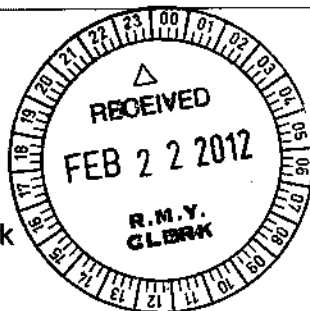


February 15, 2012

Resolution Number 2012-270

Mr. Denis Kelly
Regional Clerk
Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1



REGION OF YORK
CLERK'S OFFICE

FILE No. - *P43*

Subject: Peel Region Active Transportation Plan and Implementation Strategy

I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, February 9, 2012:

Resolution 2012-270:

That the Active Transportation Plan (AT Plan) and Implementation Strategy as summarized in the joint report of the Commissioners of Public Works and Health Services, Chief Financial Officer and Commissioner of Corporate Services and Medical Officer of Health, dated January 10, 2012, titled "Peel Region Active Transportation Plan and Implementation Strategy", be approved;

And further, that a copy of the subject report be forwarded to the Cities of Brampton and Mississauga, and Town of Caledon for their endorsement and direction to staff to work collaboratively with Peel Region to implement the AT Plan;

And further, that a copy of the subject report be forwarded to the Toronto and Region Conservation Authority, Conservation Halton, Credit Valley Conservation, Peel District School Board, Dufferin-Peel Catholic District School Board, Toronto French School Board, Regions of York and Halton, Town of Halton Hills, County of Wellington, Dufferin County, Town of Orangeville, Simcoe County, City of Toronto, Ministry of Transportation, and Metrolinx, for information.

A copy of the report is enclosed for your information.

A handwritten signature in black ink, appearing to read "Stephanie Jurrius".

Stephanie Jurrius
Legislative Specialist

c: Dan Labrecque, Commissioner, Public Works, Region of Peel

DATE: January 10, 2012

**REPORT TITLE: PEEL REGION ACTIVE TRANSPORTATION PLAN AND
IMPLEMENTATION STRATEGY**

FROM: Dan Labrecque, Commissioner of Public Works
Janette Smith, Commissioner of Health Services
David L. Mowat, MBChB, MPH, FRCPC, Medical Officer of Health
Norma Trim, Chief Financial Officer and Commissioner of Corporate Services

RECOMMENDATION

That the Active Transportation Plan (AT Plan) and Implementation Strategy as summarized in the joint report of the Commissioners of Public Works and Health Services, Chief Financial Officer and Commissioner of Corporate Services and Medical Officer of Health, dated January 10, 2012, titled "Peel Region Active Transportation Plan and Implementation Strategy", be approved;

And further, that a copy of the subject report be forwarded to the Cities of Brampton and Mississauga, and Town of Caledon for their endorsement and direction to staff to work collaboratively with Peel Region to implement the AT Plan;

And further, that a copy of the subject report be forwarded to the Toronto and Region Conservation Authority, Conservation Halton, Credit Valley Conservation, Peel Region District School Board, Peel Catholic District School Board, Toronto French School Board, Regions of York and Halton, Town of Halton Hills, County of Wellington, Dufferin County, Town of Orangeville, Simcoe County, City of Toronto, Ministry of Transportation, and Metrolinx for information.

January 10, 2012

PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY

REPORT HIGHLIGHTS

- Regional Council endorsed the recommendations of a staff report on active transportation on April 19, 2007. In accordance with Council direction, the Region's first active transportation plan was developed in collaboration with area municipal staff, and with input from internal and external stakeholders including the general public.
- The AT Plan supports the Region's Official Plan, Corporate Strategic Plan, Term of Council priorities, and area municipal plans.
- The AT Plan sets out new comprehensive policies aimed at making Peel communities more pedestrian and bicycle-friendly, recommends active transportation improvements to the existing cycling and pedestrian networks, and recommends developing programs to shift travel behaviour.
- The estimated investment to implement the proposed additional pedestrian and cycling networks for the next 5 years is \$13.5 million and over the next 20 years is \$52.1 million. To achieve this initiative, funding will be required from multiple partners including the Region, area municipalities, MTO, and others. The Region's share is estimated to be \$7.9 million for the next 5 years and \$30 million (annual average of \$1.5 million) over the next 20 years (up to 2031). In addition to the capital requirements, a budget of \$200,000 to deliver education and outreach programs has been included in the 2012 Region's budget.
- Construction of active transportation facilities is eligible for Federal Gas Tax funding under the "Public Transit" category.
- The AT Plan will be reviewed and updated every five (5) years, and an annual progress report will be prepared to inform Council on the progress of active transportation in Peel.

DISCUSSION

1. Background

Regional Council adopted the recommendations of a staff report titled, "Active Transportation Plan for the Region of Peel" at its April 19, 2007 meeting. As per Council direction (Resolution 2007-490), the Active Transportation Leadership Group (ATLG) was formed with staff from Region of Peel Public Works and Public Health and the area municipalities. The ATLG facilitated the development of the Peel Active Transportation Initiative.

The initiative is comprised of two phases:

- Phase 1 included the development of an Active Transportation Communication/Social Marketing Strategy (ATCS). The strategy was completed in January 2009 and recommendations were endorsed by Council at its June 4, 2009 meeting (Resolution 2009-595). Through the implementation of the ATCS, Public Works and Public Health staff, in collaboration with area municipal staff, have initiated a number of communication elements and programs to encourage Peel residents and employees to walk and cycle. These initiatives are highlighted in Appendix I.

January 10, 2012

PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY

- Phase 2 included the development of an integrated Peel AT Plan and implementation strategy. With inputs from internal and external stakeholders including the general public, the AT Plan and implementation strategy has now been completed. A copy of the AT Plan and implementation strategy reports is available at the Office of the Regional Clerk. The executive summary of the reports is attached in Appendix II.

2. Highlights of the AT Plan

The AT Plan is the Region's first active transportation plan and it has taken a region-wide, coordinated approach, working collaboratively with area municipalities and building on their pathways, trails, and cycling master plans. Consultation with internal and external stakeholders including the general public has taken place throughout the process of the plan.

Through the consultation process, the following active transportation mandate for the Region was developed: *"To create a place where walking, cycling and rolling are safe, convenient, appealing and accessible options for everyone".*

AT Plan Recommendations

The AT Plan meets the following objectives:

- sets out new comprehensive policies aimed at making Peel communities more pedestrian and bicycle-friendly;
- strengthens partnerships with stakeholders to enhance programs to shift travel behaviour; and
- recommends active transportation infrastructure improvements to the existing cycling and pedestrian networks that support the area municipal plans and fill in gaps within the network (Map series 9 and 10 are included in the Office of the Regional Clerk and in Appendix II).

The AT Plan recommends revisions to the Regional Official Plan (ROP) policies and an additional set of supportive policies within the AT Plan to clarify and enhance ROP policies relating to active transportation. These AT Plan policies are organized around four key themes: 1) building knowledge and design strategies; 2) implementing the AT Plan; 3) shifting the Regional road character; and 4) creating active transportation-friendly developments and communities.

The recommended strategies for education and outreach programs will seek to promote daily active travel to destinations that are in close proximity to residences and neighborhoods. These include continuing to deliver and monitor the Walk and Roll Peel program, annual stakeholders workshop to identify joint efforts, assist in the delivery of the Region's five year Transportation Demand Management Social Marketing Plan, provide support to the area municipalities on high level review for public bike systems, and to work with area municipalities on conducting community-based social marketing efforts. The Region in collaboration with area municipalities will continue to plan, fund, deliver and evaluate programming to promote active transportation.

The approach and strategy taken to develop the active transportation network in Peel, and new design strategies to be considered in the Region are outlined in section 4 and section 5.1 of Appendix II. The maintenance of multi-use trails and sidewalks will remain a local municipal responsibility.

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PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY

The AT Plan recognizes the built environment must support active transportation in daily routine in order to achieve significant behaviour change. Land-use mix and density are critical factors that influence the distance to and between various types of destinations to increase walking and cycling. The AT Plan recommends Public Works and Public Health staff work with the area municipalities, school boards, and other key stakeholders to explore options to further enhance active transportation infrastructure in new and existing areas in Peel. An example of a new project could be an assessment of school or neighborhood areas to identify potential improvements to the active transportation network and facilities, and ways to incorporate walkable and cycling design concepts so residents of Peel can be active daily in traveling to destinations of school, work and play.

Currently, five per cent (approximately 115,000 trips) of total daily trips made by Peel residents are walking/cycling to work and school per day. In the next five years, as a result of the network improvement and education and outreach programs, the plan targets an increase from five per cent to seven per cent of total trips for walking/cycling. In the longer term, the plan targets to double the share from five per cent to 10 per cent.

As stated in the AT Plan, the Region's role in active transportation include: policy development, promotion and education, and network development. These are outlined in section 1.1 of Appendix II.

Benefits in Implementing the AT Plan

The benefits of walking and cycling include increasing mobility and accessibility, reducing travel costs, reducing traffic congestion, improving air quality and reducing greenhouse gas emissions. The implementation of the AT Plan will also help to improve residents' health by greater physical activity and reduce rates of diabetes and obesity through increase in physical activity.

All transit trips are linked to walking or cycling, to or from a transit stop or station. All buses are equipped with bike racks to accommodate bicyclists. The AT Plan supports the cities of Brampton and Mississauga transit initiatives, and GO Transit services by providing pedestrian and cycling connections to and from transit corridors and nodes.

3. The AT Plan Implementation Strategy

The AT Plan is a long term strategy that consists of three implementation phases. The first two phases (1-5 years and 6-20 years) form a recommended 20-year implementation plan (up to 2031). The third phase forms the longer term strategy (2031+). The AT Plan recommends that the plan be updated every five years and an annual progress report will be prepared to inform Council on the progress of active transportation in Peel Region.

Implementing the Active Transportation Policies and Programs

The Region's next Official Plan update will include updated active transportation policies to reflect the vision developed in this study. The Region will provide leadership on the active transportation plan policies by way of the ATLG in partnership with the area municipalities.

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PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY

The Region has about \$200,000 earmarked in the 2012 budget for promotional and outreach programs aimed at shifting travel behaviour.

Implementing the Proposed Active Transportation Network

To ensure that the implementation of the AT Plan is as efficient as possible, the implementation will be coordinated with the current capital program (e.g. road reconstruction and widening), operational improvements (e.g. signal installations, crosswalks replacements, etc), transit improvements, and area municipal pathways, trails, and cycling master plans. The proposed phasing strategy is summarized in Appendix III.

Infrastructure needs and improvements account for the majority of the AT Plan's estimated cost. A majority of capital costs related to the proposed multi-use trails (MUT) and sidewalks have been identified and included as component costs within planned roadway widening and reconstruction projects. Most of paved shoulders along rural Regional roads are included in the annual resurfacing program. The Cities of Mississauga and Brampton, and Town of Caledon also have programs for pedestrian and cycling infrastructure improvements. As a result, the total preliminary estimated additional investment (excluding the improvements identified in the Region's capital infrastructure construction and resurfacing programs and the area municipalities pedestrian and cycling infrastructure improvements programs) required to complete the proposed active transportation network for the next five years is \$13.5 million and over the next 20 years is \$52.1 million. To implement the overall proposed long term active transportation network will require additional investment of \$78 million. This estimated amount will require funding contributions from multiple partners such as MTO, the Region and area municipalities, and others.

Exhibit 1: Estimated Cost to Implement the Recommended Active Transportation (AT) Network by Phase (2011 Dollars)

	Phase 1 (Year 1-5)	Phase 2 (Year 6-20)	Phase 1 & 2 (up to 2031)
Planned Program Funding	\$21.1 M	\$52.7M	\$73.8M
Additional Funding Required to complete the proposed AT network	\$13.5M	\$38.6M	\$52.1M
Total estimated Funding	\$34.6M	\$91.3M	\$125.9M

Note: Details and assumptions for the above cost estimate can be found in Appendix IV

Proposed Funding Strategy for Completing the Active Transportation Network

The proposed additional active transportation network improvements include active transportation facilities in the network that are needed to fill gaps (e.g. missing sidewalks, boulevard MUT, signed/marked routes and bike lanes to complete the network), regional trail corridors (off-road MUT), trail crossings, freeway interchange improvements, bike lanes / paved shoulders in rural communities, boulevard trails, sidewalks and bikeways in future rapid transit or intensification corridors, intersection improvements, and pedestrian enhancements along Regional roads in priority areas identified in the proposed pedestrian network.

