



Transportation Stakeholder Workshop Report

February, 2009

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1. Introduction

As part of the Peel Region Official Plan Review (PROPR), the Region of Peel hosted a workshop on January 16, 2009 to obtain input on draft transportation objectives and policies. This report summarizes the comments made at the workshop, and outlines next steps in the Official Plan Review process.

2. Peel Region Official Plan Review

The Peel Region Official Plan (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 *Planning Act* requires all municipalities to revise their Official Plans every five years to ensure that they conform to provincial plans, take into account matters of provincial interest and are consistent with policy statements issued under the *Act*. In addition, the Peel Region Official Plan Review also takes into consideration changing needs and priorities of the region.

The current Peel Region Official Plan Review was initiated in mid-2007 and is expected to conclude in 2009 with several Regional Official Plan Amendments (ROPAs), including two transportation ROPAs. The first transportation ROPA will propose changes to transportation policies (and will address provincial conformity requirements). The second transportation ROPA, tentatively scheduled for release in Fall 2009, will propose changes to transportation schedules. Figure 1-1 shows the fifteen focus areas that make up the Peel Region Official Plan Review.

Figure 1-1: PROPR Focus Areas



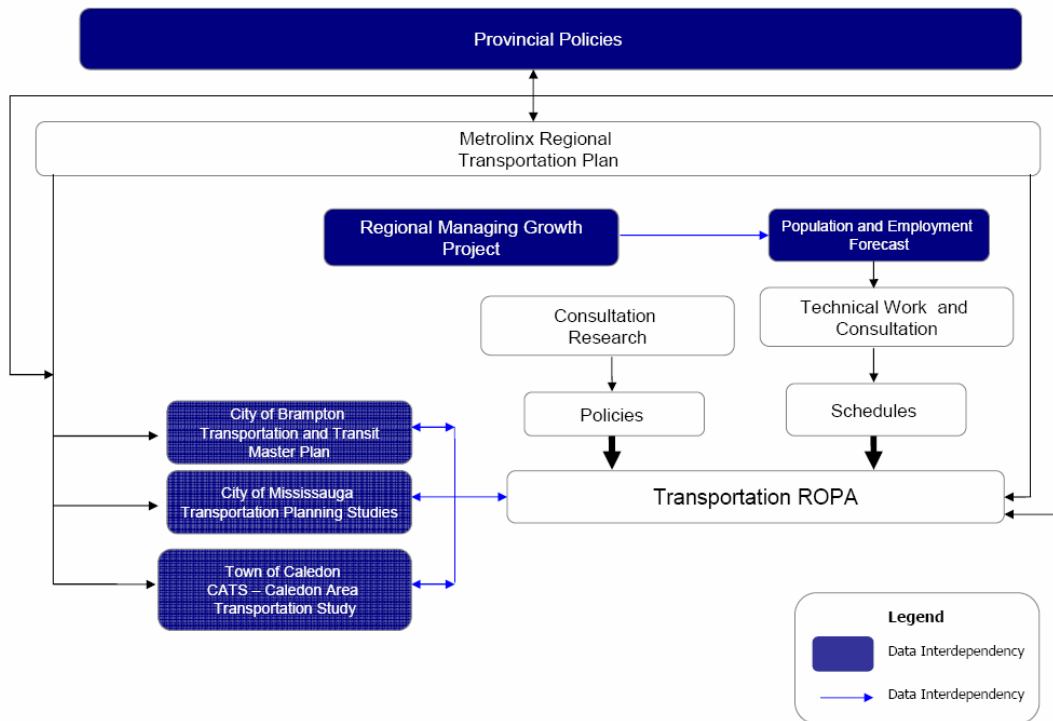
Source: Region of Peel, 2008

3. Transportation Focus Area

Development of the policy component of the transportation focus area has involved significant consultation and research, as well as other input from the area municipalities and policy direction from the *Growth Plan*, the *Provincial Policy Statement* and the *Metrolinx Regional Transportation Plan*. Development of the transportation schedules will involve significant technical work and consultation, as well as input from the Regional Growth Management project (which will allocate population and employment projections within the Region of Peel). This information will assist planning staff in determining where growth is projected to occur, thus enabling us to adequately plan for that growth.

As illustrated in Figure 1-2, the transportation study is dependent on many other concurrent studies, including those being conducted by the area municipalities.

Figure 1-2: Interdependencies between Regional and Area Municipal Work



Source: Region of Peel, 2008

Through ongoing consultation with external stakeholders and area municipal and Peel Region staff, Regional Transportation Planning staff developed a Technical Report. The purpose of the report is two-fold: (1) to review the transportation trends and challenges in the Region of Peel; and (2) to present the proposed additions and revisions to the transportation planning objectives and policies in the ROP (which will form the basis for the first transportation ROPA). The draft policies are intended to conform to Provincial legislation, take into account matters of Provincial interest, be consistent with policy statements issued under the *Planning Act*, and respond to the unique challenges of transportation planning in the Region of Peel. The policies provide the foundation for a

coordinated plan for a transportation system that is sustainable, safe, facilitates the movement of people and goods, offers a variety of mobility choices and addresses projected needs.

The draft objectives and policies were released in early January, 2009 and are currently posted on the Region of Peel's website. Stakeholders were asked to review the Technical Report and draft objectives and policies in preparation for the January 16, 2009 workshop.

The key milestones in the development of objectives and policies for the transportation focus area are as follows:

- Background and Challenges Paper January, 2008
- Transportation Stakeholder Workshop January, 2008
- Sustainability Workshop June, 2008
- Area Municipal Staff Consultation October, 2008
- Peel Staff Consultation November, 2008
- PROPR Transportation Planning Study Technical Report January, 2009
- Transportation Stakeholder Workshop – Draft Policies January, 2009

As can be seen from the milestones, consultation with stakeholders has played a key role in the effort to develop and revise objectives and policies for the transportation focus area of the Peel Region Official Plan Review.

4. Transportation Stakeholder Workshop

Peel Region hosted a Transportation Stakeholder Workshop on Friday, January 16th, 2009 at the Holiday Inn Select, located at 30 Peel Centre Drive in Brampton. The purpose of the January 16, 2009 Stakeholder Workshop was to discuss the draft objectives and policies and obtain stakeholder input on any further changes required.

The agenda for the half-day workshop was as follows:

Time	Item	By:
8:30 am	Registration and Breakfast	
9:00 am	Welcome	Andrea Warren
9:15 am	Presentation	Tom AppaRao Director of Transportation Planning, Region of Peel
9:45 am	Group Session 1	
10:30 am	Break	
10:50 am	Group Session 2	
11:35 am	Debrief	Group Facilitators
12:10 pm	Closing Remarks	Andrea Warren
12:30 pm	Lunch	

Participants represented a wide variety of sectors including the public sector (Ministries of Municipal Affairs and Housing and Transportation, City of Toronto, York and Halton Regions, Dufferin County, Cities of Toronto, Brampton, and Mississauga, Town of Caledon, Metrolinx, Toronto and Region Conservation Authority, Peel District School Board); the private sector (CN and CP Rail, Maritime Ontario Freight Lines); and non-profit agencies (Peel Senior Link, Smart Commute Brampton-Caledon, Greater Toronto Airport Authority, Sustainable Urban Development Association).

Regional Councillor Richard Paterak (Town of Caledon, Ward 1) and Dan Labrecque (Commissioner of Environment, Transportation and Planning Services – Region of Peel) also participated in the workshop.

The Technical Report and the draft objectives and policies, coupled with a presentation from Tom AppaRao (Director of Transportation Planning – Region of Peel) formed the basis for the discussion sessions.

The Technical Report outlines significant transportation trends in Peel Region and includes draft objectives and policies based on initial consultation with stakeholders, as well as Peel and area municipal staff. Attendees were also provided with a workbook that was designed to assist them in capturing their comments on the draft objectives and policies. (A copy of the workbook can be found in **Appendix A**).

