

# Peel Region Official Plan Review Transportation Stakeholder Workshop

Summary Report  
February 22, 2008



H A R D Y  
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## **1.0 Purpose and Background**

### **1.1 Peel Region Official Plan Review**

The Region of Peel is currently undertaking a review of its Official Plan. The Official plan lays out the groundwork for decision making by Regional Council. Every five years, the Official Plan is updated to help reflect the changing needs of the community, and to conform to Provincial policy and legislation, including: Ontario's *Planning Act*; *Provincial Policy Statement*; *Place to Grow Act* and; *the Growth Plan for the Greater Golden Horseshoe*.

This update will focus on fifteen areas; transportation being one of them. The transportation update will focus on planning for the safe, convenient, sustainable and efficient movement of people and goods in Peel. The Transportation Planning Division of the Region of Peel will work with stakeholders to develop a long range plan.

Peel Region is anticipated to grow in population by 31% and in employment by 64% by the year 2031, which will put increased strain and demands on the transportation systems. It is essential that any growth management plans take into consideration these transportation challenges and movement. This workshop was designed to help develop an understanding of how the changing needs and growth of Peel Region will ultimately affect how people move around.

The policies that are laid out in the Official Plan, will guide the development of the Region's transportation network.

### **1.2 Workshop**

The purpose of this workshop was to hear from interested stakeholders, representing a variety of organizations and departments to get their input into a number of the challenges facing Peel Region as they plan for the future of transportation. The workshop focused on five major areas of importance in transportation planning, including; Goods Movement; Transportation Demand Management; Transportation for Persons with Disabilities; Transportation and Community and; Access, Congestion and Sustainability. Other issues that were raised during the workshop were recorded and will be taken into consideration.

The workshop format was designed to generate as much cross-disciplinary discussion as possible, in order to generate new ideas and link other planning and policy initiatives to each other. By having cross-sector participants, more

ideas were able to flow which is essential in integrated planning to understand how other infrastructure and services impact on each other.

### **1.3 Background Paper**

A background paper was provided to the participants ahead of time to familiarize them with the challenges and opportunities that Peel Region faces when planning for transportation needs.

The paper outlined the areas of importance and posed questions for stakeholders to consider before attending the workshop. A copy of the paper can be found online at [www.peelregion.ca/planning/rop-review/rop-review-transportation.pdf](http://www.peelregion.ca/planning/rop-review/rop-review-transportation.pdf).

The background paper and questions helped to focus the participants and prepared them to answer the questions in the breakout groups.

## **2.0 Summary of Event:**

The event took place on Monday, January 28<sup>th</sup>, 2008 at the BraeBen Golf Club, 5700 Terry Fox Way in Mississauga, from 8:30 AM to 12:00 PM. Breakfast, snacks and lunch were provided to the participants. In all 50 participants were in attendance, plus six Peel Region staff facilitators and six Peel Region staff note takers. Participants included staff and representatives from a variety of internal departments and external organizations. A full list of organizations in attendance can be found in Appendix 1.

Participants were assigned seating by Peel Region staff in order to maximize the diversity of opinions at each table. By diversifying the seating arrangements, facilitators were better able to have a well-rounded discussion with a variety of opinions at the table.

### **2.1 Presentation**

Participants started the morning with a welcome from Nick Tunnacliffe, Executive Director of Environment, Transportation and Planning Services for the Region of Peel. He thanked everyone for the overwhelming interest in the workshop from such diverse sectors.

Tom AppaRao, Director of Transportation Planning, Region of Peel, provided a short presentation on the background and challenges in transportation planning. His presentation provided information on the Region of Peel's

Official Plan Review and explained that this review was needed in order to reflect the changing needs of the community.

He outlined the challenges that transportation planning faces including the five areas that would be discussed in break-out sessions; Goods Movement; Transportation Demand Management; Transportation for Persons with Disabilities; Transportation and Community and; Access, Congestion and Sustainability.

His presentation outlined many challenges facing transportation planning. Providing access is the ultimate goal but issues of congestion and sustainability can make providing easy access a challenge. Transportation has to continue to grow and expand as the community grows, so it is essential that Official Plans take into account transportation needs when planning new communities or intensifying older ones. One of the challenges in dealing with growth is in offering people alternative choices when they go to travel, which can include better access to transit, more car-pool initiatives and promotion of telecommuting. One of the best ways to promote and change how people transport themselves is through education; if people are aware of the challenges and alternatives they will be more likely to make those changes needed to accommodate growth at the same time reduce the impact on the environment.

He also stressed that transportation has to be accessible to the larger community, including those with disabilities. A full copy of his presentation can be found in Appendix 2.

