

Transportation: Planning for New Directions

Peel 2041 Discussion Paper

2017

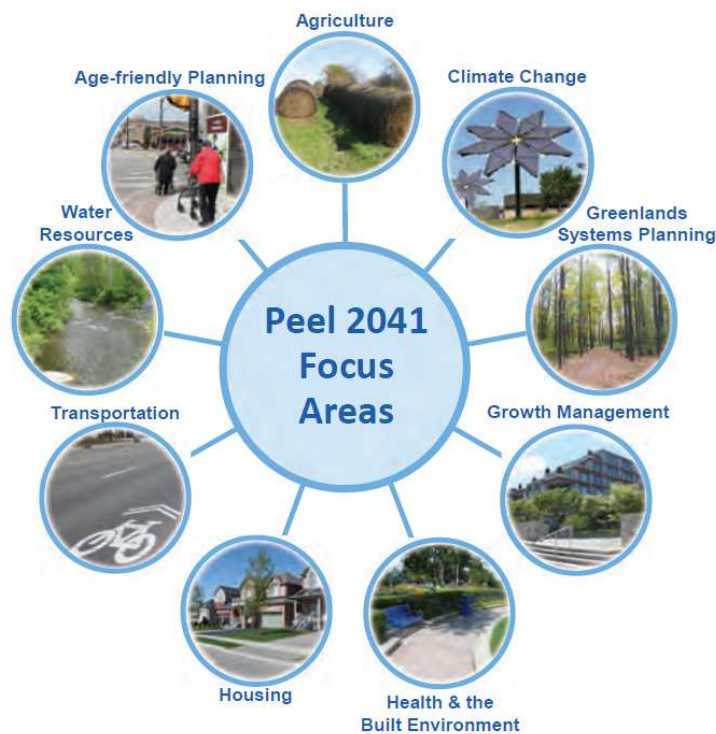


This policy discussion paper (including any attachments) has been prepared using information current to the report date. It provides an assessment of provincial policy conformity requirements, recognizing that Provincial plans and policies were under review and are potentially subject to change. The proposed direction contained in this discussion paper will be reviewed to ensure that any implementing amendments to the Regional Official Plan will conform or be consistent with the most recent in-effect provincial policy statement, plans and legislation. Additional changes will not be made to the contents of this discussion paper.

1. INTRODUCTION

The Region of Peel is currently reviewing and updating its Regional Official Plan (ROP). The outcome of this review will provide Regional Council with a long term Regional strategic policy framework for guiding growth and development in Peel from 2031 to 2041 (the previous planning horizon was 2031) while having regard to protecting the environment, managing its renewable and non-renewable resources and outlining a regional structure that manages this growth in the most effective and efficient manner.

The Region is required to review its Official Plan every five years to reflect changing needs and priorities as well as to conform to provincial plans, policies and legislation. Since the last review, Regional staff have also completed several studies that will impact future policy directions. Transportation is one of 9 focus areas that will be incorporated into the current ROP Review.



The objective of this paper is fourfold: 1) to set the stage for the current review of the Regional Official Plan; 2) provide some background on the Provincial and Regional policy framework as it relates to transportation; 3) set out the draft policies and key themes that are proposed to be addressed in this review; and 4) to solicit feedback from stakeholders.

2. SETTING THE STAGE

The Region of Peel is situated in the west-central portion of the Greater Toronto and Hamilton Area (GTHA). Three municipalities make up the Region of Peel: the City of Brampton, Town of Caledon and City of Mississauga. Covering 1225 square metres, the Region of Peel includes a diverse mix of urban, suburban, rural and agricultural and nature landscapes.

Peel is a dynamic, growing region that has experienced significant growth in the last 40 years, and continues to grow rapidly. By 2041, Peel Region is expected to house 1,970,000 residents and 870,000 jobs.

Recent extensive community and council consultation conducted in support of the Region of Peel's Strategic Plan identified the 10 "top of mind" issues in Peel. Not surprisingly, traffic congestion is the primary issue. Congestion has many causes, (such as single occupant vehicles and inadequate transit), and far reaching implications, from added travel times, economic impacts, health impacts due to a sedentary lifestyle, and so on. Many of the other "top of mind" issues can be mitigated directly or indirectly by transportation supply or demand side solutions.



Tackling these "top of mind" issues through a range of measures, beginning with policy, will assist us in achieving the long term vision of the Region of Peel, which has been developed following extensive public consultation. We will be working *with* our residents, stakeholders, other levels of government, and staff to accomplish this vision.