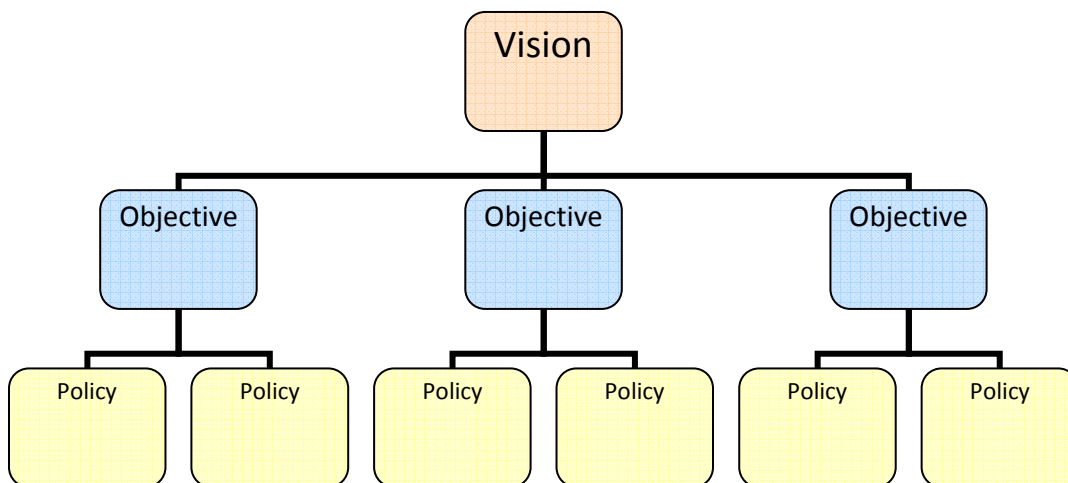
Following registration and breakfast, Andrea Warren – facilitator for the workshop – welcomed participants to the workshop, provided introductory remarks and addressed housekeeping items.

Andrea Warren then invited Tom AppaRao to provide some context on the Peel Region Official Plan Review. (A copy of the presentation can be found in **Appendix B**). The presentation set the stage for a discussion on the draft policies by providing high level background information on the PROPR, progress to-date, the purpose of the workshop, and highlights from the draft objectives and policies.

The presentation also addressed the format of the workshop. The starting point for the workshop was the vision for Peel Region’s future transportation system (taken from the Region’s *Long Range Transportation Plan* and included in the Technical Report):

“Peel Region will have a safe, convenient, efficient, multi-modal, sustainable and integrated transportation system that supports a vibrant economy, respects the natural and urban environment, meets the diverse needs of residents and contributes to a higher quality of life.”

As shown below, the objectives are intended to respond to the vision and the policies are intended to fulfil the objectives.



The workshop focused on seven topic areas, as noted below. The workbook given to participants provided the objectives and major policy directions (summaries of the policies) for each topic area. Region of Peel Planning Staff served as facilitators and notetakers for the day:

	<u>Facilitator</u>	<u>Notetaker</u>
• The Transportation System in Peel	Tom AppaRao	Liliana DaSilva
• Major Roads	Eric Chan	Tammy Chung
• Transit	Margie Chung	Brian Lakeman
• Goods Movement	Murray McLeod	Peter Kucirek
• Environmental Impact	Wayne Chan	Sharon Jones/ Melanie Stone
• Transportation Demand Management/ Active Transportation	Judy Yack	Keri Baxter
• Accessible Transportation	Lisa Jones	Melanie Stone/ Sharon Jones

The Provincial Freeway Network was discussed in the Major Roads session and Airports were discussed in the Transportation System and Transit sessions.

Following Tom AppaRao's presentation, Andrea Warren invited workshop participants to participate in the two group sessions, each of which lasted 45 minutes. Each session involved seven simultaneous discussions on the above topic areas. Participants were pre-assigned to two of the discussions.

The discussions focused on the objectives and policies for each of the topic areas. Specifically, the following questions were asked:

1. Are the objectives adequate to achieve the Region's vision? If not, why not?
2. Are the policies adequate to achieve the objectives?
3. Will implementation of the policies result in a more sustainable transportation system? If not, why not?

5. Summary of Comments from the Workshop Sessions

5.1 The Transportation System in Peel

Highlights

- Transportation planning and land use planning should be conducted together
- Develop a transportation system that caters to all, rather than focusing on one use versus another (e.g., people vs. goods)
- Safety of all users is of paramount concern, particularly where trucks and active transportation modes share the road
- More research/discussion needed to ensure safety of all users when accommodating multiple users on Peel roadways
- Peel's transportation system is part of a larger network of transportation systems in the Greater Toronto Area, and more emphasis should be placed on coordinating and linking the various transportation systems

Comments

Vision

- Strengthen and broaden the Vision by adding the terms “reliable” and “rural environment”
- Consider adding the term “health” to the Vision
- The use of the term “integrated transportation system” in the Vision was discouraged, as this term is not used elsewhere in the Transportation objectives or policies
- Consider providing a definition of sustainable transportation

Question 1 - Objectives

- Use the term “Optimize” instead of “Maximize” in Objective 5.6.1.5 (“Maximize the use of the Region’s transportation infrastructure and services”)
 - “Maximize” may be seen as encouraging people to use transportation more often rather than making the best use of the transportation system
- There was support for Objective 5.6.1.7 (“Support a transportation system that enhances economic growth in the Region”)
- Consider using “Facilitate” or “Work in partnership to” instead of “Promote” in Objective 5.6.1.8 (“Promote and support the integration of transportation planning, transportation investment and land use planning”)
 - The Region should set priorities and advocate for smart land use planning
 - Need to plan for all types of land uses – we cannot ignore the economic benefits of industrial land uses
 - Need to consider safety issues when planning for the integration of transportation and land use
 - Integration also applies to the different use of the transportation network – the goal is to develop a shared system rather than to consider one use versus another (e.g., people vs. goods)

- Create an objective to encourage the harmonization of municipal and regional transportation systems (road classification, role and function of roads, etc.)
 - The Region should work with the area municipalities to devise ways to achieve this
 - The Region's role could be as coordinator for this
- Create an objective to address the prioritization of uses of roads
- An objective, policy or wording in the preamble should recognize that the transportation system in Peel is part of the larger network of transportation systems in the Greater Toronto and Hamilton Area
- Should the Regional Official Plan include timelines for the achievement of the vision and objectives?
 - One participant noted that the process takes too long and suggested an immediate course of action to rectify problems in the existing transportation system. Other participants noted, however, that the timeframe under discussion is reasonable.

Question 2 - Policies

- Broaden Policy 5.6.2.1 to note the need to work with other departments to minimize impacts
 - This would allow other departments to use the policy to collaborate their efforts with transportation
- Broaden Policy 5.6.2.5 to cover both planned roads and existing roads
- Add the words "within the region" to Policy 5.6.2.5 ("In planning for the development, optimization and/or expansion of new or existing transportation corridors within the region, support...")
- Move the policy on transportation / land use integration (5.6.2.18) to the top
- The importance of promotion and interaction with stakeholders and the public should be reflected in a policy

Question 3 - Sustainability

- All participants agreed that the policies will help make the transportation system in Peel more sustainable

5.2 Major Roads

Highlights

- There was strong support for the policy which states that Regional Roads should not undermine the viability of transit service
- There is a need for some flexibility in rights-of-way requirements at intersections
- The Region needs to work in cooperation with all parties (including neighbouring regions and municipalities) to ensure consistency in policies relating to HOVs, bike lanes, road improvements, etc.
- Arterial HOV lanes should be studied as a potential means to deal with the challenge of making the most out of existing road capacity

