

# Discussion Paper for the Next Regional Transportation Plan Engagement Summary Report

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## Executive Summary

Under the *Metrolinx Act*, Metrolinx has a legislated requirement to undertake a review of the Regional Transportation Plan (RTP) every ten years. The first RTP for the Greater Toronto and Hamilton Area (GTHA), *The Big Move*, was released in 2008, which provides a necessary strategic framework for transportation for the next 25 years. As part of our legislative requirement, Metrolinx launched the review and update of the RTP in 2015. As part of this process, Metrolinx worked with numerous academic institutions and consultants to conduct technical research on a variety of topics, all of which informed the *Discussion Paper for the Next RTP*. *The Discussion Paper* was meant to ignite a conversation about developing a shared, multimodal, regional vision for the transportation system in the GTHA. The paper looked at where we have been, where we want to be in the next 25 years and how to get there. The Metrolinx Board of Directors approved *The Discussion Paper for the Next RTP* in August 2016.

As part of the release of *The Discussion Paper*, Metrolinx sought the input of municipal partners, NGOs and academic stakeholders, and the general public from August to December 2016. Submissions were received via email and mail, as well as through Metrolinx's online engagement portal *Metrolinx Engage*.

Comments have been organized into three categories based on is the submitter's profile, their type of work and the nature of their comments. Municipal partners included single, upper and lower tier municipalities as well as provincial ministries. Those included in the category of NGOs and academic stakeholders were non-profit organizations, academics and researchers who are part of academic research institutes and think tanks. Lastly, those included in the category of general public were advocates and activists, the business community, residents, professional associations and private organizations representing individuals or properties.

Based on the feedback shared, several themes emerged that all audiences seemed to agree on. Submissions highlighted general support for the draft vision, goals and objectives, however, it was suggested that specific goals and objectives should be more explicit and measurable. Additionally, submissions highlighted the need to spell out the key performance indicators (KPIs) in more detail. Moreover, it was strongly recommended the next RTP align with the Growth Plan for the Greater Golden Horseshoe's employment and population density targets. Additionally, it was repeatedly mentioned that the growth and employment forecasts should reflect 2016 Census Data.

Submitters highlighted the need for a more detailed discussion on funding. Recommendations stressed that the discussion on funding should expand further, with a focus on sustainable funding and revenue tools.

Key common priority areas across groups:

1. Mobility Hubs and the Mobility Hub Network
2. Station access
3. New mobility options
4. Better connections to employment areas across the region

Other common priorities identified include alleviating congestion by optimizing different transport modes for freight; a reliable rapid and frequent transit network; a cross-boundary active transportation network; regional and local transit service integration and eliminating cross-boundary double fares.

## Introduction

The first Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton Area (GTHA), *The Big Move*, was released in 2008. Since its release, the RTP has been providing strategic direction for planning, designing and building a regional transportation network that contributes to a high quality of life, a sustainable environment and economic prosperity.

Under the *Metrolinx Act*, Metrolinx has a legislated requirement to undertake a review of the RTP every ten years. As a result, Metrolinx launched a review in 2015. As part of the process in producing the next RTP, the Metrolinx Board of Directors approved [The Discussion Paper for the Next RTP](#), in August 2016. The purpose of *The Discussion Paper* was to ignite a conversation about developing a shared, multimodal, regional vision for the GTHA transportation system that looks at where we have been, where we want to be in the next 25 years and how to get there.

Metrolinx sought the input of municipal partners, stakeholders and the general public on *The Discussion Paper* from August to December 2016. Comment submissions were received via email and mail, as well as through Metrolinx's online engagement portal Metrolinx Engage.

This report summarizes the themes that emerged from the submissions received during the consultation period. The submissions received were both, on *The Discussion Paper* itself, as well as other items or policy directions that should be included in the next RTP. All feedback received will be taken into consideration as we move forward with developing the next draft RTP.

## Comments Received by Municipalities

### Response Overview

21 regional and municipal governments from across the GTHA submitted their feedback on *The Discussion Paper* via mail and email. For a full list of municipalities that submitted feedback please refer to Appendix I.

### Comment Overview

Comments received during the participation period were analysed and grouped by common themes that emerged. The themes are:

- Vision, Goals and Objectives;
- Key Performance Indicators;
- Provincial Policy Alignment;
- Candidate Projects;
- Growth and Employment;

- Toronto-905 Balance;
- Active Transportation and Travel Demand Management;
- Station Access;
- Implementation, Funding and Prioritization;
- New Mobility;
- Mobility Hubs; and
- Other Transportation Issues important to respondents.

