

## Transportation



### Transportation Planning

#### Why is Transportation Planning important?

The Region of Peel recognizes the important role transportation plays in the daily lives of Peel residents and businesses. Transportation policies will focus on balancing the needs of all road users through road improvements, sustainable transportation infrastructure, and support for major provincial infrastructure to establish an interconnected network. The Region of Peel has adopted a 50 percent sustainable mode share target that offers viable travel options to pedestrians, cyclists, transit-users, and motorists to help improve travel times and ease of movement for people and goods through the Region.

The policies and mapping proposed in the next slides as part of the Transportation Planning Focus Area policy review will:

- Focus on moving people by sustainable modes, other than single-occupant automobiles, such as walking, cycling, transit, and carpooling;
- Support *active transportation* connectivity to designated nodes such as transit terminals, urban growth centres, GO Stations, *Major Transit Station Areas*, and *mobility hubs*;
- Take a complete streets approach through roadway design, reconstruction, or refurbishment to ensure the needs of all road users are considered when planning for and implementing a *sustainable transportation network*;
- Increase the efficiency of the goods movement network;
- Minimize the environmental and health impacts of transportation, and reducing exposure to transportation-related pollution;
- Plan for and implementing improvements to transportation *services* to meet the accessibility needs of all users

## Transportation

### Challenges and Opportunities

With the growth that is projected for the Region of Peel, leaving current travel behaviours unaddressed will have significant impacts on the transportation network, resulting in unsustainable travel times, and environmental and health impacts. The challenges attributed to this growth include:

- Focusing on providing a transportation network that balances the needs of all road users

The 50% sustainable mode share is a mechanism endorsed Region-wide to shift travel behaviour by drawing emphasis away from single-occupant vehicles and towards sustainable modes.

- Shifting towards moving people by sustainable modes, other than single-occupant vehicles such as, carpooling, transit, cycling, and walking

*Image: Long Range Transportation Plan, 2019*

## Transportation

### Policy Drivers

Provincial Drivers



Transportation

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Image: Long Range Transportation Plan, 2019

Transportation

**Policy Drivers**

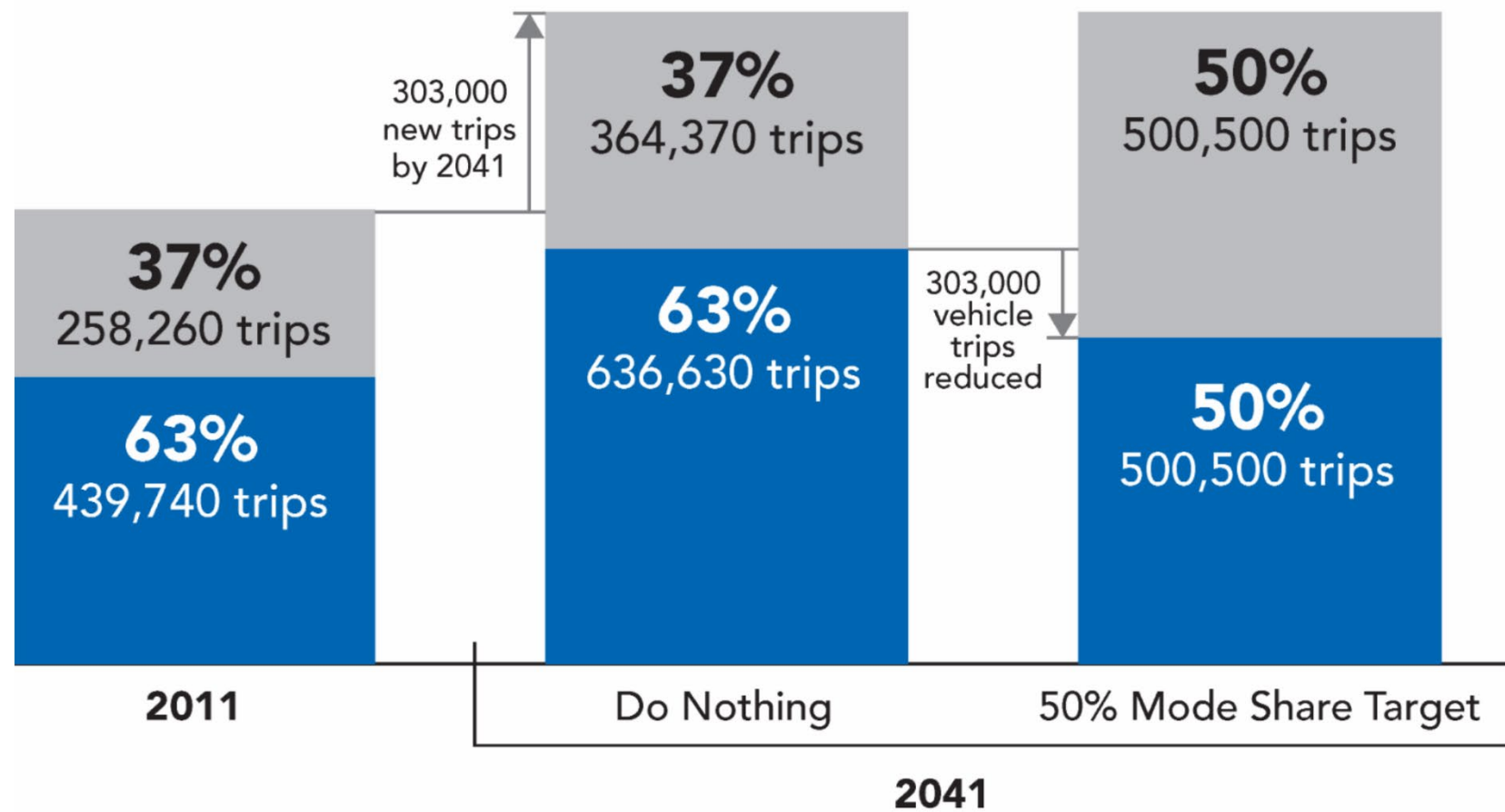
Provincial Drivers

- [Planning Act, 1990](#)
- [Provincial Policy Statement, 2020](#)
- [A Place to Grow, Growth Plan, 2019](#)

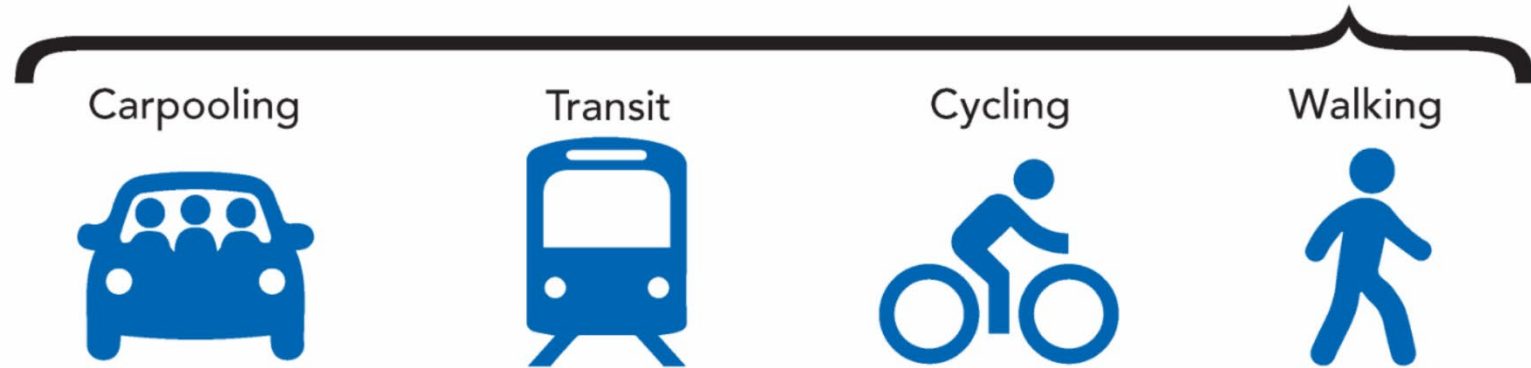
Regional Drivers

Various Provincial Policy and Regional Plans provide direction on managing growth, sustainable transportation programming, infrastructure investment, the efficient

**A.M. Peak Travel Demand, 2041 Horizon**



■ Driving      ■ Sustainable Mode



## Transportation

### Transportation

#### Policy Drivers

##### Provincial Drivers

- [Planning Act, 1990](#)
- [Provincial Policy Statement, 2020](#)
- [A Place to Grow, Growth Plan, 2019](#)

##### Regional Drivers

Various Provincial Policy and Regional Plans provide direction on managing growth, sustainable transportation programming, infrastructure investment, the efficient movement of goods and people, and improving safety. The following is a list of drivers that have informed transportation policy updates to date:

- [Let's Move Peel – Long Range Transportation Plan 2019](#)
- [Vision Zero – Road Safety Strategic Plan 2018-2022](#)
- [Goods Movement Strategic Plan 2017-2021](#)
- [Sustainable Transportation Strategy 2018](#)
- [Transportation: Planning for New Directions Discussion Paper 2017](#)

##### Consultation

- Local municipalities
- Stakeholders
- Public
- Industry leads and experts

## Transportation

#### Transportation Policy Framework

The Region is moving toward establishing a network that balances the needs of roads users and sustainable transportation infrastructure. The Official Plan Update is an

## Let's Move Peel

Long Range Transportation Plan 2019



## Sustainable Transportation Strategy

February 2018



## Peel Region GOODS MOVEMENT

Strategic Plan 2017-2021

### Peel2041

Regional Official Plan Review

### Transportation: Planning for New Directions

Peel 2041 Discussion Paper

2017



## Vision Zero

Road Safety Strategic Plan  
2018 – 2022



## A Place to Grow

Growth Plan for the Greater Golden Horseshoe



Ontario

ontario.ca/PPS

## Provincial Policy Statement, 2020

Under the Planning Act

Ontario

## Transportation

### Transportation

#### Transportation Policy Framework

The Region is moving toward establishing a network that balances the needs of roads users and sustainable transportation infrastructure. The Official Plan Update is an opportunity to focus on a policy framework that will accommodate travel demands of people live, work, or travel within or through the Region. The policies focus to:

- Implement the Long Range Transportation Plan, which focuses on sustainable mobility, safe mobility, and vehicular and goods movement mobility
- Implement provincial policy directions for infrastructure resiliency, climate change adaptation, and sustainable community development
- Enable and strengthen partnerships by collaborating, supporting, and providing guidance to adjacent municipalities, government agencies, and external stakeholders

Image: Airport Road, Town of Caledon

### Transportation

#### Themes and Proposed Policies

#### Integrating Transportation and Land Use Planning



- Integrate Transportation Demand Management (TDM) programming into planning



## Transportation

### Transportation

#### Themes and Proposed Policies

##### Integrating Transportation and Land Use Planning



- Integrate Transportation Demand Management (TDM) programming into planning and development processes
- Facilitate active transportation, complete communities, and accessibility

