



## TOWN HALL

6311 Old Church Road, Caledon, ON L7C 1J6

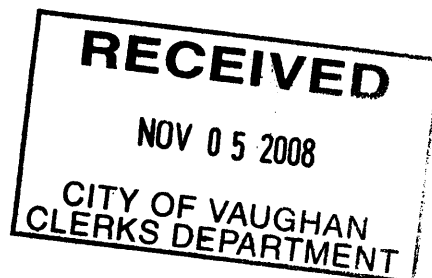
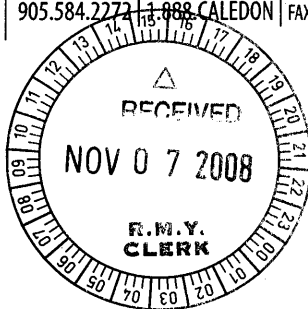
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#727  
REGION OF YORK  
CLERK'S OFFICE

FILE No. - P07

October 30, 2008

Rob MacIsaac  
Chair  
Metrolinx  
20 Bay Street  
Suite 901  
Toronto, ON M5J2N8



Dear Mr. MacIsaac:

**RE: Metrolinx Draft Regional Transportation Plan and Investment Strategy**

At the regular meeting of Council held on October 28, 2008, Council received Report PD-2008-067 regarding the Metrolinx Draft Regional Transportation Plan and Investment Strategy. A copy of Report PD-2008-067 is attached for your reference. Council passed resolution W-567-2008 which read as follows:

*That Report No. PD-2008-067 dated October 28, 2008 regarding the Metrolinx Draft Regional Transportation Plan and Investment Strategy, be received;*

*That Metrolinx be requested to*

- expedite the ongoing feasibility study and class environmental assessment for a new GO rail service between Union Station and Bolton;
- ensure that funding for the twinning of CPR track, if deemed necessary, will be available for the Bolton GO rail service;
- create a new category of mobility hubs to include the Bolton GO station area;
- northerly extend Hurontario rapid transit corridor to Mayfield West community;
- establish "Park & Ride" facilities along Highway 10 and in Bolton (as suggested in staff report PD-2008-039: review of Metrolinx White Papers);
- develop effective measures to improve goods movement and support economic development; and
- identify highway improvement needs in 15 and 25 years and take effective measures to protect strategically important corridor lands.

*That copies of Report PD-2008-067 be forwarded to Metrolinx, GO Transit, MTO, Region of Peel, City of Mississauga, City of Brampton, City of Vaughan, and Region of York for their information.*

If you have any questions or concerns regarding the Report, please do not hesitate to contact Haiqing Xu, Senior Transportation Planner at (905) 584-2272 Extension 4293 or by email at [haiqing.xu@caledon.ca](mailto:haiqing.xu@caledon.ca).

Yours truly,

Debbie Thompson  
Legislative Services Supervisor/Deputy Clerk  
e-mail: [debbie.thompson@caledon.ca](mailto:debbie.thompson@caledon.ca)  
phone: (905) 584-2272 Extension 4189

Attach.

cc Haiqing Xu, Senior Transportation Planner, Town of Caledon  
Leslie Woo, General Manager, Metrolinx  
John Howe, General Manager, Metrolinx  
Peter Smith, Chairman, GO Transit  
Jeff Payne, Acting Deputy Clerk, Region of Peel  
Peter Fay, Clerk, City of Brampton  
Jeffrey Abrams, Clerk, City of Vaughan  
Denis Kelly, Clerk, Region of Vaughan

## PLANNING & DEVELOPMENT

(Policy Section)

### Report PD-2008-067

To: Mayor and Members of Council

From: Mary Hall, Director of Planning & Development

Meeting: October 28, 2008

Subject: **Review of Metrolinx Draft Regional Transportation Plan and Investment Strategy**

RECOMMENDATION Requires Action ☒ For Information Only ☐

THAT Report No. PD-2008-067 dated October 28, 2008 regarding the Metrolinx Draft Regional Transportation Plan and Investment Strategy, be received;

THAT Metrolinx be requested to

- expedite the ongoing feasibility study and class environmental assessment for a new GO rail service between Union Station and Bolton;
- ensure that funding for the twinning of CPR track, if deemed necessary, will be available for the Bolton GO rail service;
- create a new category of mobility hubs to include the Bolton GO station area;
- northerly extend Hurontario rapid transit corridor to Mayfield West community;
- establish "Park & Ride" facilities along Highway 10 and in Bolton (as suggested in staff report PD-2008-39 : review of Metrolinx White Papers);
- develop effective measures to improve goods movement and support economic development; and,
- identify highway improvement needs in 15 and 25 years and take effective measures to protect strategically important corridor lands.