The floor was opened to questions from the audience, and then turned over to Dave Hardy from Hardy Stevenson and Associates Limited to give direction on the break-out groups.

## 2.2 **Breakout Groups**

Table participants would remain stationary – facilitators would roam from table to table, with a note-taker. Each facilitator had one or two questions to pose to the participants based on a specific challenge, outlined in the background paper and the presentation. A summary list of the responses and questions that participants responded with can be found below in Section 2.

Each table had approximately 20 minutes to discuss and respond to the questions the facilitator posed them, before the facilitator and note-taker moved on.

The six topics and facilitators were as follows:

1. Goods Movement – Murray McLeod
2. Transit Demand Management – Wayne Chan
3. Transportation for Persons with Disabilities – Lisa Jones
4. Transportation and Community – Bryan Hill
5. Access, Congestion, Sustainability – Tom AppaRao
6. Other Issues – Nick Tunnacliffe

After each table had a chance to discuss all questions and comment on them, facilitators and note takers decided on a list of the most common themes and new and interesting ideas, viewpoints and questions. Their comments were presented to the larger group.

### 2.3 **Closing**

Tom AppaRao closed out the workshop by presenting next steps. A listing of how comments will be used and further consultation activities can be found in Section 4.

## 3.0 **Questions, Themes, Ideas and Outcomes: Summary**

The following is a summary of the major themes and ideas that were raised. All comments and questions have been captured by the note-taker and will be consider by Peel Region staff when making any policy or program recommendations.

### 3.1 **Topic 1: Goods Movement**

**Question 1: How can goods movement transportation be planned and managed to become more sustainable?**

*Major Themes:*

- Consumer education on how the movement of goods impacts directly and indirectly on the social, economical and environmental aspects within the communities as well as globally
- Transportation plan for goods movement is needed in Peel and all levels of government to establish objectives, directions, priorities, partnership and leadership
- \*Policy coordination amongst all levels of government)
- Designation of truck routes to avoid conflicts between passenger vehicles and trucks

- Identifying goods movement network
- Understand the role of each player in the goods movement system
- The Just-In-Time delivery concept needs to be re-thought
- Land use planning should be more goods movement friendly
- Transportation plan to include goods movement (but there are no silver bullets)
- Better coordination and liaison with all goods movement providers and users

*New ideas and viewpoints:*

- Need to identify key players in goods movement
- Modes of transport: mode shift to rail, truck restriction in terms of time of delivery
- Truck routes are designated based on residential concerns, not from industrial point of view
- Policies to restrict inefficient deliveries (carriers' services)
- Anti-idling of engine policies
- Encourage to buy local food (decrease long hauls)
- Consider GTA West for goods movement corridor – identified in growth plan as “economic corridor”
- Transportation plan to include separate plan for goods movement, taking into account sustainability
- Land use planning along highway and rail corridors (compatible usage)
- Lower expectation by customers for speed of delivery
- Goods movement has many players involved
- Can we enforce retailers to sell x% of local food?
- Renewable fuel engines – bio diesel engine can reduce 90% of greenhouse gas, alternative fuels
- Speed governing
- Circulation pattern and development e.g. garbage truck movements (site plans)
- Increased rail use – but rail companies are already profitable
- Better liaison with goods movement users

### 3.2 **Topic 2: Transportation Demand Management (TDM)**

**Question: What should the Region do to further promote transportation demand management and a balance of transportation choices?**

*Major Themes:*

- Infrastructure – Change bylaws and policy to reflect the need for developers to implement TDM measures
- Improve TDM policies that will allow public and private to learn and incorporate into their daily lives
- Improve Transit system – working together to make a difference and increase rider-ship
- Improve the present routes and work together to unify all transit systems throughout Peel
- Incentives – Implement programs that have built in incentives

*New ideas and viewpoints:*

- Region of Peel continues to be the champion; showing the community that making changes to our driving habits can be done successfully
- Lobby for Federally/Provincially funded programs
- Review costs/benefits of Autosshare programs (e.g., Zipcar, etc.)
- Incentives for Medium/Small size businesses to offer TDM initiatives and if they reach their goals of total emissions saved/reduced, a monetary value is given back to the company (a tax reduction)
- Empower the TMAs – allow them more strength and control
- Biking programs – subsidies – offer bike helmet coupons to companies that implement a biking program
- Award program
- People who go to meetings throughout the day will still need cars. Consider time and distance practicalities.
- Peel community organizations are being underutilized
- Revise parking policies, since the availability and price of parking is probably the single most important factor in a commuter's choice of a transportation mode.