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In consultation with area municipal staff, the following key principles for funding the additional active transportation infrastructure improvements are established.

- Peel will provide funding to active transportation facilities along Regional roads necessary to complete the network, intersection improvements and minor trail crossings along Regional roads as well as pedestrian enhancements areas as identified in the proposed active transportation network. Peel will also provide funding to active transportation facilities on Regional rights-of-way such as Regional easements.
- Area municipalities and Peel will cost share for regional trail corridors (off road MUT) as identified in the proposed active transportation network.
- Area municipalities and Peel will cost share for major trail crossings (mainly located in the City of Mississauga) as identified in the proposed active transportation network. We have also made the assumption that there is potential in partnering with the MTO for the QEW/Credit river crossing.
- A partnership funding program with MTO/others, area municipalities, and Peel is being considered for the interchange improvements. The MTO is currently studying how to accommodate vulnerable users at interchanges within the Greater Golden Horseshoe Area and Niagara Region.

Cost sharing assumptions for the above noted active transportation infrastructure improvements are outlined in Appendix V. Area municipal staff have been consulted, and are in principal, supportive of the cost sharing arrangement in implementing the active transportation network as proposed in the AT Plan. Approval of cost shared projects will be subject to budget coordination at a staff level and project approval by both Regional and local councils through their budget process.

Based on the above key principles, it is estimated that the preliminary total additional investment for the Region to implement the proposed network will be \$7.9 million for the next five years and \$30 million (annual average of \$1.5 million) over the next 20 years. The capital forecast anticipates \$1.6 billion for road improvements over the same 20 year period. The active transportation works represent two per cent of the proposed road budget. Partnership arrangement for each individual project will be determined on a project by project basis and implementation will be dependent on receiving municipal/provincial approval as required. The Region will work with the area municipalities, and MTO/others to establish partnership through the capital budget process.

The maintenance and operation of sidewalks, multi-use trails and the pedestrian amenities would remain the responsibility of the lower-tier municipalities.

Construction of Active Transportation Facilities is Eligible for Federal Gas Tax Funds

Construction of active transportation facilities is eligible for Federal Gas Tax funding under the "Public Transit" category (section 4.1.a of the Federal Gas Tax agreement). Funding of the proposed active transportation infrastructure improvements will require access to a portion of federal/provincial gas tax funds. Since all transit trips are linked to walking and cycling, improvement in active transportation facilities can help encourage more transit usage.

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PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY

4. Alignment with the Region Official Plan, Corporate Strategic Plan and other Initiatives

The AT Plan supports the Region's Official Plan, Corporate Strategic Plan and Term of Council priorities.

Regional Official Plan Amendment 22 states that the Region is to promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system and encourage the increased use of sustainable modes of transportation.

The vision in the Corporate Strategic Plan states that Peel is a safe, healthy, prosperous, sustainable and inclusive community that protects its quality of life. The AT Plan responds to the following key goals and strategic actions:

- to protect, enhance and restore the environment by improving air quality, mitigate and adapt to climate change;
- to support and influence sustainable transportation systems by supporting an improved and integrated active transportation, transit and land use systems to effectively move people and goods throughout Peel;
- to maintain and improve the health of Peel's community by influence healthy living through community design; and
- to strive for continued excellence as a municipal government by strengthening coordination between area municipalities and the Region, as well as other levels of government and community partners.

In addition, the AT Plan supports the Term of Council priorities and outcomes which include:

- increasing active transportation by reducing the proportion of trips generated by cars, thereby reducing green house gas emissions and improving citizen health.
- promoting a supportive environment for healthy weights by reducing overweight/obesity, diabetes and cardiovascular disease through increased physical activity.

The AT Plan aligns with Federal and Provincial guides for infrastructure planning, such as Ontario's Places to Grow (2006), Provincial Policy Statement (2005), and the Metrolinx's regional transportation plan (The Big Move (2008).

The AT Plan also compliments and supports area municipal plans that support active transportation, including Mississauga's strategic plan, Town of Caledon's community based strategic plan, and area municipal cycling, trails, pathways master plans.

FINANCIAL IMPLICATIONS

Phase 1 of the AT Plan requires additional funding of \$7.9 million. Federal Gas Tax funds retained by the Region are currently available to be used to support the AT Plan. The estimates in the AT Plan are at a network level. Estimates will be refined based on detailed design; and specific projects will be presented in future capital budgets for Regional Council approval.

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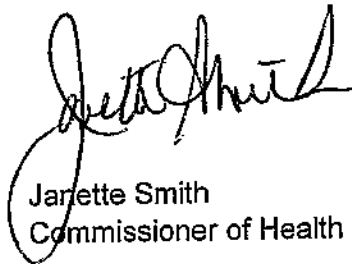
PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY

CONCLUSION

Benefits in active transportation include reduction in traffic congestion, improved air quality, and increased physical activity. Including active transportation modes into daily commuting habits promotes a healthy and active lifestyle. The AT Plan supports the Region's Official Plan objectives, vision and goals of the Peel Corporate strategic plan, Term of Council priorities, Federal and Provincial plans, and area municipal plans. Area municipal staff support the AT Plan. Regional Council's leadership in adopting this AT Plan and implementation strategy will directly increase mobility and accessibility, and improve the overall health of Peel residents.



Dan Labrecque
Commissioner of Public Works



Jarrette Smith
Commissioner of Health Services



David L. Mowat, MBChB, MPH, FRCPC
Medical Officer of Health


Acting

for Norma Trim
Chief Financial Officer and Commissioner of
Corporate Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer



For further information regarding this report, please contact Gary Kocialek at extension 4100 or via email at gary.kocialek@peelregion.ca

MC

Authored By: Margie Chung/Rebecca Fortin

c. Legislative Services

Manager, Financial Support Unit (FSU)

January 10, 2012

PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY
APPENDIX I

Active Transportation Communication elements and programs initiated as part of the Active Transportation Communication / Social Marketing Strategy.

- a) Walk and Roll Peel website, www.walkandrollpeel.ca, launched in May 2010.
- b) Walk and Roll Peel Feature Trail Maps, launched in June 2010.
- c) Walk and Roll Peel branding was incorporated into municipal trailhead and trail signage.
- d) Peel Active and Safe Routes to School (PASRTS), Stepping It Up pilot project, and Transportation Demand Management (TDM) High School Pilot Project promote active daily travel to and from school.
- e) CAN BIKE program to provide on-road cycling skill education and techniques to help Peel residents feel safe and confident while riding their bikes.

Regional staff will continue to work with area municipalities on active transportation communication elements and programs to raise awareness and increase the active modes of transportation. Program expansion will occur in accordance with the AT plan.

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PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY
APPENDIX II



The Region of Peel's

Active Transportation Study

ACTIVE TRANSPORTATION PLAN



EXECUTIVE SUMMARY

NOVEMBER 2011

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1 Introduction

*This is the **first time** Region of Peel has created an Active Transportation Plan—a co-ordinated approach region-wide, working collectively with area municipalities, and building on their plans.*

Active Transportation means using human power to get from place to place. It promotes daily physical activity that links residents to their everyday destinations of work, school, and recreation.

An accessible active transportation environment, i.e., smooth and sufficiently-wide sidewalks, detectable signs/signals, adequate street crossings, access ramps, connectivity to local destinations, etc., is one that is universally accessible and allows for unencumbered travel by all users.

Priority populations are groups with greater risk of being excluded from the active transportation network due to varying mobility levels and needs. Children, youth, older adults, persons with disabilities, and other priority populations often experience added challenges or barriers in being able to successfully access and navigate facilities for walking and bicycling/rolling. Obstacles that exist for these priority populations must be addressed in planning processes for active transportation.

The Region of Peel undertook a study to prepare an Active Transportation Plan as

part of ongoing efforts to meet the diverse and evolving needs of the region and to support a balanced, integrated and sustainable transportation system. The Active Transportation Plan responds to the following key goals and strategic actions in the Region of Peel's Strategic Plan 2011-2014:

- To protect, enhance and restore the environment by improving air quality, mitigate and adapt to climate change;
- To support and influence sustainable transportation systems by supporting an improved and integrated active transportation, transit and land-use systems to effectively move people and goods throughout Peel;
- To maintain and improve the health of Peel's community by influence healthy living through community design; and
- To strive for continued excellence as a municipal government by strengthening coordination between area municipalities promote a supportive environment for healthy weights by reducing overweight/obesity, diabetes and cardiovascular disease through increased physical activity.

The vision for active transportation in the Region of Peel is to create a place where walking, cycling and rolling are safe, convenient, appealing and accessible options for all citizens, especially children, youth, older adults, persons with disabilities, and other priority populations.

The Region of Peel will coordinate closely with evolving municipal initiatives in and around the Region of Peel and all levels of government and agencies to create a Regional Active Transportation Plan that meets the following objectives:

- Sets out policies that direct the practices of the Region of Peel to support more walking and cycling;
- Recommends active transportation infrastructure improvements along Regional Roads that support the area municipal plans and fill in gaps in the network; and
- Establishes partnerships with key stakeholders such as Peel Health, Smart Commute, Peel district school boards to develop programs to help shift travel behaviour of target audiences to travel by active transportation, such as providing education in promoting benefit of active transportation, safety and skills training.

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In addition, this Plan supports the Region's Term of Council priorities and outcomes: to increase active transportation by reducing auto trips, thereby reducing green house gas emissions and improving citizen health; and to promote a supportive environment for healthy weights by reducing overweight/obesity, diabetes and cardiovascular disease through increased activity.

This first-ever Peel Active Transportation Plan builds upon existing and ongoing plans from the area municipalities, neighbouring municipalities and other agencies. The development of the Peel Active Transportation Plan, and subsequent improvements to make walking and bicycling viable transportation choices, will be the key elements in achieving the Region of Peel's objectives for long-term growth and for a more healthy, liveable community.

The Region of Peel Active Transportation Study was directed by a Steering Committee with staff from Region of Peel and the local municipalities of Brampton, Caledon and Mississauga. Their insights and recommendations were guided by consultation with other government representatives, stakeholders and members of the public through consultation events. Exhibit 1 illustrates the range key stakeholders involved in the study.

