

REGION OF PEEL
REGIONAL OFFICIAL PLAN
REGIONAL OFFICIAL PLAN AMENDMENT
TRANSPORTATION POLICIES
THE CONSITUTIONAL STATEMENT

Part A, THE PREAMBLE, does not constitute part of this Amendment

Part B, THE AMENDMENT, consisting of amendments to the Text and Schedules of the Region of Peel, constitutes Amendment Number xx to the Region of Peel Official Plan

APPENDIX III

TRANSPORTATION PLANNING AND SERVICING GROWTH TO 2041 – INTEGRATING WITH THE GROWTH MANAGEMENT STRATEGY

PART A – THE PREAMBLE

1. Purpose of the Amendment

To revise policies and schedules/figures, and add new policies related to transportation to the Region of Peel Official Plan.

2. Location

This amendment applies throughout the Regional Municipality of Peel

3. Basis

The Region of Peel Official Plan was initially adopted by Regional Council on July 11, 1996 and approved with modifications by the Minister of Municipal Affairs and Housing on October 22, 1996. The Regional Plan was subsequently updated through the Regional Official Plan Strategic Update (ROPSU), which was initiated in 2002. The review resulted in several amendments, including Regional Official Plan Amendment (ROPA) 16, which updated the Region's Transportation network and policies.

Subsequent updates were made through ROPAs 22 and 26, which formed part of the Peel Region Official Plan Review (PROPR), which brought the ROP into conformity with relevant legislation, plans and policies, including the Provincial Policy Statement, 2005, Greenbelt Plan (2005), and the Growth Plan for the Greater Golden Horseshoe (2006).

The Peel 2041 Regional Official Plan Review (Peel 2041) is being completed through several policy review projects that will result in ROPAs. These amendments will bring the ROP into conformity with provisions of the 2017, the Provincial Policy Statement (2014), Affordable Housing Act (2011), and other Provincial Policy initiatives.

ROPA xx is the third amendment to be brought forward to Regional Council (following ROPA 27 - Health and Built Environment, Age-Friendly Planning and Technical and Administrative Updates, which is currently awaiting Provincial review and approval, and ROPA xx, which addresses Growth Management, which is being brought forward concurrently with the Transportation ROPA). This ROPA updates transportation policies and schedules contained in the Official Plan.

This Amendment supports the Region's 20-year Strategic Plan, the mission of which is to "Create a healthy, safe, connected community" which result in a "Community for Life". Specifically, this ROPA responds to the following term of Council priorities: 1) promote healthy and age friendly built environments; 2) improve goods movement and 3) plan and manage growth.

Transportation ROPA

APPENDIX III**TRANSPORTATION PLANNING AND SERVICING GROWTH TO 2041 – INTEGRATING WITH THE GROWTH MANAGEMENT STRATEGY**

The Transportation ROPA will conform (or set the framework for conformity by applicable timeframes) to the Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe (2017). This ROPA will also 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 proposed amendment will update the following policy areas related to transportation:

- The Transportation System in Peel
- The Provincial Freeway Network
- The Major Road Network
- The Inter- and Intra- Regional Transit System
- Airports
- Goods Movement
- Environmental Impact
- Transportation Demand Management
- Active Transportation
- Accessible Transportation
- Regional Road Widening
- Growth Management

The recommended policies are the result of extensive research and consultation between Regional staff, area municipal staff and stakeholders.

Staff also sought input from the public at various community events throughout the summer months.

The proposed revisions to the Transportation section are largely minor in nature, with the exception of the identification of Major Transit Station Areas. Further work to delineate the boundaries of these station areas will result in future amendments. Also, the release of the Metrolinx Regional Transportation Plan and pending release of the Transportation Plan for the Greater Golden Horseshoe will similarly result in future amendments.

PART B – THE AMENDMENT

All of the Amendment entitled PART B – THE AMENDMENT, consisting of the attached text and schedules constitutes Regional Official Plan Amendment xx to the Region of Peel Official Plan.

1. Policy 5.5.1.6 is amended by adding the words “active transportation supportive” following the words “transit-oriented”.