##### Active and Sustainable Transportation



- Facilitate the use of active transportation through network improvements
- Implement TDM strategies in existing and future transit hubs and major transit station areas
- Reduce greenhouse gas emissions by increasing walking and cycling trips

##### Enhancing Partnerships



- Continue working with local municipalities and relevant agencies to plan for and facilitate safe and efficient mobility choices in Peel
- Strengthen partnerships with stakeholders to implement 50% sustainable mode share in Peel

##### Preparing for the Future



- Increase the efficiency and safety of the goods movement network through programs such as Off-Peak Delivery and Long Combination Vehicles



## Transportation



- Continue working with local municipalities and relevant agencies to plan for and facilitate safe and efficient mobility choices in Peel
- Strengthen partnerships with stakeholders to implement 50% sustainable mode share in Peel

### Preparing for the Future



- Increase the efficiency and safety of the goods movement network through programs such as Off-Peak Delivery and Long Combination Vehicles
- Establish and support a coordinated network linking the major road network, the Provincial Freeway, areas of significant employment activity, and major goods movement corridors
- Planning for employment growth in the Region of Peel by enhancing transportation infrastructure connections, leveraging technological transformations, and development opportunities related to the Goods Movement sector, such as Enterprise Employment Zones.
- Plan for and implement improvements to transportation services, such as TransHelp, to meet the accessibility needs of all users
- Ensure practices and performance measures are in place to monitor and maintain a safe and efficient Regional Transportation Network

#### Draft Policies in the Official Plan Office Consolidation – June 25, 2020

The December 2018 Region of Peel Office Consolidation has been updated to now show tracked changes illustrating draft policies as of June 25, 2020. Policy Changes related to Transportation Planning are found primarily in Sections 5.10 and 7.9. [Draft policies – June 25, 2020](#).

[A Policy and Mapping Summary Table](#) has been developed to provide a quick high-level summary of the key policy and mapping changes proposed.

*This information has been prepared as reference for consultation purposes only, and does not represent adopted, approved or in-effect policies (see [in-effect Official Plan](#) and adopting by-law itself for current policies).*

## Transportation

### Proposed Mapping

#### Schedule Y2 (formerly Schedule E) - Proposed Major Road Network

Update and provide new mapping of Peel's Major Road Network to reflect:

- Conversions from "Future Major Roadways" to "Major Roads" where road projects are completed;
- Conversion from "Freeway Extension" to "Freeway" where Provincial Freeway projects are completed
- Proposed Major Road between Mayfield Road and Highway 50 (located in the City of Brampton)
- Conceptual Freeway Extension of Highway 427 beyond Major Mackenzie Drive

[Link to PDF](#)

## Transportation

### Proposed Mapping

#### Schedule Y3 (formerly Schedule F) - Proposed Regional Road Mid-Block Right-of-Way Requirements



## Transportation

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#### Proposed Mapping

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### Transportation

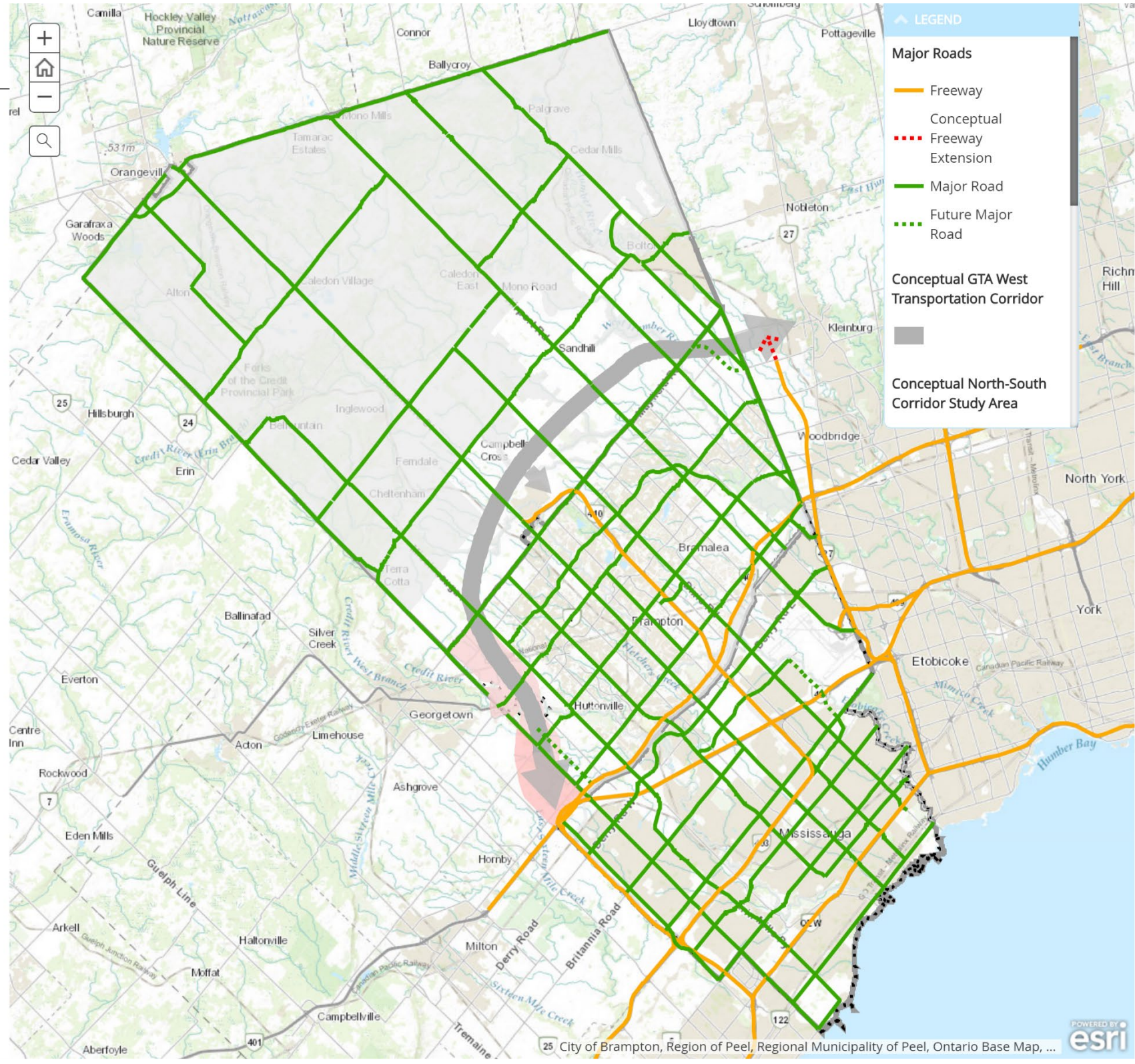
#### Proposed Mapping

##### Schedule Y3 (formerly Schedule F) - Proposed Regional Road Mid-Block Right-of-Way Requirements

Update and provide new mapping of Peel's Regional Road Mid-Block Right-of-Way Requirements to reflect:

- Proposed Road Improvements and Regional Right-of-Ways as identified in the Region's 2019 Long Range Transportation Plan (LRTP) recommendations, including
  - Rights-of-way for new Regional Roads as recommended in the LRTP
  - Jurisdictional transfers

[Link to PDF](#)



Transportation

**Proposed Mapping**

**Schedule Y3 (formerly Schedule F) - Proposed Regional Road Mid-Block Right-of-Way Requirements**

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[Link to PDF](#)

Transportation

**Proposed Mapping**

**Schedule Y4 (formerly Schedule G) - Proposed Rapid Transit Corridors (Long Term Concept)**

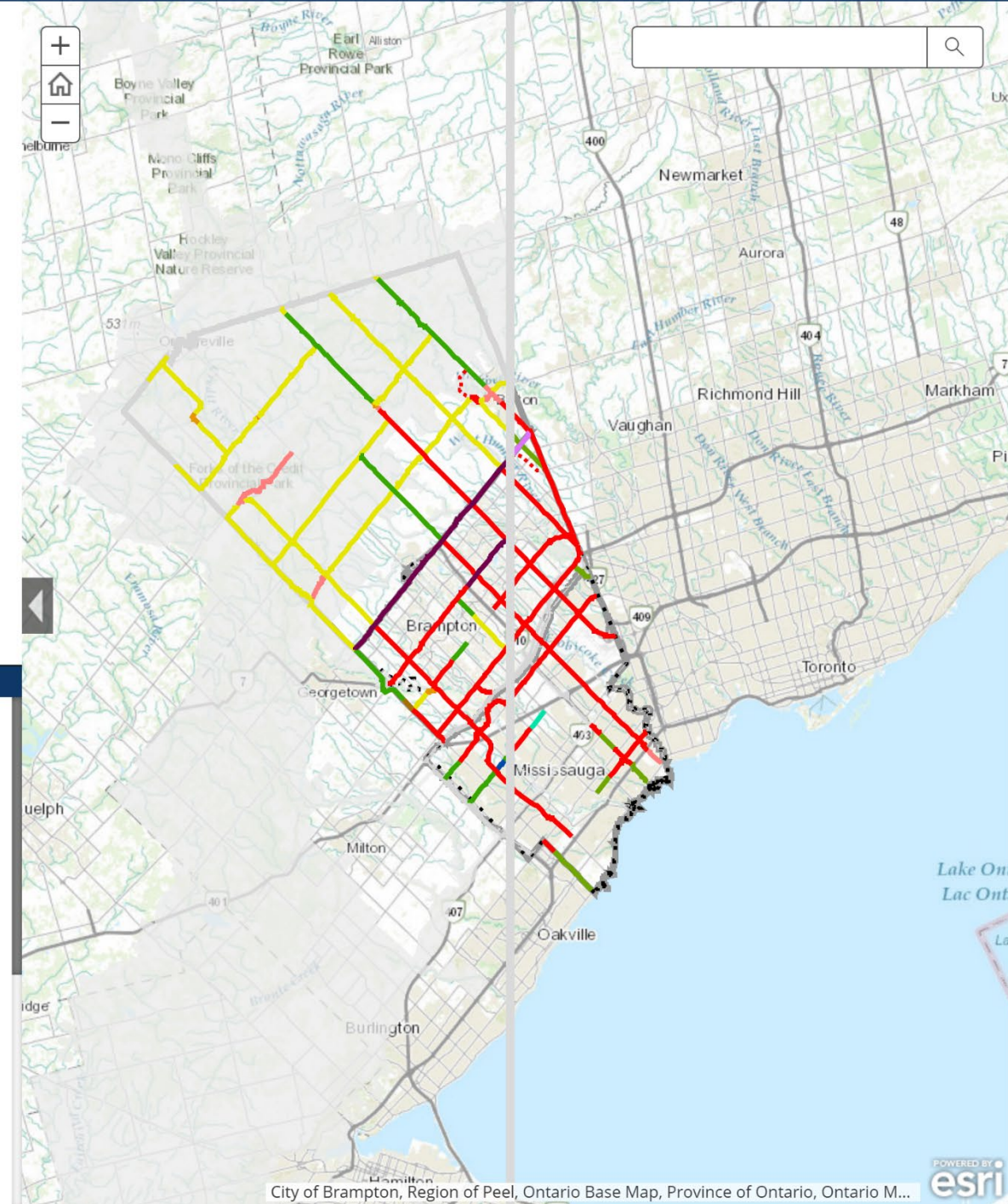
Update and provide new mapping of the Rapid Transit Corridors (Long Term Concept) to reflect:

- The long-term rapid transit corridor concepts as identified by both transit providers and the 2041 Metrolinx Regional Transportation Plan
- Existing and proposed Rapid Transit Corridors to illustrate the long-term concept throughout Peel and connections to neighbouring municipalities
- Proposed and conceptual Freeway Transitways (GTA West Transitway and 407 Transitway)

[Link to PDF](#)

**Notes:**  
Existing in-effect Mapping is on the left  
Proposed Mapping is on the right

To view more of the proposed or existing mapping, click the grey vertical bar and drag it across the screen from left to right.