Comments

Question 1 - Objectives

- The objective, while broad, incorporates the key characteristics of the vision

Question 2 - Policies

- There should be a set of guidelines related to access control (requirements and design)
 - Intention is to achieve consistency
 - Would help planners, engineers, developers, etc.
- The Region should review relevant materials from MTO when looking into access control guidelines
- Limiting access points onto major roads is a means to facilitate future transit services and promote pedestrian safety
- The rights-of-way at intersections needs to be looked into
 - There is a need to provide flexibility for the future (to support, for example, HOV lanes, bike lanes or transit lanes). The current policy (5.6.4.2.4), which speaks to specific dimensions, might jeopardize this.
- Widening roads may increase safety impacts / concerns
 - Need to ensure pedestrian safety (wider roads are seen as less safe for pedestrians)
- The City of Toronto's implementation of arterial HOV lanes provides lessons for Peel, specifically as to how HOV lane compliance is not seen as a high priority for the police and how the issue of potential road widenings contributed to the City putting a hold on HOV lane implementation
- The Region needs to work in cooperation with all parties to ensure consistency (by, for example, reviewing documents, guidelines, by-laws, etc. from other municipalities and regions)
 - This should apply to HOV lanes, bike lanes, road network improvements (jogs and discontinuities and interchange improvements), etc.
- The implementation of truck corridors, if and where feasible, may help decrease traffic congestion on selected roads

- Arterial roads are important for goods movement and trucks need to be considered when discussing major roads
- The Region should adopt more road classifications, catered to and prioritized for local needs and conditions
 - Suggestions included truck priority routes near freight centres, primary transit corridors and bike lanes
- The policies in this section need to be stronger in order to support the implementation of programs to increase the person-carrying capacity of roads and to favour alternatives to cars (such as transit, HOV lanes and bike lanes)
 - The policies should talk about the implementation of these rather than the intention to study the feasibility
- The creation of a good, dense transportation network grid is a way to facilitate increased traffic capacity
- The use of term “adequate capacity” in the first policy direction listed in the workshop workbook needs to be clarified (a clear and specific definition would be helpful)
- Need to ensure that widening roads is not the default response to accommodating growing demand in the Brampton area
 - The Environmental Assessment process for such projects needs to be improved
- The policies need to be consistent with the Greenbelt Plan and the Oak Ridges Moraine Plan
- Does the workbook policy direction that deals to the need to protect and preserve the natural environment specifically refer to the green features along Regional roads (boulevard plantings, etc.)?
- The proximity of potential new transportation corridors (such as the Highway 427 extension and the GTA West corridor) to environmentally sensitive areas such as the Oak Ridges Moraine needs to be taken into consideration
 - A question was raised about whether there have been any studies done on if increased transit service could offset the need for the Highway 427 extension
- The Regions should examine the links between energy efficiency, modal share and energy prices, as well the link between energy efficiency and the movement of people on major roads

Question 3 - Sustainability

- There was strong support for the policy (5.6.4.2.15) stating that Regional roads not undermine the viability of transit service. The preservation of major roads for future transit development was favoured.
- Arterial HOV lanes are a potential means to deal with the challenge of making the most out of existing road capacity (increasing the person carrying capacity of Regional roads)
 - Potential difficulties in implementing an arterial HOV program include the need to involve / work with other parties, such as the police and transit agencies
- The Region needs to look into the specific requirements of arterial HOV lanes, such as:
 - How to connect to carpool lots
 - The potential taking away of general purpose traffic lanes

- Design issues
 - Accommodating bike lanes
- The accommodation of rapid transit lines in the middle of arterial roads should be considered
 - This is one way to get cars off the road and encourage the use of public transit
- The policies in this section need to be stronger in order to support the implementation of programs to increase the person-carrying capacity of roads and to favour alternatives to cars (such as transit, HOV lanes and bike lanes)
 - The policies should talk about the implementation of these rather than the intention to study the feasibility

5.3 Transit

Highlights

- The objectives and policies need to address both the short- and long-term perspectives (current and future needs)
- Need to strengthen the link between the Transit and TDM sections (there is a disconnect between these in the draft policies)
- Objective 5.6.2.5 (support opportunities for multi-modal use and, where feasible, prioritize transit, carpooling, active transportation and goods movement needs over those of single occupant vehicles) should be emphasized in both the Transit section and in the ROP as a whole
 - Create a new objective supporting transit as the first priority
- Need to promote inter-municipal and inter-regional transit service coordination

Comments

Question 1 - Objectives

- The objectives and policies need to address both the short- and long-term perspectives (current and future needs)
- Objective 5.6.2.5 (support opportunities for multi-modal use and, where feasible, prioritize transit, carpooling, active transportation and goods movement needs over those of single occupant vehicles) should be emphasized in both the Transit section and in the ROP as a whole
 - Create an objective supporting transit as the first priority
- Reorient the objectives from a Regional perspective (i.e., what the Region can do regarding transit)
- The objectives should address future growth (i.e., respond to the *Growth Plan*)
- Make accessibility either part of an objective or a standalone objective
- Create a new objective to increase the level of transit ridership
 - Set a target? (e.g., York Region)
- Create a new objective to address the need to Include transit in the development process and the need for improved communication / coordination
- Create a new objective (from the perspective of transit riders) to encourage / promote / support a seamless transit network (regardless of jurisdiction)
- Increasing auto occupancy is important. Should this be reflected in the vision and/or objectives?
 - Would then need a policy (or policies) related to this

Question 2 - Policies

- Need to promote inter-municipal and inter-regional transit service coordination
- There needs to be stronger links between the TDM, Active Transportation and Transit sections
 - There is a disconnect between the draft policies in the Transit and TDM sections

- The link between transit and walking needs to be strengthened (most transit trips start and end with walking)
 - Develop pedestrian-friendly environments that provide easy links to transit
- The Region's TDM policies should encourage an increase in transit modal share
- Transit should be mentioned in the Environment section
- Avoid duplication with area municipal plans
- Need to identify corridors and nodes, including intensification corridors
 - Include the corridors shown in the *Growth Plan*
 - These should be listed in the ROP
- Be more specific about intensification / density needed to support transit
 - Plan developments to support higher order transit
 - Include the corridors identified in the Regional Transportation Plan in Schedule G
- Address the need for mixed use / residential development / intensification in the areas surrounding mobility hubs
- Include a definition of mobility hubs in the ROP's glossary
- Policy 5.6.5.2.14 (support transit stations and terminals in urban nodes and corridors and develop a network of mobility and other transportation hubs) needs to be strengthened
- Policy 5.6.5.2.15 (support gateways and interconnections between the local bus network and future transitways, especially at Regional Urban Nodes and mobility hubs) needs to be clarified, as it is unclear what the difference is between Regional urban nodes and mobility hubs
- Include major transit station areas in Schedule G
 - Work with the area municipalities to identify the transit station areas to include
- Need to be more specific about transit-supportive land use
- Transit should support neighbourhood / community development
 - Include transit in the neighbourhood / community development process
 - Use transit to connect neighbourhoods / communities
- Provide adequate infrastructure to facilitate seamless transit (e.g., widening of Regional roads for queue jump lanes, etc.)
 - Role for the Region: to facilitate creating infrastructure that supports the operation of seamless transit
- Secure the infrastructure needs for transit as part of the development process (e.g., rights-of-way)
- Protect infrastructure to support higher order transit (rail, Regional and local roads, etc.)
- Support for policy 5.6.5.2.18 (plan for and protect corridors and rights-of-way for transit)
- The Region needs to work with the area municipal transit services regarding infrastructure needs (transit-supportive infrastructure)
- There is a disconnect between the Regional and area municipal infrastructure priorities. Need to coordinate capital planning, etc.
- Work with the health and human resources sectors in the development of transit services
 - Involve them in planning / coordination
- Policies should address the mobility issues / needs of seniors

