

August 17, 2005

**APPENDIX III**

**TRANSPORTATION PLANNING**

**REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK AND POLICIES (Detailed Summary of Comments and Responses)**

<u>Agency</u>	<u>Comments</u>	<u>Response/Action</u>
<a href="#">City of Mississauga (Report to Planning and Development Committee - May 30)</a>	Retain Policy 5.6.2.9 (Support identification of opportunities for incorporating a bicycle route or route network into the transportation system in Peel.)	Policy 5.6.2.9 is retained.
	Amend Policy 5.6.3.2.5 by deleting the words "and the GTA Transportation Strategy".	Amended to read "... improvements to be identified in the Growth Plan for the Greater Golden Horseshoe."
	Amend Policy 5.6.4.2.6 by deleting the last sentence - "The wider rights-of-way at either side of the intersection shall be within 350m (1150 feet) of an intersection."	Policy is retained without change to meet Regional requirements.
	Add the following to Section 5.6.9 - "Support the safe and efficient development of the multi-use trail network where opportunities permit, including within greenbelts."	Policy 5.6.9.2.9 has now been added. Policy 5.6.4.2.16 also discusses multi-purpose routes.
<a href="#">City of Brampton (Committee Report - June 9)</a>	Suggested addition under section Policy 5.6.4.2.7 - "Within urban areas appropriate consideration will be given when planning and constructing Regional roads to provide and accommodate an urban arterial cross section with sidewalks, lighting, bus bays/shelters, multi-use paths and other required street furniture appropriate to the planned adjacent land uses."	Added "Within urban areas consideration will be given when planning and constructing Regional roads to provide and accommodate an urban arterial cross section and the Region will continue to support the area municipalities in the provision of sidewalks, lighting, bus bays/shelters, multi-use paths and other required street furniture appropriate to the planned adjacent land uses."
	Amend section 5.6.5.2.1 as "Support the implementation and protection of major transit corridors as shown on Schedule G <u>as well as those additional higher order or priority transit corridors proposed on Regional roads by the area municipalities or Provincial transit authorities.</u> " (Delete "Any changes to major transit corridors shown on Schedule G will require an amendment to this Plan.")	First part added as requested. Last sentence not deleted. Schedule G has been modified in consultation with Brampton.

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	Suggested addition for new Policy - "Plan and design the Regional arterial road system such that the network efficiency is optimized by implementing appropriate TDM measures to promote sustainable modes of transportation including public transit, cycling and walking."	Reworded Policy 5.6.9.2.8 to "Work with area municipalities, neighbouring municipalities and the Ontario Ministry of Transportation to develop a more efficient roadway infrastructure use through Transportation Demand Management (TDM) measures such as the implementation of High Occupancy Vehicle (HOV) lanes."
	Support Policy 5.6.5.2.3, which encourages transit supportive measures such as HOV lanes, BRT and transit priority on major roads in Peel.	Comment noted.
	Amend the North-South Corridor/Bramwest Parkway Study area as identified on Schedule E to coincide with Heritage Road as the eastern boundary and the NW Brampton Study Area as the northern boundary.	Conceptual study area has been modified to coincide with Heritage Road as the eastern boundary (south of Embleton Road). Northern boundary moved to Mayfield Road, in light of the recent adoption of ROPA 15.
<a href="#">Town of Caledon (Council Report - June 7)</a>	Adopt Report	Comment noted.
	Continue working with ROP to finalize ROPA 16	Comment noted.

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<b>Agency</b>	<b>Comments</b>	<b>Response/Action</b>
<a href="#">Halton Region (Letter - June 29)</a>	<p>The need and justification for the North-South Corridor have not been determined through an EA. Until such time as the EA is approved in consultation with MTO and Halton Region, it is premature to show even a conceptual alignment within Halton Region. Furthermore, the Ministry needs to take a position on the relationship of this traffic route to other highways or arterial corridors being considered in these regions. Halton staff encourage Peel to continue maximizing existing road capacity through road and transit improvements and the acceleration of capital improvements and investment.</p>	<p>Comment noted. As noted on Schedule E, "Conceptual North-South Corridor Study Area shown in Halton Region does not form part of this Plan."</p>
	<p>In addition, the study area within Peel Region should be extended northerly to Mayfield Road.</p>	<p>The study area has been extended northerly to Mayfield Road.</p>
	<p>It is noted that an update to the Halton Regional Official Plan will be required to match proposed changes in ROW on some stretches of Winston Churchill Blvd.</p>	<p>Comment noted. Regional staff will provide relevant information for the update, if required.</p>
	<p>It is noted that Winston Churchill Blvd is not a Regional road in Halton Region north of Highway 7. Stretches of the facility were transferred and will be transferred to the Town of Halton Hills.</p>	<p>Comment noted.</p>
<a href="#">Town of Halton Hills (Letter - July 13)</a>	<p>It is premature to show the North-South Transportation Corridor crossing into Halton Hills as shown on schedule E to ROPA 16.</p>	<p>As noted on Schedule E, "Conceptual North-South Corridor Study Area shown in Halton Region does not form part of this Plan."</p>
	<p>Bovaird Drive West is proposed to be 6 lanes by 2021 at the Halton/Peel boundary. It is unclear how this would be integrated with Highway 7 through the Village of Norval. A full Norval Bypass may still be appropriate.</p>	<p>All road improvements shown in the Long Range Transportation Plan are subject to environmental assessments. The issue raised will be addressed in future EA studies.</p>