THAT copies of Planning & Development, Policy Section Report 2008-067 be forwarded to Metrolinx, GO Transit, MTO, Region of Peel, City of Mississauga, City of Brampton, City of Vaughan, and Region of York for their information.

### BACKGROUND

Pursuant to the *Greater Toronto Transportation Authority Act (2006)*, one of Metrolinx's mandates is to prepare and implement a Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton Area (GTHA). In March 2008, Metrolinx released seven Green Papers for discussion outlining transportation opportunities and challenges facing the GTHA. In May 2008, two White Papers were prepared setting policy directions for the RTP. Staff review of the Green Papers and the White Papers can be found in report PD-2008-017 and PD-2008-039 respectively.

On September 26, 2008, Metrolinx Board of Directors authorized the release of a Draft Regional Transportation Plan and a Draft Investment Strategy for public review, available at <http://www.metrolinx.com/en/regionalTransportationPlan.aspx>.

## DISCUSSION

The Draft RTP identifies 15 strategic directions in 5 categories:

1. *Increase choices for travel:* This involves providing a range of fully integrated, easily accessible, attractive and sustainable transportation choices for the GTHA travellers and encouraging the use of options other than the automobile.
2. *Reduce demands on the transportation system:* This includes minimizing unnecessary travel, shortening the distance travelled, and making better use of the options that we currently have.
3. *Meet the needs of the traveller first:* This means providing customers with the tools, information and services they need to make travel easier and more enjoyable.
4. *Build communities that make travelling easier:* This includes designing and building communities to reduce travelling distances and facilitate walking, cycling and transit use.
5. *Commit to continuous improvement:* This includes research to improve the understanding of transportation issues, such as the achievement of universal access, the improvement of goods movement, and sustainable investment for the system, being able to respond to changing circumstances and implement new initiatives as opportunities present themselves.

Based on the strategic directions, the Draft RTP identifies many actions that are needed to transform the GTHA transportation system. Eight of them are considered by Metrolinx to be of particularly high priority:

1. A fast, frequent regional rapid transit network.
2. A complete walking and cycling network and bike-sharing programs.
3. An information system for travellers, where and when they need it.
4. A region-wide integrated transit fare system.
5. A system of connected mobility hubs.
6. High-order transit connectivity to the Pearson Airport district from all directions.
7. A comprehensive strategy for goods movement.
8. An Investment Strategy to provide stable and predictable funding.

Most of the proposed strategic directions in the first three categories, except the building of a regional rapid transit network, fall into the area of transportation demand management that the Town supports. Policies on a regional rapid transit network, mobility hubs, goods movement, investment strategy, and roles and responsibilities contain new information. It is also felt that policies regarding roads and highways are not adequate. The following discussion focuses on these areas.

### 1) Building a Comprehensive Regional Rapid Transit Network

Rapid Transit is defined as transit service separated partially or completely from general vehicular traffic and therefore able to maintain higher levels of speed, reliability and

vehicle productivity than can be achieved by transit vehicles operating in mixed traffic. Two rapid transit projects proposed by the Draft RTP will affect the Town: a GO rail service between Union Station and Bolton and a rapid transit service along Hurontario Street from Port Credit in Mississauga to Mayfield Road in Brampton. Both are identified as 15-year projects.

The GO rail service between Union Station and Bolton is presently undergoing a technical feasibility study by GO Transit. Mr. Peter Smith, Chairman of the Board of GO Transit and Vice-Chair of Metrolinx, spoke to Metrolinx Board at its meeting on September 26, 2008, indicated that all ongoing GO Transit projects are in compliance with the Draft RTP and will thus continue. Staff is of the opinion that, due to development pressure in the area, the study justifying the need for track twinning and location of the GO station in Bolton should be expedited.