### Vision Goals and Objectives (VGOs)

Overall, there is general support for the draft vision, goals and objectives found in the *Discussion Paper*. These VGOs are described as being clear and concise. The VGOs capture key elements and support the concepts and areas of focus identified in the *Discussion Paper*. The draft VGOs were seen to complement and support policies contained within Provincial and Municipal Plans.

Although the proposed vision is considered sound, a number of municipalities suggested that the vision could be more concrete, and more explicitly transportation related. It was also mentioned that the vision would benefit from touching on affordability and the role of transportation in achieving complete communities.

Feedback that is more specific to the goals and objectives was provided. There was overall support for streamlining the thirteen original goals from *The Big Move* into six. However, it was mentioned that the goals and objectives might be difficult to measure because of vague and subjective terminology. Specific feedback heard includes:

- Goals and objectives need to be measurable and need to be directly influenced by a transportation plan;
- A balance between Toronto and 905 regions should be emphasized;
- An explicit link between transportation and health is needed;
- Goals and objectives should include strong active transportation, accessibility and equity components;
- Objectives should be re-examined to ensure they better fit under the proposed goals;
- An objective related to ensuring collaboration with municipal partners should be added.

### Key Performance Indicators (KPIs)

It was mentioned that *The Discussion Paper* is missing evaluation criteria that assesses how projects achieve the stated goals and objectives. Implementation and progress of the RTP needs to be monitored. Goods movement is identified in several submissions as an area that needs to have specific KPIs. Several submissions noted

that municipalities should be offered the opportunity to provide input into the proposed evaluation framework prior to implementation. Further, there should be a mechanism in place to update the Implementation Plan.

### Provincial Policy Alignment

There is both acknowledgment of and strong support for, the RTP being aligned with Provincial policies, specifically the *Growth Plan for the Greater Golden Horseshoe*. It was noted that a single vision and consistent definitions should guide all plans, both locally and regionally. It was considered especially important to ensure that the RTP is aligned with the *Growth Plan's* population and employment density targets. To ensure this alignment, it was recommended that Metrolinx work with municipalities to establish local employment and population density targets. Emphasis was also placed on ensuring the RTP considers the local municipal context. Further, there is support for the strategies identified in the RTP to reflect local circumstances and existing/emerging local plans.

### Candidate Projects

It was mentioned that *The Discussion Paper* does not provide a list of candidate projects for inclusion into the next RTP, other than those with committed funding or that are currently under development. Further, it was mentioned that there is a need to include the selection criteria that will be used to assess whether candidate projects are to be included in the next RTP. There were requests for municipalities to be included in the process of developing a selection criteria as well as the list of candidate projects, and to be given an opportunity to provide their input.

### Growth and Employment

A recurring comment was that the forecasts mentioned in the Discussion Paper need to be updated. The forecast uses 2011 census data, but it was recommended that they be updated to use 2016 census data.

Further, recommendations were made to ensure that growth and transit is aligned, with a focus on planning a transit network that meets the population's needs. Reconnecting all Urban Growth Centres (UGC's) and major transit station areas was strongly recommended. There were also comments on the need to elaborate on the role of local transit in the transportation network, and how local transit routes will integrate with projects already underway. This was an identified concern with the role of local transit being primarily framed as just being a feeder service.

### Toronto - 905 Balance

Some feedback suggested a need to have a balanced focus between Toronto and 905 areas. Rather than focus on getting people into and out of Toronto, higher order

transit should be decentralized away from Union Station, and the reach and frequency of rapid transit should be expanded across the GTHA. It was also recommended that the RTP focus on increasing connectivity to the employment areas in York and Durham Regions. Lastly, feedback highlighted that there is a lack of consideration for the needs of rural communities.

### Station Access

The feedback received identified the need to concretely address station access. Specific areas discussed were what to do with station lands, the amount of parking required, and improving multi-modal access. Suggestions were made to explore various parking management strategies and pricing approaches. While minimizing the amount of parking was also recommended, parking was identified as important in areas with low transit mode share. Additionally, first mile/last mile needs at GO stations should be assessed, by supporting Transit-Oriented Developments, efficient use of public lands surrounding GO stations and Transportation Demand Management (TDM) programs like Smart Commute, to reduce parking demand.

### Active Transportation and Travel Demand Management

Feedback identified the need to place more emphasis on active transportation (AT). Specifically, expanding the AT network and ensuring cross-boundary AT connections. It was also recommended that programming focused on school travel should increase, to enable and increase active travel to and from school. Lastly, Transportation Demand Management (TDM) initiatives near or around GO stations, such as expanding Smart Commute beyond workplaces and focusing on first mile/last mile needs was encouraged.