APPENDIX III

TRANSPORTATION PLANNING AND SERVICING GROWTH TO 2041 – INTEGRATING WITH THE GROWTH MANAGEMENT STRATEGY

2. Policy 5.5.2.1 is amended by adding the words “active transportation supportive” following the words “transit-oriented”.
3. Policy 5.5.2.3 is amended by adding the words “active transportation supportive” following the words “transit-oriented”.
4. Policy 5.5.3.1.5 is amended by adding the words “mixed-income” following the words “mixed use”, deletion of the words “pedestrian friendly” and addition of the words “active transportation supportive” following the words “transit supportive”.
5. Objective 5.9.1.1 is amended by adding the word “accessible” following the word “convenient”.
6. Objective 5.9.1.7 is amended by deleting and replacing with the following: “Optimize the health promoting potential of the transportation system by prioritizing sustainable modes of travel to increase physical activity and improve air quality”.
7. Objective 5.9.2.2 is amended by adding the word “Metrolinx,” following the word “Province”.
8. Policy 5.9.2.5 is amended by deleting the word “new” and replacing with the word “planned”.
9. Policy 5.9.2.9 is amended by deleting the word “area” and replacing with the word “appropriate”, and adding the word “, Metrolinx” following the word “municipalities.
10. Policy 5.9.2.12 is amended by deleting the words “area municipalities, adjacent” and replacing with the word “appropriate”, and adding the word “Metrolinx” following the word “government”.
11. Policy 5.9.4.2.2 is amended by adding “c) impediments to transit and active transportation on the Regional and local road networks” following the word “interchanges”.
12. Policy 5.9.4.2.3 is renumbered as Policy 5.9.4.2.4.
13. Addition of Policy 5.9.4.2.3 as follows:
 “To plan, design, and develop Regional roadways using a context sensitive approach that complements adjacent land uses and is consistent with the road character designations, as identified through the Regional Road Characterization Study.”
14. Policy 5.9.4.2.4 is renumbered as Policy 5.9.4.2.5 and is amended by deleting the words “by Regional Council” and replacing with the words “as part of the Long Range Transportation Plan update process”.
15. Policy 5.9.4.2.5 is renumbered as Policy 7.7.2.10 and is amended by adding the words “any intersection of” following the words “(804 feet) of”; adding the words “(on either side of the intersection, and starting at the centre line of the intersection)” following the words “Regional Road intersection”; deleting the words “Traffic Impact Study” and replacing with the words “Transportation Impact Assessment”.
16. Policy 5.9.4.2.6 is renumbered as Policy 7.7.2.11 and is amended by adding the words “any intersection of” following the words “(804 feet) of”; adding the words “(on either side of the intersection, and starting at the centre line of the intersection)” following the words “Regional Road intersection”; deleting the words “Traffic Impact Study” and replacing with the words “Transportation Impact Assessment”.

APPENDIX III

TRANSPORTATION PLANNING AND SERVICING GROWTH TO 2041 – INTEGRATING WITH THE GROWTH MANAGEMENT STRATEGY

17. Policy 5.9.4.2.7 is renumbered as Policy 7.7.2.12
 18. Policy 5.9.4.2.8 is renumbered as Policy 5.9.4.2.6.
 19. Policy 5.9.4.2.9 is renumbered as Policy 5.9.4.2.7
 20. Policy 5.9.4.2.10 is renumbered as Policy 5.9.4.2.8
 21. Policy 5.9.4.2.11 is renumbered as Policy 5.9.4.2.9 and is amended by adding the words “and studies” following the word “By-laws”.
 22. Policy 5.9.4.2.12 is renumbered as Policy 5.9.4.2.10 and is amended by adding the words “Where feasible, and consistent with context, access to developments should be obtained via municipal roadways and not Regional roads” following the word “municipality.”
 23. Policy 5.9.4.2.13 is renumbered as Policy 5.9.4.2.11.
 24. Policy 5.9.4.2.14 is renumbered as Policy 5.9.4.2.12.
 25. Policy 5.9.4.2.15 is renumbered as Policy 5.9.4.2.13 and is amended by deleting the word “Metrolinx” and replacing with the words “the Province”.
 26. Policy 5.9.4.2.16 is renumbered as Policy 5.9.4.2.14.
 27. Policy 5.9.4.2.17 is renumbered as Policy 5.9.4.2.15.
 28. Policy 5.9.4.2.18 is renumbered as Policy 5.9.4.2.16.
 29. Policy 5.9.5.2.15 is amended by deleting the word “system” and replacing with the words “and trip planner systems”.
 30. Addition of Policy 5.9.5.2.20 as follows:
 ““Support the further study of a high speed rail link from Toronto to Windsor.”
 31. Objective 5.9.6.1.1 is amended by deleting the phrase “ – Lester B.”
 32. Policy 5.9.6.2.1 is amended by deleting the phrase “ – Lester B.”
 33. Policy 5.9.6.2.3 is amended by deleting the phrase “ – Lester B.”
 34. Objective 5.9.7.1.1 is amended by adding the words “and maintenance” following the word “development”; deleting the word “and” following the word “economy”; deleting the words “impact to the environment” and replacing with the words “adverse environmental and human health impacts”.
 35. Policy 5.9.7.2.1 is amended by adding the words “and maintain” following the word “develop”; deleting the word “in” following the word “air” and replacing with the words “within and through”.
 36. Policy 5.9.7.2.2 is amended by deleting the words “Establish strong” before the word “partnerships” and replacing with the word “Strengthen”; deleting the word “develop” following the word “to” and replacing with the word “implement”; adding the word “multi-modal” following the word “sustainable”.
 37. Policy 5.9.7.2.4 is amended by deleting the words “Define a strategic goods movement network” and replacing with the words “Implement, and review periodically, the *strategic goods movement network*”; adding the words “and related studies reviewed as part of the Long Range Transportation Plan process” following the words “in *Peel*”.
- section (a) is amended by deleting the words “Initiate the review” and replacing with the word “Review”; deleting the word “of” following the word “update”; adding the words “and future” following the word “existing”; adding the words “which accommodate a range of