- Transit is critical for seniors
 - Need to minimize the amount of movement required by seniors
- Need to talk about both access and mobility (where access is defined as connecting communities to destinations)
- Transit needs a strong road network
 - Better connectivity of roads to support a grid-based transit system
- Support / encourage the provision of transit-supportive trip-end facilities for cyclists and pedestrians (e.g., bike lockers)
- Support the development of parking / carpool lots at the rural / urban boundary
- Support fare integration
- Policy (5.6.5.2.19) deals only with service-related technology (e.g., transit priority). Another element of the use of technology is to provide information to transit riders / residents (e.g., real time information at transit stations, coordination / provision of information from different transit agencies). There needs to be a policy specific to this.
- Regionalize transit (example provided was York Transit). This was seen as a way to improve coordination between municipalities.
- Improve connection to Toronto Pearson International Airport (TPIA)
 - Region should help area municipalities achieve better connections to TPIA
- When talking about a mobility hub at, and connectivity to, TPIA use wording consistent with that used in the Metrolinx Regional Transportation Plan
- There was a discussion regarding the use of the term “rapid transit”. It was suggested that it be called “higher-order transit” (though it was noted that Metrolinx uses the term “rapid transit”)
 - Rename Schedule G to higher-order transit (or rapid transit?)
- There was an objection to use of the word “expedite” in policy 5.6.5.2.8. It was suggested that the word “support” be used instead
- Create a new policy regarding the identification of sustainable funding for transit
 - Comparable policies are found in other sections (base the new policy on these)
 - A question was raised as to whether this, or another policy, should direct Metrolinx to identify sustainable funding
- Bump up transit’s priority within the entire Transportation section
 - There is a sense that the order of the sections implies that roads are more important

Question 3 - Sustainability

- This question was not addressed in detail at either session. There was general consensus that the transit-related policies, which will hopefully foster increased transit ridership, would result in a more sustainable transportation system.

5.4 Goods Movement

Highlights

- The objectives for the goods movement section need to be broadened to include the environment and the economy
- The Region should not be timid about declaring that additional transportation capacity will be needed in the future
- The Region should establish a centre of excellence for goods movement (with a goal of conducting research into how to improve understanding of the movement of goods)
- The Region should look into how transportation demand management measures can be applied to goods movement.
- There needs to be stronger integration of transportation planning and land use planning as it applies to goods movement

Comments

Question 1 - Objectives

- The objectives for the goods movement section need to be broadened to include the environment and the economy
 - It was noted that the goal should be to have a goods movement system which moves goods safely and efficiently and that little, or at least reduced, impact on the natural environment
 - Also noted was that the system should not negatively impact the viability of goods movement providers
- The development of objectives should be done in partnership with other levels of government and key stakeholders
- Create a new objective that focuses on providing new infrastructure to support goods movement
- The objective(s) should be strengthened to put the focus on development (by substituting the word “develop” for “facilitate”)
- The objectives need to present a stronger statement
 - The objectives should state that Peel will be active in integrated development and that Peel will be engaged with other goods movement agencies
- The objectives need to address the need for longer-term capacity growth
 - Moving forward with piecemeal steps will not get us the system we want
 - Need to maximize the use of current goods movement infrastructure and make better use of capacity (e.g., discourage the use of roads by heavy trucks during peak periods)
 - “Optimization” was suggested as better word to use when talking about capacity
 - Congestion impedes the economic viability of highways

Question 2 - Policies

- The Region should not be timid about declaring that additional transportation capacity will be needed in the future
 - A policy should reflect the need to plan for additional capacity
- The Region should establish a centre of excellence for goods movement (with a goal of conducting research into how to improve understanding of the movement of goods)
 - Add this to policy 5.6.7.2.8
 - It was suggested that the Region take the lead in developing a greater understanding of goods movements activity
- The Region should look into how transportation demand management measures can be applied to goods movement. Potential options include:
 - Encouraging Transportation Management Associations for goods movement
 - Encouraging night-time deliveries
 - Encouraging the development and use of intermodal transfer facilities
- There needs to be stronger integration of transportation planning and land use planning as it applies to goods movement. Facilities generating high volumes of goods movement should be located with the following criteria in mind:
 - Access to high-capacity transportation facilities
 - Function and supply-chain consolidation
 - Adequate buffering for neighbouring sensitive land uses, such as residential areas (it was noted that being located near residential areas discourages or prevents night time deliveries)
 - Collocation of freight distribution centres and intermodal terminals
- Distribution centres are spread across the GTHA, making it difficult to coordinate goods movement planning and collaboration amongst providers
- A number of the policies rely on other levels of government taking action on goods movement. The Region needs to be more proactive.
 - This could help position Peel to receive funding from the federal government
- The goods movement policies of the various levels of government (local, regional, provincial and federal) need to be harmonized
 - Jointly develop policies
- The Region should work closely with Metrolinx, the Province and the federal government to push for improved legislation for goods movement
- The Region should involve stakeholders in the development of policies
- The Region should play a proactive role in providing infrastructure to support intermodal facilities
 - An example that was cited was of Giffels working with Transportation Canada to look at access improvements to intermodal facilities
- Peel is a goods movement hub, and we should set the standards
 - As the global economy evolves, the better we understand goods movement the stronger our economy will be
- A policy needs to address the exchange of data between the private and public sectors
 - An example that was cited was that transportation models do not do a good job of modelling goods movement, due in part to a lack of data from trucking companies

- Getting good data from carriers would lead to better decisions about goods movement
- The policies acknowledge the importance of highway infrastructure, but should be strengthened to push for the creation of new infrastructure to keep up with the evolving and growing goods movement sector
 - There should be a hierarchical structure for goods movement facilities (similar to Metrolinx’s hierarchy of mobility hubs)
- The policies need to be strengthened to explicitly mention the enhanced role of rail in the movement of goods
 - The Region should have a stronger role in this
 - Short-haul movement of goods was seen as better accommodated by trucks while long-haul is better suited to rail (though trucks are needed to deliver goods from distribution centres to retail outlets)
- The policies need to be more proactive in planning access to intermodal facilities. Terms such as “encourage” and “acknowledge” are much too mild. A suggestion was to substitute “coordinate” for “acknowledge”.
 - The Region needs to take a strong stance and stand behind its policies
- Create a new policy to address the issue of access to Toronto Pearson International Airport (the airport is working to attract cargo businesses to the airport area, but access on the area’s road network is an issue)
 - In addition, there are a number of distribution centres located near the airport.
- Create a new policy pushing for a sustainable funding model for investment in goods movement
 - In addition, there should be a policy aimed at acquiring sustained funding for research into, and the development of, goods movement concepts
- The effectiveness of existing goods movement policies (and any new policies) needs to be monitored
- Support transit improvements, as these take cars off the road and leave more room for trucks
 - A flipside to this is that investing a portion of the MoveOntario funding in goods movement would provide more tangible benefits
- The Region should undertake a “cost of congestion to goods movement” analysis (building on work done by Metrolinx)
- The Region should not be afraid to be quite direct in stating what we need for goods movement
- Current funding priorities emphasize transit, but some funding should be reserved for goods movement.
- The Region should look into truck-only lanes
 - Dixie Road was cited as an example of a road that would benefit from having such lanes
- Some of the corridors mentioned in Policy 5.6.7.2.4d are not in Provincial plans
 - Is it acceptable for a policy to reference corridors and road improvements not mentioned in Provincial plans? (A viewpoint was put forward that there is nothing wrong with this.)
 - Should Peel have to plan to provide additional capacity that the Province is not willing to provide?