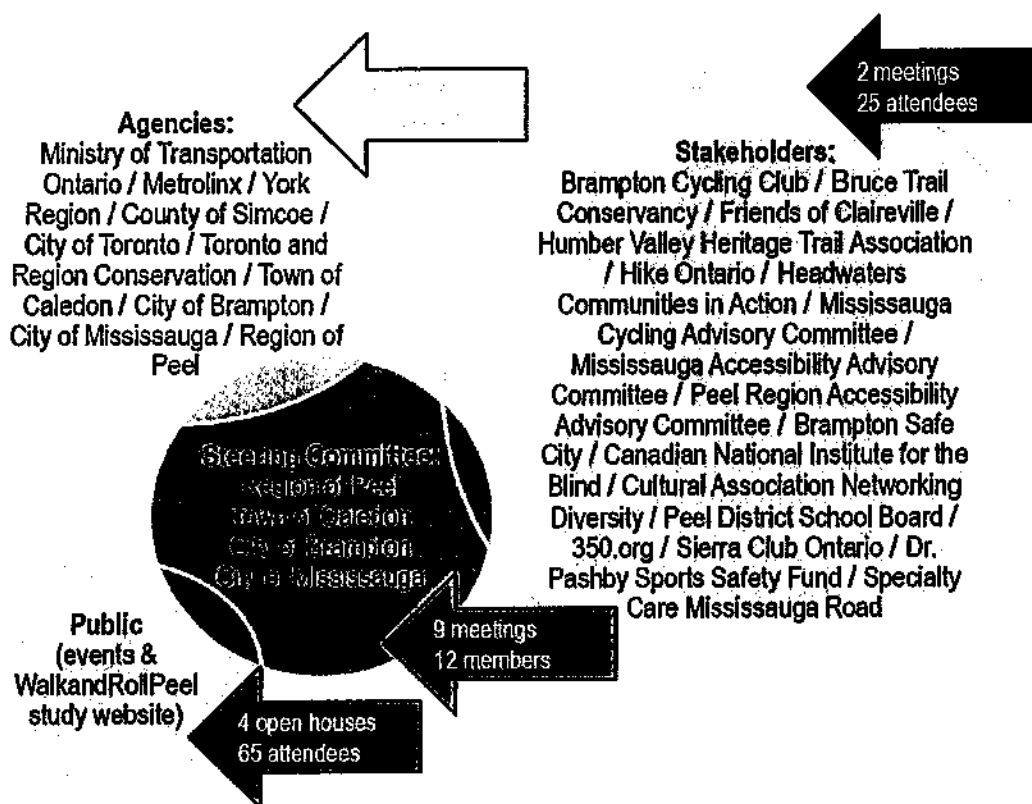


Exhibit 1: Representative Stakeholders Consulted during the Active Transportation Study

1.1 Role and Responsibility for the Region of Peel in Active Transportation

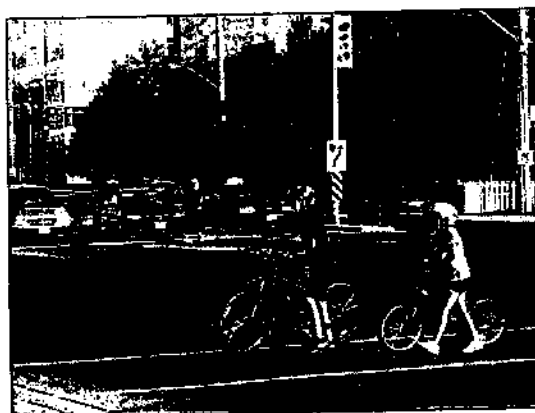
New roles for the Region of Peel have emerged. Similar to other master plans, the Active Transportation Plan should be reviewed every 5 years to determine its applicability and provide any necessary updates to the plan. The Region of Peel's responsibilities will be reviewed and updated through that process.

Three roles for the Region of Peel in active transportation have emerged in policy development, promotion and marketing, and network development, as follows:

- **Policy development**—The Region of Peel will continue to refine Regional official plan policies, elaborate on active transportation policies at a regional level through this Plan. The Region will also encourage

policy improvement in area municipal Official Plan policies and provincial policies, and ensure the regional policies comply and strengthen policies at all levels of government.

- **Promotion / marketing**—The Region of Peel will continue to take the lead role to plan, fund, deliver, and evaluate the programs to promote active transportation (e.g. Walk and Roll Peel Initiative), working together with area municipalities, various provincial ministries and Metrolinx to strengthen the behavioural shift programs.
- **Network development**—According to the Municipal Act, sidewalks are the responsibility of the lower-tier municipalities. Currently, sidewalks and multi-use trails along Regional roads are municipal assets. The proposed new role for the Region of Peel in network development, through this Active Transportation Plan, is to:
 - Work closely with area municipalities to plan and implement the active transportation facilities on Regional rights-of-way to ensure that they fill gaps in the existing network, are integrated with the planned local active transportation network, and meet Provincial accessibility guidelines / standards.
 - Work closely with neighbouring municipalities to interconnect their active transportation networks and facilities along Regional roads.



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- Research and develop best practices in accessible pedestrian facilities and bikeway design, such as intersection treatments

(bike boxes, detection, detectable warnings, etc.), cycle tracks, maintenance procedures, signage, etc.
- Consult and coordinate with internal stakeholders (e.g. Public Works, Finance, Peel Health, Peel Police, Accessibility Committee, etc.), all levels of government (e.g. MTO, Metrolinx / GO Transit, and area and adjacent municipalities, Brampton Transit and Mississauga Transit), agencies (Toronto Region Conservation Authority and Credit Valley Conservation), external stakeholders (e.g. NGOs, cycling and trail clubs, school boards), and members of the public on regionally-led network development projects and the Region's future updates of the active transportation plan.
- Facilitate the exchange of knowledge and information.
- Monitor and evaluate the implementation efforts.

2 Active Transportation Policies

The Region of Peel has clearly adopted strategic directions that align with active transportation becoming a viable transportation choice for residents of the Region.

Active transportation policies were added to the Regional Official Plan through Amendment 22. The Active Transportation Plan includes recommendations to strengthen and align those policies to reflect the vision. These will be incorporated into the future update of the Peel Region Official Plan and the need for an active transportation schedule will be reviewed at that time. One important new policy recommended is for the Region of Peel to work with all levels of government, non-governmental community groups and the private sector to increase the active transportation modal share through health promotion and educational strategies that target the needs of residents and employees in the Region of Peel.

Additional supportive active transportation policies are recommended to provide elaboration and specificity on the Regional Official Plan Policies in active transportation. These policies are organized around four key themes: **Build Knowledge and Design Strategies; Implement the AT Plan; Shift the Regional Road Character; and Create AT-friendly Developments and Communities.** Some of these policies will require further discussion and refinement, while others can be put into action with the adoption of this plan. The Region of Peel's Public Works and Public Health departments will jointly provide the leadership to the Active Transportation Plan Policies by way of the Active Transportation Leadership Working Group in partnership with the area municipalities.

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Active Transportation Plan

3 Programming

A good active transportation plan provides a balance of facilities and programs. Facilities and programs go together—like providing minor sports services. The administration and promotion of teams and leagues is as critical as supplying quality sports facilities. So it is with walking and cycling; one needs attractive places to walk and cycle in order to encourage people to do so, and programming to raise awareness of the viability. Programming efforts must focus on areas in the Region of Peel where active transportation facilities exist, expanding as the network expands.

One of the key existing programs linked to the Active Transportation Plan is the Walk and Roll Peel campaign, a product of the Active Transportation Communications and Social Marketing Strategy. In May 2010, the Region of Peel launched Walk and Roll Peel (also known as Walk+Roll Peel) and its website, www.walkandrollpeel.ca. It will be a cycling and walking hub with its library of information for residents to get started in cycling and walking, or learn about the network. Walkandrollpeel.ca will also support and communicate efforts to advance active transportation, such as the work of cycling committees, public consultation meetings, and special events.



Recommended short-term behavioural shift program strategies for the Region of Peel's Walk and Roll Team, with delivery in year 1 and onward include:

- Deliver and monitor the Walk + Roll Peel campaign
- Meet annually with stakeholders regarding Walk + Roll Peel
- Assist in the delivery of the Region of Peel's Five Year TDM Social Marketing Plan
- Develop an annual business plan for the above
- Work with the area municipalities to review the options and feasibility of experiential marketing and guerrilla efforts near and on active transportation infrastructure
- Encourage area municipalities to provide marketing and communications support for the Walk + Roll Peel campaign

Recommended medium to long-term behavioural shift program strategies with delivery in year 2 and onward consist of the Region of Peel conducting community-based social marketing (CBSM) efforts amongst neighbourhoods and/or activity centres with access to existing active transportation infrastructure. This should be done in collaboration and partnership with the area municipalities, including program development, implementation and evaluation.

Similar to car-sharing programs, public bike systems make bikes available to subscribers at strategic locations city-wide. Patrons access a bike with an electronic card, use it as needed, and return it to the same or another parking rack when finished. Charges to riders are often free for the first half hour and increase thereafter.

Public bicycle programs have significantly increased the number of trips made by bicycle in cities that have launched major programs. Before implementing a public bike program, a business strategy is required that examines: anticipated usage, economic analysis, fare structure and pricing, and an operating model and impacts for each model. **It is recommended that the Region of Peel support area municipalities in the monitoring the implementation of public bike**

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systems in North America and provide support for a high-level feasibility review over the next five years, where feasible and possible.

Supporting walking and cycling can enhance several sectors of the economy, including supporting recreational activities of residents with the investment remaining local, attracting tourists to explore and enjoy a more vibrant community, and creating an activity-based tourism sector. **The Region of Peel and area municipalities should work within the Regional Tourism Organizations to promote active transportation tourism in the region, with the Region's AT Co-ordinator leading the communication on these efforts.**

Several studies suggest that fear of bicycle theft may discourage bicycle use and that many bicycle theft victims do not buy a replacement. Combating bicycle theft is therefore a necessary step toward increasing the use of this form of active transportation.

Bicycle parking can encourage people to bike because they have a place to lock their bicycle at their destination. Designated bicycle parking installed properly in a good location is more orderly, prevents damage to



trees, street furniture and prevents bikes from blocking the sidewalk or other pedestrian or vehicular paths. It also helps legitimize cycling as transportation and supports economic development.

It is recommended that the Region of Peel assist in providing bicycle parking and other end-of-trip facilities through the following initiatives:

- Encourage the area municipalities to adopt design guidelines for bicycle parking and shower / change rooms and amenities.
- Encourage the area municipalities to revise zoning by-laws and development policies, as required, for all land uses other than single family to address the need for bicycle parking, change rooms / showers and related amenities.
- Provide end-of-trip facilities at all Regional-owned properties as appropriate.
- Work with the area municipalities to develop a bicycle parking program to encourage the retrofit of bicycle racks at existing developments including schools, considering bulk-purchase, subsidy, advisory services on locating the racks, or other mechanisms.

4 Recommended Active Transportation Network

The approach to developing an active transportation network for the Region of Peel is based on:

- Active transportation should be accommodated within all Regional road corridors to provide access to adjacent land uses and destinations, such as housing, employment, retail services, community services and institutions, where possible and feasible;
- Active transportation facilities along Regional roads generally need to provide separate space for users to address safety and comfort, such as sidewalks and boulevard trails for pedestrians; and boulevard trails, bike lanes, segregated bike lanes and paved shoulders (on rural roads) for cyclists, where possible and feasible; and
- Proposed active transportation facilities should generally be provided within the existing / planned Regional road rights-of-way width, where possible and feasible in order to contribute to creating more compact, multi-modal corridors.
- Where possible, it is recommended that the Regional active transportation network connect or integrate with existing and planned transit services, stops and stations.
- Although the basic need of pedestrians should be provided for along all Regional roads in developed areas, it is recommended that additional enhancements to the pedestrian environment be implemented in areas where there is a high potential for walking trips to entice more people to walk for short trips.

4.1 Caledon

The recommended pedestrian network strategy in Caledon is as follows:

- Provide accessible sidewalks on both sides of Regional roads within the existing settlement areas and planned development by filling in the gaps in the existing sidewalk system.
- In some communities where a key destination such as a school, community centre or service lies just outside a settlement area, extend the sidewalk on one side of the Regional road to that single destination.
- Where splash strips or paved shoulders currently accommodate pedestrians in settlement areas, upgrade to fully accessible sidewalks in the long term as rural Regional roads are urbanized.
- Enhance the pedestrian experience in Bolton on Queen Street south of King Street to the railway through the provision of amenities such as landscaping, shade, rest areas, etc.

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The recommended cycling network in Caledon incorporates the following:

- Take advantage of capital projects to implement paved shoulders on all rural Regional roads where feasible (e.g. a structurally adequate sub-base can be provided without negatively impact adjacent environment).
- Where steep terrain or environmentally sensitive lands constrain the width of the rural Regional road, provide shared-use lane markings if the operating speed is 60 km/h or less, and provide "Share the Road" signage.
- Undertake policy discussions at future opportunities for their potential implementation or when other planning studies arise regarding providing bike lanes as a continuation of paved shoulders in settlement areas when the Regional roads are urbanized.

Common to both the pedestrian and cycling networks are recommended trail improvements.