### Mobility Hubs

Numerous submissions discussed the importance of Mobility Hubs and the Mobility Hub network. It was said that the RTP Mobility Hub goals could be achieved if Metrolinx plays a leadership role and works with MTO to remove barriers. It was recommended that the RTP address the existing context of Mobility Hubs as well as the evolution of Mobility Hubs.

### Funding, Prioritization and Implementation

Most feedback received touched on three specific areas: funding, project prioritization, and the need for an implementation plan. There needs to be a clearer understanding and municipal collaboration and consultation to feed into the three areas.

A number of responses stated that the next RTP is an opportunity for Metrolinx to provide recommendations for funding tools and sustainable funding options. In

addition, responses stated that project prioritization should be spelled out and is lacking in *The Discussion Paper*. It was recommended that *The Discussion Paper* should have included an Implementation Plan with concrete steps, timelines, budgets, and roles and responsibilities of Metrolinx and municipalities outlined.

### New Mobility

Several submissions stated the need to explore New Mobility further in the next RTP. Municipalities indicated their openness to explore new mobility options and suggested that Metrolinx form partnerships to implement pilot projects focused on emerging technologies, including electric buses, dynamic vehicles and autonomous vehicles.

Alternatively, a few of the comments received found the discussion on autonomous vehicles speculative and feel there is a need to proceed with new mobility, and specifically autonomous vehicles, with caution.

### Other Important Issues

Feedback submitted also included several transportation issues that respondents found important including:

- The need to maintain a balanced focus on investments in new infrastructure and transit operations to support growth;
- The theme of transit equity, including fares and access should be addressed more concretely; and
- There is a need to continue focusing on goods movement as it is a very critical issue.

## **Comments Received by Non-Governmental Organizations (NGOs) and Academic Stakeholders**

### Response Overview

Mail and email submissions were received from a diverse range of non-governmental organizations, academic institutions and research institutes. For a full list of submitters, please refer to Appendix II.

### Comment Overview

Comments received were analyzed and broken into common themes and focus areas including

- Vision, Goals and Objectives;
- Key Performance Indicators and Transparency;



- Provincial Policy Alignment;
- Growth and Employment;
- Priority Projects and Focus Areas;
- Mobility Hubs;
- Funding;
- Active Transportation;
- Greenhouse Gases and;
- New Mobility.

### *Vision, Goals and Objectives (VGOs)*

While most feedback supported the proposed new goals, there was some concern that reducing the goals down to six from 13 may result in a lack of clarity. Feedback received suggested the need to ensure that the goals and objectives are concrete.

### *Key Performance Indicators (KPIs) and Transparency*

A majority of stakeholders found that there is a lack of KPIs to assess the performance of projects against the goals and objectives. It was repeatedly recommended that the RTP should include KPIs as well as their measureable targets, as it would identify the level of success a project achieved. There were recommendations made on what KPIs Metrolinx should focus on, including measuring accessibility by transit, emissions and air quality, usage of the active transportation network, and service standards. Transparency was flagged as something of importance. It was recommended that accessible public reporting mechanisms on all KPIs be provided.

### *Provincial Policy Alignment*

Most submissions received made mention of the RTP's relationship with the *Growth Plan for the Greater Golden Horseshoe*. Submissions highlighted support for having the next Plan and the Growth Plan aligned with one another. It was also said that it is important to ensure both the RTP and *Growth Plan* are aligned. Feedback suggested that the *Discussion Paper* should have more influence at informing the provincial coordinated review of plans.

### *Growth and Employment*

There were several recommendations that forecasts need to be updated using 2016 census data. Submissions suggested that the regional structure should be based on where employment growth is actually occurring. Numerous stakeholders stated that connectivity to and from existing and future employment areas need to be improved.

### *Priority Projects and Focus Areas*

Stakeholders identified several projects and focus areas as a priority. The movement of goods and people and alleviating congestion were considered priorities. Specifically, promoting the movement of goods and people using modes other than cars was suggested, in addition to having a public education component to raise awareness on this specific focus area.

Having a rapid and frequent transit network was another high priority area that was identified in several submissions. Also of importance was improving service frequency and reliability, with a suggestion to focus on reaching the largest number of people and not expanding the service area.

Other priorities identified include finding solutions to the existing cross-boundary double fares, putting in place active transportation routes that cross municipal boundaries, and implementing and expanding the Smart Commute program.

### Mobility Hubs

Submissions stated that there was a lack of any detailed discussion on the implementation of Mobility Hubs or the success of the *Mobility Hubs Guidelines*. A recommendation was made to ensure that planned Mobility Hubs are aligned with existing employment density. It was also suggested that Metrolinx should focus on hubs that have the highest potential impacts, including having flexible zoning around the hubs and ensuring local services connect to at least one hub.

