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**For Information**

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**REPORT TITLE: Sustainable Transportation Strategy – Implementation Update**

**FROM: Kealy Dedman, Commissioner of Public Works**

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**OBJECTIVE**

To provide an update on the implementation of the Sustainable Transportation Strategy, including active transportation infrastructure and programs.

**REPORT HIGHLIGHTS**

- The key goal of the Sustainable Transportation Strategy is to achieve a 50 per cent sustainable mode share by 2041.
  - Actions identified in the strategy focus on active transportation infrastructure and programs to increase the number of walking and cycling trips in Peel, increase transit ridership, and to encourage carpooling and remote work.
  - In 2022, 11.2 kilometers of active transportation infrastructure was implemented, with an additional 18.3 kilometers projected for completion by the end of 2023.
  - In addition, the Region of Peel facilitated the acquisition of 51 km of the former Orangeville Brampton Railway for the local municipalities, which will be used as a recreational trail.
  - Hybrid and work-from-home rates are close to triple of those reported in 2016; use of active transportation infrastructure remains high and transit ridership is approaching pre-pandemic levels.
  - Based on the most recent available data, the Region is on track to achieve its 50 per cent sustainable modal share as outlined in the Sustainable Transportation Strategy, endorsed by Regional Council in 2018.
  - Regional staff have commenced the Transportation Master Plan update, which will reconfirm transportation infrastructure needs to 2041 and evaluate needs to 2051.
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**DISCUSSION**

**1. Background**

In February 2018, Regional Council endorsed the Sustainable Transportation Strategy (“STS”), a component of the Long Range Transportation Plan, which established a target of 50 per cent sustainable transportation modal share by 2041.

Both studies recognize that multiple strategies, in combination with widening of roads, will be necessary to adequately support future growth. The STS identifies a number of strategies aimed at both facilitating the use of sustainable transportation modes (walking, cycling, and transit) and reducing the number of vehicle trips.

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### **2. Implementation of the Strategy**

Implementation of the STS is on track to meet the 50 per cent mode share target by 2041. Progress highlights include:

#### **a) Active Transportation Infrastructure**

Expansion of the active transportation network continues to be integrated with the Roads, Water, and Wastewater planned capital programs to minimize community disruption, make the best use of taxpayer dollars through economies of scale and to minimize re-work costs.

In 2022, 11.2 kilometers of active transportation infrastructure was completed including crossrides, multi-use pathways, paved shoulders, and sidewalks. An additional 18.3 kilometers of active transportation infrastructure is projected to be built by the end of 2023. Additional details can be found in Appendix I.

In total, 111.3 kilometers of active transportation infrastructure is planned for implementation between 2022 and 2030 through programmed capital projects currently in the planning and design phase.

#### **b) Active Transportation Programs**

The Region of Peel leads and/or supports several active transportation programs to support the use of sustainable modes, including Bike Month, Community Cycling Programs, Peel Safe and Active Routes to School and Bike the Creek. Program details are available in Appendix II.

The Region, in partnership with Caledon OPP and Peel Regional Police, also uses education and outreach programs to increase road safety awareness and encourage all road users to make safer choices. Some strategies include the use of social media campaigns, committee participation, and virtual road safety events.

Regional staff continue to monitor the Region's bicycle and pedestrian count to further measure and monitor active transportation activity using permanent automated and manual counters. The latest pedestrian and cycling data from 2022 demonstrates growth in demand along the Region's active transportation corridors following completion of active transportation infrastructure projects. On average, in the locations counted, an increase of over 60 per cent was observed as compared to counts taken prior to works being initiated.

#### **c) Collaboration and Coordination**

Collaboration with stakeholders is key to advancing sustainable transportation infrastructure projects and initiatives through the Region. While there are many stakeholders and collaboration forums, these represent some of the most impactful to date:

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### i) Local and Public

During the planning and implementation process for active transportation infrastructure, local staff are consulted and works are coordinated and prioritized.

A coordinated map of the Regional and local trail networks can be found at: <https://walk-and-roll-peel-regionofpeel.hub.arcgis.com/pages/peel-trails-map>.

In addition, Regional staff attend local cycling committee meetings to better understand citizen feedback related to the active transportation network, provide updates on planned projects and respond to inquiries and questions.

The use of micro-mobility devices is an emerging trend in Ontario. The City of Mississauga and the City of Brampton have opted to participate in the Provincial e-scooter pilot program. As directed by Council (Resolution 2021-402), and as the e-scooter Pilot Programs taking place in Mississauga and Brampton mature and more data becomes available, further discussions at the Vision Zero Task Force will help inform future public education efforts.