These include:

- Extend the Etobicoke Creek Trail farther north into the Town of Caledon (mapping of alignment pending).
- Improve the safety and visibility of the Caledon Trailway crossings of Regional roads. Increasing the visibility of the crossing to motorists and trail users is important along with techniques to reduce speeds and exposure can be applied on a site-by-site basis.

The recommended pedestrian and cycling networks along Regional roads in the Town of Caledon are illustrated on Maps 9a and 10a.



4.2 Brampton

The recommended strategy for the active transportation network in Brampton, to integrate the City's PathWay system with destinations along Regional roads, is as follows:

- On Regional roads that will be widened or reconstructed according to the Capital Improvement Program for the next 20 years, provide a sidewalk on one side and a multi-use trail on the other side.

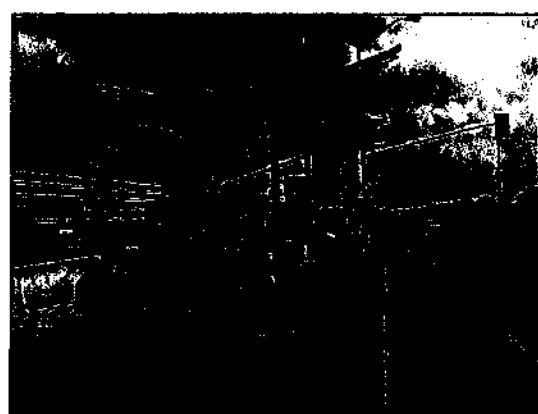
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- Fill in the gaps in the existing sidewalk and multi-use trail network along Regional roads that are fully built out.
- Enhance the pedestrian experience along some sections of Bovaird Drive, Queen Street Steeles Avenue, Kennedy Road and Dixie Road through the provision of amenities such as landscaping, shade, rest areas, etc.
- Assist the City of Brampton in collaborating with the Ministry of Transportation, Ontario in improving freeway crossings, and seeking opportunities to build grade-separated pedestrian / cycling crossings where the frequency of roadway crossings and improvement alternatives are limited.
- Include the east-west pathway along the hydro corridor south of Highway 407 from the City's western boundary, crossing the freeway to the Claireville Conservation Area. This trail provides a connection across the entire City and will require multiple partners to implement.
- Undertake policy discussions at future opportunities for their potential implementation or when other planning studies arise regarding the following new design strategies:
 - Segregated bike lanes along some sections of Queen Street and Mississauga Road where future pedestrian-oriented development, intensification or higher-order transit is being planned. Note that a narrow section of Queen Street with fronting development east of McLaughlin would have conventional bike lanes compatible with the business district to the east.
 - Where feasible, providing multi-use trails on both sides to provide access to developments on both sides of the road where on-road bikeways are not present / planned.
 - Replacing sidewalks that require reconstruction in the long term with multi-use trails where on-road bikeways are not present / planned.



The recommended pedestrian and cycling networks along Regional roads in the City of Brampton are illustrated on Maps 9b and 10b.

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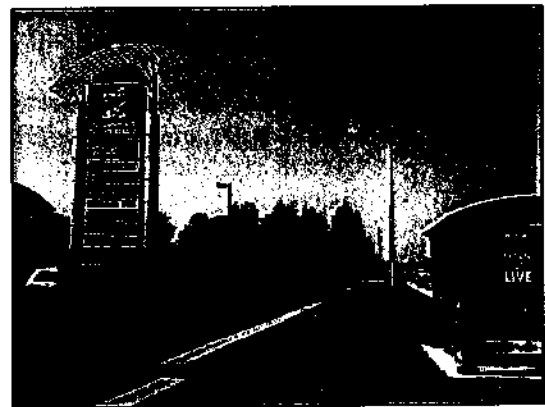
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4.3 Mississauga

The recommended strategy for developing a pedestrian and cycling network in Mississauga, to integrate the City's cycling network with destinations along Regional roads, is as follows:

- Fill in the gaps in the existing sidewalk and multi-use trail network along Regional roads that are fully built out.
- Consider special active transportation facility designs where routes intersect with nodes identified in the City of Mississauga's Official Plan, that is:
 - Erin Mills Parkway at Queensway, Burnhamthorpe and Eglinton
 - Dixie Road at Dundas and Burnhamthorpe
- Enhance the pedestrian experience along some sections of Derry Road, Britannia Road, the Queensway, Cawthra Road and Dixie Road through the provision of amenities such as landscaping, shade, rest areas, lighting, etc.
- Assist the City of Mississauga in collaborating with the Ministry of Transportation, Ontario in improving freeway crossings, and seeking opportunities to build grade-separated pedestrian / cycling crossings where the frequency of roadway crossings and improvement alternatives are limited.
- Include the east-west pathways along the hydro corridors south of the QEW crossing the Credit River, and south of Highway 403. These trails span a significant portion of the City and will require multiple partners to implement.
- Collaborate with the City of Mississauga in developing pedestrian / cycling crossings of the Credit River partway between the Queensway and Lake Ontario.
- Undertake policy discussions at future opportunities for their potential implementation or when other planning studies arise regarding the following new design strategies:
 - The potential for bike lanes or segregated bike lanes along some sections of Cawthra Road where numerous driveways may preclude the development of a multi-use trail in the boulevard due to safety concerns.
 - Where feasible, providing multi-use trails on both sides to provide access to developments on both sides of the road where on-road bikeways are not present / planned.



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- Replacing sidewalks that require reconstruction in the long term with multi-use trails where on-road bikeways are not present / planned.

The recommended pedestrian and cycling networks along Regional roads in the City of Mississauga are illustrated on Maps 9c and 10c.

5 ACTIVE TRANSPORTATION FACILITIES REFERENCE GUIDE

Active transportation infrastructure includes a number of different types of facilities to accommodate the wide range of abilities, skills and experience of pedestrians, in-line skaters, cyclists, pedestrians with mobility devices, visual, hearing or cognitive impairments, skateboarders, etc. The basic facilities on which they travel consist of: sidewalks for pedestrians, child cyclists and small-wheeled users like in-line skaters and skate-boarders; multi-use trails that essentially accommodate all active transportation modes; and bikeways such as bike lanes for cyclists only.

General design guidance and design criteria for various types of active transportation facilities are presented in Part 1: The Active Transportation Plan report.

Roads under the jurisdiction of the Region of Peel are multi-lane, higher speed, widely spaced arterial roadways and have been built or are planned to accommodate the mobility of motorists and commercial vehicles. This presents a challenge in that the space required to accommodate these regional transportation needs necessitates a wider Right-of-Way (ROW). While there is a temptation to simply increase the width of the ROW to accommodate active transportation needs, this approach should be avoided. Increasing Regional road rights-of-way beyond 45 m (typical Regional road ROW width) will only serve to increase the separation of activities within a corridor and reduce the percentage of the ROW which is dedicated to non-motorized transportation. **It is recommended that the proposed active transportation facilities be provided within the existing / planned Regional road rights-of-way widths (no additional width required), where feasible and possible.** Future policy discussions on design

strategies will need to consider the active transportation requirements within the context of other evolving roadway strategies such as lane widths, higher-order transit strategies, intersection innovations, transportation demand strategies, etc. **At intersections, design strategies to improve the comfort and safety for cyclists and pedestrians need to be considered not only to improve access to active transportation facilities on Regional roads but also for local active transportation facilities intersecting Regional roads.**

Recommended design guidelines for the planning and design of accessible pedestrian facilities, accessible multi-use trails, bikeways and bicycle parking are provided in Part 1 of the Active Transportation Plan. Design criteria for application in the Region of Peel are also provided.

5.1 New Design Strategies

In the Region of Peel, current design strategies for active transportation involve providing sidewalks and multi-use trails along urban Regional roads and paved shoulders along rural Regional roads. In order to consider design strategies outside the current practice, it is recommended that policy discussions occur at future opportunities for their potential implementation or when other planning studies arise at which the benefits and trade-offs can be discussed with the various stakeholders. The resulting policy recommendation may be implemented on a project-by-project, as opportunities arise within the Region of Peel Capital Improvement Program, or in the long-term (beyond 2031). These design strategies are summarized below:

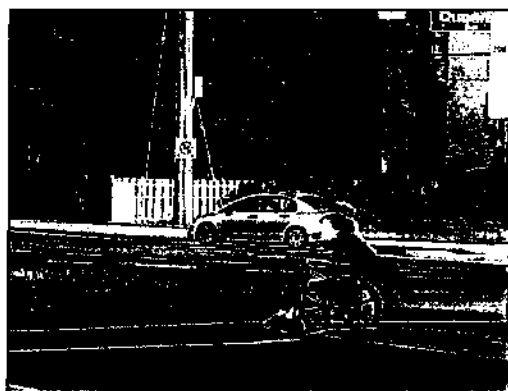
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- **Multi-use boulevard trails on BOTH sides of Regional Roads where on-road bikeways are not present / planned:** Investigate the impact of providing multi-use boulevard trails along Regional Roads on both sides. The need is based on providing direct access for cyclists to destinations on both sides of Regional roads. Otherwise mid-block crossings or sidewalk riding may need to be accommodated.
- **Multi-use boulevard trails to REPLACE deteriorated sidewalks on one or both sides of Regional Roads where on-road bikeways are not present / planned:** Investigate the impact of replacing deteriorating sidewalks with multi-use boulevard trails along Regional Roads on one or both sides.
- **Segregated bike lanes along Regional roads:** Investigate the potential to provide segregated bike lanes along four to six-lane arterials that will undergo reconstruction with front-lotted development, or in areas planned for mixed-use, compact development where the built environment is intended to promote walking, cycling, and transit use. In intensification corridors with higher order transit, the segregated bike lane would separate cyclists from pedestrians where more walking and cycling trips are desirable; and provide improved function over boulevard trails, and increased comfort over conventional bike lanes and shared trails.
- **Sidewalks and bike lanes on Regional roads in rural communities:** Investigate the potential to provide fully accessible sidewalks and bike lanes on both sides of Regional roads when such roads are being redeveloped from rural to urban cross-sections in rural settlement areas. Bike lanes through communities will maintain the continuity of paved shoulders along rural Regional roads that exist outside / approaching the communities.
- **Retrofitting bike lanes where boulevard trails are not appropriate:** Investigate the impact of providing bike lanes, or segregated bike lanes where multi-use boulevard trails along Regional roads are not appropriate due to safety concerns, i.e., more than one driveway / intersection every 300 m.



A number of design solutions to enhance the provision of active transportation facilities are presented in Part 1: The Active Transportation Plan report. These include accessible street crossings for pedestrians; intersection treatments for bikeways, roundabout design for accommodating pedestrians and cyclists, interchange design for vulnerable users, pedestrian enhancements such as benches and rest areas, landscaping, shade trees, etc.; a co-ordinated network signage strategy; and site organization and layout guidelines for site development that promotes sustainable transportation.

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6 Implementation

The Active Transportation Plan is not intended to be a static document. It must be regularly reviewed to ensure it meets the needs of the Region of Peel. Changing community expectations or growth and development patterns can necessitate a re-investigation of the Plan. Annual updates will be undertaken through the Region of Peel's 20-year Capital Improvement Program and budgeting process. An annual staff report to Council will be prepared on active transportation conditions, behaviours, needs and trends, including an annual implementation budget with joint input from the area municipalities.

Developing an active transportation network takes time. Implementation has to be both opportunistic, taking advantage of efficiencies in co-ordinating with capital projects or operational improvements and related funding sources; and systematic, filling in gaps in the network over time outside of the other project opportunities.

The phasing of the network is tied to the 20-year Capital Improvement and Resurfacing Programs, future rapid transit or intensification projects, longer-term urbanization of rural roads in rural communities in Caledon, replacement of deteriorating sidewalks, filling gaps or critical links not covered by these other programs, regional trails based on local plans. Interchange improvements will be a separate program partnered with the area municipalities and Ministry of Transportation, Ontario to be defined through this partnership. New design strategies, such as multi-use trails on both sides of Regional roads, bike lanes and segregated bikes lanes, outside the current practice may be implemented at any time based on opportunities to discuss, evaluate and incorporate in corridor projects or as demonstration projects.