Question 3 - Sustainability

- The objective and policies talk about making goods movement more efficient, which directly links to both increased sustainability and economic competitiveness
 - Increased efficiency implies increased sustainability
 - Logistics and the good location of distribution centres are important
 - Adopting travel demand management measures for goods movement will help improve efficiency
- The policies need to be nimble and flexible enough to respond to sustainability and other long-term trends
- Encouraging the use of hybrid / alternative fuel trucks would help increase sustainability
 - The federal government enacts air quality standards and that if these are not toughened then manufacturers will not produce cleaner and more efficient truck engines
- The electrification of railways is a possible means to increase the sustainability of the goods movement network
 - While electrification is feasible, however, the economics of doing this are currently prohibitive (the fact that CP and CN tracks go all the way to Mexico was cited as an example of prohibitive costs and jurisdictional barriers)
- Better planning could minimize / mitigate noise and vibration problems
- We need to plan to keep incompatible land uses away from each other

5.5 Environmental Impact

Highlights

- The Region should play a leading role in this area
- Need to broaden the use of the word “environment” in Objective 5.6.8.1.2 (beyond “natural environment”)
- The policies in this section should consider impacts to human health
- The policies need to address the fact that the environment, energy and the economy are related

Comments

Question 1 - Objectives

- Objective 5.6.8.1.2 references the “natural environment”. This term is very general. More specific wording is needed.
 - An alternate suggestion was to delete the word “natural”, thereby broadening the use of the word environment
- The use of the word “minimize” in Objective 5.6.8.1.2 gives the objective a negative connotation. Consider using more positive wording.
- Sustainability should be part of the objectives
 - Need to define sustainability in the context of transportation
- The objectives do not mention human health, and it was suggested that they should

Question 2 - Policies

- The policies need stronger, more direct wording
 - “Encourage”, “support” and “promote” are light words
- The policies do not adequately address energy (energy was seen as key to improving the environment)
 - “Peak oil” was raised as a concern
- The policies do not impart a sense of urgency, nor do they mention the future
 - Conversely, it was also felt that the policies only address new development, and the policies should also address changes to existing infrastructure and impacts
- Policy 5.6.8.2.3 needs to be strengthened (step beyond “support”) and made more inclusive (it needs to mention more than just urban runoff)
 - Other potential areas of impact include: water courses, trees, valleys, wildlife, wildlife passages and wetlands
 - The policy should address the natural environment
- Create a new policy to address the offsetting of environmental impacts
 - Tied to this is the need to set goals and measure the effects of this and the other policies
- Create a new policy that calls for making the most out of existing infrastructure before building new infrastructure
 - Focus on optimizing, upgrading and enhancing before building new infrastructure

- Policy 5.6.8.2.4 should also reference active transportation (the policy currently references the promotion of TDM programs, linked trips, the use of Intelligent Transportation System and public transit)
- For Policy 5.6.8.2.2: education is needed, but infrastructure is needed to back this up (bike paths, HOV lanes, etc.)
- Should this section address health issues?
- Heritage and cultural aspects be addressed in this section
- There needs to be better integration of land use planning and transportation planning and more consideration of the impacts of development
 - Should these be addressed through policies in this section?
- Should a policy call for limiting infrastructure so as to provide fewer options?
 - Increased road infrastructure was seen by some as encouraging the use of single occupant vehicles
- The impacts of transportation infrastructure need to be considered before it is built (it is very hard to change once built)
- New development should be transit supportive
- Rights-of-way are a big issue. These should be reduced in environmentally sensitive areas in order to lessen impact.
- The Region should take the lead role in this area
- The Region should facilitate discussions with the area municipalities on environment-related transportation issues
 - A suggested topic for discussion was improving transit service, particularly the inter-connection of transit systems across municipal / regional boundaries
- The policies in this section and those in the Active Transportation and Transit sections are closely connected
- Some roads see limited use – these were seen as opportunities for narrowing and re-greening.
- Existing roads can be retrofitted rather than building new roads
- To support both of the above two comments, it was suggested that an audit of existing roads be conducted

Question 3 - Sustainability

- The term “sustainable” can be linked to both health and financial stability – transportation could be “sustainable” but still have negative impacts on health.
 - The context of how the word “sustainable” is used is important

5.6 Transportation Demand Management and Active Transportation

Highlights (for both Transportation Demand Management and Active Transportation)

- A change in commuter behaviour is needed
- Collaboration with a range of stakeholders is crucial in ensuring active transportation and TDM are feasible options
- Transit, TDM, active transportation, land use planning and transportation planning should be coordinated
- A commitment to construct the infrastructure necessary to support TDM and active transportation is needed

Comments related to Transportation Demand Management

Question 1 - Objectives

- Objective 5.6.9.1.1 would help achieve the Region's transportation vision
- The objectives should state that roads are built for people instead of automobiles (in that way roads can be used for active transportation and TDM)
- Objective 5.6.9.1.2 should be kept general so as to ensure that it includes all forms of active transportation and TDM.
- Objectives should be measurable
 - Use measurable, specific targets (e.g., achieve a 10% reduction in car use)
- The word "promote" is well known – it has been used for many years in the public health field – and it has to be interpreted broadly
 - The idea that advertising can change people's behaviour is naïve
 - Promotion has to go beyond advertising to actually changing the environment, so that it facilitates what you want to achieve
 - Need to make healthy choices the easy choice

Question 2 - Policies

- There need to be more implementation-oriented policies to support the objectives
 - There should be greater emphasis on implementation of the policies
- The implementation and monitoring of policies must be strong
 - People are more likely to buy into the concept if measurable benefits can be demonstrated
- The TDM policies do not address active transportation
 - An example given was York Region, which has a policy whereby active transportation is involved in every policy
- Land use planning is critical
 - If we are going to promote bike use, for example, there need to be something nearby for people to ride to from their homes
- Create a new policy that address trailways
 - Need to be connected to natural systems
- Political will is needed if the policies are to be implemented

- Performance measures for TDM were discussed (as a means to determine the effectiveness of the policies)
 - It was noted that one of Metrolinx's objectives is to eventually have public transit within two kilometres of everyone
 - It was suggested that individual transit systems will have similar objectives
 - It was further suggested that the Region look at the City of Toronto's Transit City requirements (they specify, for example, spacing between bus stops)
- Policies should emphasize partnerships with school boards and other partners
- Create a policy to ensure that Regional roads are designed for people, not cars
 - Consider the needs of transit when designing Regional roads (e.g., transit lanes, transit priority at stoplights)
 - A question was raised as to whether both transit and bike lanes can be accommodated on a road. Toronto (Transit City) and Calgary were cited as examples of where this is done.
- Too many policies mention carpooling but no other TDM measures
 - The policies should either be general or, if some modes / measures are named, then all that apply should be named
- The policies focus on cars and parking – what about transit?
- The TDM section should be at the front of the document, not at the back
- Reduction or elimination of trips should be a primary consideration
- School boards should be mentioned in policies 5.6.9.2.4 and 5.6.9.2.5
- The Region should take a key role in the implementation of TDM and active transportation policies
- TDM and active transportation infrastructure must be efficient, otherwise people will not use it
- Continued expansion of roads means we will just have expansion of automobiles
- The problem with congestion needs to be defined – is it the peak hours for commuters that are the priority?
 - The AM and PM peaks were seen as the big problems
 - We don't want to just spread the volume over longer time periods
- There is a need to change how people view buses (GO trains were cited as an example of a transit service that is seen in a better light). This could be done by improving the predictability of when buses will arrive, improving trip times and making transit more convenient.
 - This was tied to intensification (with increased density seen as leading to more efficient service)
 - Which comes first: the transit improvements or the intensification? There may be a transitional period where there will be a lot of empty buses.
 - Examples of transit improvements were provided, including employer subsidies and smart pass programs to ease trips between municipalities
 - Convenience is key
 - Providing and riding transit can seem more expensive than driving, even though this may not actually be true in some cases
- There needs to be a coordination of efforts by local, Regional and provincial agencies.
 - Metrolinx was seen by some as the choice to oversee the transportation system

- TDM should also address goods movement, as this is important for economic viability
- Invest in a Regional bus system that operates beyond municipal boundaries (because commuters do not limit their travel to individual municipalities)
 - The extension of the TTC subway into York Region was cited as an example of cross-boundary transit service
- Is it feasible / practical to provide adequate levels of public transportation in rural areas?
 - The challenges of using public transportation in Caledon were cited as an example