"Community for Life"

3. POLICY FRAMEWORK

The following section will outline the framework in which both appropriate provincial and regional policies will be presented in addition to its themes and influences on regional transportation policy development.

i. PROVINCIAL POLICY¹

Provincial Policy Document	Description	Key Themes/Influences on Regional Transportation Policy Development
<i>Planning Act</i>	Provides policy direction on matters of Provincial interest and land use and development in Ontario.	<ul style="list-style-type: none"> • Promoting well designed built form
Provincial Policy Statement (2014)	Provides overall policy directions on matters of Provincial interest related to land use and development in Ontario	<ul style="list-style-type: none"> • Coordinated planning for electricity generation facilities and transmission and distribution systems, and multimodal transportation systems (1.2.1d) • Promote green infrastructure • Emphasis on Active Transportation and Transportation Demand Management • Planning for Stormwater Management • Long Term Protection for Goods Movement Facilities
The Growth Plan for the Greater Golden Horseshoe (2017)	Framework for implementing the Government of Ontario’s vision for building stronger, more prosperous communities by better managing growth.	<ul style="list-style-type: none"> • Focus on integrated approach to planning • Delineation of MTSAs • Emphasis on complete communities and a sustainable approach to infrastructure planning • Population and Employment figures to 2041
Metrolinx – The Big Move (2008, under review)	Framework for implementing the Government of Ontario’s vision for building stronger, more prosperous communities by better managing growth.	<ul style="list-style-type: none"> • Establishing freight-supportive land use guidelines by developing and protecting a strategic GTHA truck network • Enhance planning and development by; supporting development of

¹ NOTE: the list presented is not comprehensive.

		<p>innovative freight hubs;</p> <ul style="list-style-type: none"> • Improve operational practices by using technology to optimize and manage the movement of goods
Ontario Cycling Strategy (2013)	<p>Vision 2033 Cycling in Ontario is recognized, respected and valued as a core mode of transportation that provides individuals and communities with health, economic, environmental, social and other benefits.</p>	<ul style="list-style-type: none"> • Safety, accessibility and connectivity, and partnership • Design healthy, active and prosperous communities • Improve cycling infrastructure • Make highways and streets safer • Promote awareness and behavioural shifts • Increase cycling tourism opportunities
Accessibility for Ontarians with Disabilities Act (AODA) (2005) (December 2009 consolidation)	<p>To develop, implement and enforce accessibility standards in order to achieve accessibility for Ontarians with disabilities with respect to goods, services, facilities, accommodation, employment, buildings, structures and premises.</p>	<ul style="list-style-type: none"> • Minor updates to “Accessible Transportation” policies

ii. REGIONAL POLICY

Regional Document	Summary	Key Themes that Influence Regional Transportation Policy Development
Strategic Plan (2015)	Vision – community for Life	<p>Living, Thriving, Leading Specifically:</p> <ul style="list-style-type: none"> • I have access to service that meet my needs at all stages of life • We live in a community where the built environment promotes healthy living • We live in a community that promotes mobility, walkability and various modes of transportation • We live in a community where growth is well managed • We live in a community that is environmentally friendly.
Long Range	Provides a policy implementation	<i>Concurrent review underway</i>

Transportation Plan (2012, concurrent review with ROP policies)	framework for the ROP to address transportation challenges	<i>Preliminary theme: Sustainability of the Transportation System</i>
Active Transportation Plan (2011)	Vision for the Region of Peel To create a place where walking, cycling and rolling are safe, convenient, appealing and accessible options for all citizens, especially children, youth, older adults, persons with disabilities and other priority populations	<ul style="list-style-type: none"> • Policies to support increased share of trips using active transportation • Enhancing modal integration • Creating an attractive, safe, accessible and integrated walking and bicycling friendly environment <p>*some revisions have been included in previous amendments (ROPA 26)</p>
Goods Movement Strategic Plan (2012) 1) and economic impacts caused by goods movement transportation	Two major goals: 1) Support and influence sustainable transportation systems to ensure that goods are transported in an efficient and timely manner 2) Optimize the use of existing infrastructure ad capacity, and minimize adverse environmental, social	<ul style="list-style-type: none"> • Twenty three action items to help goods move more efficiently, manage congestion, and mitigate its effects on health and the environment.
Regional Road Characterization Study (2013)	Goal – to plan and develop future roadways that respect multiple transportation modes and ensure that the Regional arterial transportation network considers all users, transportation options, health impacts and local contexts with an eye towards growth and intensification.	<ul style="list-style-type: none"> • Six road characters (rural roads, industrial connector, suburban connector, commercial connector, rural main street, urban main street)
Intelligent Transportation Systems Strategic Plan (2012)	Vision – Intelligent Transportation Systems (ITS) will be deployed and operated across the Region in a manner that improves the lives of Peel residents, businesses, workers	<ul style="list-style-type: none"> • Support implementation of short and long term strategies to explore advanced technologies to maximize and manage

	and visitors by increasing the safety, efficiency, comfort, economic competitiveness and sustainability of the Peel Regional road network.	existing roadway capacity and safety.
Accessible Transportation Master Plan	Goal: To ensure that the Region continues to provide cost-effective high quality accessible transportation services to those with disabilities over the long term while remaining compliant with the AODA.	<ul style="list-style-type: none"> • Conformity with <i>Accessibility for Ontarians with Disabilities Act</i>.

4. KEY THEMES/PROPOSED POLICY DIRECTIONS

An analysis of existing policies has identified some key themes and principles that will be applied in this review of the Official Plan Transportation Policies.