### Funding

Some of the feedback mentioned different aspects related to funding. It was identified that a discussion on which projects have committed funding is lacking. Additionally, recommendations were made to explore and adopt sustainable revenue tools and to set an annual revenue target to fund transit. To do so, acknowledging the future operation, maintenance and rehabilitation costs of transit investments is necessary.

### Active Transportation (AT)

The majority of feedback mentioned the need to place more emphasis on AT. Submissions suggested that Metrolinx could act as a coordinating body and work with their municipal partners to develop an AT network, address AT challenges, develop and integrate AT plans into the wider policy context, and potentially establish a regional benchmarking report on AT. Additionally, beyond the need to integrate AT strategies in the next RTP, Metrolinx should focus on enhancing AT access to transit stations, as well as putting in place cross-boundary AT routes.

### Emissions and Green House Gases (GHGs)

Several stakeholder submissions suggested that a clear goal for GHG emission reductions as well as a carbon budget should be set, along with a push for more low-carbon mobility options. It was recommended that the next RTP support *Ontario's Climate Change Strategy and Action Plan*. Alternate emissions analysis should be included for all projects, and initiatives that indirectly impact carbon emissions should be taken into consideration.

### New Mobility

It was recommended that while new mobility options should be explored, it should be done with caution, especially when trying to predict how technology will change in the future. New Mobility was identified as having potential to address last mile in lower lower-density areas.

## **Comments Received by Private Stakeholders, Advocacy Groups and the General Public**

### Response Overview

The general public had an opportunity to provide their comments using various channels including mail, email and Metrolinx's digital engagement portal Metrolinx Engage. Feedback was received from advocacy groups and advocates, business community and residents groups, individuals, professional associations, as well as private organizations representing individuals and/or properties. It is important to note that respondents are not a representative sample of the public's opinions.

### Metrolinx Engage Polls

Visitors to Metrolinx Engage had the opportunity to answer an array of questions in addition to providing their feedback. There were a number of ranking questions, which asked participants to rank various options in order of importance.

All respondents found transportation very important in their daily lives. *Figure 1* is a summary table that highlights the three most important issues facing the GTHA today, the most important features of an improved transportation system, as well as the most important benefits of an improved transportation system.

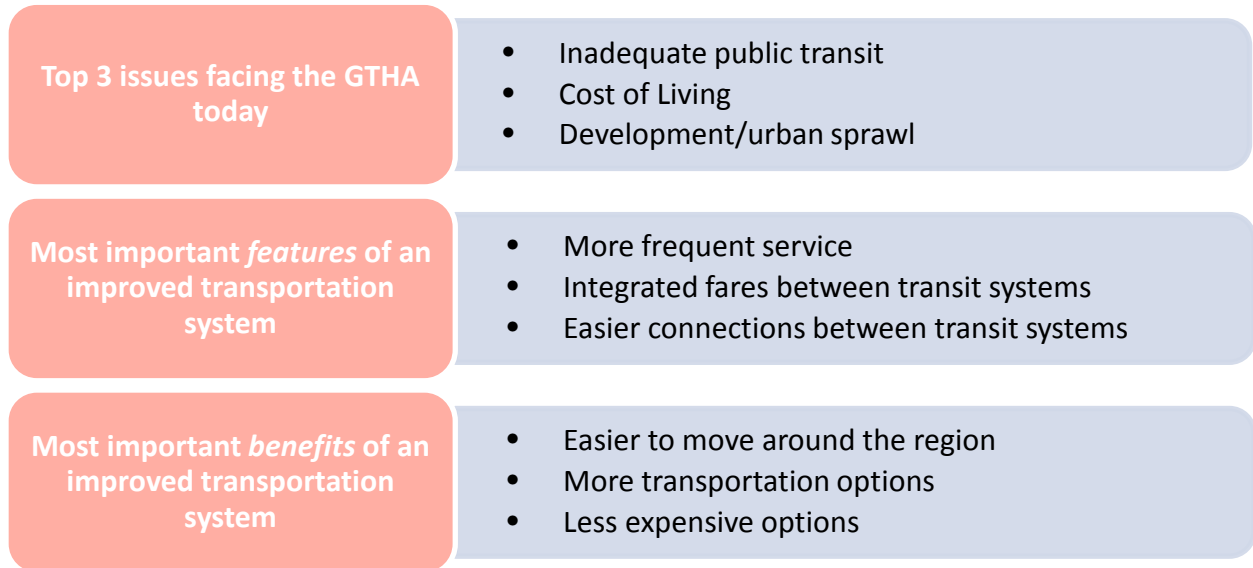


Figure 1: Top three issues facing the GTHA today, most important features of an improve transportation system and most important benefits of an improved transportation system, as identified by respondents.