### 3.3 **Topic 3: Transportation for Persons with Disabilities**

**Question 1: Are there programs or services related to transportation for the disabled that the Region should consider providing?**

*Major Themes:*

- Design of roads-needs to tie into the whole transportation service design

- Ensuring sidewalks are clear & accessible
- Snow removal to make pathways more accessible, better maintenance standards
- There is currently a review to make transportation access highly walkable - can something be done for people who have mobility issue to align with this?
- Each municipal and regional official plan should have an accessibility section
- Municipal infrastructure-someone to maintain-it would probably be considered as standard maintenance

*New ideas and viewpoints:*

- Facilitating more community/neighbourhood care
- Increased flexibility in accessing a system both in infrastructure and mode
- Where all resources are available and coordinated, it would allow people to get around easier within their community
- Communities should be diverse i.e. seniors home-where all kinds of activities are within close proximity
- Building a community of urban villages where all amenities are there→ with bike paths, mobility accessibility
- Better outreach program to the general population outlining the benefits/virtues of a transportation model that works for all
- Creation of brochure/flyer-a technological solution
- Understanding demographics of the need →focus on looking at residence to school transportation is it general or specialized transportation need?
- Number of transit providers offer a pass for para-transit users-still a cost but reduced
- Expanding services to look at seniors who are no longer able to drive-so intergenerational transportation issues are coming to the forefront
- 10-20 years the situation may be different from today
- Flexibility viewpoint-maybe regional corp. can tap into what's out there? Funding profit/non-profit- need to consider public/private partnerships
- What we need for specialized populations should benefit everybody
- Accessible van pooling-businesses should get involved
- Private-public transit system to provide movement of people to downtown core of T.O.-to expand services-possibly in an area where there's housing for disabled
- Better land use planning to make it easier to access services

- Encourage accessible transportation services to act as feeder services to conventional transit services
- Frequency of maintenance to infrastructures supports i.e. sidewalks, curb cuts needs to be aggressive to support true accessibility to transportation
- Should be common eligibility criteria for subsidized services
- Coordinating with community agencies to create shuttle bus options
- Need longer pedestrian crossings
- Outreach for newcomers- a lot of immigrants rely on family members to take them around

**Question 2: What can be done to increase awareness of the travel options for persons with disabilities?**

*Major Themes*

- Education for people trying to make change for the general public

*New Ideas and Viewpoints*

- Visual impairment-more awareness for accessibility requirements for people with different disabilities
- Consistency- in eligibility criteria & integrating-should be a Metrolinx role
- School board should educate
- Need to create or revise our resource inventory database of who is out there doing what

**3.4 Topic 4: Transportation and Community**

**Question: How will the transportation system need to change to support and facilitate the intensification of development?**

*Major Themes:*

- Promote transit service
- Provide incentives to take transit and disincentives for driving
- New developments should plan for/accommodate all modes
- Provide dedicated lanes for bicycles / Provide a separate network for pedestrians and cyclists (which would complement the road network)
- Provide complete streets (from local streets up to arterials)
- There is a need to get developers to think about complete communities
- Focus development and transportation system improvements on hubs/nodes (places with high numbers of population and/or employment)

- There is a need to develop and/or retrofit infrastructure to support intensification

*New ideas and viewpoints:*

- Improve the availability of transit information (online, etc.)
- Catchment area for transit trips is quite small.
- Improve the frequency of GO Rail service (suggestion was to run trains every 10 minutes)
- Protect transportation corridors for future use
- Avoid six lane roads, as these are not conducive to walking
- There is a conflict between policy and demand (what people want). How can the Region create conditions that encourage people to choose more intensive land uses?
- Calculate and report level of service (LOS) measures for transit (LOS for transit should be comparable to that for roads)
- Promote policies that encourage live-work proximity
- Changing technology could impact work habits and the need to commute
- Design communities to be walkable and bikeable and that have mixed land uses
- Need to reach out to (target) people in high density areas to encourage transit use
- Raise peoples' understanding of the real costs of driving
- Parking should not be free
- There is a disconnect between policy and implementation (the intentions are good, but...) / Opposing viewpoint was that there are hurdles that hinder the policy-implementation connection, but not a disconnect
- The Region should impose minimum standards for mode share splits that developers would have to meet
- The Region needs to manage capacity on Regional roads to avoid congestion
- There is a need to set priorities – focus on those projects that will provide the most bang for the buck (this was brought up in the context of retrofitting streets and/or communities)
- Surface parking lots offer the best opportunities for retrofit projects
- Office campuses and Industrial Parks are difficult for transit to serve (due to the peaked nature of arrival/departure times and their isolation from other land uses)
- Focus development in areas with heavy traffic flows