The Hurontario rapid transit service was first initiated by the City of Mississauga between Port Credit and Highway 407 to be based on Light Rail Transit (LRT). The City of Brampton initiated a Bus Rapid Transit (BRT), known as AcceleRide, from Highway 407 to Sandalwood Parkway. A joint environmental assessment study by Brampton and Mississauga is presently underway with a study area from Port Credit to Bovaird Drive. According to the Draft RTP, the Hurontario rapid transit service, a 15-year project, will connect to an express GO rail service between Union Station and Downtown Brampton, and other express GO rail and rapid transit services in Mississauga. Since the Mayfield West Rural Service Centre is only about 750 metres north of Mayfield Road and will grow to a community of 17,000 people and approximately 6,000 jobs by 2021, Metrolinx should extend the rapid transit service to encourage and facilitate a transit friendly development in this area.

## 2) Developing a System of Mobility Hubs

The Draft RTP defines mobility hubs as major transit station areas that are particularly significant, given the level of transit service that is planned for them and the development potential around them. They are a place of connectivity, where different modes of transportation, from walking to high speed rail, come together seamlessly and where there is an attractive, intensive concentration of employment, living, shopping and enjoyment around a major transit station.

Based on the two mobility hub categories proposed, Metrolinx proposes to develop a financial program to facilitate mobility hub capital improvements that increases over time to \$50 million annually. Municipalities with areas identified as mobility hubs will need to prepare detailed master plans for each mobility hub to meet requirements of the RTP.

Metrolinx has revised the mobility hub hierarchy initially suggested in the RTP White Papers to only two categories: Anchor Hubs, such as Union Station, and Gateway Hubs, such as Downtown Milton. The Bolton GO rail station area was initially identified to become a "transit interchange and potential gateway hub" in the White Papers. The Draft RTP no longer identifies the area as a mobility hub. Given that the Bolton GO rail service will have a very large catchment area, that three transits (GO, Brampton and York Region) have already committed to provide service to the area, and that significant employment land development is being planned for nearly 100,000 jobs in the immediate vicinity of the area in the Cities of Vaughan and Brampton, and the Town of Caledon,

there is a clear sign that the Bolton area will meet the requirements to become a mobility hub. Therefore, Metrolinx should be advised to create a new category of mobility hubs in the RTP, to include places such as the Bolton GO station area, so that they can become eligible for the Metrolinx funding.

### 3) Facilitating Goods Movement and Stimulating Economic Development

With regard to economic development, the draft RTP recognizes the need to ensure the economic competitiveness of this region is protected. However, among all the actions proposed, most of them focus on meeting the travel needs of future workforce. For companies relying on predictable and efficient shipping time for their supply chains in a just-in-time environment, it is equally important that the movements of goods are fully addressed in the RTP.

In the GTHA, most of the freight movements are local, and 89 per cent of all freight movements are by truck. The Draft RTP acknowledges the need to develop a comprehensive strategy for goods movement that identifies opportunities and actions to improve efficiency, increase capacity, enhance the region's competitiveness, reduce emissions of greenhouse gas and other pollutants, and shift a greater proportion of goods movement to sustainable modes such as rail, short sea shipping and active transportation.

Among the limited number of actions proposed, the Draft RTP proposes to track and map goods movement, identify opportunities to pilot innovative approaches, and identify infrastructure needs. Since the transportation system has already encountered many problems relating to goods movement, the proposed measures are far from sufficient to address these problems. This is also indicative that more work will need to be done to better understand goods movement in this area. The Draft RTP proposes to establish a roundtable of all stakeholders to steer the development of the strategy. The Town is supportive of this strategy and is prepared to assist in this endeavour.

### 4) Roads and Highways

Discussions regarding roads and highways in the Draft RTP focus mostly on the relevant transportation demand management approaches. There is little discussion regarding the planning and investment of new highway development to meet the growing transportation needs to support the economic development and the additional 2.6 million people expected in the next 25 years. The aversion of highway planning in the RTP may lead to some strategically important corridors, such as the GTA West, being lost to development pressures.

The GTA West Corridor is identified as an ongoing study and a 25-year project. However, the dotted line delineating the corridor stops at the proposed Highway 427 extension west of Kleinburg in Vaughan. This differs from the study area suggested in the approved GTA West Corridor Environmental Assessment Terms of Reference that the GTA West Corridor will connect to Highway 400. Development pressures have become a threat to the highway alternative of the GTA West Corridor. If the RTP identifies that this corridor is required in 25 years, it must take action to protect the corridor from being lost to development. The Draft RTP fails to recognize this important need.