Question 3 – Sustainability

- *Places to Grow* sets out intensification targets
 - The Region and area municipalities need to act on this as a means of increasing density
 - This may get a lot of resistance from the general public
 - Have to support density (e.g., transit-supportive density)
 - All elements have to fit together – TDM programs are just one piece of the puzzle
- The importance of understanding consumer preferences was noted (the need to understand the behavioural response to new / improved transportation services)
 - Can we assume that people will move away from the car if there were better options?
 - It was noted that people will not change how they travel for the sake of the environment

Comments related to Active Transportation

Question 1 - Objectives

- Objectives should have measureable targets, even if is just a word (e.g., significant, huge)
 - None of the policies have quantifiable targets.
 - Quantifiable targets seen as the next level down from the policies. This is what interprets what “increase”, for example, means
- Objective 5.6.10.1.2 should be made more specific (need to describe what “environment” and “safe” mean)
 - Suggestion to use “integrated multi-modal transportation network” in place of “bicycle- and walking-friendly environment”, which sounds like the focus is on safety
 - Does “safe” just mean physical safety or safer from a human health standpoint?
 - A preference was stated for separate bike paths instead of on-road bike lanes
 - It was noted that while it is unhealthy to be riding beside congestion it is better than nothing

- An argument was made for limiting the width of roads, citing the example of the difficulties seniors have in crossing six lanes road sections

Question 2 - Policies

- The policies mention working with government and Metrolinx but do not mention the private sector. What about bike shops, etc.?
- Policy 5.6.10.2.1 should be broader. Include the private sector, etc.
- Policy 5.6.10.2.4 should include school boards
- Comments were made in favour of policies 5.6.10.2.3, 5.6.10.2.6, 5.6.10.2.7 and 5.6.10.2.8
- We need to determine what will make a big impact on active transportation
 - Set priorities
- The need to change mindsets was noted, as was how people resist change
- The transportation system needs to offer a number of solutions to users
 - Improvements to active transportation need to be accompanied by improvements to the transit system
- The use of active transportation is dependent on road / traffic conditions
 - An example raised was the safety of riding a bicycle on Dixie Road or Steeles Avenue
 - Making Regional roads safe for cyclists was seen as a challenge
- Active transportation is seen by many people as a seasonal activity, making it difficult to promote
- There is a difference between utilitarian and recreational physical activity. The importance of facilities that support utilitarian physical activity (such as bike racks on buses and storage facilities) was highlighted.
 - Facilities for cyclists need to be more attractive than those for cars
 - A question was raised as to whether this could be incorporated into the LEED program. It was noted that there need to be bike lanes in order to achieve LEED levels higher than silver.
- Need to increase the number of kids that walk to school
 - Parents need to be educated about this
 - The issue of safety (and the perception of safety) is key. Parents may not let kids use what we think of as benefits and assets (e.g., walkways)
- Public transit was seen as the biggest promoter of active transportation (in the form of walking trips to and from transit stops)
 - Cycle-bus-cycle trips were not seen as something that will have a big impact
- Employers need to offer facilities / amenities that support the use of active transportation
 - Building managers often push back on this
- A question was raised as to whether limiting infrastructure improvements (such as the widening of Highway 410) would help push the use of active transportation
 - It was noted that there needs to be more incentives to get people out of their cars
 - Alternatives to the car need to offer comparable trip times
- It was noted that we haven't seen active transportation actively pursued yet

- An example of the difficulty in implementing active transportation – the failure to get multi-use trails on Queen – was provided
- It was noted that land use planning and transportation planning evolve over time, but that in the meantime millions / billions of dollars have been sunk into infrastructure, making change difficult

Question 3 - Sustainability

- There should be some sort of cost attached to driving to work, such as road tolls or parking fees
- Behavioural change is needed if the use of active transportation is to increase
 - Examples provided include children being driven to school, the lack of crosswalks at a lot of schools and facilities for locking bikes up
 - Comments were made as to how people resist change and that people who live in suburbs travel everywhere by car
- Growth caps are an option. York Region and Whistler, BC were cited as examples of area where growth has been capped
- Some of the goals might work in 20 years time, but would these reduce the car-related emission problems we see now?
 - It was noted that we could have smaller and more efficient cars by then
 - This was countered by the notion that even if individual cars pollute less, population growth may lead to more cars on the road and continued high pollution levels

5.7 Accessible Transportation

Highlights

- There is a critical need to develop and maintain the built environment to facilitate a truly accessible transportation system, beginning at the point of origin, continuing while in transit and ending at the destination
- A strong policy needs to be developed mandating that assistance (while accessing and using transportation systems) be permitted and available when required
- Designing and implementing accessible transportation options must become a joint effort between the Public Works, Health and Human Service sectors
- Sustainable sources of funding must be identified in order to provide a high level of service to clients

Comments

Question 1 - Objectives

- Strengthen Objective 5.6.11.1.1 by replacing the word “provide” in Objective 5.6.11.1.1 with “ensure that”
- The term “adequate” is not strong enough from a client perspective. Consider removing the word “adequate” from the Objective.
- Reference “all disabilities” in the Objective, as the Region should be promoting transportation to people with all disabilities
- Affordability and accessibility should be included in the objective statement
- Wording in an objective, or possibly the preamble, should set the stage for the accessible transportation section and acknowledge the need for universal accessibility. This concept needs to be introduced before the policies.
- The provision of transportation for all people and the consideration of accommodation for persons with disabilities should be overarching elements to the transportation section of the Regional Official Plan and for the Plan as a whole

Question 2 - Policies

- Make sure the term “disability” is highly inclusive
- Need for a more integrated and inclusive transportation system (i.e., public transit should be more accessible to persons with disabilities)
- Create a new policy around public transit and infrastructure to recognize that the built environment needs to be optimally accessible and properly maintained if a trip made using accessible transportation services is to be completed successfully
 - Acknowledgement of the built environment and infrastructure as critical components of accessibility is required
 - Need to work with public works departments and consider design and maintenance issues when planning for transportation infrastructure (to ensure that everything is truly accessible)

- Creating integrated transportation systems includes ensuring on-going and consistent improvements to the built environment at the origin and destination of a trip (curb depressions, access to public/private sidewalks, snow removal, lighting, signage, etc.)
- Create a new policy that addresses the development and monitoring of infrastructure
- Create a new policy addressing the need for accessible transportation planning to be done with input from health and human services agencies
 - This would be helpful to the municipalities because the majority of community agencies offer services on a region-wide basis
 - Integration and partnership is key to an effective Regional Plan
- Eligibility is an issue
 - The need for a policy to define and understand “eligibility” was noted
 - The Region needs to work with other agencies to ensure consistent eligibility criteria between and among all transportation supports and services
- Accessible transportation should be “seamless”
 - Eliminate exact boundary lines (example given of someone living .5 km outside of boundary and person had to use one transit system for .5 km then TransHelp for the remainder)
 - Seamless transportation would also help to achieve common eligibility criteria
- Transportation is the middle of the journey. The points of origin and destination need to be accessible as well.
- Where passenger assistance is required this needs to be accommodated by the area municipal transit systems and by accessible transportation services
 - The Regional plan could encourage the municipalities to incorporate this into their policies
 - Assistance may also take the form of additional seating on buses, different seating configurations and/or seating for those with disabilities that is closest to the main vehicle entry doors

Question 3 - Sustainability

- If public transit and infrastructure are made more accessible, and services are run in a more coordinated fashion, accessible transportation in the Region of Peel can result in a more sustainable transportation system
- Planning is less expensive than retrofitting

6. Next Steps

The Transportation Stakeholder Workshop provided the forum for stakeholders to participate in building Peel’s future transportation network by providing their ideas on the development of new objectives and policies and the revision of others. Many excellent points were raised at the workshop, and staff are working to review the comments and to consider potential changes to the objectives and policies.

Staff will complete their review of the comments and revisions to the draft objectives and policies before asking for permission from Regional Council to hold an Open House and Public Meetings to present the draft objectives and policies to Peel residents and solicit further comments.

The Open House and Public Meetings will be followed by another revision period during which time staff will make final changes to the objectives and policies before presenting the final first transportation ROPA to Council. The projected completion date for this project is June, 2009.