APPENDIX III

TRANSPORTATION PLANNING AND SERVICING GROWTH TO 2041 – INTEGRATING WITH THE GROWTH MANAGEMENT STRATEGY

- vehicle types including agricultural vehicles and equipment, as appropriate” following the words “throughout *Peel*”.
- section (e) is amended by deleting “(iii) Highway 410 – widening between Highway 401 and Mayfield Road and the completion of the Highway 410/Courtneypark Drive interchange; and”
38. Policy 5.9.7.2.5 is renumbered as Policy 5.9.7.2.6.
 39. Addition of Policy 5.9.7.2.5 as follows:
 “Work jointly with the local municipalities to plan for and protect *major goods movement facilities and corridors* for the long term.”
 40. Policy 5.9.7.2.6 is renumbered as Policy 5.9.7.2.7.
 41. Policy 5.9.7.2.7 is renumbered as Policy 5.9.7.2.8 and amended by deleting the word “area” and replacing with the word “local”; deleting the phrase “ – Lester B.” following the word “Toronto”.
 42. Policy 5.9.7.2.8 is renumbered as Policy 5.9.7.2.9.
 43. Policy 5.9.7.2.9 is renumbered as Policy 5.9.7.2.10 and amended by adding the words “, communication” following the word “coordination”; adding the words “goods movement using Freight Transportation Demand Management measures such as through” following the words “efficiency of”; adding the words “and truck-air” following the words “truck-rail”; deleting the words “for the movement of goods” following the word “operations”.
 44. Policy 5.9.7.2.10 is renumbered as Policy 5.9.7.2.11.
 45. Policy 5.9.7.2.11 is renumbered as Policy 5.9.7.2.12 and amended by adding the words “and a Provincial Goods Movement Study” following the words “Gateway Study”.
 46. Policy 5.9.7.2.12 is renumbered as Policy 5.9.7.2.13.
 47. Policy 5.9.7.2.13 is renumbered as Policy 5.9.7.2.14 as amended by deleting the words “the location” following the word “Encourage”; deleting the word “of” following the word “possible,”; adding the words “to strategically locate” following the word “traffic”; deleting the phrase “ – Lester B.” following the word “Toronto”.
 48. Policy 5.9.7.2.14 is renumbered as Policy 5.9.7.2.15 and amended by deleting the word “area” and replacing with the word “local”; adding the words “to ensure coordination between land use planning and goods movement” following the word “guidelines”.
 49. Policy 5.9.7.2.15 is renumbered as Policy 5.9.7.2.16.
 50. Policy 5.9.7.2.16 is renumbered as Policy 5.9.7.2.17.
 51. Addition of Policy 5.9.7.2.18 as follows:
 “Work with the appropriate governments and agencies to improve border crossings for goods movement.”
 52. Addition of Policy 5.9.7.2.19 as follows:
 “Work with the municipalities between *Peel* and the Canada-United States border to develop a long term vision for the efficient movement of people and goods.”
 53. Addition of Policy 5.9.7.2.20 as follows:
 “Implement timely intersection improvements to ensure the efficient movement of traffic along goods movement corridors.”