*\*Respondents are not a representative sample of the general public.*

### Comment Overview

Comments received were analysed and broken into common themes and focus areas that emerged. They are:

- Vision, Goals and Objectives;
- Toronto-905 Balance;
- Transparency;
- Funding;
- Growth and Employment;
- Priority Areas;
- Mobility Hubs;
- Station Access and Parking;
- Active Transportation and Travel Demand Management (TDM); and
- New Mobility.

### *Vision, Goals and Objectives (VGOs)*

Overall, there was support for the vision, goals and objectives identified in *The Discussion Paper*. However, several suggestions were made to refine the goals and objectives further. It was suggested that there should be an objective focused on accountability. In addition, it was said that the goals and objectives need to be measurable and should include elements that the transportation plan can directly influence.

### *Toronto - 905 Balance*

Public feedback highlighted the need to have a balanced focus between Toronto and 905 areas. Rather than focus on getting people into and out of Toronto, there should be more transit opportunities and direct routes to other parts of the GTHA. A repeated suggestion was for the RTP to improve transit connections to and from Pearson Airport, and to better connect 905 employment areas. It was also recommended that more mobility hubs should be located farther away from Union Station.

### Transparency

Submissions highlighted transparency and accountability. They stated that the decisions around the next RTP's focus and selected priority projects should be evidence-based, transparent processes that should be reported publicly. Further, the complete transparency of the full costs and revenues attached to the next RTP was considered very important.

### Funding

A number of submissions wanted the discussion on funding expanded further. A detailed discussion is needed on sustainable funding and revenue tools. In addition, recommendations were made to include the full and detailed project and operating costs as well as revenues generated.

### Growth and Employment

It was recommended that the growth and employment forecasts be updated using the 2016 Census Data. Submissions stated that it is important to integrate land use and transportation planning, by taking the land use context into consideration when planning for transit into 2041. This includes working with municipalities to ensure that zoning by-laws are updated to allow for higher densities and intensification along transit corridors.

### Priority Areas

Congestion alleviation was identified as a priority area with a focus on goods movement and commuter traffic. It was recommended that better utilizing different modes of transportation for freight movement, such as rail and ship, could have potential to reduce congestion and damage to roads and highways. Further, to alleviate congestion due to commuter travel, having passenger rail services to destinations that experience excessive road congestion could help ease traffic. Increasing the number of rail corridors was suggested as a means of addressing connection and congestion issues. Further, freight could be transported via rail if investments are made to connect the existing and planned freight rail nodes to create a connected network.

There was overall support for the discussion on regional and local integration and connectivity, but many respondents wanted more details. Feedback highlighted the lack of discussion on the role of local transit and frequency of service, in the larger transit network. It was strongly recommended that consideration be given to how the local transit systems will connect to and integrate with projects that are currently underway such as RER and numerous LRTs, and how they will service travel demand in the future.

Many submissions found that ensuring good, frequent, reliable transit services was considered just as important as transit infrastructure investment. Transit service integration across the entire region was identified as necessary and overdue. Connections between bus and rapid transit services were also identified as lacking in the region. Lastly, accountability in ensuring reliable service and on-time performance was considered crucial.

RER was identified as a priority project. There was support for electrification, which was identified as a key component of advancing the transit network.

### Mobility Hubs

It was recommended that Metrolinx should actively encourage transit-oriented densities near major transit station areas and to have a Regional Hub comparable to Union Station near Highway 401.

### Station Access and Parking

Participants identified station access as a key area to focus on when thinking of our transportation network. To better understand the extent to which transit stations are accessible, suggestions were made to identify the physical proximity and amount of time it takes to get from homes and businesses to public transit access points. Further, parking was mentioned as a key issue, with the need to better utilize vast GO station parking lots. The need for parking management strategies was also identified, and suggestions were made to decouple parking costs from GO train fares, especially for those who get to GO stations using sustainable modes of transportation. Charging for parking at GO stations was also suggested.

### Active Transportation and Travel Demand Management

Respondents suggested that there needs to be more integration between active transportation and transit services. Further, travel demand management (TDM) was identified as necessary to get people out of their cars and onto more sustainable modes of transportation. Another recommendation was to promote active transportation among kids and to implement school travel planning initiatives in each school board district. It was also suggested that the region-wide active transportation network be documented, highlighting the existing cross-boundary connections.

Additionally, better connections to active transportation infrastructure across municipal boundaries and public transit access points are necessary.