Legend	
Right-of-Way (meters)	Right-of-Way (meters)
<span style="color: red;">—</span> 20	<span style="color: red;">—</span> 20
<span style="color: orange;">—</span> 26	<span style="color: orange;">—</span> 26
<span style="color: yellow;">—</span> 30	<span style="color: yellow;">—</span> 30
<span style="color: green;">—</span> 36	<span style="color: green;">—</span> 36
<span style="color: brown;">—</span> 38	<span style="color: brown;">—</span> 38
<span style="color: blue;">—</span> 40	<span style="color: blue;">—</span> 40
<span style="color: lightblue;">—</span> 43.5	<span style="color: lightblue;">—</span> 43.5
<span style="color: red;">—</span> 45	<span style="color: red;">—</span> 45
<span style="color: purple;">—</span> 50	<span style="color: purple;">—</span> 50
<span style="color: red;">- - - -</span> Conceptual Freeway Extension	<span style="color: red;">- - - -</span> Conceptual Freeway Extension



Transportation

**Proposed Mapping**

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[Link to PDF](#)

Transportation

**Proposed Mapping**

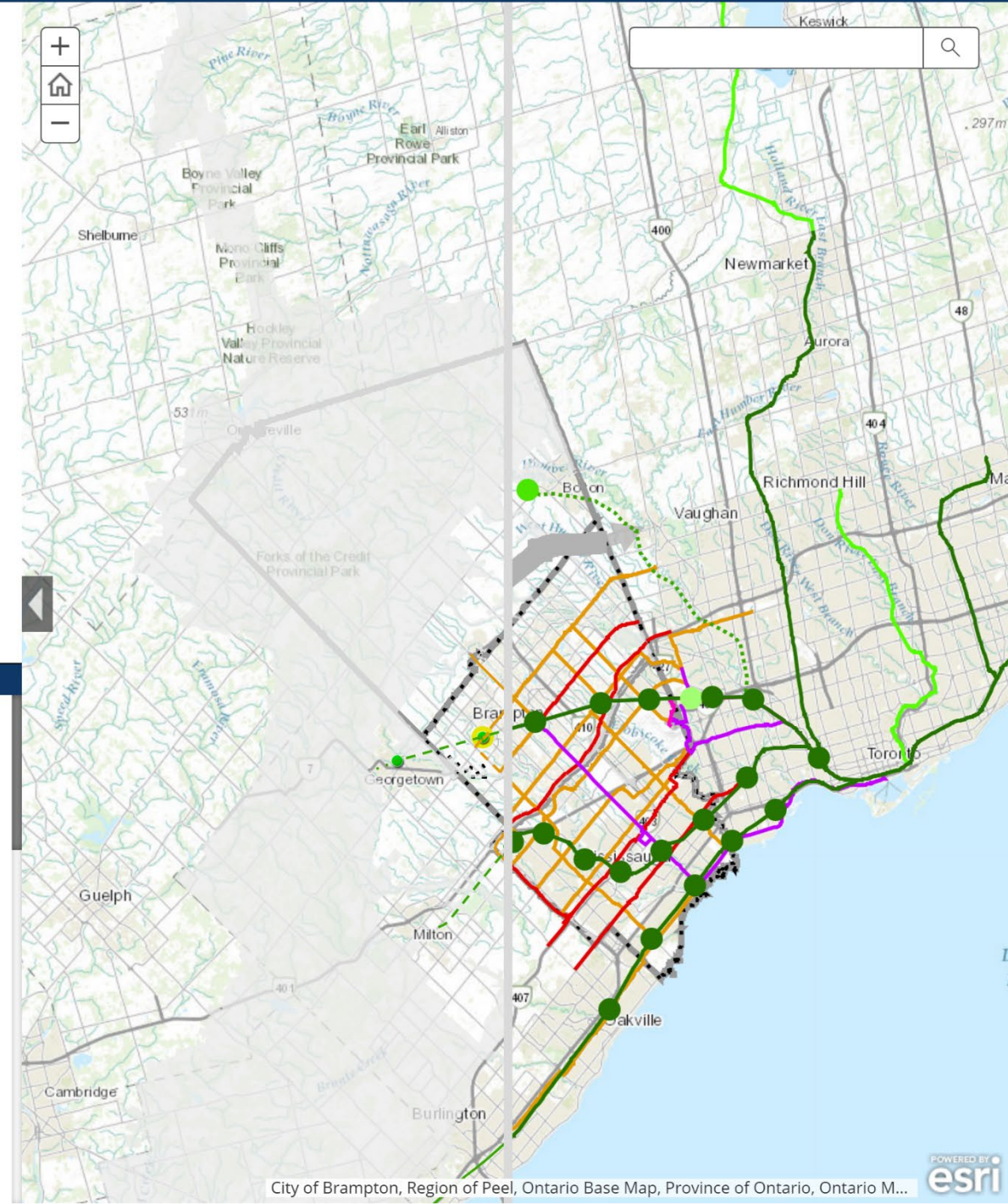
**New Figure Y8 - Proposed Cycling Network**

Provide new mapping of Peel's existing and proposed cycling network to reflect AT infrastructure required to support the implementation of the 50% sustainable mode share, including:

- The existing cycling network
- Cycling infrastructure improvements that establish new facilities as part of planned road capital projects or committed Active Transportation (AT) projects
- Upgrading existing facilities, including linear and spot intersection
- New infill cycling projects to address gaps in connectivity

**Notes:**  
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Legend	
<b>Rail Transit</b>	<b>GO Rail Station</b>
— GO Rail Line - Express Rail	● Existing GO Rail Station
— GO Rail Line - Regional Rail (full day)	● Proposed GO Rail Station
— GO Rail Line - Regional Rail (peak period)	● Planned GO Rail Station
— Union-Pearson Rail Link	<b>Go Rail Line - 15 Minute Two-Way All Day</b>
— Other Rapid Transit Corridor	—
— Other Potential Rapid Transit Corridor	<b>Go Rail Line - Two-Way All-Day</b>
	—

Transportation

Transportation

**Proposed Mapping**

**New Figure Y8 - Proposed Cycling Network**

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[Link to PDF](#)

Transportation

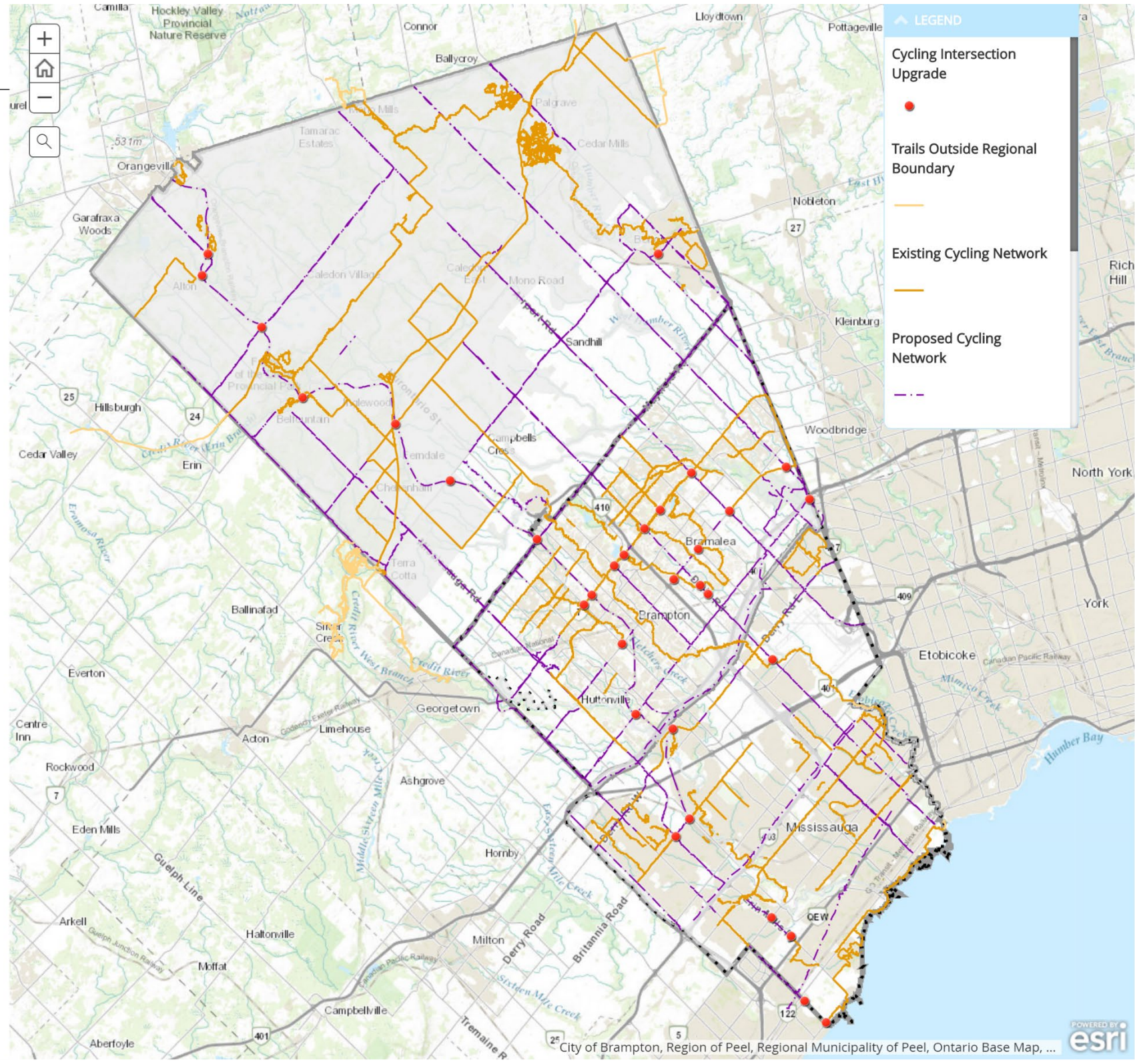
**Proposed Mapping**

**New Figure Y9 - Proposed Pedestrian Network**

Provide new mapping of Peel's existing and proposed pedestrian network to reflect the proposed infrastructure improvements required to establish a comprehensive network that support implementation of the 50% sustainable mode share, including:

- The existing pedestrian network
- Pedestrian improvement areas based on their proximity to key destinations such as transit hubs, MTSA's, and employment hubs

[Link to PDF](#)



## Transportation

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#### Proposed Mapping

##### New Figure Y9 - Proposed Pedestrian Network

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[Link to PDF](#)

## Transportation

#### Proposed Mapping

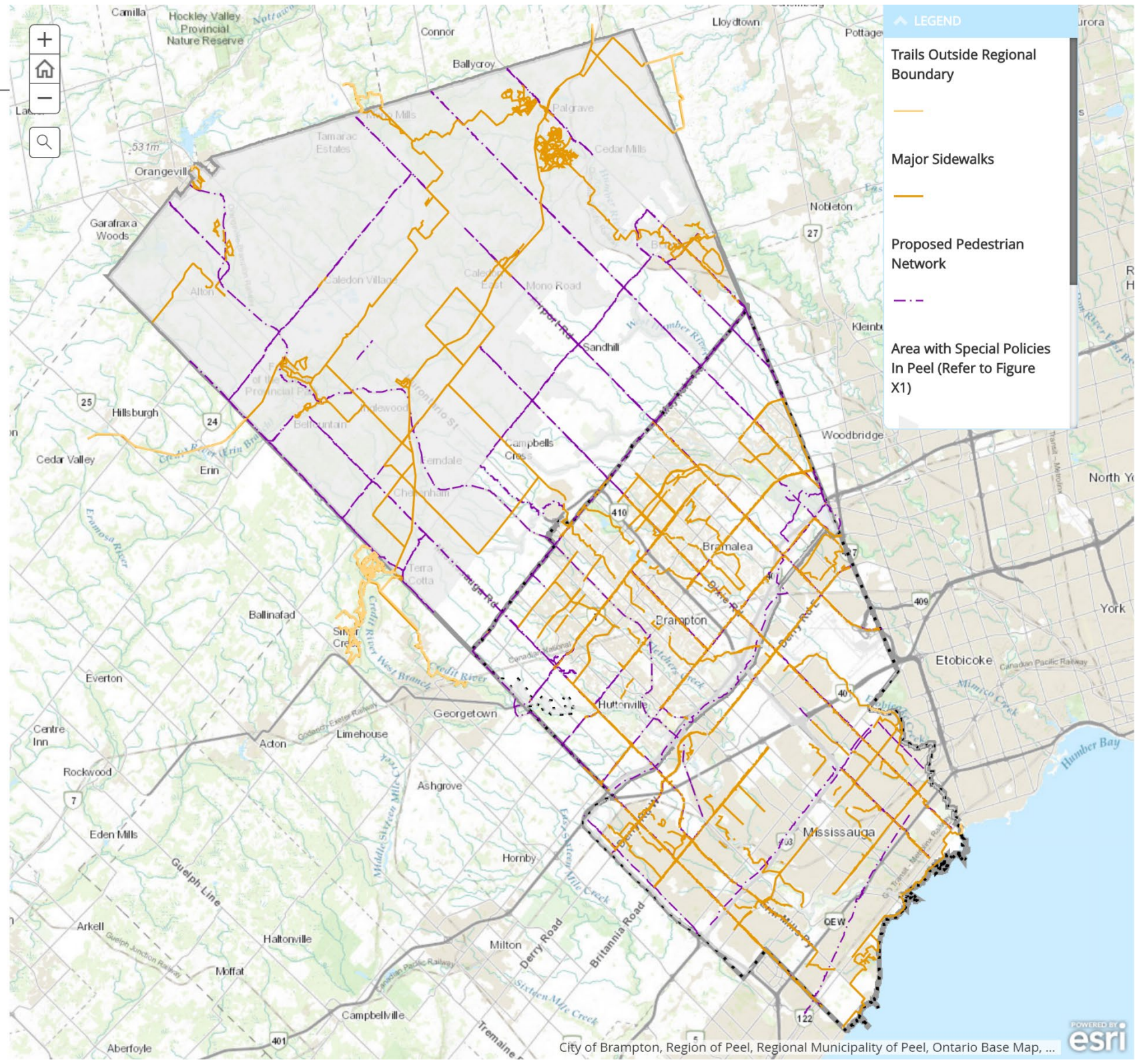
##### New Figure Y6 - Goods Movement Strategic Network

Update and provide new mapping of Peel's Goods Movement Strategic Network to reflect:

- The Region of Peel Goods Movement network in relation to the wider transportation network
- The connection between goods movement corridors, Provincial Freeways, and significant employment areas

[Link to PDF](#)

Links to additional Transportation Schedules and Figures can be found [here](#)



# Transportation

## Transportation

### Proposed Mapping

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## Feedback

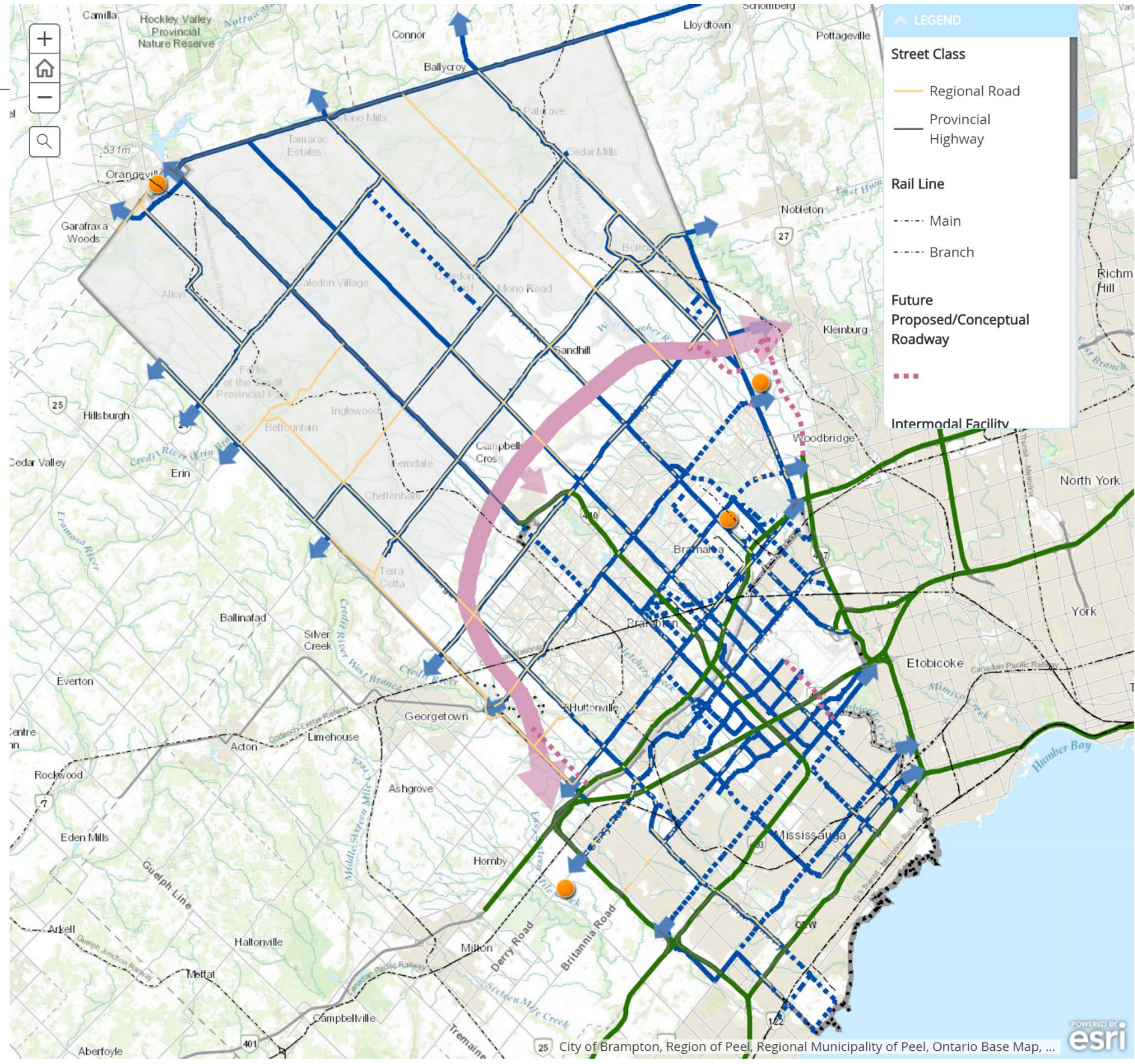
### We want to hear from you!

Please fill in the survey to the right.

If you have any questions, please feel free to contact Pegah below:



Pegah Tootoonchian, MPL  
Principal Planner



## Transportation

- The existing pedestrian network
- Pedestrian improvement areas based on their proximity to key destinations such as transit hubs, MTSAs, and employment hubs

[Link to PDF](#)

## Transportation

### Proposed Mapping

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Pegah Tootoonchian, MPL  
 Principal Planner  
 Sustainable Transportation and Strategic Initiatives  
 Transportation Division  
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Phone: 437-241-9026  
 Email: [Pegah.tootoonchian@peelregion.ca](mailto:Pegah.tootoonchian@peelregion.ca)

*Disclaimer: The information presented on the maps within this application have been prepared as a reference for consultation purposes only. These maps provide visualization of proposed policy areas and do not represent adopted, approved or in-effect mapping. The in-effect Official Plan schedules and figures, adopting by-law itself and any amending by-laws or Local Planning Appeal Tribunal decisions must be consulted for the official data. Links to all in-effect Official Plan maps are located here: <http://www.peelregion.ca/planning/officialplan/download.htm>*

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### We Want to Hear from You!

Share your thoughts in the comment box below. We will publish all approved comments.

Privacy is important to us. You are not required to provide a name and email unless you would like to be notified of a response, and you will be added to our notification list.\*

Personal information is being collected pursuant to the requirements of the Planning Act, R.S.O. 1990 to notify participants of future consultation, newsletters, and Regional Official Plan policies. With the exception of personal information, all comments may become part of the public record of the review process to assist in making a decision on this planning matter. Questions regarding this collection may be directed to Regional Planning and Growth Management Division, 10 Peel Centre Drive, Suite A, 6th Floor, Brampton, Ontario, L6T 4B9, or at [planpeel@peelregion.ca](mailto:planpeel@peelregion.ca).