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<u>Agency</u>	<u>Comments</u>	<u>Response/Action</u>
	<p>Winston Churchill Blvd. between Highway 7 and Mayfield Road is to be transferred to the Town. The Town does not object to a 36m right-of-way. The Town would only require a 13m widening from the centre line of road.</p>	<p>Comment noted.</p>
<p><a href="#">Ontario Ministry of Municipal Affairs and Housing- Provincial One Window (ROPA 16) (Letter - August 12)</a></p>	<p>The North-South Corridor/ Bramwest Parkway Study Area shown on Schedule E is an inter-regional facility with connections to the existing/potential future provincial freeway system. Although MTO participated in the study, it was a physical fit study to determine if such a facility could connect to Highways 401 and 407 and that study did not examine a need for the facility. Given these circumstances and the recognition that this corridor is integral to supporting urbanization in northwest Brampton, greater certainty should be provided on the need and location of the facility, prior to moving forward with detailed land use planning at the lower tier level as contemplated by ROPA 15.</p>	<p>ROPA 15 has now been adopted by the Regional Council. Northwest Brampton (NWB) Transportation Study (one of many studies forming the basis for ROPA 15) has already identified the need for the North-South Corridor to support the full development of NWB. The Schedule E of ROPA 16 simply identifies the conceptual North-South Corridor/Bramwest Parkway Study Area. The Schedule also clearly states that future studies and Official Plan Amendments will be required to define the major roads precisely. The revised Schedule E and associated notes are consistent with the recently adopted ROPA 15.</p> <p>ROPA 15 allows for the development of Phase 1 of NWB only, prior to the determination of “the alignment, jurisdiction and financing mechanism of a viable North-South Transportation Corridor”. Therefore there will be an opportunity to provide “greater certainty” on the facility “prior to moving forward with detailed land use planning” of subsequent phases of NWB.</p>

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<u>Agency</u>	<u>Comments</u>	<u>Response/Action</u>
	<p>The boundary of the corridor study area as identified in ROPA 16 is substantially smaller than the area identified in ROPA 15 (only as far north as Bovaird Dr., compared to Mayfield Rd.). ROPA 15 refers to a "Conceptual Corridor". The ROPA 16 version could be seen as an incremental approach to the planning of this facility, which raises potential concerns related to a requisite EA. This is confusing for users of the Regional OP.</p>	<p>In the <u>draft</u> ROPA 16, which preceded the adoption of ROPA 15, the North-South Corridor study area extended only to Bovaird. Since the areas north of Bovaird were then outside the urban envelope, it was felt that there was no need to designate a narrow study area there. Now that the ROPA 15 has been adopted, Schedule E in ROPA 16 has been revised to be consistent with ROPA 15. The changes address the concerns on both the "incremental approach" and "confusion".</p>