	January	February	March	April	May	June
Transportation Planning Study Technical Report	■					
Stakeholder Workshop		■				
Deadline for Comments		■				
Revisions		■	■			
Draft ROPA			■			
Open House				■		
Public Meeting					■	
Revisions					■	
Final ROPA to Council						■

7. References

- Long Range Transportation Plan, Region of Peel, 2005
<http://www.peelregion.ca/planning/transportation/LRTP/pdfs/LRTP-report.pdf>
- Transportation Background and Challenges Paper, Region of Peel, 2008
<http://www.peelregion.ca/planning/rop-review/rop-review-transportation.pdf>
- Transportation Technical Report and Draft Policies, Region of Peel, 2009
<http://www.peelregion.ca/planning/officialplan/pdfs/Draft-transportation-ROPA-technical-report.pdf>

**APPENDIX A:
POLICY WORKBOOK**



Transportation Stakeholder Workshop

January 16, 2009

Policy Workbook

Transportation Planning Vision

“Peel Region will have a safe, convenient, efficient, multi-modal, sustainable and integrated transportation system that supports a vibrant economy, respects the natural and urban environment, meets the diverse needs of residents and contributes to a higher quality of life.”

Objectives:

- Develop a sustainable and integrated transportation system
- Improve transportation mobility and choice
- Maximize the use of transportation infrastructure and services
- Support a transportation system that enhances economic growth
- Promote the integration of transportation planning, transportation investment and land use planning

Major Policy Directions:

- Provide a transportation system that facilitates the movement of people and goods and offers a choice of travel alternatives
- Promote increased interaction of transportation planning, transportation investment and land use planning
- Evaluate the effectiveness of policies
- Identify and secure sustainable and predictable funding
- Raise awareness of transportation issues (especially opportunities for sustainable transportation)



The Transportation System in Peel

Questions:

1. Are the objectives adequate to achieve the Region’s vision?

- If not, why not?

2. Are the policies adequate to achieve the objectives?

- If not, why not?

3. Will implementation of the policies result in a more sustainable transportation system?

- If not, why not?

If you need more space, please use the last two pages of this workbook.



Major Roads

Objective:

- Facilitate the safe and efficient movement of people and goods

Major Policy Directions:

- Ensure adequate capacity
- Improve the efficiency of the Regional road network
- Protect and preserve the natural environment
- Protect rights-of-way along Regional roads
- Control access onto Regional roads



Major Roads

Questions:

1. Are the objectives adequate to achieve the Region’s vision?

- If not, why not?

2. Are the policies adequate to achieve the objectives?

- If not, why not?

3. Will implementation of the policies result in a more sustainable transportation system?

- If not, why not?

If you need more space, please use the last two pages of this workbook.



Transit

Objectives:

- Support the development of transit networks and encourage connectivity between transit services
- Support the development of transit-supportive land uses

Major Policy Directions:

- Support the development of intra- and inter-regional transit networks
- Support the development of mobility and other transportation hubs
- Promote the connectivity and efficiency of the transit system
- Encourage and promote transit-supportive measures



Questions:

- 1. Are the objectives adequate to achieve the Region’s vision?
 - If not, why not?

- 2. Are the policies adequate to achieve the objectives?
 - If not, why not?

- 3. Will implementation of the policies result in a more sustainable transportation system?
 - If not, why not?

If you need more space, please use the last two pages of this workbook.



Goods Movement

Objective:

- Foster the safe and efficient movement of goods

Major Policy Directions:

Collaborate with the private sector and other levels of government to:

- Plan, prioritize and implement improvements to the goods movement system
- Promote efficient and sustainable goods movement
- Promote goods-friendly land use



Goods Movement

Questions:

1. Are the objectives adequate to achieve the Region’s vision?

- If not, why not?

2. Are the policies adequate to achieve the objectives?

- If not, why not?

3. Will implementation of the policies result in a more sustainable transportation system?

- If not, why not?

If you need more space, please use the last two pages of this workbook.



Environment

Objectives:

- Minimize the transportation infrastructure's impact on the natural environment
- Promote a transportation system that encourages energy conservation

Major Policy Directions:

- Minimize traffic congestion and air and noise pollution arising from transportation sources
- Support strategies to reduce or prevent urban water runoff
- Encourage energy conservation
- Educate the public on the environmental impacts of transportation



Environment

Questions:

1. Are the objectives adequate to achieve the Region's vision?

- If not, why not?

2. Are the policies adequate to achieve the objectives?

- If not, why not?

3. Will implementation of the policies result in a more sustainable transportation system?

- If not, why not?

If you need more space, please use the last two pages of this workbook.



Transportation Demand Management

Objectives:

- Promote the use of sustainable modes of transportation
- Provide a range of transportation services
- Maximize the capacity of the transportation system

Major Policy Directions:

- Promote and implement TDM programs
- Promote and implement carpool lots



Transportation Demand Management

Questions:

1. Are the objectives adequate to achieve the Region’s vision?

- If not, why not?

2. Are the policies adequate to achieve the objectives?

- If not, why not?

3. Will implementation of the policies result in a more sustainable transportation system?

- If not, why not?

If you need more space, please use the last two pages of this workbook.



Active Transportation

Objectives:

- Increase the share of trips made using active transportation modes
- Develop a bicycle- and walking-friendly environment

Major Policy Directions:

- Develop and implement a Regional plan for active transportation (building on area municipal plans)
- Develop a social marketing and communication plan to encourage use of active transportation



Questions:

1. Are the objectives adequate to achieve the Region's vision?

- If not, why not?

2. Are the policies adequate to achieve the objectives?

- If not, why not?

3. Will implementation of the policies result in a more sustainable transportation system?

- If not, why not?

If you need more space, please use the last two pages of this workbook.



Accessible Transportation

Objectives:

- Provide adequate transportation services for persons with disabilities

Major Policy Directions:

- Coordinate the provision of services
- Improve existing services and develop new services
- Identify and secure sustainable and predictable funding
- Educate the public on transportation for persons with disabilities



Accessible Transportation

Questions:

1. Are the objectives adequate to achieve the Region's vision?
 - If not, why not?

2. Are the policies adequate to achieve the objectives?
 - If not, why not?

3. Will implementation of the policies result in a more sustainable transportation system?
 - If not, why not?

If you need more space, please use the last two pages of this workbook.



Workshop Evaluation Form

1. How would you rate the following aspects of today’s workshop? (circle one)

	Excellent	Good	Fair	Poor	Very Poor
Introductory Presentation	5	4	3	2	1
Policy Workbook	5	4	3	2	1
Facilitated Group Discussions	5	4	3	2	1
Venue	5	4	3	2	1
Lunch	5	4	3	2	1
Overall	5	4	3	2	1

2. How strongly would you agree with the following statements? (circle one)

	Strongly Agree	Agree	Not Sure	Disagree	Strongly Disagree
The workshop was informative	5	4	3	2	1
The workshop met my expectations	5	4	3	2	1
The facilitator sustained the interest and participation of the group	5	4	3	2	1
The workshop was well organized	5	4	3	2	1
The material received prior to the workshop helped me to adequately prepare	5	4	3	2	1
The workshop met the intended objectives	5	4	3	2	1

3. Please describe the best features of the workshop?

4. What, if any, improvements would you suggest for future workshops?

Thank you!



**APPENDIX B:
PRESENTATION BY TOM APPARAO,
DIRECTOR OF TRANSPORTATION PLANNING**



Transportation Stakeholder Workshop

January 16, 2009

1

Region of Peel
Working for you

Peel is a Dynamic, Growing Region



- Peel's transportation system has contributed to its economic strength
- Rapid growth in population and employment, and the increase in the number of trips that has resulted from this, have placed considerable strain on Peel's transportation system

2

Region of Peel
Working for you

Region of Peel Official Plan

- The ROP is Regional Council's policy framework for decision making.
- The ROP sets the context for Regional initiatives for protecting the environment, managing resources, directing growth and for providing Regional services in an efficient and effective manner.

