

Sustainable Transportation Working Group
Government of PEI
Email: HAMACLEOD@gov.pe.ca
Email: BFTHOMPSON@gov.pe.ca

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Land Matters Advisory Committee
Email: landmatterspei@gov.pe.ca

Dear Members of the Land Matters Advisory Committee,

The Sustainable Transportation Working Group (STWG) welcomes the opportunity to provide recommendations to your committee as you all undertake the important task of modernizing land-related legislation. The STWG is responsible for the implementation of the [Sustainable Transportation Action Plan](#) and includes representation from the Departments of Environment, Energy and Climate Action; Transportation and Infrastructure; and Agriculture and Land.

What is sustainable transportation and why is it important?

Sustainable transportation is about the movement of people in a way that has a low impact on the environment.

In 2018, the transportation sector accounted for 44% of PEI's total greenhouse gas (GHG) emissions. As such, identifying and implementing a plan to reduce the impact of the transportation sector on emissions was of utmost importance. If PEI is going to meet its emissions targets, transformative change in the transportation sector is needed.

In order for PEI to significantly reduce transportation emissions, we have to change how people move from place to place and ensure that development supports active transportation and public transit options. We all need to think about the impact of our transportation choices and take action to reduce our emissions.

What is the Sustainable Transportation Action Plan?

The Sustainable Transportation Action Plan (the STAP) is a roadmap to provide Islanders with sustainable, affordable, safe and convenient transportation options.

The STAP was developed by the Sustainable Transportation Committee, which included representatives from various provincial government departments. The Sustainable Transportation Committee developed the actions in the action plan after public and stakeholder consultation.

The STAP includes 27 actions in the areas of transit, vehicles, active transportation and community design. These actions are being implemented over a five-year period.

In addition to reducing greenhouse gas (GHG) emissions, the STAP actions will result in health benefits and provide affordable and reliable transportation options to those living in low income.

Sustainable transportation and land use planning – what are the issues?

The STAP recognizes the integral role that land use planning has in achieving a sustainable transportation system. Sustainable transportation is made possible when there is **access** and **connectivity** to and between networks and destinations.

PEI's built environment is a reflection of the reliance on personal vehicles and the assumptions that people have access to a vehicle for transportation. Numerous reports and commissions on land have adequately described the impacts of urban sprawl and ribbon development; such as when a large development skirts a municipal boundary yet relies on the municipal services. Such development impedes access to sustainable transportation options and limits connectivity between networks and destinations.

Where homes, public services and businesses are built directly impacts access to different modes of transportation, such as walking, biking and transit. Locating housing closer to goods and services will provide more opportunities for people to choose sustainable transportation options. Further, greater access to places for leisure, recreation, and public gathering can improve social wellbeing.

As new subdivisions or service areas are being developed, planning authorities must ensure that sustainable transportation considerations are part of the design. Efficient, connected and safe networks should be established as areas are developed, not in a piecemeal fashion after development has occurred.

The STAP Working Group recognize that the successful implementation of many actions in the STAP is dependent on the establishment of healthy built environments.

However, PEI's current planning system is fragmented, with only a fraction of the island having an official plan. Further, PEI lacks province-wide provincial land use policies that set goals for how land should be used in order to protect resources and promote resilient communities.

Active transportation planning is best done at the local level – where a planning process is in place for residents to express their vision for their community through a municipal official plan. Our ability to enable a transformational model shift in transportation is hampered because:

- the majority of the island lacks planning policies;
- those areas with official plans range in capacity and resources; and
- there is an absence of an overarching provincial policy on sustainable transportation.

Recommendations

The STAP includes the following three action items:

- Action 24: Encourage development patterns that support active transportation and public transit by identifying built up areas for future growth and by establishing standards for subdivision and development design.
- Action 26: Revise legislation to enable the requirement to provide dedicated space for active transportation corridors.
- Action 27: Ensure planning authorities consider the full range of transportation needs within their areas of jurisdiction.

In order to address these action items, the STAP Working Group, recommends the following:

1. Province wide land use policies that establish a shared vision and goals for land use in order to protect resources and promote, sustainable communities. The policy(ies) should ensure that future development occurs in areas that can support growth and provide services.
2. As changes are made to the *Planning* Act and associated regulations, sustainable transportation should be incorporated into the legislative framework to ensure that planning authorities consider active transportation and public transit needs.
3. The work of incorporating sustainable transportation into regulatory frameworks should be conducted by Registered Professional Planners. Planners specialize in sustainable transportation policies which consider the interconnectedness of community networks between homes, workplaces and services; the range of users based on various modes of transportation; as well as accounting for future connections to the network.

The STWG would like to thank the members of the Land Matters Advisory Committee for considering these recommendations. Please let us know if we can provide any further information.

Sincerely,

The members of the Sustainable Transportation Working Group

Heather MacLeod P.Eng (Co-Chair), Brian Thompson P.Eng (Co-Chair), Evan Brown, Olivia Cox, Alex Dalziel, Derek Ellis, Erin Kielly, Ronnie McPhee