Key Themes	Proposed Policy Directions
Minimize Health Impacts/Improve Health through Transportation	<ul style="list-style-type: none"> • Increase number of children using active modes to travel to school • Balance growth of goods movement network while minimizing human health impacts • Growth of Active Transportation Network to foster social interaction, community connectivity and improved health
Increase Efficiency of the Goods Movement Network	<ul style="list-style-type: none"> • Implement Freight Transportation Demand Management measures to increase efficiency of Peel’s goods movement network • Plan for and protect major goods movement facilities for the long term • Work with appropriate agencies to develop a long term vision for the US-Canada border and ensure the efficient movement of people and goods • Implement timely intersection improvements to ensure efficient movement of traffic along goods movement corridors
Integrate Land Use Planning With Transportation Planning	<ul style="list-style-type: none"> • Electricity transmission and distribution systems now included in definition for “infrastructure” • Develop and implement freight supportive land use guidelines to ensure coordination between land use planning and goods movement • Integrate Transportation Demand Management into planning and development approvals process • Promote Active Transportation and Transit • Provide bicycle parking at schools, transit stations, commercial properties and community and cultural locations • Support transit usage by encouraging area municipalities to integrate transit service with Active Transportation through the planning and

	<p>development approvals process</p> <ul style="list-style-type: none"> • Area municipalities shall promote land uses that foster social interaction, facilitate Active Transportation and Community Connectivity, and encourage building and site designs that provide convenient access for users
Shift Trips to Sustainable Modes	<ul style="list-style-type: none"> • Facilitate the use of sustainable modes through the provision of bicycle parking • Implement action plans for advancing a sustainable multi-modal goods movement system in Peel • Implement TDM strategies in existing and future transit hubs, major transit corridors and major transit station areas • Encourage transit and active transportation • Promote infrastructure that encourages teleworking
Partnerships	<ul style="list-style-type: none"> • Work with area municipalities to plan for and protect major goods movement facilities and corridors for the long term • Strengthen partnerships with public and private stakeholders to implement a vision for goods movement in Peel
Monitoring	<ul style="list-style-type: none"> • Periodically review the strategic goods movement network in Peel • Evaluate and measure the progress of TDM programs and to develop new innovative strategies and initiatives • Develop performance indicators for the implementation and usage of active transportation and use these indicators to monitor the impact and effectiveness of the active transportation plan
Environmental	<ul style="list-style-type: none"> • Promote better coordination, communication and improved efficiency of goods movement using Freight Transportation Demand Management measures • Promote green infrastructure where feasible

5. SUMMARY OF REVISIONS BY SUBJECT AREA

This section presents a summary of the revisions to policy which are organized by the subject areas defined by the policy matrices. A summary of revisions to Schedules/Figures is also included

General

- Minor revisions for clarity

The Provincial Freeway Network

- No revisions proposed

The Major Road Network

- Include references to Regional Road Characterization Study
- Include level of service review as part of the Long Range Transportation Plan Update
- Minor revisions for clarity

The Inter and Intra- Regional Transit Network

- Minor revisions to account for trip planner systems

Airports

- Minor revisions to reflect current name of airport

Goods Movement

- Minor revisions to address human health impacts
- Minor revisions for clarity
- Minor revisions to reflect completion of the Peel Goods Movement Strategic Plan

Environmental Impact

- New policy to reflect Provincial Policy Statement 1.6.2 regarding the increased use of green infrastructure
- New policy to protect the Regional stormwater management system and to reduce capital, operating and maintenance costs in the long term for municipalities and the Region.

Transportation Demand Management

- New policy to reflect Provincial Policy Statements (1.6.7.2, 1.1.3.2.A #4, 1.6.7.4, and 1.1.3.2.A #5) in regards to the use of teleworking infrastructure and encouragement of transit/active transportation

Active Transportation

- Minor revisions for clarity
- New Policy to address Ontario's Cycling Strategy

Future GTA West Transportation Corridor

- *Under appeal so no revisions proposed at this time*

All Schedules/Figures

- Updated base mapping

Schedule E

- Identification of new Regional Roads

Schedule F

- Identification of ROW for new Regional Roads

Schedule G

- Inclusion of major transit facilities including Hurontario LRT, 403 Transitway, Union-Pearson Link, etc

Schedule H /Figure 6/Figure 11

- no revisions

6. SOLICITING FEEDBACK

The Community Voice and Participation is Welcome

Region of Peel Strategic Plan, 2015

This paper has presented background on the Region of Peel's transportation system and the Official Plan Review. Key policy documents were introduced, proposed policy revisions were identified and a summary of these directions was presented.

In order to ensure that the policy review is fulsome and addresses anticipated challenges, we need your help!

Please provide comments to:

Tina Detaramani, MCIP, RPP
Principal Planner
Infrastructure Planning and Design
(905) 791-7800 ext 4420
tina.detaramani@peelregion.ca

Thank you for your input!