- The mix of employment in Peel (with its focus on warehousing) leads to heavy peak period traffic flows. A more balanced mix of employment types might help alleviate this.
- The competition (with other regions) for office employment will be tough
- Businesses need to participate in solutions (such as by staggering work hours)

### 3.5 **Topic 5: Access, Congestion and Sustainability**

**Question: How can the transportation system be planned and managed to be more sustainable?**

*Major Themes:*

- Transit service must be more competitive to encourage increased levels of ridership
- Complete communities should be built
- There is a need to educate the public on the importance of sustainability
- Consider restrictions on automobile use
- Attempt to change behaviour
- Implement incentives and disincentives
- Funding sources?
- Encourage TDM measures
- Air quality – link between health and transportation

*New Ideas and View Points*

*Land use pattern and community design:*

- Reduce employment Sprawl by correcting existing development pattern and encourage intensification
- Design walkable communities with mixed land uses to create complete communities
- There is lack of sidewalks in the Region. More sidewalks will need to be built similar to Toronto where rollerblading is possible
- Transportation infrastructure will need to be planned and built before development proceeds
- Development is planned in huge concession with segregated land use where people own and operate two cars. People have established habits in relying on the automobile. Therefore, it will be difficult the shift their mode back to transit.

- Development is built with segregated land use where it is difficult to link people with work
- The Region needs to develop a long term vision and make commitments to bring change
- The Region needs to create a strong vision on complete communities
- Air quality/pollution issues can be reduced by walking and cycling
- Take a complete integrated approach in planning and not to plan each element separately or individually
- The Region must take leadership by partnering with municipalities, private developers, and consumers to implement transportation and community plans
- Develop policies to support sustainability and identify key nodes and corridors and planning transportation around nodes and corridors
- Better coordination with all levels of government and private sector
- Planning for multi-level retails rather than big-box retails with large parking lots. Plan for pedestrian-transit friendly site design by bringing building close to the street
- Planning for alternative modes of transportation
- Land use planning should be coordinated with transportation planning
- To provide denser grid system road network for planning of detour routes in case of emergency
- Greatest opportunity to bring change in new development (Greenfield/Brownfield) as there opportunity to reduce the need for improvement and make transit accessible
- Need to improve access to mobility hubs. GO Transit require access to station/terminal as most GO parking facilities are at capacity which limit GO service expansion. Access improvements (driving, busing, biking, and walking) by all modes will be required

*Improve Transit Service:*

- Need to consider and build transit priority lanes/designated bus lanes in road projects.
- Need to develop stronger regional transit system, as there is need to bring transit into Caledon
- To integrate transit across municipal boundaries to serve the people
- Need to integrate rapid transit in the transportation system
- Region need to play a bigger role in transit planning particularly in coordinating services across municipal boundaries
- Region should subsidize transit
- To consider electric transit such as electric train for operation because it's more environmentally friendly
- Region to build partnership with other Regions/local municipalities/senior government in planning for HOV and Transit

- Need to integrate conventional transit with para-transit to provide better service to people
- The population of Caledon will increase by looking at future growth pattern but Caledon has no sustainable transportation system. Transit service will need to be available to this growing population

#### *Air Quality:*

- To educate the residents on climate change and air quality
- To make connection with policies and climate change
- Need to be proactive in enforcing provincial policies on air quality. Province rely on municipalities to implement enforcement
- Public Health issues will need to be incorporated in transportation. The Region will need to educate the public on health issues related to transportation.

#### *TDM:*

- Region to take active role in TDM and encourage lower tier municipalities in TDM programs
- Current pattern prevails, whereby people are moving further away from work. Education need to be provided to the public to encourage them to shift life-styles and promote on live-work life-styles
- Better coordination in road improvement programs and infrastructure planning
- Need to change people's behavior and get people to stop using their car ( incentives to consider such as increase in gas price)

#### *Governance Structure:*

- The governance structure is seen as a barrier to achieve change. Bringing change will require making tough decisions. In most cases, politicians will avoid making difficult decisions (eg. Toll). How can vision be implemented with political influence?

#### *Regional Transportation System:*

- The Region needs to re-examine the regional road system, the road network need to be denser
- The Region needs to consider inter-regional travel since people travel all across the GTA boundaries. The transportation system should be planned effectively and efficiently across municipal boundaries and to be cost effective

#### *Funding:*

- Need funding to implement transportation infrastructure and programs
- Need to develop funding mechanism to implement long term plan

- Require funding to implement transportation infrastructure in a timely manner
- Need to secure long term funding; nothing can happen without funding
- Privatization with public interest can be seen as a funding mechanism
- Develop public/private partnership (similar to Hwy 407). Highway 407 is a well maintained highway.

