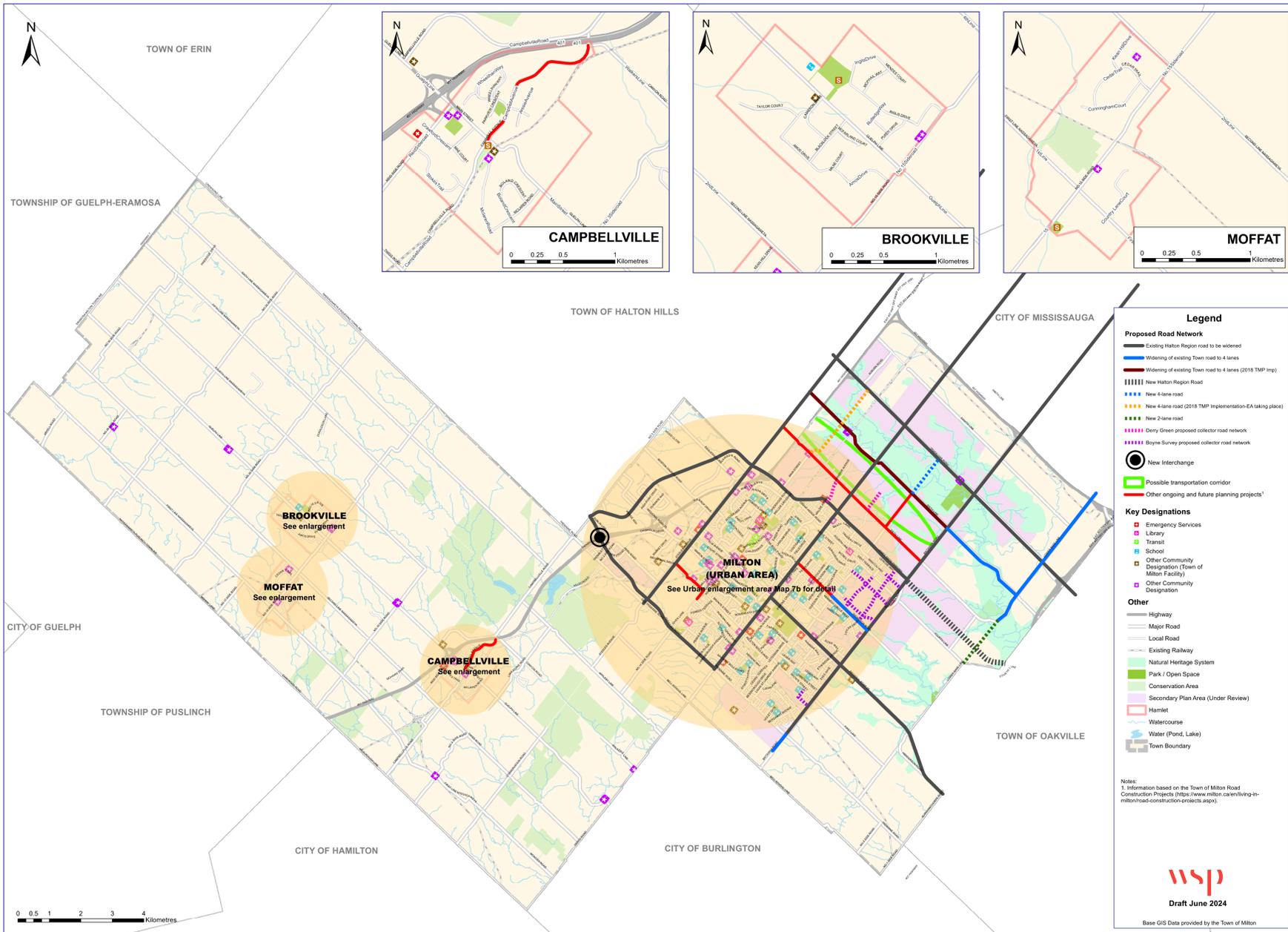
- In addition to the existing conditions, three road network alternatives are being analyzed to determine the preferred transportation network, looking forward to 2051.
- **Planning for the road network:**
 - Possible road alignment opportunities with Active Transportation and Transit improvements.
 - Strategic capacity improvements to accommodate future growth.
 - Identify opportunities for alignments with local municipalities and Halton Region for proposed road improvements.