\*By agreeing to join our notification list you will receive periodic emails or letters related to the Regional Official Plan Review. You can be taken off this list at any time by emailing [planpeel@peelregion.ca](mailto:planpeel@peelregion.ca) with the headline "unsubscribe."

#### Name

Optional

#### Email

Optional

#### Where do you live?\*

#### What Focus Area does your comment pertain to?\*

 General

 Greenlands

 Growth Management

 Housing

 Major Transit Station Areas

 Other: Cultural Heritage & Indigenous Engagement

 Other: Waste Management

 Transportation

#### Please provide your comments\*

Please do not include any personal identifying information, like names, personal addresses or phone numbers within the comment itself.

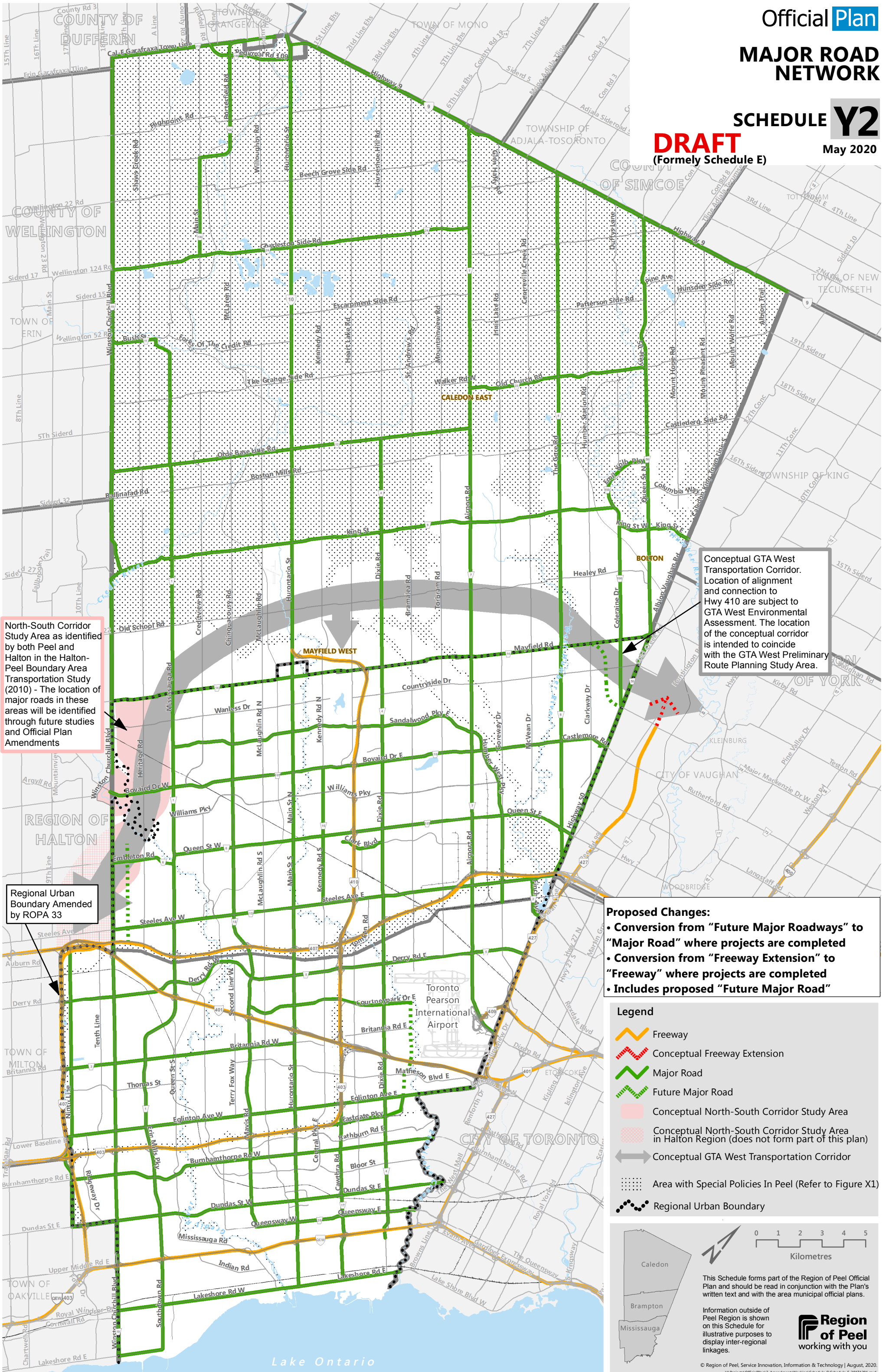
PDF Versions of the Schedules/Figures included in this Focus Area

# MAJOR ROAD NETWORK

## SCHEDULE Y2

**DRAFT**  
(Formerly Schedule E)

May 2020



North-South Corridor Study Area as identified by both Peel and Halton in the Halton-Peel Boundary Area Transportation Study (2010) - The location of major roads in these areas will be identified through future studies and Official Plan Amendments

Regional Urban Boundary Amended by ROPA 33

Conceptual GTA West Transportation Corridor. Location of alignment and connection to Hwy 410 are subject to GTA West Environmental Assessment. The location of the conceptual corridor is intended to coincide with the GTA West Preliminary Route Planning Study Area.

- Proposed Changes:**
- Conversion from "Future Major Roadways" to "Major Road" where projects are completed
  - Conversion from "Freeway Extension" to "Freeway" where projects are completed
  - Includes proposed "Future Major Road"

**Legend**

- Freeway
- Conceptual Freeway Extension
- Major Road
- Future Major Road
- Conceptual North-South Corridor Study Area
- Conceptual North-South Corridor Study Area in Halton Region (does not form part of this plan)
- Conceptual GTA West Transportation Corridor
- Area with Special Policies In Peel (Refer to Figure X1)
- Regional Urban Boundary

0 1 2 3 4 5  
Kilometres

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

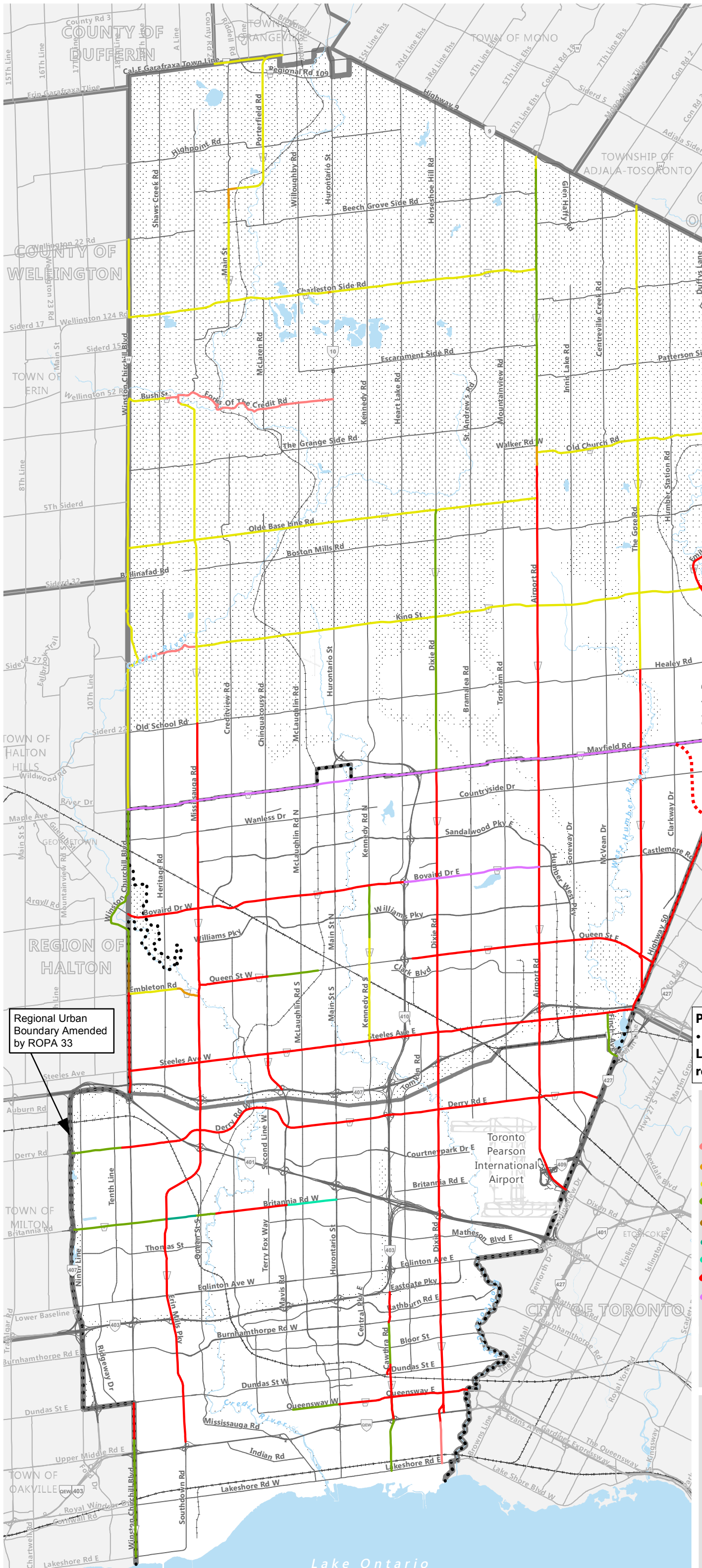
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# REGIONAL ROAD MID-BLOCK RIGHT-OF-WAY REQUIREMENTS

**DRAFT SCHEDULE Y3**  
(Formerly Schedule F)

May 2020



The general extent of the Rights-of-Way for Regional Roads are shown on this Schedule. For a precise interpretation see the detailed maps available at the Regional Transportation Department.