The Draft RTP also identifies Highway 410 extension to Highway 10 (under construction) and Highway 427 extension south of the Greenbelt (undergoing environmental assessment study) as 15-year projects.

#### 5) Investment Strategy

Metrolinx has developed a Draft Investment Strategy that is intended to provide stable and predictable capital and operating funding to support the implementation of the RTP, which was released at the same time for public review.

The Draft Investment Strategy proposes a three-step implementation plan. The first step, already underway, covers 16 Metrolinx "QuickWin" transit improvement projects, including the Bolton GO Transit improvement. The second step begins in 2009 with construction groundbreaking on the first major new rapid transit projects, which includes the new GO rail service to Bolton. The third step begins in 2015 or 2018, after the MoveOntario 2020 funding is fully allocated, which will provide the funds for the remainder of all RTP proposed 25-year projects.

It is understood that GO Transit capital programme for the Bolton GO rail service does not include the cost for a potential twinning of the CPR track. Therefore, it is important to make sure that a sufficient fund is set aside in the RTP Investment Strategy for the twinning, if justified in the GO Transit study to be completed in spring 2009.

#### 6) Roles and Responsibilities

According to the Draft RTP, all municipalities in the GTHA will need to develop Transportation Master Plans as part of their Official Plan processes. These Transportation Master Plans will need to address all modes of transportation and identify policies and a course of action for implementing the RTP.

According to Metrolinx, the RTP will provide additional direction on land use planning that builds on existing provincial policies and ties together the Growth Plan's urban structure policies with the transportation system envisaged by the RTP. Metrolinx sees this critical to the success of the RTP and will require that all land use planning decisions be consistent with the RTP. In regard to the land use related directions proposed in the Draft RTP, such as those related to mobility hubs and transportation corridors, Metrolinx may seek amendments to the *Greater Toronto Transportation Authority Act* and the *Growth Plan*, or prescribing the land use components of the RTP as a provincial plan as defined by the *Planning Act* to establish clearly defined status. Metrolinx may also attach land use goals as a condition of any transit investments it provides.

The Town is completing the Caledon Transportation Needs Study Update, which recommends a detailed Bolton Area Transportation Master Plan to meet the RTP requirements. Staff believes that land use planning should remain primarily a municipal responsibility, and added complexity and prolonged review process to the land use planning process are not recommended.

#### FINANCIAL IMPLICATIONS

None

## CALEDON COMMUNITY WORK PLAN

Action item No. 23: Advocate for Improved/Expanded GO Service for Caledon; and,  
Action item No. 24: Seek Opportunities to Bring Private and/or Public Mass Transit to Caledon

## POLICIES/LEGISLATION

*Greater Toronto Transportation Authority Act, 2006*  
*Growth Plan for the Greater Golden Horseshoe, 2006*

## CONSULTATIONS

None

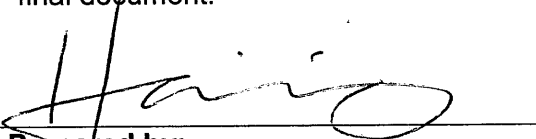
## ATTACHMENTS

None

## CONCLUSION

In general, the draft RTP is Toronto and Transit centric. Little attention is paid to the planned growth areas, such as South Albion Bolton and Mayfield West in Caledon, and their needs for sustainable transportation and economic development. For example, the Draft RTP proposes to encourage transit friendly development, but little resource is provided to facilitate such a development and movement of goods. This may be short-sighted as it is unlikely to trigger positive changes in development pattern and lifestyle and does very little to promote a vibrant economy. As a result, costly gridlock may recur in the growth areas.

The Regional Transportation Plan will shape transportation investment decisions and significantly influence economic development for the GTHA in the next 25 years. It is important that the Town's future transportation needs and priorities are reflected in the final document.



Prepared by:  
**Haiqing Xu**  
Senior Transportation Planner



Recommended by:  
**Todd Salter**  
Manager of Policy



Approved by:  
**Mary Hall**  
Director of Planning and Development