#### *Incentives and Disincentives:*

- To enforce policies to reduce congestion by giving higher priority to carpooling, transit, cycling, and walking
- Promote alternative modes of transportation and give priority to walking, cycling and transit
- Enforce parking policies to reduce driving
- Disincentive for auto/truck use
- Have truck conduct vehicle test similar to auto
- To restrict commercial vehicles by time of use (having night deliveries)
- To investigate how best to use the transportation system
- Investigation on alternatives, including Toll.
- Provide incentives for drivers not to drive at peak periods
- To identify measures to reduce dependency on automobile
- Cap growth, transportation capacity is limited
- The Region need to stop building general purpose lanes for traffic as building more roads will attract more traffic.
- The Region to build dedicated lanes for HOV/Transit to force people to change driving habits
- To provide more Toll roads to force people to drive less. Tolls can be considered on Highways 403 and 410.

### 3.6 **Topic 6: Other Issues**

#### *Major Themes:*

- The region has an important role to play in the future
- There is a need to focus on sustainability
- Congestion
- Integration with adjacent municipalities/highways/transit and transportation corridors
- Better accommodate growth targets (e.g. as expressed in Places to Grow)
- Societal attitudes and behaviour
- Accommodating variety of transportation types

- Have a larger role in coordinating transportation services
- Dilemma in decision-making/priorities and implementation of best practices
- Tackle congestion (e.g. change prevalent auto-oriented perception of public)

#### *New Ideas & Viewpoints:*

- Create incentives for public to take transit/use environmentally-friendly cars; carpool
- Use transit-priority signals on regional roads
- Regional involvement in major land-use decisions
- Change financing system to generate money for transportation (e.g. road pricing)
  - Legislative change to encourage land-uses which generate funds
  - Learn from other municipalities which have been successful in raising money
  - Region to advocate for sustainable funding
  - Use of Metrolinx to advocate for different transit delivery systems
  - Public/private partnerships and front-ending
  - P3s: be cautious as they remove public control
- Transit
  - Better Coordination
  - Contribute to inter-municipal transit and long-term rapid-transit network
  - Alternative Mode
  - Transportation Link / Land / User
  - Higher density at transit route
- Growth Target
  - Generate more money specifically to build infrastructure
- Maintain Standards
  - Transportation Demand Management (TDM)
- Societal Attitudes/Education
  - Build community services from the beginning
  - Complete communities (in terms of services?)
  - Articulate strong and clear vision and encourage change in lifestyle choices
  - Education/Connection/Mind sets
- Congestion
  - Work with employers (e.g. staggering work hours, car pools, etc.)
- Road Design
  - Limit regional road capacity to 4 lanes, rather than 6

- Use remaining lands for HOV/transit lanes
- Relationships with Municipalities
  - Metrolinx may help
- Taking leadership key to all solutions
- Decision Making/Priorities
- Connecting systems
  - Improve HOV lanes (e.g. remove existing lanes, rather than widening)
- We need a team approach to lobby leaders for change and funding

#### *References to Legislation:*

- Meeting growth targets as set by Places To Grow
- Why is the ROP reviewed once every 5 years? Although there is a constant dialogue, review should be done annually if there is a real impetus to ensure transportation is adequate and sustainable
- What policies can be included in the ROP coming from this workshop?

## **4.0 Next Steps**

The Transportation Stakeholder Workshop provided the forum for stakeholders to participate in building Peel's future transportation network by incorporating their ideas into the development of new policies and updating of others. Many excellent points were raised in the workshop session, and additional comments are welcome from stakeholders and the public.

As part of the broader Official Plan update, staff will also receive comments from the public through open houses in each of Peel's municipalities, as well as upcoming workshops in other focus areas.

This input, along with the identification and evaluation of transportation scenarios using the Region's travel demand forecasting model, will lead to the formulation of a draft Regional Official Plan Amendment (ROPA) and a report to Council.

## **5.0 Summary**

Although each topic focused on separate issues, common themes were heard throughout the workshop. The overarching theme that could be heard throughout the event was the need for sustainable transportation planning. There were many ideas on how to best achieve a sustainable, yet efficient

transportation plan in Peel. Every breakout group emphasized the need for a strong education policy, to encourage people to use alternative methods of travel, and to help people make informed choices on how they travel. Other major ideas that came from participants in every group included the need for strong policies and new by-laws to support sustainable forms of transportation. It was emphasized that policies needed to be supported not just at the Regional level, but also by higher levels of government, and that there is a need to better coordinate Regional plans with those of the Federal and Provincial governments.