### ii) Inter-Agency

In July 2022, the Region facilitated the acquisition of 51 kilometres of the former Orangeville-Brampton Railway for local municipalities in Peel by utilizing \$5.8 million of Greenlands Securement Funding. The lands have been largely transferred to the local municipalities, who will manage the design, construction and maintenance of the future trail. The trail provides a strategic north-south connection of the Trans-Canada trail network, achieves a large portion of the Credit Valley Trail envisioned by the Credit Valley Conservation Authority, and will provide Peel residents with a valuable new amenity.

### iii) Provincial

In addition to coordinating with the local municipal transit agencies on conventional transit improvements along Regional roads, Regional staff are also currently working with Metrolinx and local municipal staff to study and advance higher order transit projects in Peel which are at varying stages of the planning, design, and delivery process. These include Dundas Street Bus Rapid Transit, Eglinton Crosstown West Light Rail Transit Extension, Hurontario Light Rail Transit, and Queen Street Bus Rapid Transit.

Regional staff also continue to work with local municipal staff and the Province to advocate for the advancement of key inter and intra-regional transit projects such as two-way all-day 15-min service on the Milton GO Rail Line; two-way all-day 15-min service on the Kitchener GO Rail Line from Union station to Bramalea GO Station and beyond to Mount Pleasant GO Station; and GO Rail Service to Bolton.

## 3. Monitoring Modal Shift

The 2021 *COVID-19 influenced Households' Interrupted Travel Schedules* (COVHITS) survey indicates that hybrid and work from home rates are close to triple of those reported in

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2016, and the use of active transportation infrastructure remains high. Notably, transit ridership remains low based on the 2021 survey, but appears to be trending upwards towards pre-pandemic levels based on the most recent ridership data.

Despite a moderate reduction in the use of transit during the pandemic, available data indicates that the Region of Peel is on track to achieve its 50 per cent sustainable modal share goal by 2041. The decrease in transit is offset by a dramatic increase in working from home (12 per cent to 33 per cent). Nevertheless, it should be noted that there are some limitations to data collected through COVHITS surveys, including the use of smaller sample sizes and questions specific to travel during the pandemic. The 2023 Transportation Tomorrow Survey (TTS) is currently underway and will provide more accurate and current information.

**Figure 1 – Modal Share – Peel Region 2011-2021**

Mode Share in AM Peak Period	2011 TTS	2016 TTS	2021 STS Target	2021 COVHITS
<b>Driving</b>	<b>62.5%</b>	<b>55%</b>	<b>59.1%</b>	<b>59%</b>
Walking + Cycling	7.1%	11%	8.1%	17%
Transit	10.8%	20%	12.3%	6%
Carpool (Car Passenger)	15.2%	11%	15.9%	12%
Other (School Bus, Motorcycle, Taxi)	4.3%	3%	4.7%	6%
<b>Sustainable Modes</b>	<b>37.4%</b>	<b>45.0%</b>	<b>41.0%</b>	<b>41.0%</b>

### 4. Next Steps

Regional staff have initiated the 2051 Transportation Master Plan (2051 TMP), which will advance in parallel with the Water and Wastewater Master Plan, to identify infrastructure needs to support future growth. The 2051 TMP will focus on a multi-modal approach to accommodate growth which includes revisiting the sustainable transportation mode share targets to better reflect post-pandemic work and travel habits and the establishment of a multi-modal level of service framework to help identify corridors where sustainable transportation should be favored in design. The 2051 TMP will also take into account the most recent directions related to Bill 23 and the local municipal housing pledges.

The Region of Peel was successful in an application for funding from Infrastructure Canada through the National Active Transportation Fund. This fund was created to invest in planning and capital projects that advance active transportation infrastructure across Canada. The Region received a grant of \$50,000, which will be allocated towards defining priority active transportation and transit networks in Peel as part of the 2051 TMP update.

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### **FINANCIAL IMPLICATIONS**

There are no financial implications as a result of this report.

Implementation of the Sustainable Transportation Strategy is funded through the Region's annual budget with infrastructure programmed as part of the capital plan and programs/education funded through the Region's operating program.

### **CONCLUSION**

Staff will continue to implement infrastructure improvements and programs recommended in the Sustainable Transportation Strategy to reach a target of 50 per cent sustainable mode share by 2041. Sustainable transportation options help create a Community for Life by providing a safe, accessible, and convenient transportation network for Peel residents.

### **APPENDICES**

Appendix I - 2022 and 2023 Active Transportation Infrastructure Projects

Appendix II - 2022 Active Transportation Programs

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Kealy Dedman, Commissioner of Public Works

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