APPENDIX III

TRANSPORTATION PLANNING AND SERVICING GROWTH TO 2041 – INTEGRATING WITH THE GROWTH MANAGEMENT STRATEGY

54. Addition of Policy 5.9.7.2.21 as follows:
 “Work with the Province, local municipalities, and public and private sectors to support goods movement activities in Peel and the GTHA in responding and adapting to changes in land use and transportation.”
55. Addition of Policy 5.9.7.2.22 as follows:
 “Work with the Province and Local Municipalities to design a transportation network which accommodates Long Combination Vehicles (LCVs), where feasible, to promote goods movement efficiencies and direct connections from employment areas to Provincial Highways for LCVs, while avoiding sensitive areas, where possible.”
56. Addition of Policy 5.9.7.2.23 as follows:
 “Consider LCVs in the design, construction, and operational processes of the Region through the Environmental Assessment process.”
57. Addition of Policy 5.9.7.2.24 as follows:
 “Work with local municipalities to review and update by-laws, development requirements and policies in appropriate areas to encourage Off-Peak Deliveries.”
58. Policy 5.9.9.2.1 is amended as follows:
 -section (b) is amended by deleting the words “Promote infrastructure to encourage teleworking” and replaced with the words “Work with the appropriate agencies to promote infrastructure that encourages teleworking”
 -section (c) is amended by adding the words “and encourage transit and active transportation” following the word “commuting”.
59. Policy 5.9.9.2.3 is amended by adding the words “sectors and non-governmental organizations” following the word “private”.
60. Policy 5.9.9.2.4 is amended by deleting the word “and” following the word “Associations” and replacing with a comma “,”; adding the words “and Metrolinx” following the word “board”.
61. Policy 5.9.9.2.5 is amended by adding the words “and NGOs” following the word “sectors”; deleting the words “such as” and replacing with the words “including community based social marketing,”.
62. Policy 5.9.9.2.7 is renumbered as Policy 5.9.9.2.8.
63. Addition of Policy 5.9.9.2.7 as follows:
 “Work with area municipalities, GTHA municipalities and Metrolinx to develop tools to integrate TDM requirements into the planning and development approvals process.”
64. Policy 5.9.9.2.8 is renumbered as Policy 5.9.9.2.9
65. Policy 5.9.9.2.9 is renumbered as Policy 5.9.9.2.11 and amended by adding “, and encourage the use of Passenger Pickup and Drop-off areas to facilitate multimodal travel” following the word “vehicles”.
66. Addition of Policy 5.9.9.2.10 as follows:
 “Work with area municipalities, GTHA municipalities, and Metrolinx to develop programs and tools to implement TDM strategies in existing and future mobility hubs and major transit station areas.”

APPENDIX III

TRANSPORTATION PLANNING AND SERVICING GROWTH TO 2041 – INTEGRATING WITH THE GROWTH MANAGEMENT STRATEGY

67. Preamble for Section 5.9.10 is amended by adding the words “and services” following the word “infrastructure”; adding the words “recognized as essential components of the overall transportation network” following the words “dedicated to it are”; adding the words “The active transportation network includes infrastructure such as multi-purpose” following the word “strategies.”; deleting the word “and” following the word “trails”; deleting the word “are” following the word “bicycle lanes” and replacing with the words “, cycle tracks, paved shoulders, sidewalks, and crossings for pedestrians and cyclists. Walking and cycling infrastructure is”; adding the words “and increase connectivity” following the words “expand the network”; adding the words “and services” following the words “of active transportation routes”; deleting the words “Active transportation offers an alternative to trips made by automobile, especially for trips covering short distances.” and replacing with the words “Increasing the share of trips made by active transportation can help increase the sustainability and efficiency of the transportation system, reduce transportation-related pollutant emissions, provide health benefits and increase peoples’ connection to their communities.”; deleting the words “, in the form of walking”; adding the words “, and supporting active transportation can complement the provision of transit services” following the words “using transit”; deleting the words “Increased reliance on active transportation, by itself or in combination with other sustainable modes, would therefore help reduce the strain on the transportation system. In addition, increasing the share of trips made by active transportation would help increase the sustainability of the transportation system, reduce transportation-related pollutant emissions, provide health benefits and increase peoples’ connection to their communities” and replacing with the words “Active transportation is particularly viable for trips covering short distances, such as those under 2 kilometres for walking trips, and under 7 kilometres for cycling trips”.
68. Objective 5.9.10.1.2 is amended by adding the word “comfortable,” following the word “complete,”; adding the words “fosters social interaction, facilities community connectivity,” following the words “facilities that”.
69. Policy 5.9.10.2.1 is amended by adding the words “and development” following the word “transportation”
-section (a) is amended by deleting the word “unities” and replacing with the words “existing communities”.
70. Policy 5.9.10.2.2 is amended by deleting the words “develop and”; deleting the word “an” following the word “implement” and replacing with the words “and regularly update the”.
71. Policy 5.9.10.2.3 is renumbered as Policy 5.9.10.2.4
72. Addition of Policy 5.9.10.2.3 as follows:
“Work with local municipalities and the Province to develop and implement the Sustainable Transportation Strategy.”
73. Policy 5.9.10.2.4 is renumbered as Policy 5.9.10.2.5 and amended by deleting the word “Encourage” and replacing with the words “Work with the local”; adding the words “, and encourage building and site designs that provide safe, convenient, access for public transit