Other major themes throughout all six breakout groups included a call for stronger incentives for people who make sustainable choices in the way that they travel. Long term and integrated planning were both raised by nearly every group and were emphasized as an essential element for moving toward a sustainable transportation system in the Region of Peel.

**Appendices:**

Appendix 1: List Participants Organizations

Appendix 2: Introductory Presentation

Appendix 3: Agenda (revised)

## Appendix 1: List of Workshop Participants Organizations

## **Appendix 1: List of Participants Organizations**

Organizations in Attendance at Workshop (Alphabetical):

- BA Consulting Group
- BILD
- Brampton Board of Trade
- Brampton Transit
- Caledon Community Services
- Caledon Environmental Advisory Committee
- Canadian Red Cross
- Canadian Tire Corporation
- City of Brampton
- City of Mississauga
- City of Toronto
- Credit Valley Conservation Authority
- Dufferin County
- EcoSource
- GO Transit
- Halton Region
- Headwaters GeoEnvironmental
- MMAH
- MTO
- MPIR
- Ministry of Transportation
- Morguard Investments
- Peel Police
- Region of Peel
- Sernas Group
- Sierra Club of Canada
- Smart Commute Brampton-Caledon
- Smart Commute Mississauga
- Sustainable Urban Development Association
- Solmar Development Corp.
- Thwaites and Associates
- Town of Caledon
- TransHelp
- TRCA
- York Region

## Appendix 2: Introductory Presentation

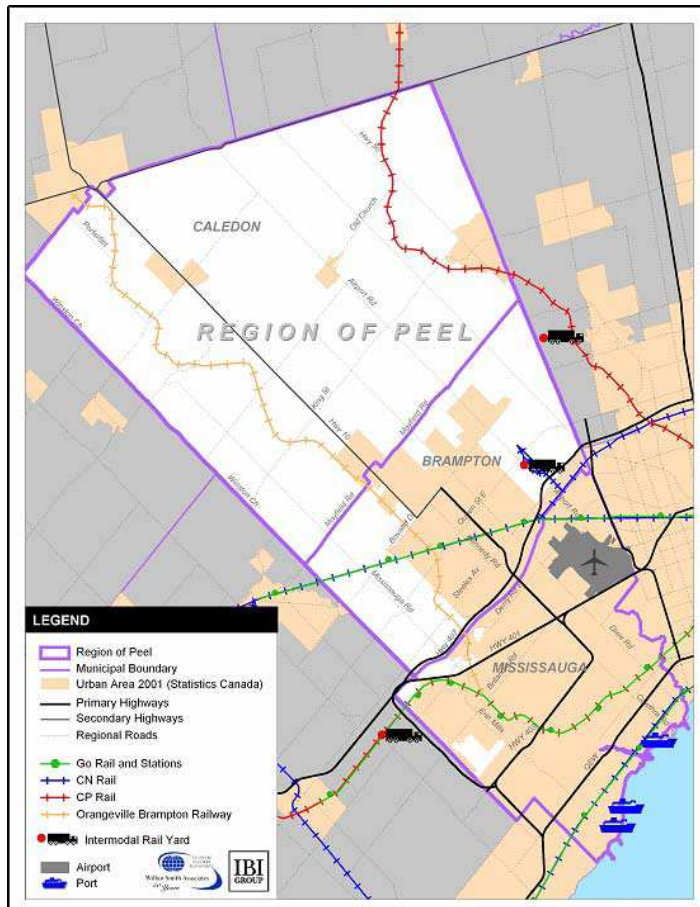


# Transportation Stakeholder Workshop

January 28, 2008



# Peel is a Dynamic, Growing Region



- Projected growth from 2006 to 2031:
  - Population to increase by 42%
  - Employment to increase by 64%
- Peel's transportation system has contributed to its economic strength

# Region of Peel Official Plan

- The ROP is Regional Council's long-term policy framework for decision making. It sets the Regional context for detailed planning by protecting the environment, managing resources, directing growth and setting the basis for providing Regional services in an efficient and effective manner. The Official Plan provides direction for future planning activities and for public and private initiatives aimed at improving the existing physical environment.

# Peel Regional Official Plan Review (PROPR)

- The Region is required to review its ROP every five years to reflect changing needs and priorities and to conform to Provincial plans, policies and legislation.
- Transportation is one of fifteen focus areas that will be incorporated in the updated ROP.

