

Appendix A

DRAFT RTP VISION, GOALS AND OBJECTIVES

VISION

A generation from now, the nine million residents of the Greater Toronto and Hamilton Area (GTHA) will use a well integrated transportation system that supports:

1. **A high quality of life.** A high quality of life for all residents in this region will be our greatest motivator. Our cities, towns, suburbs and rural areas will be more liveable, with more options for getting around the whole region.
2. **A thriving, healthy and protected environment.** We will plan, establish and maintain a transportation system that leaves a legacy of a healthy and clean environment for our children and grandchildren.
3. **A strong, prosperous and competitive economy.** As the heart of Canada's economy, our region will be competitive with the strongest regions in the world through an efficient and convenient transportation network that will attract and retain the best and the brightest, and make shipping goods and delivering services efficient.

This vision of complete mobility means that all of our diverse needs will be satisfied through a transportation system that is focussed on the customer and that seamlessly links people to places.

Complete networks for all modes of transport will link together a system of mobility hubs that are well-designed and attractive—providing seamless integration and allowing people to easily connect from one mode of transportation to another.

Public transit will compete effectively with the automobile because it will be safe, reliable and valued by its users. Walking and cycling will be logical choices for a healthier public.

People will have timely and complete transportation information on schedules, cost and impacts so that they can make informed choices about how they use the transportation system.

It will be a multi-modal transportation system that we can all be proud of.

GOALS AND OBJECTIVES

RTP goals and objectives to achieve this vision are listed below. These will be used to guide the development and evaluation of the Regional Transportation Plan and its implementation.

GOALS	OBJECTIVES
<p>A High Quality of Life: More CAPABLE and COMPATIBLE Transportation</p>	
<p><i>A high quality of life for all residents in this region will be our greatest motivator. Our cities, towns, suburbs and rural areas will be more liveable, with more options for getting around the whole region.</i></p>	
<ul style="list-style-type: none"> • Transportation Choices: People will have a wide range of options available to them for getting around regardless of age, means or (dis)ability, including walking, cycling, public transit and automobiles. • Comfort and Convenience: There will be a strong emphasis on the user. Getting around will be more convenient with coordinated information, facilities, operations and pricing; a more comfortable and less crowded experience, and the highest standard of customer service across the system. • Travel Time Reliability: Uncertainty regarding travel times and delays will be reduced. • Attractive Places: The transportation system will help us create valuable, beautiful and attractive places. Roads, streets, transit lines and stations will be designed to benefit both travellers and local residents. Negative impacts from transportation – related noise and poor air quality will be minimized. • Balanced: Balance the need to increase existing established transit markets while growing new transit ridership markets. • Fit and Healthy Lifestyles: It will be easy for all, including children and seniors to walk and cycle as part of their daily lives and maintain a healthy lifestyle. • Safe and Secure Mobility: Getting around will be more safe and secure. Parents will feel comfortable letting their children walk, cycle or take public transit to school. • Fairness and Transparency: Citizens will have a role in reshaping the future transportation system. Decisions will be transparent. 	<ul style="list-style-type: none"> • Improved transportation experience • Less crowding on transit • Decreased need to travel, particularly over long distances and at rush hour • Increased transportation options for accessing a range of destinations • Decreased dependence on travel by auto • Region-wide integrated fare collection and schedule coordination • Improved information, including real-time information, available to people to plan their trips • Reduced impacts of air quality on human health • Reduced transportation-related noise • More transit and pedestrian-friendly streetscapes; Improved walking and cycling amenities • Increased daily levels of exercise from walking and cycling • Towards zero casualties and injuries on all transportation modes, including walking • Improved traveller safety, both real and perceived • Improved accessibility for seniors, children and the disabled • Increased engagement in the planning of the transportation system from a diversity of citizens