APPENDIX III

TRANSPORTATION PLANNING AND SERVICING GROWTH TO 2041 – INTEGRATING WITH THE GROWTH MANAGEMENT STRATEGY

- users, pedestrians, cyclists and persons with disabilities” following the words “*active transportation*”.
74. Policy 5.9.10.2.5 is renumbered as Policy 5.9.10.2.6 and amended by adding the words “, and appropriate agencies,” following the words “municipalities”.
 75. Policy 5.9.10.2.6 is renumbered as Policy 5.9.10.2.7 and amended by deleting the words “Work with school boards and the private sector to promote the use of active transportation by students and to support the Peel Safe and Active Routes to School program and other new initiatives” and replacing with the words “Work with the area municipalities and relevant agencies, such as school boards, to promote the use of active transportation by students and increase the number of children who walk and bike to school through programs and targeted safety improvements”.
 76. Policy 5.9.10.2.7 is renumbered as Policy 5.9.10.2.8 and amended by deleting the word “Encourage” and replacing with the words “Work in collaboration with Peel Health, local municipalities and school boards to ensure that”; deleting the word “to” before the word “select”.
 77. Policy 5.9.10.2.8 is renumbered as Policy 5.9.10.2.9 and amended by deleting the words “non-governmental”; deleting the word “educational” and replacing with the words “education, promotion, outreach, and the provision of infrastructure”.
 78. Addition of Policy 5.9.10.2.10 as follows:
“Work with the area municipalities and the appropriate agencies to promote and integrate active transportation trips with transit trips.”
 79. Addition of Policy 5.9.10.2.11 as follows:
“Work with the area municipalities and appropriate agencies, non-governmental groups and the private sector to promote cycling tourism.”
 80. Addition of Policy 5.9.10.2.12 as follows:
“Work with area municipalities, appropriate agencies, and the private sector, to provide bicycle parking facilities at key locations, such as schools, transit stations, commercial properties, and community destinations.”
 81. Addition of Policy 5.9.10.2.13 as follows:
“Work with the area municipalities, provincial ministries, and all relevant agencies to contribute to a province-wide network of cycling routes.”
 82. Addition of Policy 5.9.10.2.14 as follows:
“Work with the Ontario Ministry of Transportation to improve bicycle and pedestrian connectivity at and around highway interchanges as they are being planned, developed or undergoing reconstruction.”
 83. Addition of Policy 5.9.10.2.15 as follows:
“Work with Metrolinx, CN Rail, CP Rail, Conservation Authorities and local municipalities to improve bicycle and pedestrian connectivity and grade separation as they are being planned, developed and undergoing reconstruction.”
 84. Addition of Policy 5.9.10.2.16 as follows:

APPENDIX III

TRANSPORTATION PLANNING AND SERVICING GROWTH TO 2041 – INTEGRATING WITH THE GROWTH MANAGEMENT STRATEGY

- “Work with the Province, Metrolinx, the area municipalities, adjacent municipalities, related agencies, and the private sector to develop, implement and regularly update a *Sustainable Transportation Strategy for Peel*.”
85. Addition of Policy 5.9.10.2.17 as follows:
 “Work with local municipalities, police service and public health to comprehensively monitor the safety of all road users across all roadways in Peel, with specific attention to users of active modes of travel”
86. Policy 5.9.11.2.1 is amended by deleting the words “the Accessible Transportation Coordination Office,”; deleting the words “taxi companies”.
87. Policy 5.9.11.2.3 is amended by adding the words “in the GTHA following the word *disabilities*”.
88. Policy 5.9.11.2.4 is amended by adding the word “*conventional*” following the word “*Encourage*”; deleting the words “*Ontarians with Disabilities Act and the*”.
89. Policy 5.9.11.2.5 is amended by deleting the words “introduce a great number of accessible low floor bus routes and other transit accessibility improvements” and replacing with the words “make all buses, routes and transit facilities accessible”.
90. Policy 5.9.11.2.6 is amended by deleting the word “are” following the word “criteria” and replacing with the words “is AODA compliant and”.
91. Policy 5.9.11.2.7 is amended by deleting the words “Develop and implement programs and *services*” and replacing with the words “Support a Family of Services approach to service delivery”; deleting the word “TransHelp” and replacing with the words “door to door service”.
92. Policy 5.9.11.2.11 is amended by adding the words “and local transit agencies” following the word “Metrolinx”.
93. The title of Section 7.7 is amended by adding “AND RIGHT OF WAY REQUIREMENTS AT INTERSECTIONS” following the word “WIDENING”.
94. Policy 7.7.2.6 is amended by adding the words “or active transportation facilities” following the word “lanes”.
95. Addition of Policy 7.7.2.9 as follows:
 “Enter into agreements with the area municipalities with respect to private infrastructure in the Regional right-of-way.”
96. Policy 7.7.2.10 (moved from 5.9.4.2.5)
97. Policy 7.7.2.11 (moved from 5.9.4.2.6)
98. Policy 7.7.2.12 (moved from 5.9.4.2.7)
99. Addition of Policy 7.7.2.13 as follows:
 “Recognize Industrial Connectors identified through the Regional Road Characterization Study as being of strategic importance to the movement of goods in and around Peel Region, and manage access to and from these corridors accordingly.”
100. Policy 7.3.6.2.2 is amended by deleting “traffic impact study” and replacing with the words “Transportation Impact Study including an assessment of TDM and sustainable modes”

APPENDIX III

TRANSPORTATION PLANNING AND SERVICING GROWTH TO 2041 – INTEGRATING WITH THE GROWTH MANAGEMENT STRATEGY

101. Policy 7.6.2.19 is amended by adding the words “appropriate agencies, including but not limited to, the Ministry of Transportation, Metrolinx,” following the words “in cooperation with the”; adding a comma “,” following the word “Vaughan”.
102. Policy 5.5.1.6 is amended by adding the words “active transportation supportive,” following the words “transit-oriented,”.
103. Policy 5.5.2.1 is amended by adding the words “active transportations supportive,” following the words “transit-oriented,”.
104. Policy 5.5.2.3 is amended by adding the words “and active transportation supportive” following the words “transit-oriented,”.
105. Policy 5.5.3.1.5 is amended by adding the words “mixed income,” following the words “mixed-use,”; deleting the words “pedestrian-friendly” and replacing with the words “active transportation supportive”.
106. The Glossary is amended by adding the following definition:
“Centreline: 1) the original centreline of the right-of-way; or 2) where the road has deviated from the original centreline, the centreline of the deviated roadway.”
107. The Glossary is amended by adding the following definition:
“Intelligent Transportation Systems: The application of advanced and emerging technologies (e.g., computers, sensors, controls, communications and electronic devices) in transportation.
108. The Glossary is amended by adding the following definition:
“Freight Transportation Demand Management: the application of strategies to reduce goods travel demand or to redistribute this demand in space, in time, or by alternative modes.”
109. The Glossary is amended by adding the following definition:
“Strategic Goods Movement Network: A hierarchical network of existing and potential routes identified as important routes for allowing the safe and efficient movement of goods. The network routes provide connectivity and continuity to each other, major goods generating activity centre, the Toronto Pearson International Airport, intermodal terminals and rail facilities, and major highways.”
110. The Glossary is amended by adding the following definition:
“Green Infrastructure: Natural and human made elements that provide ecological and hydrological functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, storm water management systems, street trees, urban forests, natural channels, permeable surfaces and green roofs.”
111. The Glossary is amended by adding the following definition:
“Off Peak Deliveries: The delivery of goods outside of peak demand travel times.”
112. The Glossary is amended by adding the following definition:
“Long Combination Vehicles: Typically, a tractor pulling two full length semitrailers. A standard Long Combination Vehicle replaces two 23-metre tractor trailers.”