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<u>Agency</u>	<u>Comments</u>	<u>Response/Action</u>
<a href="#">Glen Schnarr &amp; Associates</a>	Bram West Parkway is considered to be planned as a City road and the conceptual alignment is already identified in the approved Bram West Secondary Plan. It would be a duplication in policy to refer to the Bram West Parkway alignment in the Regional Official Plan. The City will be initiating an EA process to determine the appropriate alignment of Bram West Parkway, and therefore, it is not necessary to include the provision for the study of Bram West Parkway. We suggest that this policy be revised to remove the reference to Bram West Parkway. As well, the footnote and the legend proposed to be added to Schedule E also need to remove the reference to Bram West Parkway.	The North-South Corridor and Bram West Parkway are interlinked and must be studied together. The note on Schedule E is simply an acknowledgement of this fact.
	We are also concerned with the extent of the study area proposed to be added to Schedule E dealing with the North-South Transportation Corridor as the proposed study area extends beyond what was identified in the iTrans study for the North-South Transportation Corridor commissioned by the City of Brampton. The designation of a study area on lands that are not required will potentially delay the timing of development on these lands until the appropriate corridor is determined.	The conceptual study area has been modified to coincide with Heritage Road as the eastern boundary (south of Embleton Road).
<a href="#">Don Bell (Mississauga resident)</a>	There are too many truck road restrictions and (night) bans.	Truck restrictions are not part of ROPA 16 and will be examined in future studies by the Region and area municipalities.
	Dependence on goods moved by trucks is vital. No trucks means no goods and no jobs.	Comment noted.

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	People have alternatives to using cars (i.e. public transit, carpooling, moving closer to work, etc.), but generally there's no alternatives to using trucks to move essential goods.	Comment noted.
<a href="#">Geoff Woods (CN Rail)</a>	We commend the Region's efforts to ensure a sustainable transportation network and your proactive approach in looking at goods movement issues. It is important that municipal and provincial approval authorities protect rail corridors and yards for their ultimate capacity, even though they may be underutilized today.	Comment noted.
	In order to adequately protect rail yards and terminals, a policy should be included referencing the MOE D-6 Guideline and the minimum separation distance of 300m between new residential uses and Class III facilities such as rail yards.	Existing Policy 5.1.3.1 addresses this concern at a broad level - "Plan for major facilities (such as transportation corridors, etc.) and sensitive land uses to be appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants." Specific land-use policies suggested fall under area municipality responsibilities.
	The Amendment should include a policy to indicate that sensitive land uses will not be encouraged adjacent to rail facilities and confirming that all proposed sensitive uses in proximity to rail facilities will incorporate appropriate rail noise, vibration and safety impact mitigation measures, including setbacks, berms and fencing.	Retain Policy 5.6.7.2.5 (b) - " <i>Support</i> a safe and efficient railway network by ensuring that noise, vibration and safety issues are addressed for development adjacent to railway corridors and terminal facilities."

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<u>Agency</u>	<u>Comments</u>	<u>Response/Action</u>
	The Amendment should include strong policies and direction to local municipalities to preserve and protect lands adjacent to rail corridors and yards for employment/industrial uses, where feasible.	Add new objective 5.3.1.9 "Preserve and protect lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment and industrial uses, where feasible." and policy 5.3.2.8 "Encourage area municipalities to develop employment and industrial uses adjacent to highways, rail corridors, rail yards and major truck terminals".
	The Amendment should discuss and recommend strategic investments in rail initiatives and infrastructure from municipal, provincial and federal levels of government.	Proposed policy 5.6.7.2.3 "Initiate discussions with all levels of government and agencies regarding goods movement transportation system funding and policy coordination" and existing policy 5.6.7.2.1 "Work with other levels of government, agencies and the private sector to develop a comprehensive, integrated and effective multimodal goods movement system that encourages the safe and efficient movement of goods by road, rail or air in <i>the Region</i> " addresses this issue.
	The Amendment should include policies to encourage better inter-municipal coordination on goods movement matters, such as issues relating to rail crossings and directing municipalities to identify, plan and protect for strategic infrastructure improvements, such as targeted grade separations and rail corridor widenings.	Proposed policies 5.6.7.2.4 "Define a Strategic Goods Movement Network in Peel, in consultation with the Ontario Ministry of Transportation, area municipalities and other public and private stakeholders" and 5.6.7.2.5 (a) "Support a safe and efficient railway network by securing grade separation of railways and <i>major roads</i> , where warranted, in cooperation with Transport Canada and the railways" addresses these issues.
	The Amendment should include a policy indicating the Region will engage and consult with the railways to determine and implement, where feasible, improvements to the transportation network that will facilitate optimal use of the rail assets.	Proposed policy 5.6.7.2.2 "Establish strong partnerships with public and private stakeholders to develop action plans for goods movement in Peel", 5.6.7.2.4 (see above) and 5.6.7.2.4 (b) "Advocate the importance of rail corridors and terminals as key components of an efficient goods movement system." addresses these issues. These issues will also be examined in greater detail in future Goods Movement studies.