# PROPR Focus Areas



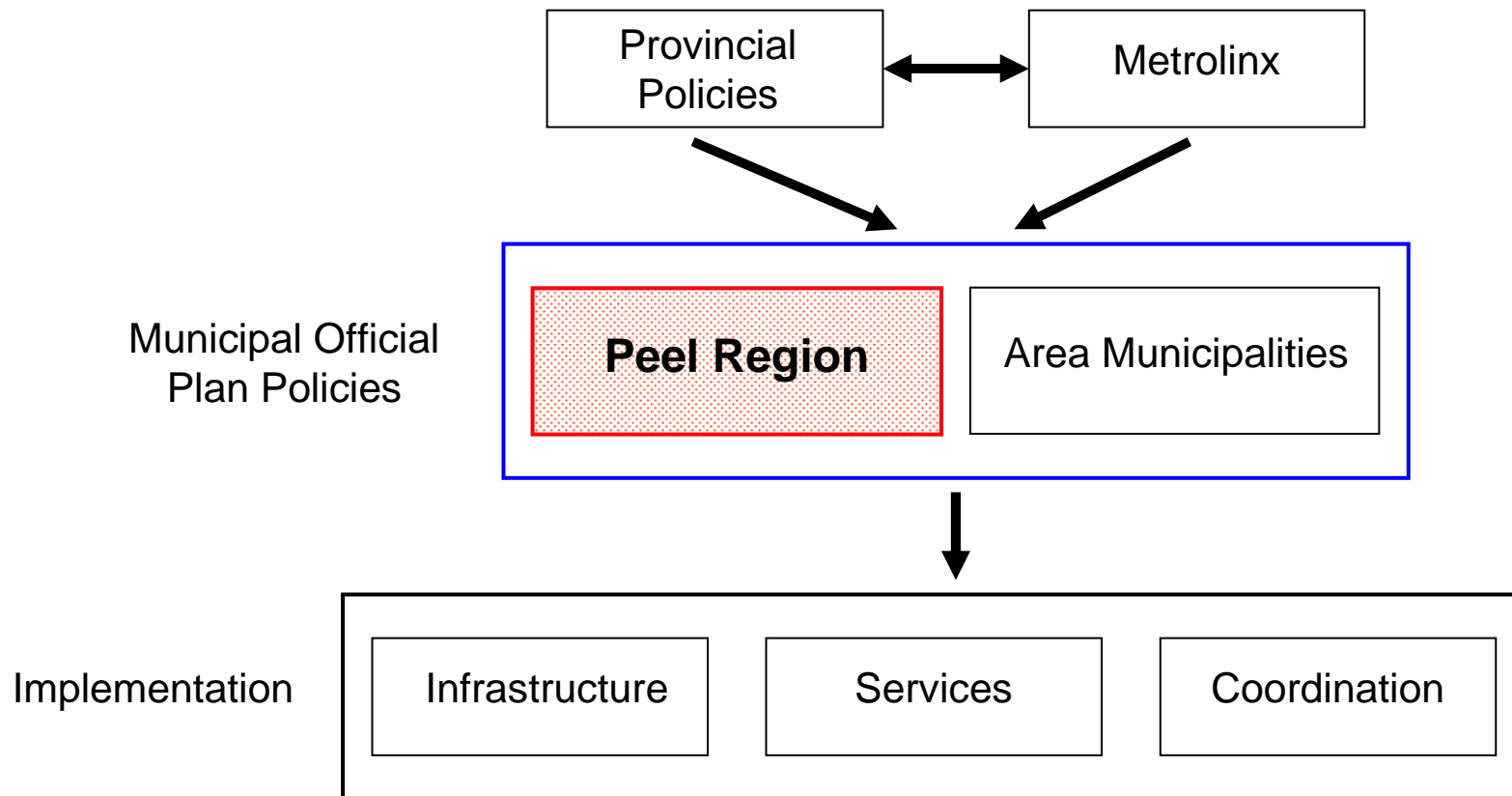
# Transportation Focus Area

- The objectives of the transportation focus area are:
  - To plan for the safe, convenient, sustainable and efficient movement of people and goods in Peel
  - To plan, evaluate and develop a transportation system and relevant policies that are in conformity with the Province's *Provincial Policy Statement, Places to Grow Act* and the *Growth Plan for the Greater Golden Horseshoe*
- This will involve:
  - Reviewing, revising and developing policies for the ROP
  - Identifying improvements to the Regional transportation network
  - Consulting with the Province, area municipalities and stakeholders

# Objectives for Today's Workshop

- Foster discussions about the transportation challenges the Region faces.
- Obtain comments and ideas on how the Region should deal with these challenges.
- The information gathered at this workshop will be used by Region staff as they consider updates to existing transportation policies and/or develop new policies.