Demonstration projects are to be implemented in the short term (1 to 5 years) consisting of a pedestrian enhancement project in each area municipality, retrofitting cross-rides on a boulevard multi-use trail along a Regional in Brampton and Mississauga, and bicycle intersection improvements at key intersections in each area municipality.

6.1 Financial Structure for the Region of Peel Active Transportation Plan

Infrastructure needs and improvements account for the majority of the Active Transportation Plan's estimated cost. A majority of the construction of multi-use trails and sidewalks as proposed in the pedestrian and cycling networks has been identified as component costs within planned Regional road widening projects as part of the road construction program. The majority of the construction of paved shoulders along rural Regional roads would be part of the annual resurfacing program. The Cities of Mississauga and Brampton, and Town of Caledon also have programs for pedestrian and cycling infrastructure improvements. As a result, the total estimated investment (excluding the improvements identified in the Region and municipal capital infrastructure construction programs) to implement the proposed pedestrian and cycling networks is about \$52 M over the next 20 years, an annual average expenditure of about \$2.6 M. These proposed improvements will require multiple partners to implement and include Region of Peel, area municipalities, MTO, and other as identified through alternative funding sources.

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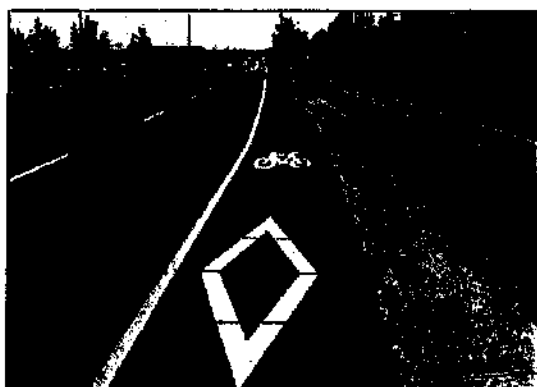
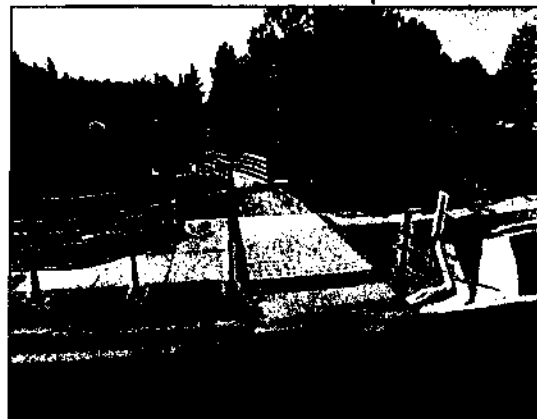
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The proposed Active Transportation Plan network improvements without planned funding include:

- **Long-term sidewalk replacement** (replacement of deteriorating sidewalks in the long-term with boulevard multi-use trails along Regional roads not in the Capital Improvement Plan)—Consider area municipal asset management funds. Partial funding from the Region of Peel is rationalized so that the cycling network that would typically be accommodated on the road but is provided in the boulevard of Regional roads can be completed. Funding can also be potentially leveraged by Provincial and Federal infrastructure funding programs and consider the Gas Tax Fund for these projects.
- **Regional Trail Corridors** (multi-jurisdictional and regional trail projects)—Consider partnering with the area municipalities to complete these regional trails. Consider establishing an annual funding program jointly with the area municipalities and Region of Peel with potential for inclusion in development charges (as currently done in Mississauga for sidewalks along major roads) and leveraged by Provincial and Federal infrastructure funding programs and consider the Gas Tax Fund for these projects.
- **Filling gaps and Critical links** (active transportation facilities that will fill gaps that are less than 1 km long and complete the network), and **intersection improvements**—Consider an annual capital program funded jointly by the area municipalities and Region of Peel with potential for inclusion in development charges (as currently done in Mississauga for sidewalks along major roads) and leveraged by Provincial and Federal infrastructure funding programs.
- **Interchange improvements**—Consider a funding program partnered with the area municipalities and the Ministry of Transportation, Ontario (MTO) in completing these improvements, with potential Gas Tax Funding.
- **Pedestrian enhancements areas**—Developers should be encouraged to include pedestrian enhancements as part of their site plans and subdivisions and be review and approve as part of the development application process. The Region may also consider working in collaboration with the area municipalities in providing pedestrian enhancements areas, and consider the Gas Tax Fund. The local municipalities will be required to maintain these areas. Enhancements focus on streetscape elements, and may include a combination of upgrading accessibility (e.g. curb ramp retrofits with



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detectable warnings); addressing street crossing improvements; widening sidewalks if required; gateways; street furniture such as benches or seating walls, signage, water fountains, trash receptacles, lighting, shade or wind breaks, plantings, public art, etc.

- **Rapid transit or intensification corridors** (sidewalks, boulevard multi-use trails and bikeways in future rapid transit or intensification corridors)—Use transit and developer financing for developments within these corridors, and/or leveraged by Provincial and Federal infrastructure funding programs.
- **Long-term rural improvements** (bike lanes and sidewalks in the rural communities in the Town of Caledon when rural Regional roads are urbanized)—Consider incorporating into future development charge by-laws and Capital and Resurfacing programs, and /or leveraged by Provincial and Federal infrastructure funding programs.

Alternative sources of funding to the tax levy and development charge funds include Provincial and Federal government programs and grants; private investment and donations, user pay such as the Gas Tax Fund, public-private partnerships and joint developments , and tax incremental financing. To assist in reducing taxpayer costs and pressure on development charges, the Region should pursue these and other funding opportunities.

The Region of Peel's current funding for programs is \$150,000 annually. As programs are further defined, the cost for developing, executing, maintaining and monitoring the programs should be included in an annual business plan as part of the overall Transportation Demand Management program.

7 Tools for Implementation

In the next five years, as a result of the network improvements and educational / promotional programs, the Region of Peel is aiming to increase the total trips for active transportation from five percent to seven percent, and double it to ten percent in the longer term. These targets are estimated based on the potential short distance trips by automobile that could otherwise be travelled by walking or bicycling.

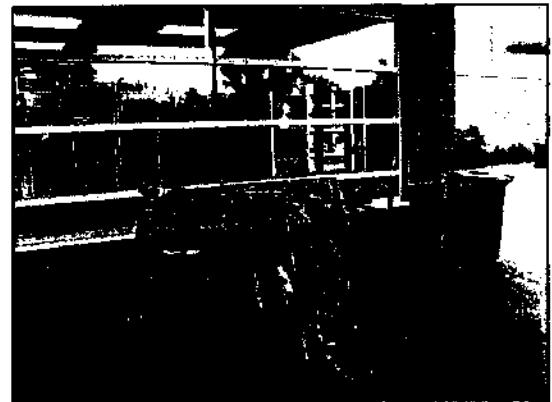
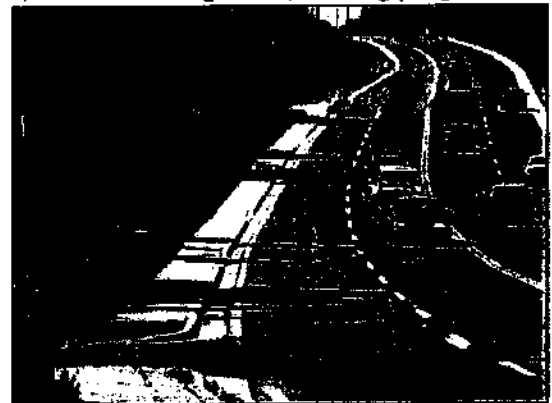
All levels of government spend considerable time and effort to develop policies, to ensure that policies are in the best interests of the public and other stakeholders, and that they are achievable publically, politically, financially and institutionally. All policies require as a minimum budget allocation for staff to administer the policy, and many require additional resources to undertake actions to meet objectives, whether it is collecting data, communicating ideas, running programs, or building and maintaining infrastructure.

It is recommended that the Region of Peel adopt both an institutional and

performance monitoring approach to make progress on the implementation of the Active Transportation Plan. Such processes should align with Regional and Departmental processes. In addition, they should consider incorporating metrics that assess the progress towards increasing the share of trips made by active transportation.

The **institutional structure** recommended models itself on internal resources with explicit responsibilities for the plan, coupled with internal and external co-ordinating bodies:

- Allocate Region of Peel staff to oversee the implementation of the education and promotional programming and oversee the implementation of the network. There is already an Active Transportation Coordinator in the Transportation Planning section of the Public Works Department and staff in Peel Public Health's Chronic Disease and Injury Prevention division assigned. A new staff position is recommended within Public Works Department to oversee the implementation of the active transportation network and related improvements. This person will be required to introduce new approaches into the current practices of Public Works staff responsible for capital and operational projects on Regional roads. The Region of Peel should undertake a



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review of staff time commitment and make adjustments as required to support the management and coordination of expanded active transportation planning and programming.

- Continue the Active Transportation Leadership Working Group comprised of staff from Region of Peel Public Works and Public Health Departments in partnership with the area municipalities. This team can review, recommend and evaluate policy development, and behaviour shift programming and network implementation.
- In order to build interest and support for the plan, it is recommended that the Active Transportation Co-ordinators play a communication role with civic societies in Peel region.

There are several options available to the Region of Peel in terms of implementing a performance monitoring process:

- Integrate the Active Transportation Plan performance monitoring into the performance monitoring of the Region's Long Range Transportation Plan. In this way it is strategically placed within a larger data gathering, analysis and evaluation framework and can be compared to performance of other modes.
- Develop a mini performance monitoring "report card" with checklists associated with the Active Transportation Plan goals and objectives, and remarks on the progress being made towards those goals. This is a process that can be undertaken by the Active Transportation Co-ordinators, and reported to the Active Transportation Leadership Working Group and civil societies for review and confirmation before being reported to Council.

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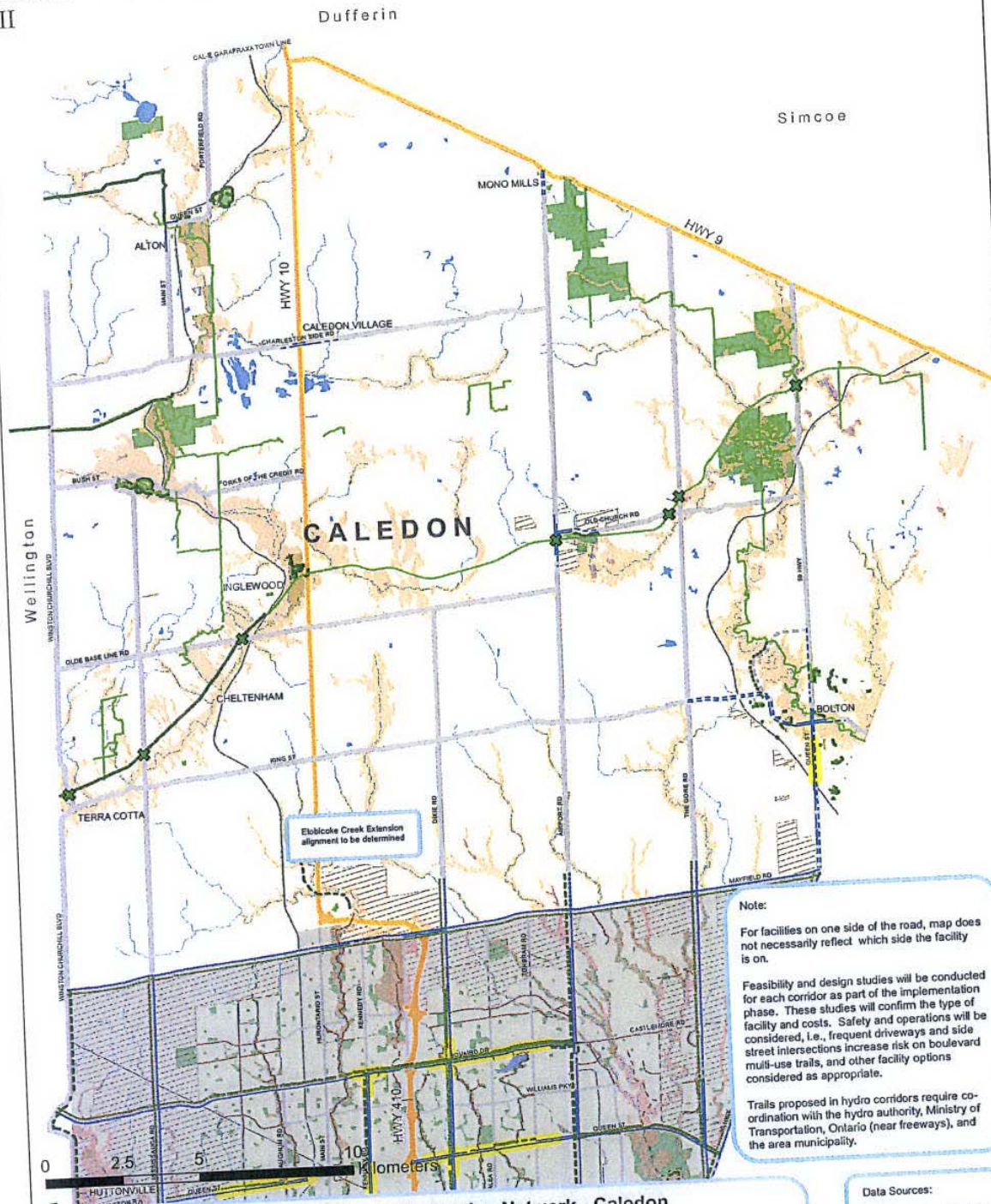
8 Conclusion