### New Mobility

Overall, there was support for exploring New Mobility options further, including ridesharing programs, autonomous vehicles and on demand and shuttle services. New mobility options will make roads safer, have potential to be integrated with public transit and can be used to serve low-density remote areas. It was recommended that pilot programs be implemented in GTHA communities. That being said, it was also recommended that the next RTP should approach New Mobility with caution and should not prioritize it over public transit and active transportation. Further, while there was support for New Mobility, local mobility challenges would be solved solely through New Mobility options.

## **Social Media Campaign**

Social media platforms were used to promote *The Discussion Paper*. The majority of the social media campaign took place on Twitter. As seen in *Table 1* below, there were 13 posts written to promote the RTP Review and Discussion Paper. These posts left over 62,000 impressions and were retweeted 118 times. The posts were liked 73 times, with the links provided clicked 357 times.

Snapshot of Twitter Activity				
Number of posts	Impressions	Retweets	Likes	Link Clicks
13	62,327	118	73	357

Table 1: Snapshot of Twitter activity to promote the RTP Review and Discussion Paper engagement opportunities.

## **Addressing the Feedback Received and Next Steps**

This section provides an overview of how the feedback received will be incorporated into the development of the Next Plan.

### Vision, Goals and Objectives (VGOs)

The RTP Vision, Goals and Objectives were revised, incorporating the feedback have received.

### Key Performance Indicators

Metrolinx is keenly aware that KPIs are a critical element for the next RTP to ensure that the intended goals and objectives, and ultimately the vision, are achieved. For instance, a number of KPIs were reported as part the [Big Move Baseline Monitoring Report](#) that Metrolinx released in 2013. *The Discussion Paper* presents seven KPIs that

Metrolinx will apply to measure progress toward the goals of the RTP. The KPIs for the next Plan will be developed further as part of the next phase of work in collaboration with our municipal partners along with roles and responsibilities, funding opportunities, and the phasing of implementation.

### Transparency

Metrolinx promotes transparency through engagement and by having research and reports available electronically on Metrolinx's [The Plan](#) webpage. Metrolinx regularly engages municipal stakeholders and the general public throughout the lifespan of projects and solicits feedback on work that is underway. Channels that are regularly used to engage the public and stakeholders through online information sharing and digital engagement include the [Metrolinx](#) website and social media platforms, as well as in-person engagement at open houses and workshops. Metrolinx also engages with municipal partners through regular working group meetings where information is shared and opportunities to provide input is available. As part of this process, Metrolinx worked with municipalities across the GTHA to develop and evaluate a long list of candidate projects, which are being assessed to determine whether they will be included in the next RTP. We will keep the region informed about future opportunities to participate and contribute to the success of our *Regional Transportation Plan*.

### Provincial Policy Alignment

We have coordinated our review of the RTP with the Ontario Ministry of Transportation's (MTO) review of the *Growth Plan for the Greater Golden Horseshoe* (2006), which has just been released. The *Metrolinx Act, 2006*, requires that the RTP conform to the *Growth Plan*. In this respect, part of the RTP's role is to support and enable the transportation network and policies in the *Growth Plan*. Feedback received through the Coordinated Review will be considered for the purposes of the RTP review. Metrolinx formally submitted feedback to the Ministry of Municipal Affairs on the proposed revised *Growth Plan*.

Metrolinx will also be coordinating its update of the RTP with MTO's Greater Golden Horseshoe Multi-Modal Transportation Study, which will look out to 2071. The next Plan also takes into consideration other related Provincial plans, policies and guidelines such as *Ontario's Greenbelt Plan*, *Climate Change Action Plan* and *#CycleON: Ontario's Cycling Strategy*, as well as municipal and regional Transportation Master Plans and Official Plans.

### Toronto - 905 Balance

The region is made up of diverse communities that include urban, suburban and rural needs. Understanding that there are different transportation solutions for different needs contributes to a better, stronger more sustainable region. Not every



transportation solution is suitable to every local context. By understanding the diverse market needs (based on growth and travel patterns) across the region, the next Plan will examine the right transportation solutions to meet the diverse needs of the region.

### Priority Projects and Focus Areas

Building on the significant investments in rapid transit, first committed to in 2008, the RTP will highlight strategies that focus on optimizing the committed transit investments that have been made since 2008.

A range of transit solutions are required in order to serve the different markets of the Greater Toronto and Hamilton Area (GTHA). A discussion on equity will also be incorporated into the Plan. Further, a key objective of the RTP is to shift single person car trips to walking, cycling and transit, and the emphasis on increasing transit mode share remains a key priority for the next Plan. Opportunities for the transit network include more frequent transit services; increasing the capacity of existing services; first-mile/last-mile services that connect to rapid transit; demand-responsive transit; selective expansion of rapid transit network based on need, and transit priority measures.