Rights-of-Way for other Major Roads, as shown on Schedule E, are identified in Area Municipal Official Plans

Protect wider rights of way at intersections, where necessary (Refer to the policies in Sections 5.9 and 7.7)

Regional Urban Boundary Amended by ROPA 33

**Proposed Changes:**  
• Updated Regional Right-of-Ways to reflect 2019 Long Range Transportation Plan network recommendations

Legend	Metres	Feet
	20	60
	26	86
	30	100
	36	120
	38	125
	40	130
	43.5	145
	45	150
	50	165
	Conceptual Freeway Extension	
	Urban Area Outside Peel	
	Area with Special Policies In Peel (Refer to Figure X1)	
	Regional Urban Boundary	

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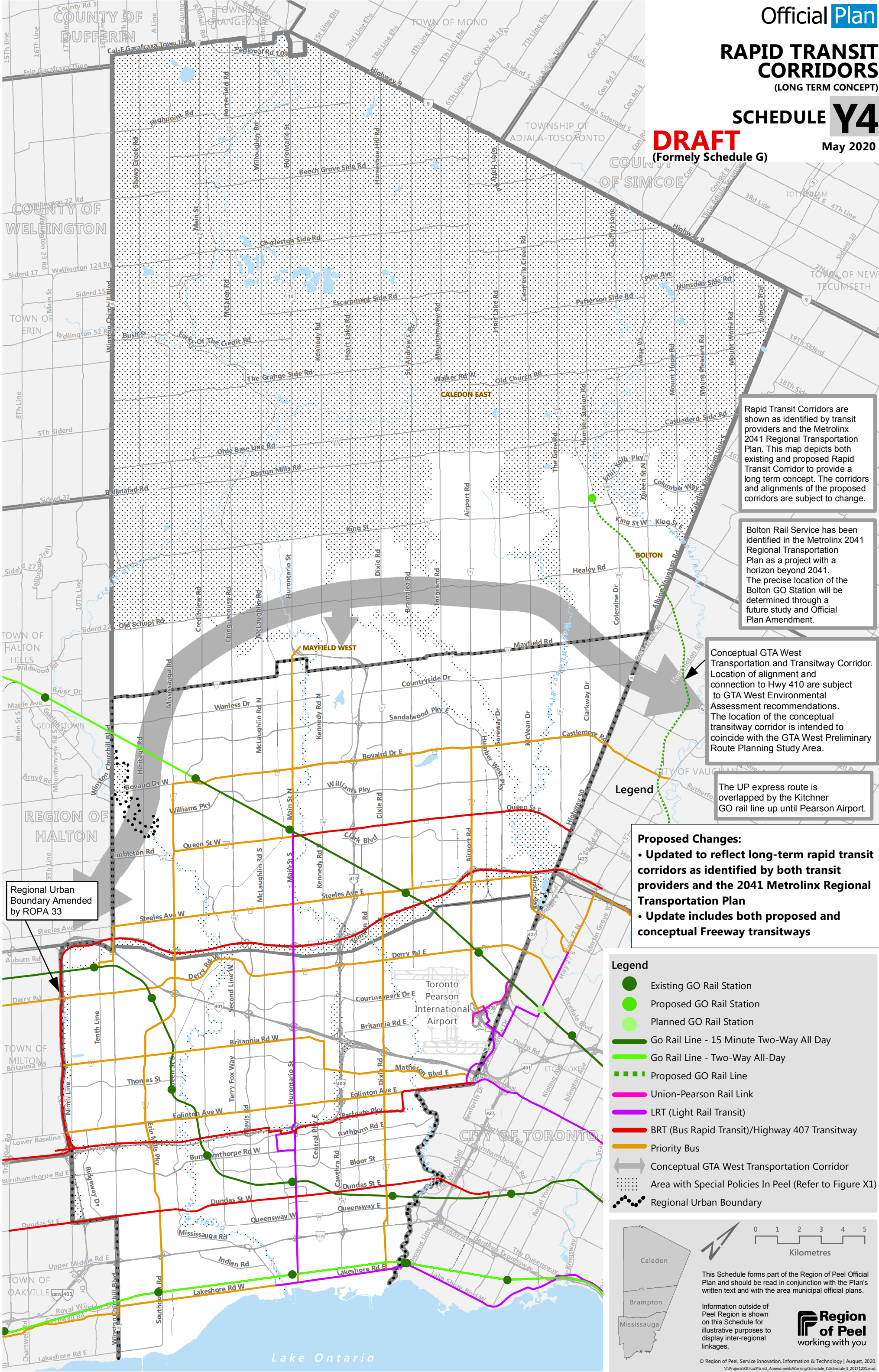
# RAPID TRANSIT CORRIDORS

(LONG TERM CONCEPT)

## SCHEDULE Y4

**DRAFT**  
(Formerly Schedule G)

May 2020



Rapid Transit Corridors are shown as identified by transit providers and the Metrolinx 2041 Regional Transportation Plan. This map depicts both existing and proposed Rapid Transit Corridor to provide a long term concept. The corridors and alignments of the proposed corridors are subject to change.

Bolton Rail Service has been identified in the Metrolinx 2041 Regional Transportation Plan as a project with a horizon beyond 2041. The precise location of the Bolton GO Station will be determined through a future study and Official Plan Amendment.

Conceptual GTA West Transportation and Transitway Corridor. Location of alignment and connection to Hwy 410 are subject to GTA West Environmental Assessment recommendations. The location of the conceptual transitway corridor is intended to coincide with the GTA West Preliminary Route Planning Study Area.

The UP express route is overlapped by the Kitchner GO rail line up until Pearson Airport.

**Proposed Changes:**

- Updated to reflect long-term rapid transit corridors as identified by both transit providers and the 2041 Metrolinx Regional Transportation Plan
- Update includes both proposed and conceptual Freeway transitways

Regional Urban Boundary Amended by ROPA 33

**Legend**

- Existing GO Rail Station
- Proposed GO Rail Station
- Planned GO Rail Station
- Go Rail Line - 15 Minute Two-Way All Day
- Go Rail Line - Two-Way All-Day
- Proposed GO Rail Line
- Union-Pearson Rail Link
- LRT (Light Rail Transit)
- BRT (Bus Rapid Transit)/Highway 407 Transitway
- Priority Bus
- Conceptual GTA West Transportation Corridor
- Area with Special Policies In Peel (Refer to Figure X1)
- Regional Urban Boundary

0 1 2 3 4 5  
Kilometres

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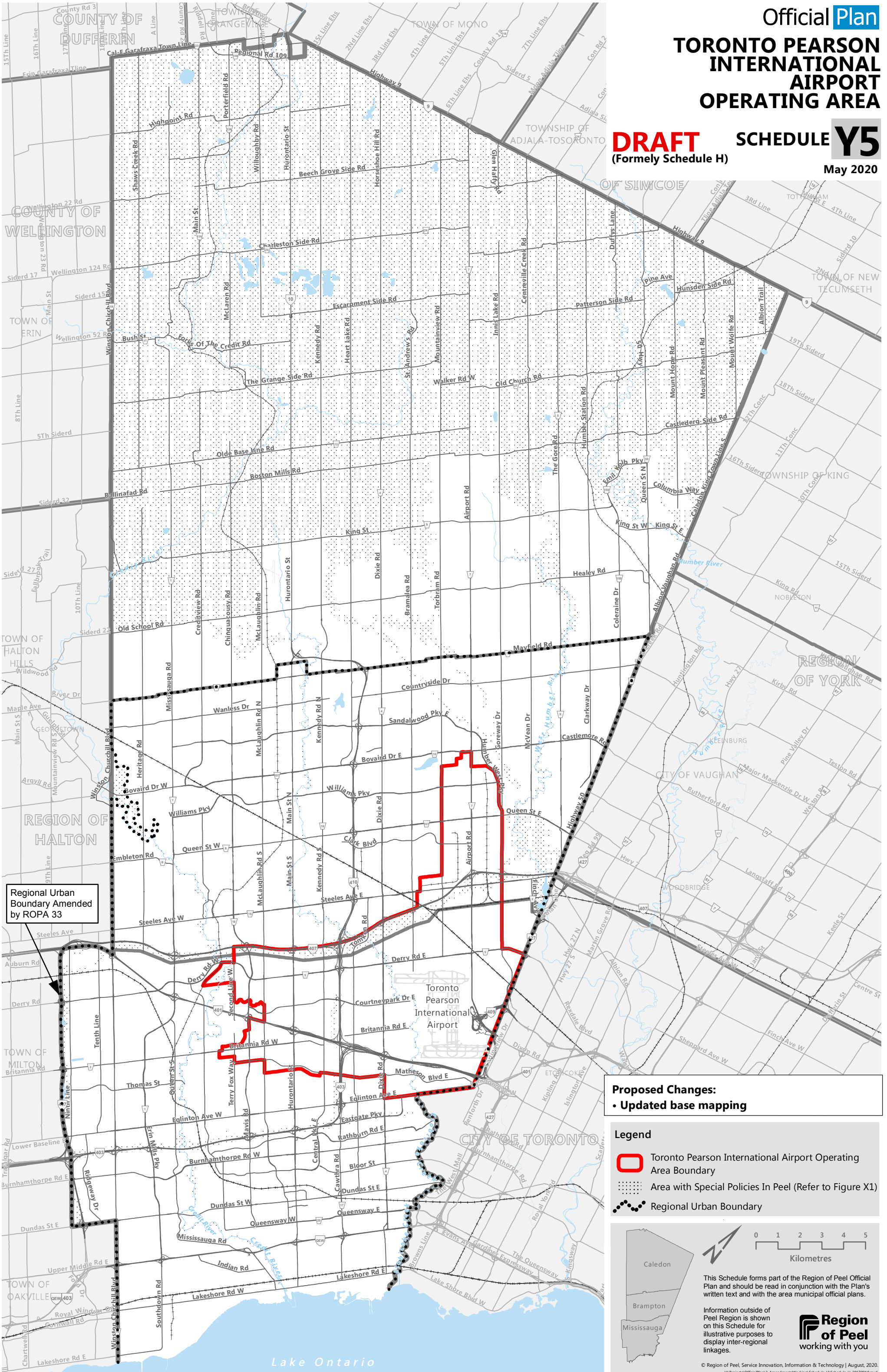
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# TORONTO PEARSON INTERNATIONAL AIRPORT OPERATING AREA

**DRAFT**  
(Formerly Schedule H)

**SCHEDULE Y5**

May 2020



Regional Urban Boundary Amended by ROPA 33

**Proposed Changes:**  
• Updated base mapping

- Legend**
- Toronto Pearson International Airport Operating Area Boundary
  - Area with Special Policies In Peel (Refer to Figure X1)
  - Regional Urban Boundary