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<u>Agency</u>	<u>Comments</u>	<u>Response/Action</u>
<a href="#">Don Given (Malone Given Parsons - Consulting planner for Great Gulf Homes)</a>	<p>The symbol designating "North-South Corridor/Bramwest Parkway Study Area" on Schedule E should be re-drafted and confined to the west side of Heritage Road.</p>	<p>The conceptual study area has been modified to coincide with Heritage Road as the eastern boundary (south of Embleton Road).</p>
<a href="#">Aubrey Iwaniw (UT Mississauga)</a>	<p>Policy 5.3.2.6 and Policy 5.3.3.2.4 - Changing the wording from "Direct" to "Encourage" in many of these policy points implies too passive a direction to area municipalities. Please leave the verb as it is.</p>	<p>Several policies in the Regional Official Plan fall under the jurisdiction of area municipalities. In such instances, the Region has the role of promoting and encouraging such policies.</p>
	<p>Please return Objective 5.6.1.8 - "To provide for bicycle and pedestrian opportunities in the design of roadways." Providing for bicycle and pedestrian opportunities at the design stage of roadways is both a move toward a healthier and more sustainable city, as well as a common transportation method for students in Mississauga. Bicycle traffic should be included in all road planning.</p>	<p>The following policies adequately address concerns on cycling: Policy 5.6.1.6 - "Promote and encourage all <i>sustainable</i> modes of transportation to provide mobility and choice. Policy 5.6.2.9 - "<i>Support</i> the identification by the area municipalities and the Ontario Ministry of Transportation, in cooperation with <i>the Region</i>, of opportunities for incorporating a <i>bicycle route</i> network into the transportation system in <i>Peel</i>. Policy 5.6.4.2.7 - "Within urban areas consideration will be given when planning and constructing Regional roads to provide and accommodate an urban arterial cross section and the Region will continue to support area municipalities in the provision of sidewalks, lighting, bus bays/shelters, multi-use paths and other required street furniture appropriate to the planned adjacent land uses."</p>

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	<p>Policy 5.6.1.6 - "Promote and encourage all <i>sustainable</i> modes of transportation to provide mobility and choice." This point is far too vague. If the purpose of this line is to address biking, rollerblading and walking as commuter options, it should detail those methods of sustainable modes of transportation.</p>	<p>Proposed policy 5.6.9.1.1 addresses this concern - "Reduce auto dependency by promoting sustainable modes (e.g.: <i>public transit, carpooling, vanpooling, bicycling</i> and walking)."</p>
	<p>Policy 5.6.2.5 - "Encourage the Provincial government and neighbouring municipalities to increase public transit usage and ridesharing as well as other travel demand management programs." This point is a strong one and should remain in the plan. Public transit should be encouraged to increase its usage by municipalities.</p>	<p>Transit and TDM policies have been strengthened by retaining policy 5.6.1.4 "To encourage an increased <i>public transit modal share</i>" and adding a new section 5.6.9 on TDM.</p>
	<p>Policy 5.6.2.12 - "Examine the feasibility of using hydro corridors as future transportation corridor rights-of-way." Municipal hydro corridors are often referred to as "green belts" or "nature corridors" by City planners; it would be a great loss to the Region if those green areas were developed into transportation corridors.</p>	<p>The Region examines these options on a case-by-case basis. Developments of this type would require an Environmental Assessment.</p>
	<p>Policy 5.6.3.2.2 - "Encourage and <i>support</i> the planning, corridor protection and the early construction of the following facilities b) the construction of High Occupancy Vehicle (HOV) lanes on Highway 403 between Highway 401 and the Halton boundary; c) the investigation and provision of HOV or reserve bus lanes on Highway 410 from Highway 401 to Bovaird." The removal of Regional suggestions for HOV lanes is a step in the wrong direction. These types of lanes should be encouraged and promoted to reduce single vehicle occupancy.</p>	<p>HOV lanes are already being built on Highway 403, and are being planned on Highway 410. Proposed policy 5.6.9.2.8 - "Work with area municipalities, neighbouring municipalities and the Ontario Ministry of Transportation to develop a more efficient roadway infrastructure use through <i>TDM</i> measures such as the implementation of <i>High Occupancy Vehicle (HOV) lanes</i>." addresses this issue.</p>