During the presentation to agency, area municipal and MTO staff of the draft Active Transportation Plan on June 21, 2011, Ms. Gayle Bursey, Director, Chronic Disease and Injury Prevention, Peel Public Health had three key messages:

*Collectively, the Region of Peel and area municipalities are making great strides to meet **healthy community** and **sustainability goals**.*

1. *Call to action to slow the rate of increase in chronic diseases:* Obesity and diabetes rates are on the rise in Peel; people are aware of the benefits of physical activity; it is the environment in which we live that present barriers to active living; and there is a need to focus on building an active transportation network that supports utilitarian uses for physical activity, getting people to where they need to go, not just a network for recreation.
2. *We will be held accountable as civil servants and need to keep our eye on the ball:* Small, "one-off" changes will not make the difference needed; there is a need to focus on larger, co-ordinated efforts to make a significant impact.
3. *The time has come:* There is public interest reflected in the media for building sustainable and healthy communities.

The Region of Peel Active Transportation Plan will make all Regional roads accessible, walkable and bicycle-friendly for everyone: residents and visitors of Peel communities, and priority populations from youth to seniors, and for people with disabilities.



Note:
 For facilities on one side of the road, map does not necessarily reflect which side the facility is on.
 Feasibility and design studies will be conducted for each corridor as part of the implementation phase. These studies will confirm the type of facility and costs. Safety and operations will be considered, i.e., frequent driveways and side street intersections increase risk on boulevard multi-use trails, and other facility options considered as appropriate.
 Trails proposed in hydro corridors require co-ordination with the hydro authority, Ministry of Transportation, Ontario (near freeways), and the area municipality.

Data Sources:
 Road Network - Navteq
 Parks, Waterways, Rail Corridor - Region of Peel
 Municipal Plan - Town of Caledon, City of Brampton

Date: 12/21/2011

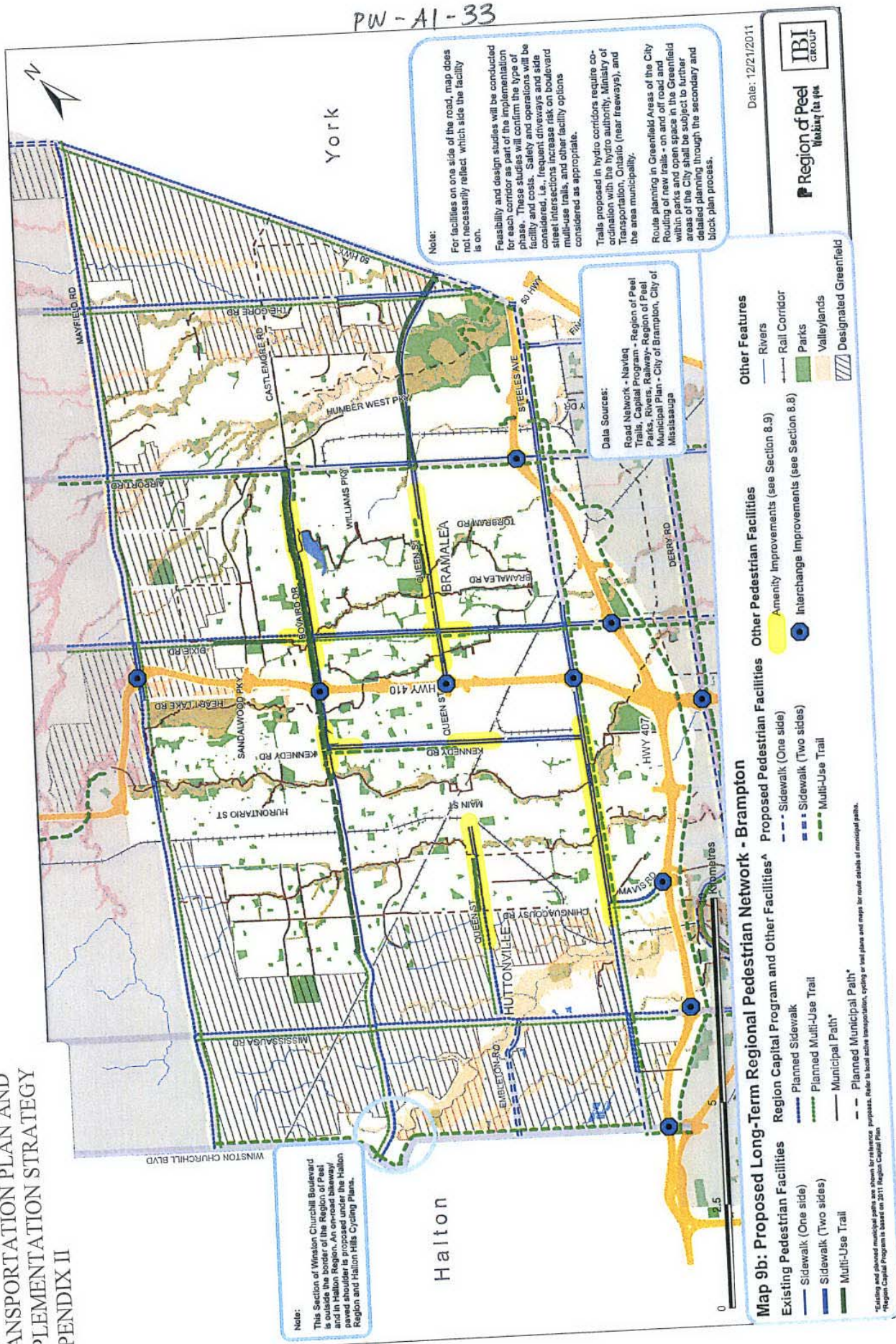
Map 9a: Proposed Long-Term Regional Pedestrian Network - Caledon

- | | | |
|---|--|---|
| Existing Pedestrian Facilities
— Sidewalk (One side)
— Sidewalk (Two sides)
— Multi-Use Trail
— Hiking Trail
Region Capital Program and Other Facilities*
— Planned Multi-Use Trail
— Planned Sidewalk
— Municipal Path*
— Planned Municipal Path* | Proposed Pedestrian Facilities
- - - Sidewalk (One side)
= = = Sidewalk (Two sides)
- - - Multi-Use Trail
Other Pedestrian Facilities
— Amenities Improvements (see Section 8.9)
+ Trail Crossings (see Section 8.6) | Other Features
— Rivers
— Rail Corridor
— Parks
— Valleylands
— Designated Greenfield |
|---|--|---|

*Existing and planned municipal paths are shown for reference purposes. Refer to local active transportation, cycling or trail plans and maps for route details of municipal paths.
 *Region Capital Program is based on 2011 Region Capital Plan

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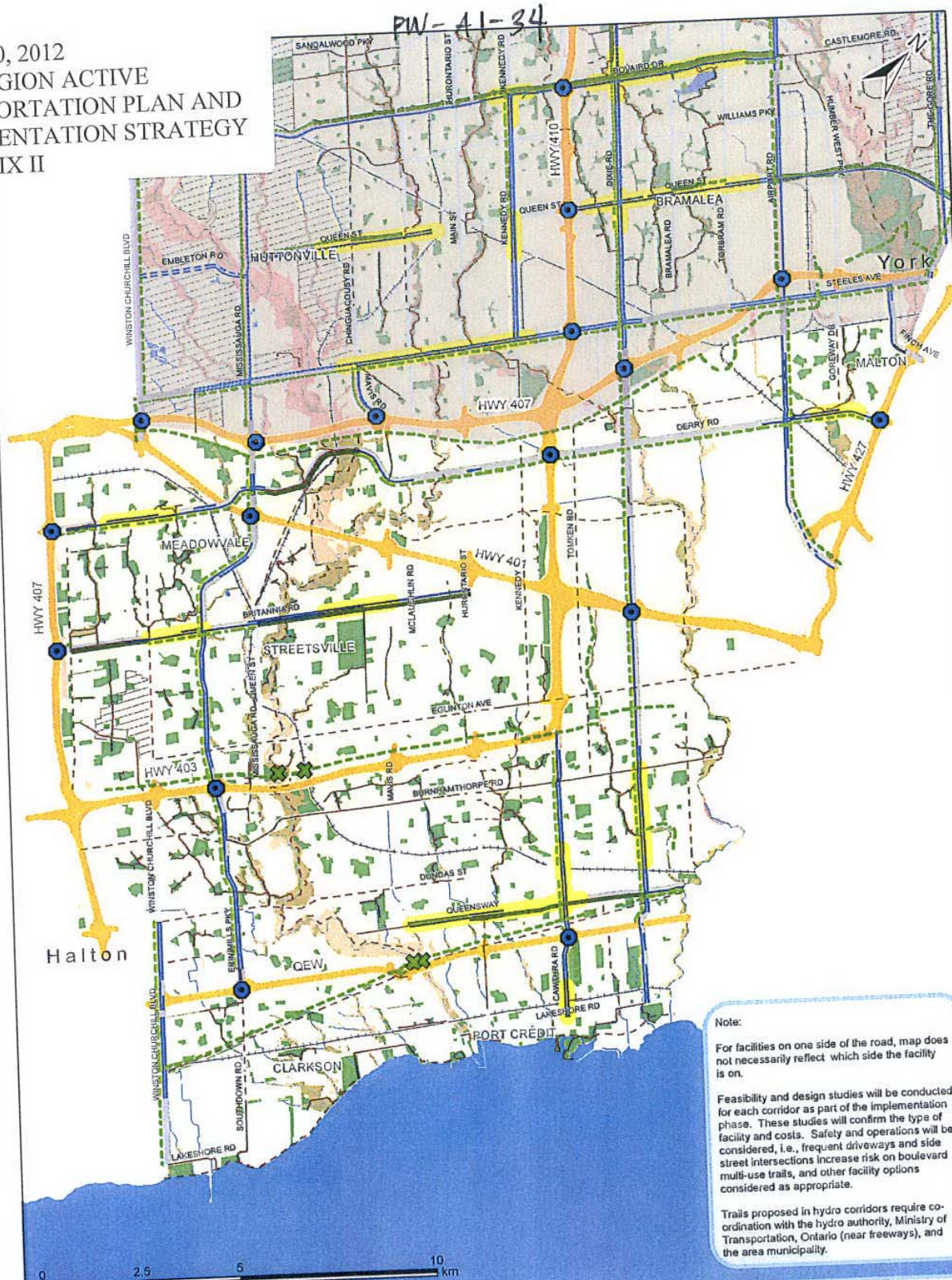
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*Existing and planned municipal paths are shown for reference purposes. Refer to local active transportation, cycling or trail plans and maps for more details of municipal paths.