0 1 2 3 4 5  
Kilometres

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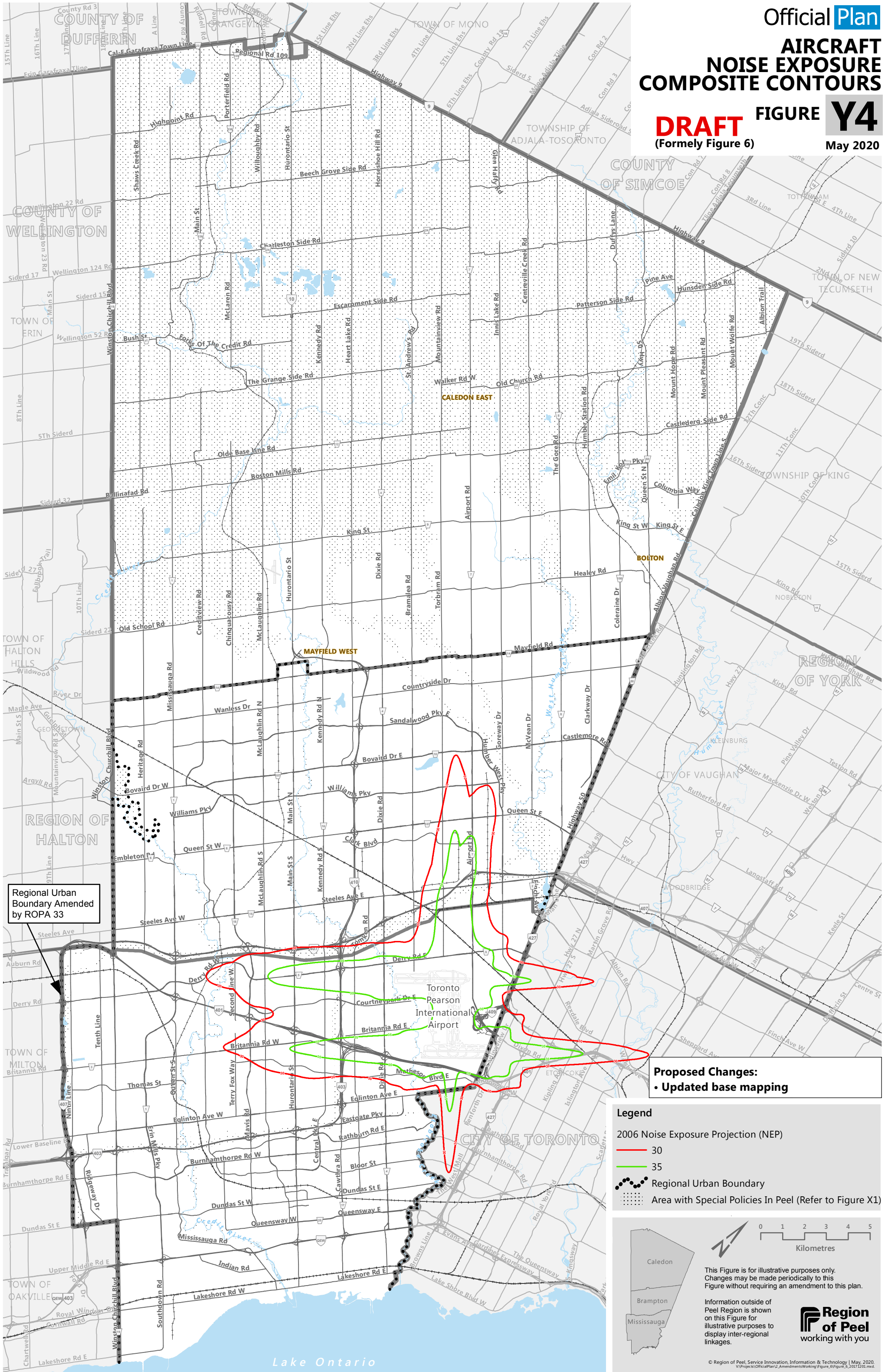
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# AIRCRAFT NOISE EXPOSURE COMPOSITE CONTOURS

## FIGURE Y4

**DRAFT**  
(Formerly Figure 6)

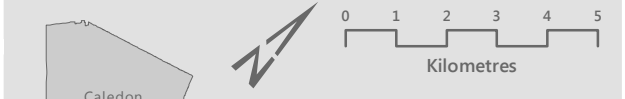
May 2020



Regional Urban Boundary Amended by ROPA 33

**Proposed Changes:**  
• Updated base mapping

- Legend**
- 2006 Noise Exposure Projection (NEP)
  - 30
  - 35
  - Regional Urban Boundary
  - Area with Special Policies In Peel (Refer to Figure X1)



This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this plan.

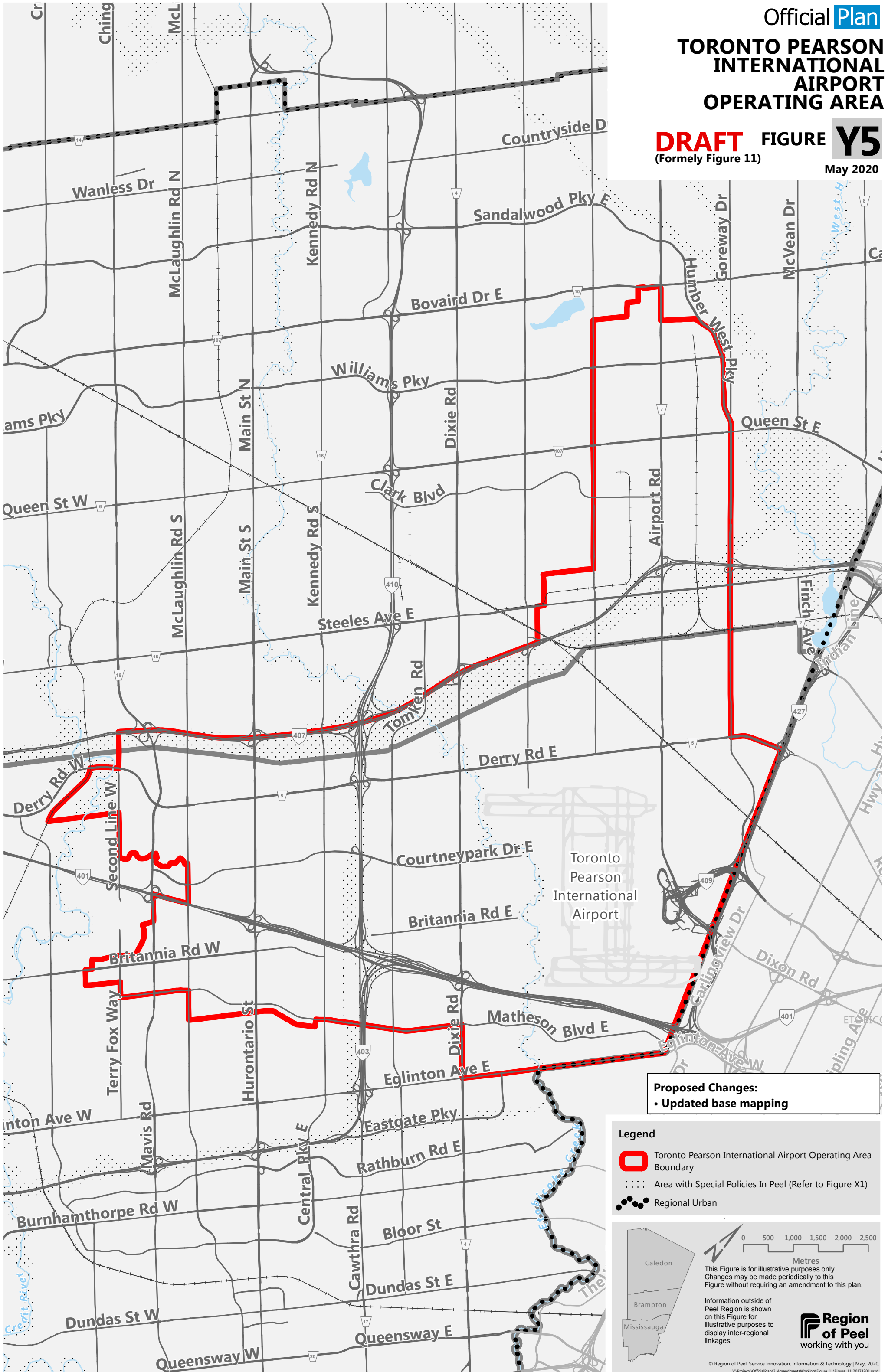
Information outside of Peel Region is shown on this Figure for illustrative purposes to display inter-regional linkages.



# TORONTO PEARSON INTERNATIONAL AIRPORT OPERATING AREA

**DRAFT** FIGURE **Y5**  
(Formerly Figure 11)

May 2020



**Proposed Changes:**

- Updated base mapping

**Legend**

- Toronto Pearson International Airport Operating Area Boundary
- Area with Special Policies In Peel (Refer to Figure X1)
- Regional Urban

**Legend**

0 500 1,000 1,500 2,000 2,500  
Metres

This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this plan.

Information outside of Peel Region is shown on this Figure for illustrative purposes to display inter-regional linkages.

**Region of Peel**  
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# STRATEGIC GOODS MOVEMENT NETWORK

## FIGURE Y6

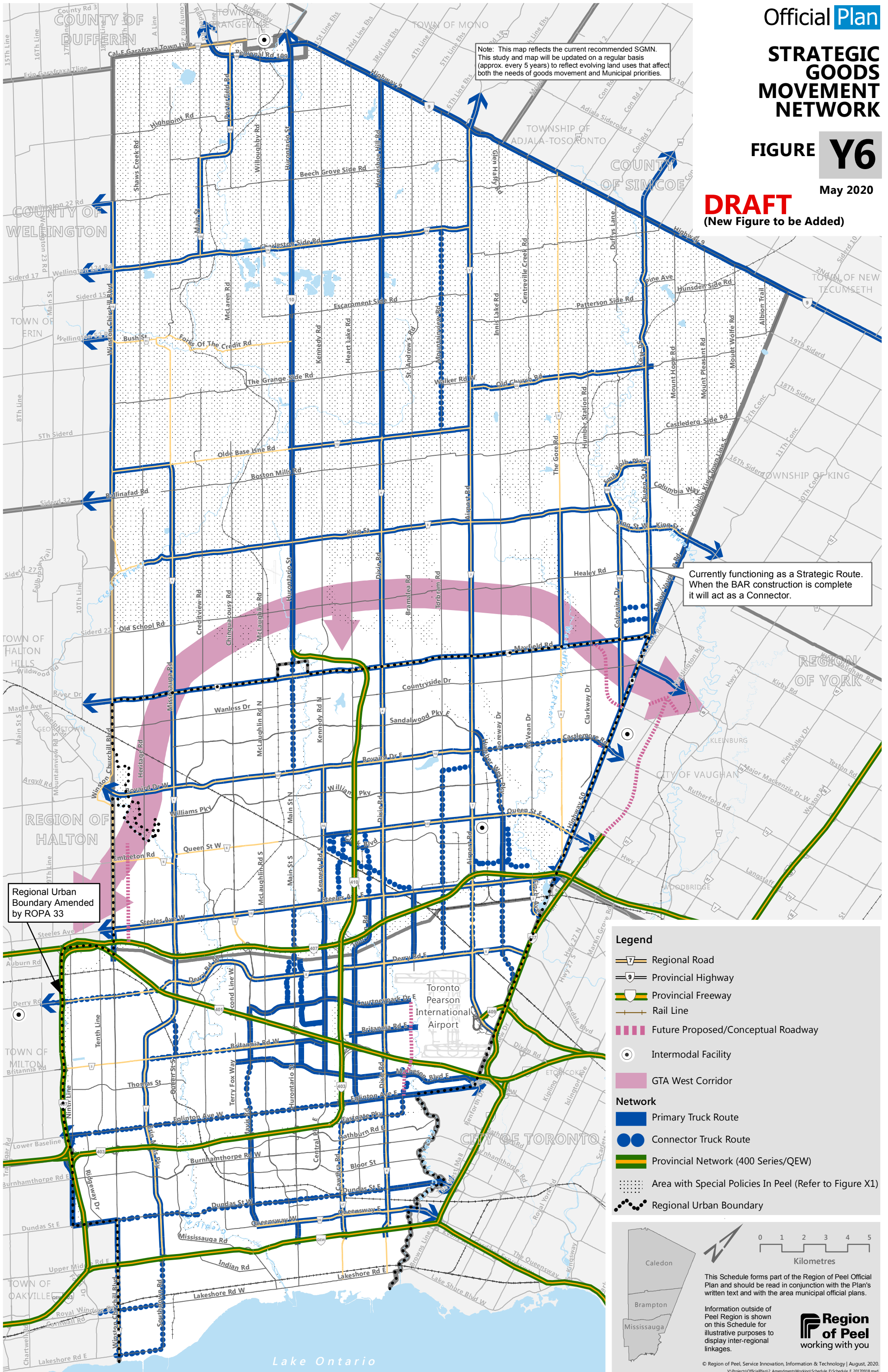
May 2020

**DRAFT**  
(New Figure to be Added)

Note: This map reflects the current recommended SGMN. This study and map will be updated on a regular basis (approx. every 5 years) to reflect evolving land uses that affect both the needs of goods movement and Municipal priorities.