# Context for Today's Discussion



# Transportation Challenges

- Peel Region faces a number of transportation challenges. Some of these challenges are in the areas of:
  - Access, congestion and sustainability
  - Transportation and community
  - Transportation demand management
  - Transportation for persons with disabilities
  - Education
  - Goods movement
  - Air quality
  - Transportation financing

# Access, Congestion and Sustainability

- Providing access – the ability to reach desired destinations, activities, goods or services – is the ultimate goal of transportation.
- Increasing congestion impacts access by making it more difficult to reach destinations in a timely manner.
- The current transportation system is not sustainable. For transportation to be sustainable it must:
  - Meet the access needs of the present without compromising the ability of future generations to meet their needs
  - Promote a balance between transportation's economic and social benefits
  - Help protect the environment

# Transportation and Community

- Transportation planning and community planning are closely connected - neither should be conducted without consideration of the other.
- The *Growth Plan* introduced a policy requiring municipalities to commit to a land use intensification target (whereby a minimum of 40% of new residential development must be built with already built-up areas).
- As the communities in Peel are planned to meet *Growth Plan* policies, the related transportation challenges will need to be identified and addressed.

# Transportation Demand Management

- TDM consists of actions or programs designed to improve efficiency or to reduce or modify demand for travel to make optimum use of existing and future transportation facilities and services.
- Core strategies include:
  1. Carpooling
  2. Vanpooling
  3. Transit incentives
  4. Bicycling
  5. Walking
  6. Promotion of telecommuting
  7. Education and marketing

# Transportation for Persons with Disabilities

- Providers of transportation services for person with disabilities in Peel include:
  - Community Agencies
  - Volunteer Groups
  - Peel Region and Local Transit Agencies
- Current services fall well short of meeting the magnitude and diversity of needs.
- Peel's population is both increasing and ageing. As a result, the estimated demand for specialized transit trips is forecast to almost double between 2001 and 2021.

# Education

- Peel residents make roughly 2.3 million trips every day. How they decide to make these trips (i.e. by walking, driving, taking transit or ride sharing) has a huge impact on how well the transportation system works.
- Changing people's travel behaviour is key to success in addressing future transportation challenges.
- Convincing people to change how they travel will not be easy. Effecting change will involve:
  - Making people aware of alternatives to how they currently travel
  - Promoting the benefits of alternative modes of travel
  - Providing alternatives to the single-occupant vehicle that compete favourably in terms of convenience and travel time

# Goods Movement

- The efficient movement of goods is critically important for the economic vitality of the region.
- Goods movement is impacted by the increasing traffic congestion seen throughout the region.
- Goods movement infrastructure is planned and delivered by all levels of government and the private sector, while the goods movement services are mostly provided by the private sector.
- Goods movement planning needs to be better integrated with transportation and land use planning.

# Air Quality

- Poor air quality has significant health, social, economic, and environmental impacts.
- Transportation is one of many factors that contribute to air pollution in urban areas such as Peel. Emissions from transportation sector have been rising steadily and are expected to increase considerably in future.
- Possible ways to reduce air pollution from the transportation sector include:
  - Reducing the need for travel
  - Reducing dependence on automobiles
  - Improved vehicle technologies
  - The use of alternative fuels

# Transportation Financing

- The construction, maintenance, and operation of transportation infrastructure and services are very expensive.
- Past underfunding of transportation infrastructure and services has led to large infrastructure deficits.
- Many past funding sources and mechanisms have not been conducive to supporting long-term planning and strategic investment. To support these, funding should be long-term, predictable and stable.

# Questions/Comments?



## Appendix 3: Revised Agenda



**Peel Region Official Plan Review  
Transportation Stakeholder Workshop Agenda  
January 28, 2008 8:00 am – 12:00 pm  
BraeBen Golf Club, 5700 Terry Fox Way, Mississauga, ON**

Time	Item	By:
8:00 am	Registration and Breakfast	
8:30 am	Welcome	Nick Tunnacliffe, Executive Director Environment, Transportation and Planning Services, Region of Peel
8:45 am	Transportation Background and Challenges – presentation followed by question and answer period	Tom AppaRao Director of Transportation Planning, Region of Peel
9:20 am	Small Group Sessions	
11:05 am	Break	
11:25 am	Debrief	Dave Hardy and Facilitators
11:55 am	Closing Remarks	Tom AppaRao
12:00 pm	Lunch	