*Region Capital Program is based on 2011 Region Capital Plan

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Map 9c: Proposed Long-Term Regional Pedestrian Network - Mississauga

Existing Pedestrian Facilities

- Sidewalk (One side)
- Sidewalk (Two sides)
- Multi-Use Trail

Region Capital Program and Other Facilities*

- Planned Sidewalk
- Planned Multi-Use Trail
- Municipal Path*
- Planned Municipal Path*

Proposed Pedestrian Facilities

- Sidewalk (One side)
- Sidewalk (Two sides)
- Multi-Use Trail

Other Pedestrian Facilities

- Amenity Improvements (see Section 8.9)
- Interchange Improvements (see Section 8.8)
- Trail Crossings (see Section 8.6)

Other Features

- Rivers
- Rail Corridor
- Parks
- Valleylands
- Designated Greenfield Area

Data Sources:

Road Network - Navteq
Trails, Capital Program, Parks,
Rivers, Rail - Region of Peel
Municipal Plan - City of Brampton,
City of Mississauga

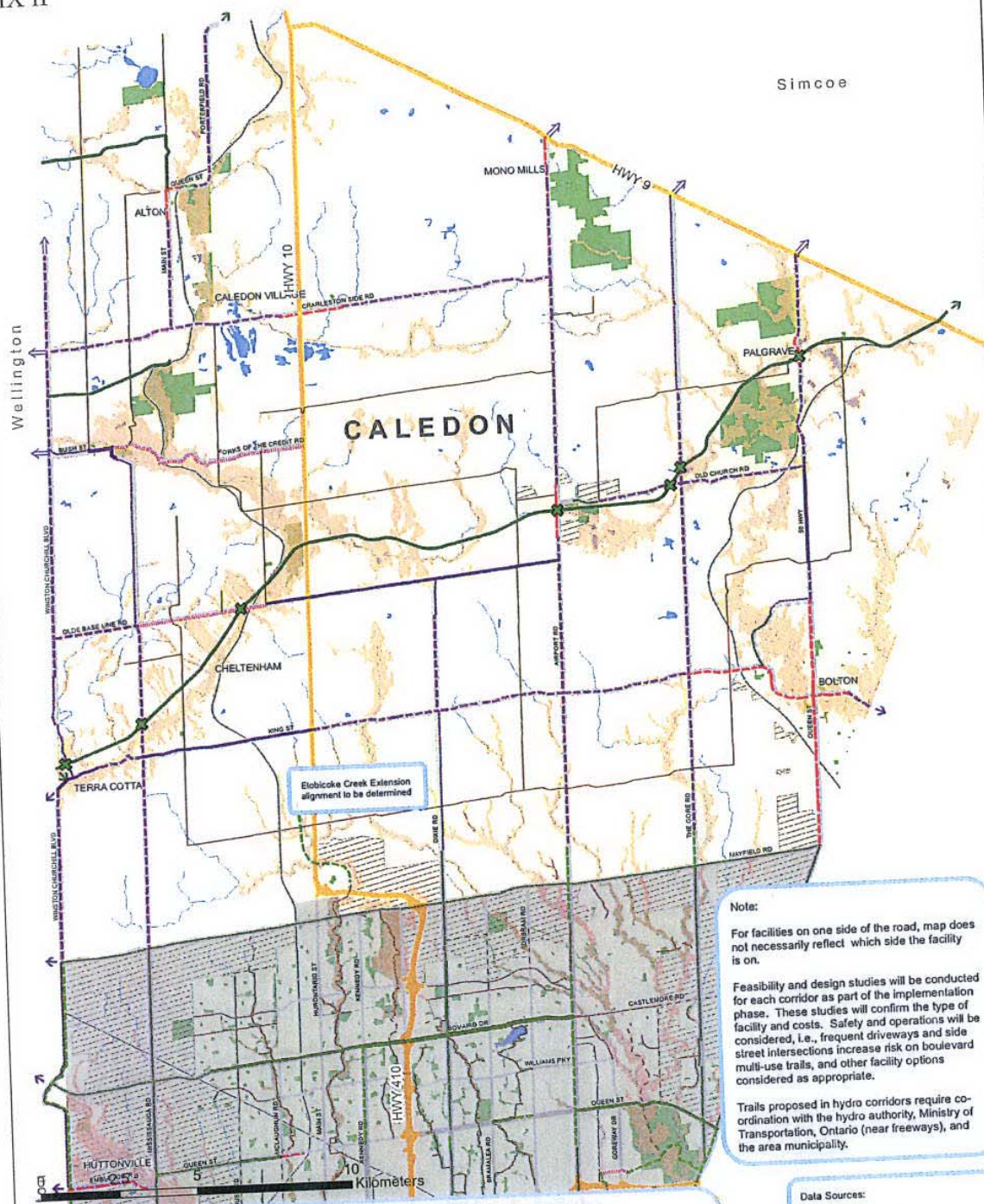
Date: 12/21/2011

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Refer to local active transportation, cycling or trail plans and maps for route details of municipal paths.

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Note:

For facilities on one side of the road, map does not necessarily reflect which side the facility is on.

Feasibility and design studies will be conducted for each corridor as part of the implementation phase. These studies will confirm the type of facility and costs. Safety and operations will be considered, i.e., frequent driveways and side street intersections increase risk on boulevard multi-use trails, and other facility options considered as appropriate.

Trails proposed in hydro corridors require co-ordination with the hydro authority, Ministry of Transportation, Ontario (near freeways), and the area municipality.

Data Sources:

Road Network - Navteq
Trails, Capital Program - Region of Peel
Parks, Rivers, Railway - Region of Peel
Municipal Plan - City of Brampton, City of Mississauga

Date: 12/21/2011

Map 10a: Proposed Long-Term Regional Cycling Network - Caledon

Existing Cycling Facilities

— Paved Shoulder

— Multi-Use Trail

Region Capital Program and Other Facilities*

— Planned Paved Shoulder

— Planned Multi-Use Trail

— Municipal Path*

— Planned Municipal Path*

Proposed Cycling Facilities

— Bike Lanes

— Paved shoulder

— Multi-Use Trail

— Signed/Marked Share Lanes

Other Cycling Features

— Trail Crossings (see Section 8.6)

Adjacent AT Networks

— Multi-use trail

— Paved shoulder

— Proposed Connection

Other Features

— Rivers

— Rail Corridor

— Parks

— Valleylands

— Designated Greenfield

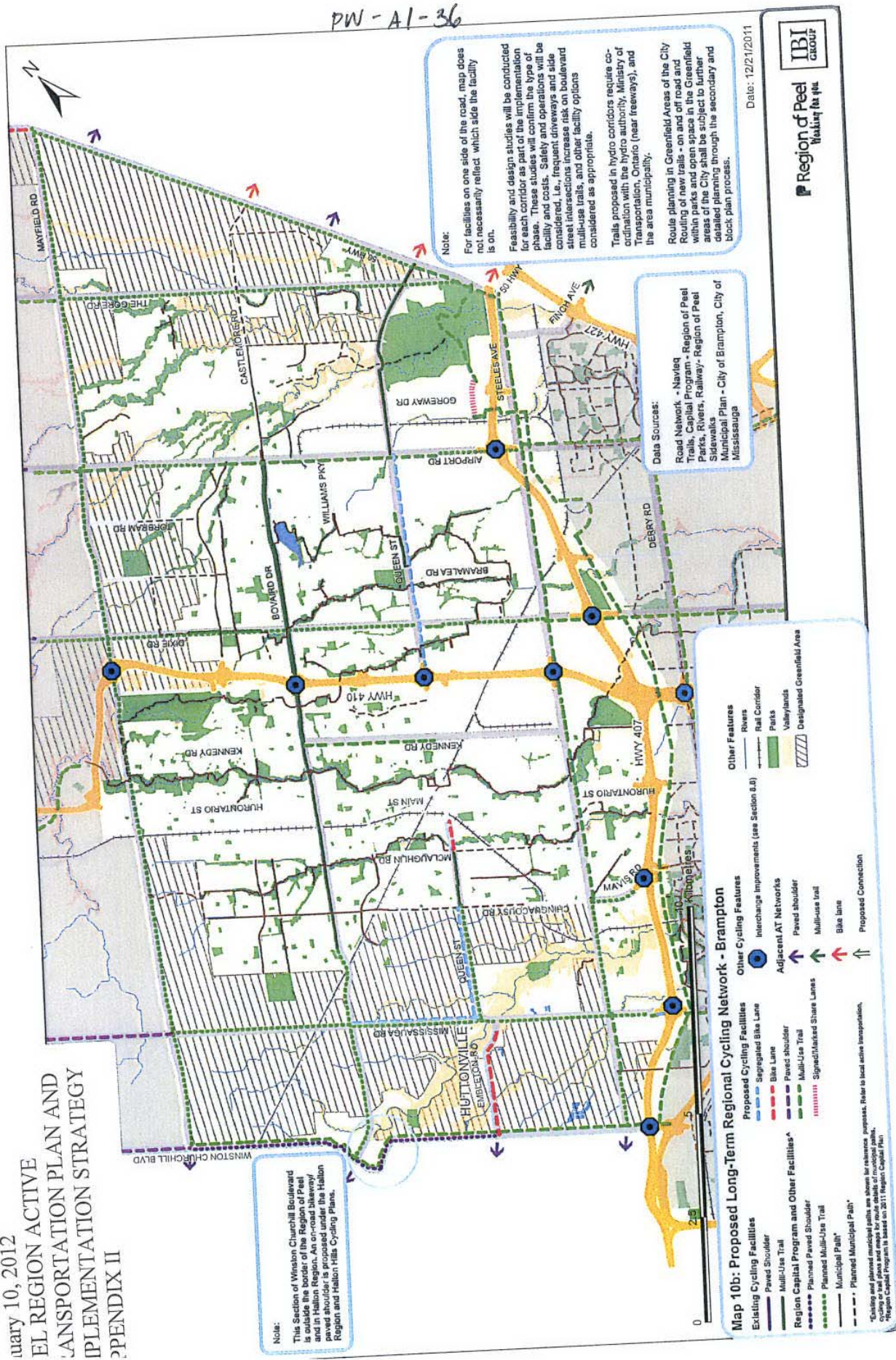
*Existing and planned municipal paths are shown for reference purposes. Refer to local active transportation, cycling or trail plans and maps for route details of municipal paths.
*Region Capital Program is based on 2011 Region Capital Plan