We have and continue to work closely with the Province, our municipal partners, and other stakeholders to develop a resilient list of projects using forecasts and scenarios that will help shape, and grow with the region over the next 25 years. Understanding both the long and short-term capital, operational and maintenance costs of different transportation options will be explored in the final Plan development and in the subsequent Implementation Plan.

### Growth and Employment

Metrolinx is currently developing a forecasted distribution of population and employment to the year 2041. This will be used in modelling work to understand future travel patterns across the GTHA (including the journey to work) and in order to align growth and transit. The forecasted distribution of population and employment reflects Metrolinx' best estimate of where growth is actually occurring, and is based on current trends and future outlooks in the real estate and commercial markets, municipal and provincial policies, capacity to accommodate growth, and other factors such as the supply of office space. Large employment areas, such as near Pearson Airport, in York Region, and Downtown Toronto, and their growth potential, are taken into account in the forecasts and will be considered as part of the analysis of travel patterns.

The role of different types of transit in the overall transportation network (e.g. regional, rapid, local) will be evaluated in the context of how people will move around the region in the future. This is based on the forecasted distribution of

population and employment, recognizing that travel patterns are becoming increasingly diverse and complex and there is not a one-size-fits-all solution for transit everywhere in the GTHA.

Metrolinx is bound by legislation to use the 2041 population and employment forecast totals as specified in Schedule 3 of the Growth Plan for the Greater Golden Horseshoe, which are determined by the Ministry of Municipal Affairs.

To do sensitivity testing for the RTP, Metrolinx has also developed 2041 population and employment forecast totals based on the most up-to-date information available. The forecasts were developed based on 2011 census data (including population and employment); demographic statistics (trends in fertility, mortality and migration patterns), which are updated on an annual basis by Statistics Canada; housing completions data from the Canadian Mortgage and Housing Corporation; building permit data from Statistics Canada; regional demographic characteristics; and interim (2015) population and employment forecast estimates.

The timing of the release of all census data, that are used in forecasting (e.g. age, family and household structure, employment), will determine the ability of Metrolinx to update its forecasts based on the full 2016 census in advance of the release of the completion of the final RTP. However, Metrolinx will use updated information in any future work.

### Funding and Implementation

Pending approval of the next RTP by the Board of Directors, work will begin on an Implementation workplan to address roles and responsibilities, funding opportunities, and the phasing of implementation.

### Mobility Hubs

[The State of Mobility Hubs report](#), approved by Metrolinx's Board of Directors in November 2016, was developed to monitor and track changes across Mobility Hubs over time. The Hubs' performance is assessed based on indicators developed for the December 2015 Mobility Hub Profiles. Additionally, as a separate piece of work, the Mobility Hub Guidelines will be revisited and reevaluated to ensure the evaluation criteria are applicable, moving forward.

The next RTP will include the evaluation criteria used to designate a site as a Mobility Hub as well as determine potential new locations. The implementation of Mobility Hubs will be a focus in the Implementation Plan, which will follow the draft RTP. We are currently undertaking a technical analysis of Mobility Hubs in the region, which will provide policy guidance towards developing a network of Mobility Hubs in the GTHA. The analysis is looking at progress in the implementation of Mobility Hubs since 2008, the criteria for identifying and confirming Hubs, reviewing their locations,

providing an updated list of Hubs and preparing policy direction and priority actions. Findings will be used to shape how the next RTP addresses Mobility Hubs.

### Station Access and Parking

The [GO Rail Station Access Plan](#) was approved by our Board of Directors in December 2016, and will complement the next RTP. The *Access Plan* proposes access improvements for all modes at GO stations across the network, to support increased GO service and the development of new stations throughout the GO rail network resulting from RER. Access improvements will be targeted towards maximizing returns on investment, supporting a shift to transit and active transportation, promoting the development of more walkable, higher density communities surrounding GO rail stations, and implementing Provincial policy objectives.

One of the guiding principles of the *Station Access Plan* is to strategically limit the expansion of parking. If current station access patterns remain unchanged, we would need a massive increase in parking spaces, which would be financially unsustainable, would limit access for other modes of transportation, and would not align with broader policy objectives. By strategically expanding parking at specific stations, parking will continue to support ridership growth while minimizing conflicts with sustainable transportation, land use intensification and re-urbanization policy objectives.

### Active Transportation

Extensive research has been done on active transportation to support the RTP, including an analysis of all GO Transit stations and Mobility Hubs, an assessment of walkability surrounding suburban GO Transit stations, an examination of cycling behaviour, the identification of barriers to overcome for implementing active transportation policies, as well as reports on school travel. There will be a strong emphasis on promoting and enabling active transportation in the RTP, which will be supported by research on cycling in the region. The [GO Rail Station Access Plan](#) supports a wide range of transportation modes, but prioritizes station access investments that favour pedestrians first, followed by transit, cycling, pick-up/drop-off, and parking.