3

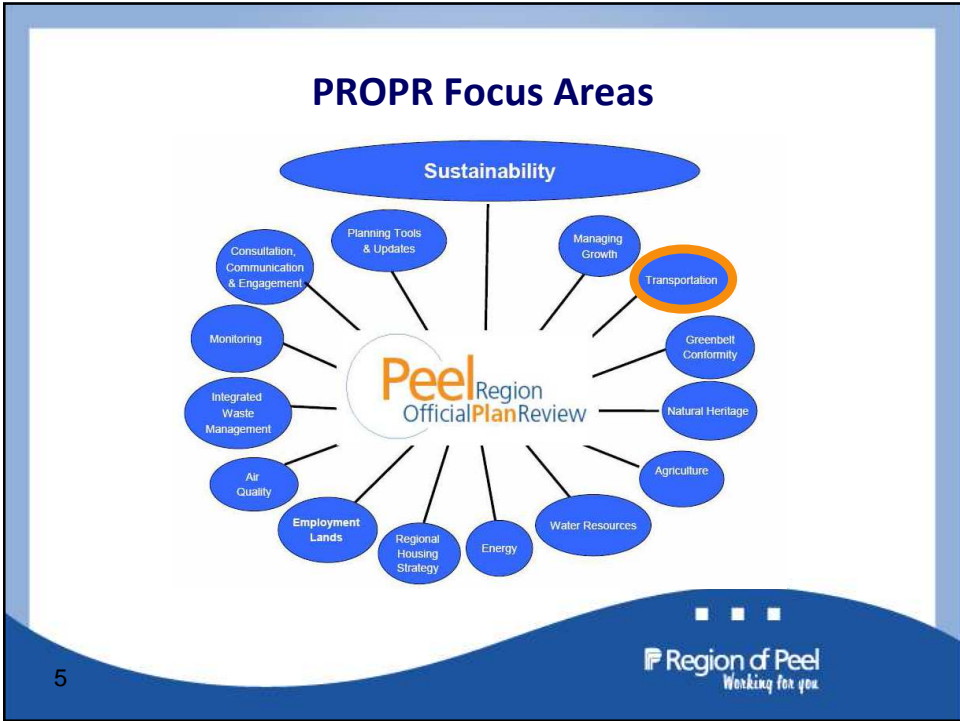
 Region of Peel
Working for you

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.

4

 Region of Peel
Working for you



- ### Progress to Date
- Background and Challenges Paper January, 2008
 - Transportation Stakeholder Workshop January, 2008
 - Sustainability Workshop June, 2008
 - Area Municipal Staff Consultation October, 2008
 - Peel Staff Consultation November, 2008
 - PROPR Transportation Planning Study
 Technical Report January, 2009
 - Stakeholder Workshop – Draft Policies January, 2009
- 6
- Region of Peel
Working for you

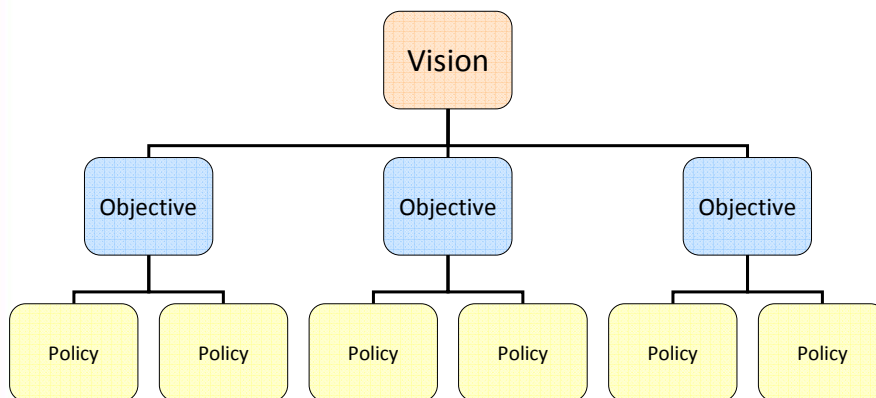
Purpose of Today's Workshop

- Obtain input on draft transportation policies.

The information gathered at this workshop will be used by Regional staff to develop a Draft Regional Official Plan Amendment.

7

Transportation Policy Hierarchy



8

Vision for the Region of Peel's Transportation System

“Peel Region will have a safe, convenient, efficient, multi-modal, sustainable and integrated transportation system that supports a vibrant economy, respects the natural and urban environment, meets the diverse needs of residents and contributes to a higher quality of life.”

9

 Region of Peel
Working for you

Achieving the Vision

- Achieving the Vision will involve:
 - Developing Objectives that will achieve the Vision
 - Developing Policies that will achieve the Objectives
 - Implementing the Policies

10

 Region of Peel
Working for you

Topic Areas to be Discussed

- The Transportation System in Peel
- Major Roads
- Transit
- Goods Movement
- Environment
- Transportation Demand Management / Active Transportation
- Accessible Transportation

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The Transportation System in Peel

Objectives:

- Develop a sustainable and integrated transportation system
- Improve transportation mobility and choice
- Maximize the use of transportation infrastructure and services
- Support a transportation system that enhances economic growth
- Promote the integration of transportation planning, transportation investment and land use planning

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The Transportation System in Peel

Major Policy Directions:

- Provide a transportation system that facilitates the movement of people and goods and offers a choice of travel alternatives
- Promote increased interaction of transportation planning, transportation investment and land use planning
- Evaluate the effectiveness of policies
- Identify and secure sustainable and predictable funding
- Raise awareness of transportation issues (especially opportunities for sustainable transportation)

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 Region of Peel
Working for you

Major Roads

Objective:

- Facilitate the safe and efficient movement of people and goods

Major Policy Directions:

- Ensure adequate capacity
- Improve the efficiency of the Regional road network
- Protect and preserve the natural environment
- Protect rights-of-way along Regional roads
- Control access onto Regional roads

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 Region of Peel
Working for you

Transit

Objectives:

- Support the development of transit networks and encourage connectivity between transit services
- Support the development of transit-supportive land uses

Major Policy Directions:

- Support the development of intra- and inter-regional transit networks
- Support the development of mobility and other transportation hubs
- Promote the connectivity and efficiency of the transit system
- Encourage and promote transit-supportive measures

15

 Region of Peel
Working for you

Goods Movement

Objective:

- Foster the safe and efficient movement of goods

Major Policy Directions:

Collaborate with the private sector and other levels of government to:

- Plan, prioritize and implement improvements to the goods movement system
- Promote efficient and sustainable goods movement
- Promote goods-friendly land use

16

 Region of Peel
Working for you

Environment

Objectives:

- Minimize the transportation infrastructure's impact on the natural environment
- Promote a transportation system that encourages energy conservation

Major Policy Directions:

- Minimize traffic congestion and air and noise pollution arising from transportation sources
- Support strategies to reduce or prevent urban water runoff
- Encourage energy conservation
- Educate the public on the environmental impacts of transportation

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 Region of Peel
Working for you

Transportation Demand Management

Objectives:

- Promote the use of sustainable modes of transportation
- Provide a range of transportation services
- Maximize the capacity of the transportation system

Major Policy Directions:

- Promote and implement TDM programs
- Promote and implement carpool lots

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 Region of Peel
Working for you

Active Transportation

Objectives:

- Increase the share of trips made using active transportation modes
- Develop a bicycle- and walking-friendly environment

Major Policy Directions:

- Develop and implement a Regional plan for active transportation (building on area municipal plans)
- Develop a social marketing and communication plan to encourage use of active transportation

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Accessible Transportation

Objective:

- Provide adequate transportation services for persons with disabilities

Major Policy Directions:

- Coordinate the provision of services
- Improve existing services and develop new services
- Identify and secure sustainable and predictable funding
- Educate the public on transportation for persons with disabilities

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Questions/Comments?