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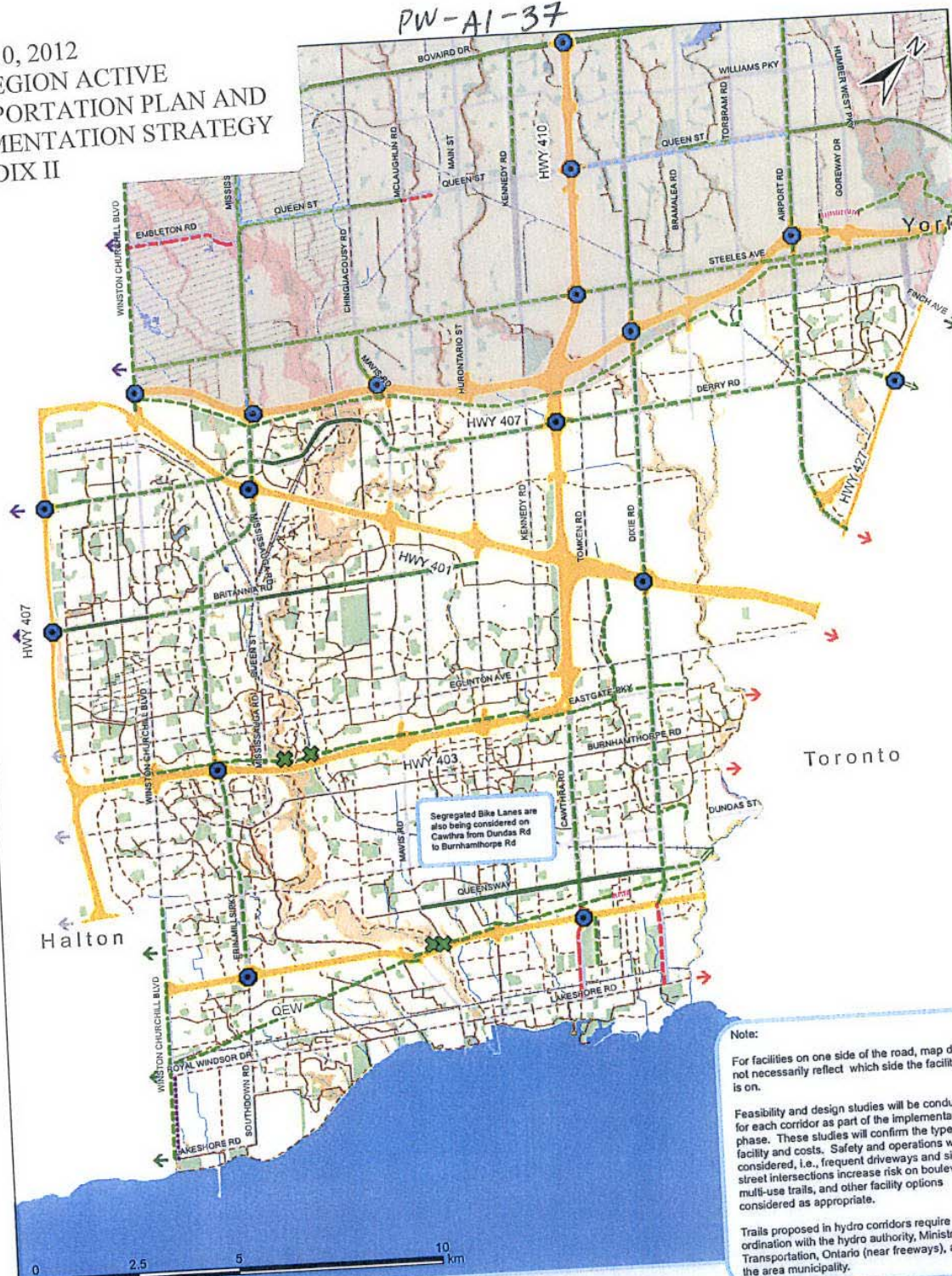
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 GUELPH REGION ACTIVE
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Note:

For facilities on one side of the road, map does not necessarily reflect which side the facility is on.

Feasibility and design studies will be conducted for each corridor as part of the implementation phase. These studies will confirm the type of facility and costs. Safety and operations will be considered, i.e., frequent driveways and side street intersections increase risk on boulevard multi-use trails, and other facility options considered as appropriate.

Trails proposed in hydro corridors require co-ordination with the hydro authority, Ministry of Transportation, Ontario (near freeways), and the area municipality.

Map 10c: Proposed Regional Cycling Network - Mississauga

Existing Cycling Facilities

— Multi-Use Trail

Region Capital Program and Other Facilities*

--- Planned Multi-Use Trail

--- Planned Paved Shoulder

--- Municipal Path*

--- Planned Municipal Path*

Proposed Cycling Facilities

--- Segregated Bicycle Lane

--- Paved shoulder

--- Bicycle Lane

--- Multi-Use Trail

--- Signed/Marked Share Lanes

Other Cycling Features

● Interchange Improvements (see Section 8.8)

✚ Trail Crossing Improvement (see Section 8.6)

Adjacent AT Networks

↑ Bike lane

↑ Paved shoulder

↑ Multi-use trail

↑ Unspecified on-road

↑ Proposed connection

Other Features

— Rivers

--- Rail Corridor

■ Parks

■ Valleylands

■ Designated Greenfield

*Existing and planned municipal paths are shown for reference purposes. Refer to local active transportation, cycling or trail plans and maps for route details of municipal paths.

*Region Capital Program is based on 2011 Region Capital Plan

Data Sources:

Road Network - Navteq
Trails, Capital Program - Region of Peel
Parks, Rivers, Railway - Region of Peel
Sidewalks, Municipal Plan - City of
Brampton, City of Mississauga

Date: 12/21/2011

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Proposed Active Transportation Network Phasing Strategy

The recommended active transportation network for Region of Peel can be categorized and phased as follows:

- **Capital Improvement Program:** Sidewalks, boulevard multi-use trails and paved shoulders planned as part of Regional road projects in the 20-year Capital Improvement Program and resurfacing program. Phasing of these facilities is tied to the phasing of these programs.
- **Rapid transit or intensification corridors:** Sidewalks, boulevard multi-use trails and bikeways (including segregated bike lanes) in future rapid transit or intensification corridors that will undergo change to accommodate higher-order transit and development intensification. Phasing of these facilities will be tied to corridor improvements for transit and will be in the medium to long term.
- **Long-term rural improvements:** Bike lanes, and one section of paved shoulder and multi-use trail in the rural communities in the Town of Caledon will be implemented beyond the 20-year capital planning horizon, i.e. in the long-term.
- **Long-term sidewalk replacement:** Replacement of deteriorating sidewalks in the long-term with boulevard multi-use trails along Regional roads not in Capital Improvement Plan will be implemented beyond the 20-year capital planning horizon, i.e. in the long term.
- **Filling gaps and critical links:** Other active transportation facilities that will fill gaps and complete the network, not part of the above programs, are assumed to be implemented in the short and medium terms, where possible and feasible.
- **Regional trails:** Regional trail projects will be implemented according to the timing of area municipal plans.

Improvements such as pedestrian countdown signals, high visibility crosswalks, 'crossrides', bicycle detection, pedestrian enhancements, etc. are assumed to be part of the above projects. Interchange improvements will be a separate program partnered with the area municipalities and Ministry of Transportation, Ontario to be defined through this partnership.

New design strategies, such as multi-use trails on both sides of Regional roads, bike lanes and segregated bikes lanes, outside the current practice may be implemented at any time based on opportunities to discuss, evaluate and incorporate in corridor projects or as demonstration projects. They are placed in the long-term implementation phase. However, it should be recognized that as active transportation policies are implemented that build knowledge and shift current philosophies and practices, such projects may be implemented in a nearer term.

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The length of the various types of facilities proposed in the active transportation network by phase is presented below by municipality.

Proposed Active Transportation Facilities (Km) by Phase

	Phase 1 (1-5 years)	Phase 2 (6 to 20 years)	Phase 3 (beyond 20 years)	Total
Caledon				
Sidewalk (linear km)	3	23	1	27
Multi-Use Trail (linear km)	5	4	2	11
Paved Shoulder (centreline km)	34	90	14	138
Bike Lane (centreline km)			19	19
Shared Use Signs/Markings (centreline km)	12			12
Pedestrian Enhancements (centreline km)	1			1
Total Length/AT Facilities	55	117	36	208
Trail Crossings to Improve (no.)	3	4		7

	Phase 1 (1-5 years)	Phase 2 (6 to 20 years)	Phase 3 (beyond 20 years)	Total
Brampton				
Sidewalk (linear km)	24	51	5	80
Multi-Use Trail (linear km)	28	94	25	147
Bike Lane (centreline km)			4	4
Segregated Bike Lane (centreline km)			12	12
Pedestrian Enhancements (centreline km)	9	12		21
Total Length/AT Facilities	61	157	46	264
Interchange Improvements (no.)		5	4	9

	Phase 1 (1-5 years)	Phase 2 (6 to 20 years)	Phase 3 (beyond 20 years)	Total
Mississauga				
Sidewalk (linear km)	15	6	6	27
Multi-Use Trail (linear km)	44	38	25	107
Bike Lane (centreline km)		5		5
Pedestrian Enhancements (centreline km)	6	8		14
Total Length/AT Facilities	65	49	31	145
Trail Crossing (no.)	1	3		4
Interchange Improvements (no.)		5	4	9

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Proposed Active Transportation Infrastructure 20 Year Investment Estimates			
	Phase 1 (Year 1-5) Cost (\$ millions)	Phase 2 (Year 6-20) Cost (\$ millions)	20 Year Total (Phase 1 & 2) Cost (\$ millions)
Planned Funding ¹	21.1	52.7	73.8
Developer funding ²		1.4	1.4
Additional Active Transportation Projects:			
ITEM	Phase 1 (Year 1-5) Cost (\$ millions)	Phase 2 (Year 6-20) Cost (\$ millions)	20 Year Total (Phase 1 & 2) Cost (\$ millions)
Boulevard MUT/Bike Lanes/Sidewalks/signed routes/Water main (off road) trails (Region ROW)	0.3	6.0	6.3
Trail crossings-in Caledon (on Regional roads)	0.4	0.6	1.0
Trail crossings - in Mississauga	5.0	15.0	20.0
Pedestrian Amenities	1.6	1.9	3.5
Regional Trail corridors (off road trails)	6.2	12.6	18.8
MTO interchange improvements	0.0	2.5	2.5
Total Additional Funds Required ³	13.5	38.6	52.1 or 2.6 annually
Peel ROW ⁴	0.7	6.6	7.3
Estimated Peel Share in Partnership Projects ⁵	7.2	15.5	22.7
Estimated local municipal share in Partnership Projects ⁶	5.6	13.6	19.2
Estimated MTO Share in Partnership Projects ⁷	0.0	2.9	2.9
Estimated Additional Funds Required for Peel	7.9	22.1	30.0 or 1.5 annually

Notes:

1- Based on Region 2011 Capital Forecast, includes Region's Capital and resurfacing programs estimates (% of total planned funded by Region is 58% for phase 1&2), City of Brampton 2011 Capital Forecast (% of total planned funded by Brampton for phase 1 & 2 is 25%), Mississauga DC for missing sidewalks (% of total planned funded by Mississauga is 6% for phase 1 and 2), and Caledon DC for sidewalks and trails (% of total planned funded by Caledon is 10% for phase 1 & 2); does not include Mississauga's annual cycling capital budget funding

2 - Etobicoke Creek extension north of Mayfield Road as identified in Caledon DC (alignment to be determined) will be funded by developer

3- Multiple partners required to implement: Region of Peel, area municipalities, MTO, and/or others to be identified

4 - investment in capital cost for active transportation facilities that need to fill gaps and complete the network (e.g. Boulevard MUT, Bike lanes, sidewalks, signed routes, water main (off road trails)

5 -Based on 50% for regional trail corridors, 50% for trail crossings in Mississauga (1/3 for the trail crossings at QEW/Credit River),

25% for freeway interchange improvements, and investment for pedestrian enhancement areas

6 - partnership arrangement for each individual project will be determined on a project by project basis and implementation will be dependent on receiving municipal approval

7 - will need to work with MTO; MTO is currently studying integrating vulnerable users at interchanges within the Greater Golden Horseshoe Area and Niagara Region

Additional Notes:

The above cost estimates are at a network level and it will be refined based on detailed design and specific projects will be presented in future capital budgets for Regional Council approval

Assumptions in estimated unit cost of Construction for active transportation infrastructure is on Exhibit 4 in the AT Plan implementation strategy

The phase 3 longer term strategy projects (2031+) are not included in the 20 year plan, an additional of \$25.6M (with Peel's share to be \$24.1M) will be required for Phase 3.

Therefore, the estimated additional investment to implement the overall proposed long term active transportation network is \$78 million

For phase 1 and 2, an estimate of \$74M (\$75M include the developer fund of \$1.4M) of the recommended facilities (approximately 60% of total estimated cost of implementation) have planned funding.

For phase 1 and 2, an estimate of additional \$52M is required to completed the proposed AT network (approximately 40% of total estimated cost of implementation).