Metrolinx has also collaborated with municipalities across the region to deliver the [Smart Commute](#) program that raises awareness of, and supports sustainable travel options such as walking, cycling, transit and carpooling, to get to and from work. Smart Commute also works with community groups and municipal partners to encourage active and sustainable school travel. Research is also conducted on school travel patterns, with the [GTHA School Travel Trends reports](#) published by the Smart Commute program.

### New Mobility

Technology is constantly evolving and we as a region can prepare for the expected changes. It is important to be proactive, look for new trends, and embrace technology now and in the future. The Internet has changed how we work, live and interact with each other. As a result, the transportation industry will likely undergo significant changes in the coming decades.

Metrolinx and its partners across the region have been conducting research and analysis to ensure emerging technologies and New Mobility options are considered in our planning. Research has been published on [The RTP Plan](#) webpage and more is being completed to deepen our understanding of New Mobility. With that in mind, the next RTP will incorporate trends in new and emerging mobility services such as car sharing, on-demand services and autonomous vehicles. We recognize that this change is happening and will use the next RTP to help proactively shape the influence of new mobility options in our region. The next RTP will bring forward strategies to drive these services towards the RTP's goals and objectives.

### Emissions and Greenhouse Gases (GHGs)

Metrolinx understands that transportation GHG emissions are growing and that the transportation sector accounts for the largest share of Ontario's GHG emissions. With that in mind, Metrolinx has been at the forefront of addressing this issue and working towards making the transportation sector more sustainable. The [Metrolinx Sustainability Strategy 2015-2020](#), which was approved by our Board of Directors, builds on the RTP with a focus on how Metrolinx can plan, build and operate, to achieve meaningful progress towards sustainability within its operations.

The Regional Transportation Plan must work towards reducing transportation-related emissions of smog precursors and Greenhouse Gases in the GTHA. It will require multiple strategies working together including, promoting modal shift, encouraging more efficient driving behaviour and reducing fuel carbon content and using alternative fuels.

### **Next Steps in the Review and Update of the *Big Move***

We organized a Residents' Reference Panel (RRP) that fed into the draft RTP. Ten thousand letters were mailed to residents across the GTHA, inviting them to participate in the RRP. Five meetings were held from March to May 2017 to discuss opportunities and priorities, and provide input into the next RTP. At the End of these meetings, the RRP developed a report containing recommendations to Metrolinx on seven key areas. Proposed recommendations are being taken into consideration in the RTP.

Additionally, we have been working, on an ongoing basis, with our provincial, regional and municipal partners to develop the draft RTP.

There will be opportunities for the public to provide their input in the fall on 2017. Public consultations will include regional public roundtable meetings as well as digital engagement on Metrolinx Engage. Input received on the draft RTP will be taken into consideration, with the Draft Final RTP, which anticipated to be submitted to the Metrolinx Board of Directors by late 2017/early 2018.

Assuming approval of the Draft Final RTP by the Metrolinx Board of Directors, work will begin on implementation.

Your input is always welcome. Please email us at [theplan@metrolinx.com](mailto:theplan@metrolinx.com).

Subscribe to [Think Forward](#) to receive email updates on Metrolinx' progress, and to learn more about our public consultations in Fall 2017.

## **Appendix I: Municipalities and other Stakeholders that Submitted Comments**

1. City of Brampton
2. City of Hamilton
3. City of Mississauga
4. City of Oshawa
5. City of Pickering
6. City of Toronto
7. Regional Municipality of Durham
8. Regional Municipality of Halton
9. Regional Municipality of Halton - municipal coordinated response
10. Regional Municipality of Peel
11. Regional Municipality of Waterloo
12. Regional Municipality of York
13. Town of Ajax
14. Town of Caledon
15. Town of Halton Hills
16. Town of Newmarket
17. Town of Richmond Hill
18. Durham Public Health
19. GTHA Transportation Demand Management Program Leads Forum
20. Ontario Ministry of Transportation
21. Toronto Transit Commission

## **Appendix II: Organizations and Academic Stakeholders that Submitted Comments**

1. Clean Economy Alliance
2. Environmental Defence
3. Greater Toronto Airport Authority
4. Pembina Institute
5. The Neptis Foundation
6. Toronto Centre for Active Transportation and Ryerson University -  
Coordinated Response
7. Toronto and Region Conservation Authority
8. Transportation Research at McGill