Proposed Road Network Alternatives



Proposed Road Improvements (Alternative 3)

Town-Wide



Goods Movement

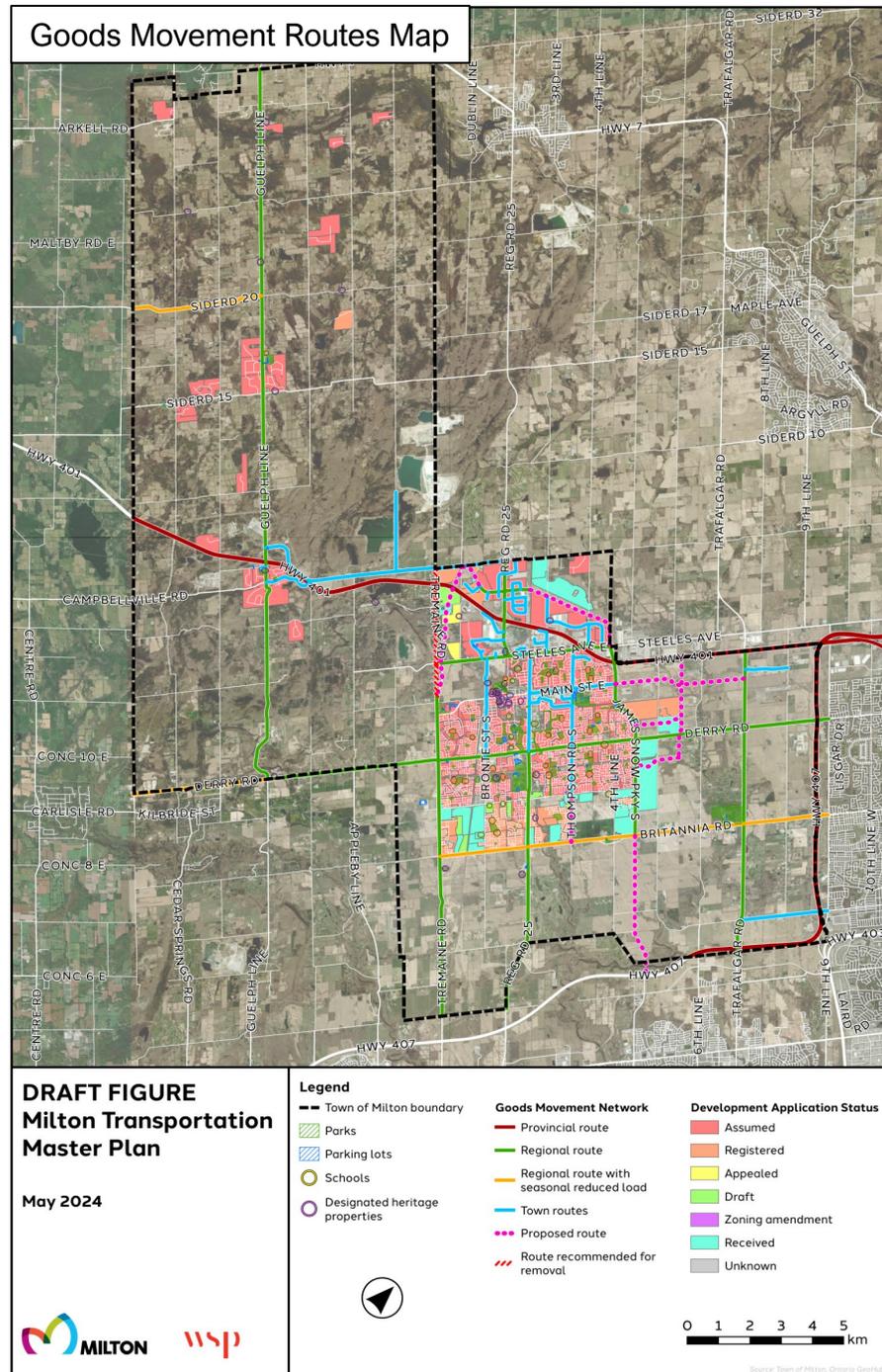
The Town should designate and monitor designated goods movement corridors to ensure that they:

- Are compatible with its adjacent land use;
- Support the needs of businesses and industries support economic development;
- Reduce congestion;
- Enhance safety; and
- Promote sustainable transportation practices.

How Should the Town Designate Routes for Goods Movement?

Town should:

- Review the recommendations from the 2018 TMP
- Review status of implementation and in conjunction with the 2024 TMP
- Determine whether these recommendations should continue to be carried out, or whether they require updating.
- Collaborate with the Region and the adjacent lower-tier municipalities to better understand their goods movement needs to, from and through the Town.



Next Steps & Contact Information

Thank you for contributing to the Transportation Master Plan Update!

- 1 Summarize** and process input received
- 2 Adjust** and refine improvements to transportation network
- 3 Present** Report to Council

Have more comments? Please visit:
letstalkmilton.ca

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