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	Please reconsider re-introducing more HOV discussion and the return of Figure 5.	HOV planning and implementation need to be coordinated across the GTA to ensure success. This is reflected in proposed policy 5.6.9.2.8 (see above).
	Policy 5.6.3.2.7 - "Encourage the Ontario Ministry of Transportation to develop and implement a <i>GTA High Occupancy Vehicle (HOV)</i> network plan, in cooperation with regional and local municipalities." Peel should make a plan for HOV lanes, not rely on the Ontario Government to provide such a plan. We have successfully operated an extensive carpool plan here at the University for three years now and would like to see Regional encouragement of such initiatives.	See above comment.
	Policy 5.6.4.2.16 - "Encourage the area municipalities to identify and integrate a network of multi-purpose pedestrian/ <i>bicycle routes</i> . Where necessary, such routes may be considered along Regional roads where they would provide essential linkages to the local multi-purpose route network." Are you suggesting sidewalks here (are) for pedestrians and cyclists to share? That is fine so (as) long as you do not intend cyclists to be restricted to only these paths. Bicycles belong on the road, not on sidewalks. It is good to see that the sentence about 'bicycle routes along Regional roads should be separated' is removed because the task of separating bikes from vehicles along roads can be costly, but a thin edge line can serve the purpose of safety for both the rider and the driver. Many students use the road network to arrive to classes at the University, please keep them in mind as the cycling population will only grow in the coming few years.	There are existing multi-purpose routes in Mississauga. The Region has a policy of encouraging and supporting sustainable modes of transportation (e.g.: bicycling).

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	Policy 5.6.5.2.4 - "Encourage the Province to take a leadership role in planning, funding and the implementation of a GTA-wide Bus Rapid Transit (BRT) network." Taking a leadership role in implementing a GTA-wide Bus Rapid Transit (BRT) network is an excellent idea.	Comment noted.
	Policy 5.6.5.2.5 (b) - "Encourage the Province to improve the level of GO <i>commuter rail</i> and bus service through and to <i>Peel</i> , and in particular b) to provide all-day two-way GO <i>commuter rail</i> service on the Milton and Georgetown lines as soon as possible." Having two-way service to the Erindale GO station will improve commuter traffic to and from UTM (University of Toronto - Mississauga), where students do not have a typical 9-5 schedule.	Comment noted.
	Policy 5.6.5.2.10 - " <i>Support</i> the fare integration and service coordination of GTA transit <i>services</i> , with a view to improving the attractiveness of transit." Fare integration is a good idea. The amendments to this point increases its clarity.	Comment noted.
	Policy 5.6.7.2.3 - "Encourage greater rail use for the movement of goods by working with area municipalities and the Province." This point should not be deleted. Train use for the movement of goods is a much more sustainable option than truck transport.	Now covered by 5.6.7.2.1 "Work with other levels of government, agencies and the private sector to develop a comprehensive, integrated and effective multimodal goods movement system that encourages the safe and efficient movement of goods by road, rail or air in <i>the Region</i> ."

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<a href="#">Peter Allen</a>	Why was Policy 5.6.4.2.17 removed? "Investigate, in concert with the on-going GTA Transportation Plan Study and/or inter-regional transportation planning studies, and with the Ministry of Transportation of Ontario and appropriate municipalities, the need and demand for a future east-west transportation corridor north of Highway 407."	Now covered in Policy 5.6.3.2.5. "Work cooperatively with the Province and other GTA and Golden Horseshoe municipalities in planning and implementing freeway and higher order transit improvements to be identified in the Growth Plan for the Greater Golden Horseshoe (e.g. East-West Transportation Corridor)."
<a href="#">Therese Taylor (Sierra Club)</a>	We cannot build our way out of congestion. Abandon planned road widenings.	Population and jobs continue to grow rapidly in Peel and new transportation capacity is needed. While emphasis is now on transit and other sustainable modes and making the best use of existing roads, additional road capacity is still required in some areas. It should also be noted that most of the proposed transit improvements in Peel are bus-based, which require road capacity. The rate of increase of road capacity proposed in the Long Range Transportation Plan amounts to one-sixth of the rate of growth in demand.
	Improve transit and movement of goods and bring jobs closer to people by implementing an aggressive TDM program.	Proposed policy 5.6.9.2.5 "Work with all levels of the public and private sector, to promote a safe and <i>sustainable</i> transportation system that offers travellers a variety of mobility choices and increases the efficiency of the existing transportation system." addresses this issue.
	Use innovative technologies to upgrade mass transit.	Since the Region does not operate public transit, comment will be referred to GO Transit and area municipalities.
	Do this (solving transportation problem) in a coordinated matter, with various levels of government and private sector	As indicated in 5.6.1.1 of the draft ROPA 16, the Region will work in cooperation with area municipalities, the Province, the Federal government and the Private sector to achieve safe, convenient and efficient movement of people and goods.