GOALS	OBJECTIVES
<p>A Thriving, Healthy and Protected Environment: CLEANER and MORE CONSERVING Transportation</p> <p><i>We will plan, establish and maintain a transportation system that leaves a legacy of a healthy and clean environment for our children and grandchildren.</i></p>	
<ul style="list-style-type: none"> • A Smaller Carbon Footprint and Reduced Dependence on Non-Renewable Resources: Since the capacity of the environment is limited, our transportation system will operate sustainably within the constraints of – and in balance with – ecosystems, taking into account its potential to impact air, land and water quality; human, plant and animal life; social, cultural and economic conditions; and the built environment. <ul style="list-style-type: none"> • Greenhouse gases – our carbon footprint – and other harmful emissions and discharges related to transportation will be reduced. • We will reduce our dependence on non-renewable resources like fossil fuels and man-made chemicals that accumulate in the environment. • We will use materials that can be recycled, for example in construction materials and vehicles. • Reduced Land Consumption for Urban Development: The transportation system will help curb urban sprawl and help promote and sustain more compact and efficient urban forms. . • Adopt the Precautionary Principle and an Ecosystem Approach: In planning the transportation system of the GTHA, caution will always be exercised in favour of the environment so that it is protected, conserved and wisely managed. 	<ul style="list-style-type: none"> • Decreased use of non-renewable resources. • Increased recycling rate of construction materials and vehicles. • Reduced and stabilized transportation-related GHG emissions – provincial target: -6 per cent by 2014, -15 per cent by 2020, -80 per cent by 2050 • Improved air quality • Reduced car use • Improved energy efficiency • Reduced consumption of land for urban development • Reduced ecological impact to our natural systems • Awareness of how travel choices impact the environment

GOALS	OBJECTIVES
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A Strong, Prosperous and Competitive Economy: More COST-EFFECTIVE and AFFORDABLE Transportation

As the heart of Canada’s economy, our region will be competitive with the strongest regions in the world through an efficient and convenient transportation network that will attract and retain the best and the brightest, and make shipping goods and delivering services efficient.

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| <ul style="list-style-type: none"> • Prosperity and Competitiveness: The transportation system will be designed to meet the needs of the Ontario economy efficiently and equitably; it will create opportunities for greater prosperity throughout the region. Deliveries, imports and exports will be easier, faster and more reliable thanks to a more efficient, integrated and coordinated transportation system. Residents will be able to get to a greater number of jobs. • Foundation of a Functional Region: The transportation system will be a cornerstone of city building, creating a region that is a destination of choice for new residents and businesses. Great infrastructure will create new transit-oriented development opportunities. Transportation services will not lag behind urban growth. • Multi-modal Integration: The transportation system will be fully integrated. It will be easy to make a decision on how to get somewhere or ship something thanks to seamless integration, accurate and timely information, and logical and transparent prices. • Interconnectedness: The GTHA transportation system will be well connected to surrounding regions, the rest of Canada and the world. • Resilience: By reducing our oil dependence, we will better withstand volatility in energy supply and prices, and have more flexibility to switch to new fuels and technologies. We will strive to anticipate the impacts of climate change on infrastructure. • Efficiency and Fiscal Responsibility: The transportation system will be designed to optimize the use of resources and provide better value for transportation investment and spending to households, businesses and governments • Fiscal Sustainability: Funding for transportation will be sufficient, reliable and predictable. • Safety and Security: The transportation system will be designed to be safe and secure. | <ul style="list-style-type: none"> • Lower average trip time for people and goods • Greater reliability of the freight and passenger systems • Eased congestion • Increased productivity of the transportation system • Improved transportation and land use integration • Reduced delays, damage and costs in transferring goods from one mode to another and more seamless region-wide services for travellers and service-providers • Improved real-time information about transportation choices, their speeds and costs • Improved connections and service within the GTHA and to/from inter-regional, inter-provincial and international terminals and facilities • Increased self-sufficiency of the transportation infrastructure and projects • Reduced use of out-of-province energy sources • Increased prevalence of transportation demand management practices • Improved value of transportation investment and spending for households, businesses, governments and other users • Competitive shipping cost structure • Transparent and fairly allocated passenger transportation costs, across modes • Fair and effective fiscal treatment of various modes • Optimized use of all travel rights-of-way by commercial vehicles through a range of incentives and disincentives • Direct transportation user fees that reflect the full costs of providing transportation • Minimized direct and indirect economic losses due to accidents |
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