Currently functioning as a Strategic Route. When the BAR construction is complete it will act as a Connector.

Regional Urban Boundary Amended by ROPA 33



**Legend**

- Regional Road
- Provincial Highway
- Provincial Freeway
- Rail Line
- Future Proposed/Conceptual Roadway
- Intermodal Facility
- GTA West Corridor

**Network**

- Primary Truck Route
- Connector Truck Route
- Provincial Network (400 Series/QEW)
- Area with Special Policies In Peel (Refer to Figure X1)
- Regional Urban Boundary

0 1 2 3 4 5  
Kilometres

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

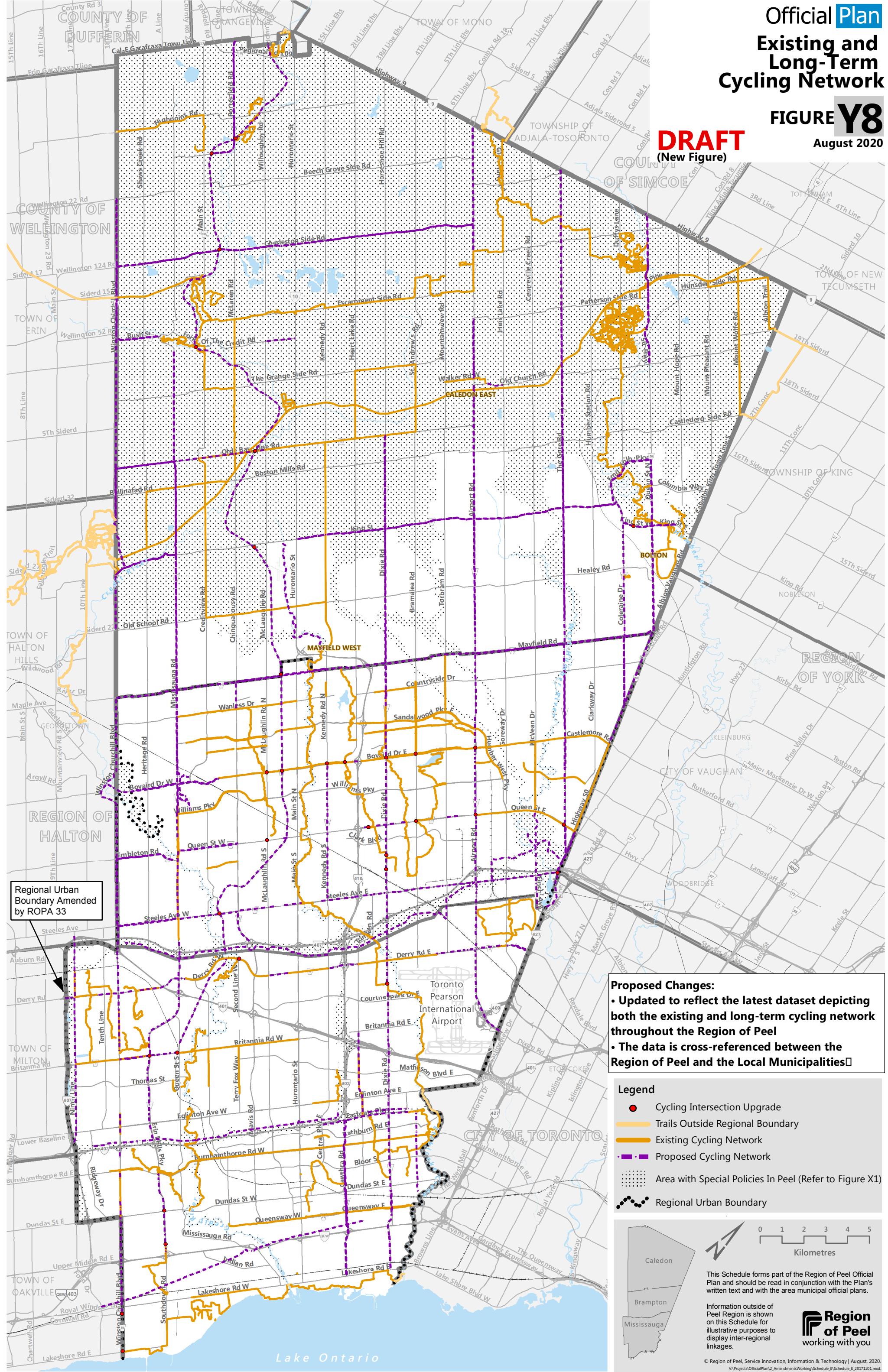
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Official Plan  
Existing and  
Long-Term  
Cycling Network

FIGURE Y8  
August 2020

**DRAFT**  
(New Figure)



Regional Urban  
Boundary Amended  
by ROPA 33

**Proposed Changes:**

- Updated to reflect the latest dataset depicting both the existing and long-term cycling network throughout the Region of Peel
- The data is cross-referenced between the Region of Peel and the Local Municipalities

- Legend**
- Cycling Intersection Upgrade
  - Trails Outside Regional Boundary
  - Existing Cycling Network
  - - - Proposed Cycling Network
  - Area with Special Policies In Peel (Refer to Figure X1)
  - - - Regional Urban Boundary

0 1 2 3 4 5  
Kilometres

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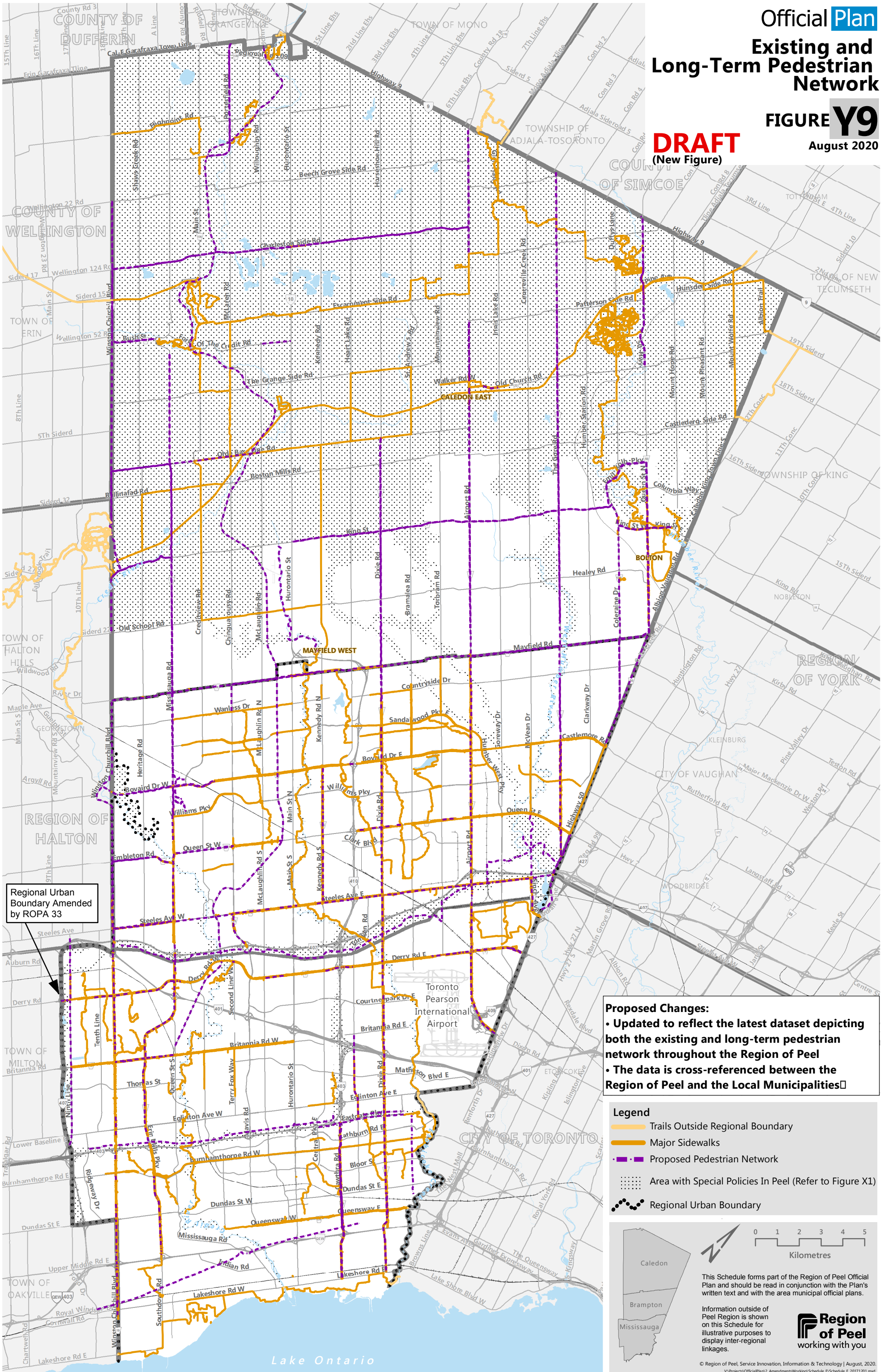
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# Existing and Long-Term Pedestrian Network

## FIGURE Y9

August 2020

**DRAFT**  
(New Figure)



Regional Urban Boundary Amended by ROPA 33

**Proposed Changes:**

- Updated to reflect the latest dataset depicting both the existing and long-term pedestrian network throughout the Region of Peel
- The data is cross-referenced between the Region of Peel and the Local Municipalities

- Legend**
- Trails Outside Regional Boundary
  - Major Sidewalks
  - Proposed Pedestrian Network
  - Area with Special Policies In Peel (Refer to Figure X1)
  - Regional Urban Boundary

0 1 2 3 4 5  
Kilometres

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