

THE BIG MOVE BASELINE MONITORING REPORT

APPENDIX B: INVENTORY OF INITIATIVES

September 2013

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Introduction

This Inventory of Initiatives accompanies The Big Move Baseline Monitoring Report, providing a detailed record of information received from delivery partners about work underway in support of implementing The Big Move.

The Big Move sets out ten strategies with 92 Priority Actions and Supporting Policies to achieve its vision, goals, and objectives. Are we making progress towards each of the Priority Actions? Are we implementing the Supporting Policies?

The Big Move sets out an action plan to guide us in transforming the transportation system in the GTHA. It is comprised of ten strategies:

- Build a Comprehensive Regional Rapid Transit Network
- Enhance and Expand Active Transportation
- Improve the Efficiency of the Road and Highway Network
- Create an Ambitious Transportation Demand Management Program
- Create a Customer-First Transportation System
- Implement an Integrated Transit Fare System
- Build Communities that are Pedestrian, Cycling and Transit-Supportive
- Plan for Universal Access
- Improve Goods Movement Within the GTHA and With Adjacent Regions
- Commit to Continuous Improvement.

Together, these key strategies provide a long-term vision with the flexibility for nimble action as commuting needs and technologies change. Each strategy contains both *Priority Actions* and *Supporting Policies*. In total, the Big Move identifies 92 Priority Actions and Supporting Policies.

- Priority Actions are specific and concrete action, or a "to-do list", for implementing each strategy. They are broad in scope and include legislation, policies, programs, planning and funding. Timescales for the delivery of each Priority Action varies widely.
- Supporting Policies are intended to guide day-to-day decision-making in support of each strategy. Regional policies can be adopted by agencies and jurisdictions beyond municipal governments and transit agencies. School boards and health boards, for example, can be critical players in delivering The Big Move.

Work has started on more than half of the Priority Actions and Supporting Policies, as detailed under each of The Big Move's 10 Strategies. There is significant progress and construction on the First Wave of regional rapid transit projects, and the Next Wave have been confirmed as the subsequent transit projects to be implemented.

Purpose of This Appendix

The Inventory of Initiatives was developed to support on-going monitoring of the Priority Actions and Supporting Policies of The Big Move, by creating a record of the responses received from municipal, transit agency, and provincial partners when surveyed in Spring 2012 on work underway in support of The Big Move.

Strategy #1: Build a Comprehensive Regional Rapid Transit Network

The majority of the Priority Actions and Supporting Policies under Strategy #1 are underway.

From the 1960s to the 1980s, 135 kilometres of rapid transit services were introduced per decade. This included both the TTC subway and the commuter rail operated by GO Transit. During the 1990s, this expansion all but ground to a halt. Despite significant investment and momentum over the past 10 years, the transit and transportation system has not caught up.

Beyond building rapid transit infrastructure across the GTHA, the Priority Actions in Strategy #1 set out to strengthen transportation connections between municipal boundaries in the GTHA, and establish protocols and best practices to enhance existing transit while providing for tomorrow's transit needs. These Priority Actions also focus on coordinating across the region to promote inter-operability between transit systems.

Strategy #1: Build a Comprehensive Regional Rapid Transit Network

#	Priority Action/ Supporting Policy	Status	Initiatives Underway
1.1	Build the regional rapid transit network identified in Schedules 1 and 2, to bring fast, frequent, all-day, two-way express rail service and expanded regional rapid transit service to every region of the GTHA and to within two kilometres of 80 per cent of GTHA residents (see Section 5.0 for more detail).	In Progress	Please refer to Chapter 4: Building the Rapid Transit Network
1.2	Establish high-order transit connectivity to the Pearson Airport district from all directions, including a multi-purpose, fast transit link to downtown Toronto (see Section 5.0 for more detail).	In Progress	<p>Transit services and links to improve transit connectivity to the Pearson Airport district that have been recently implemented or planned include:</p> <ul style="list-style-type: none"> • Airport Rail Link (ARL), • The Mississauga BRT (formerly Hwy 403 Transitway Service) • Route 107 Airport Express to Mississauga City Centre and Malton • Route 115 Brampton Transit AIRPORT EXPRESS <p>Airport Rail Link</p> <p>The Provincial government has committed to building the Airport Rail Link (ARL) (through Metrolinx). ARL is an operating division of Metrolinx and is in the early phases of organization, construction, design, building, branding and communications. Initial construction has begun and vehicle design is currently underway.</p> <p>The ARL is a 25-kilometre rail route, sharing the upgraded GO Transit rail corridor along the Kitchener line (formerly Georgetown line). A new three-kilometre rail spur will be constructed to connect the Kitchener line to Toronto Pearson Terminal 1. Trains will depart Union Station and Toronto Pearson every 15 minutes and will make stops at Bloor and Weston GO Stations.</p> <p>The ARL will provide a 25-minute journey between Union Station and Toronto Pearson Terminal 1. The ARL will be fully accessible, and is expected to feature onboard refreshments, Wi-Fi, luggage facilities, screens with flight information and self-service airline check-in machines. Construction of the ARL is expected to remove 1.2 million car trips annually while offering a critical transit alternative for quick and easy access to Toronto's downtown core and Toronto Pearson.</p> <p>In 2010, the Ontario Government asked Metrolinx to build, own and operate the ARL. In 2011, construction began on the ARL began on the Kitchener corridor, Tier-4 diesel multiple units were purchased and the</p>

			<p>construction contract for the ARL spur to Toronto Pearson Terminal 1 was awarded. Construction on the rail spur and passenger station at Toronto Pearson Terminal 1 is expected to begin in 2012.</p> <p>In Hamilton, a new Weekday Peak Periods bus service has been introduced, connecting the Hamilton City Centre with John C. Munro Hamilton International Airport.</p>
1.3	<p>The City of Toronto is proceeding with the revitalization of Union Station to provide new passenger concourse areas, accommodate GO Transit rail expansion, improve pedestrian access to and through the building, and expand customer amenities and retail areas. Metrolinx will work with the City of Toronto, GO Transit, and stakeholders on a long-range strategy that builds on the work already underway, to ensure that all existing and future initiatives to improve Union Station and its surrounding precinct are coordinated to implement the RTP.</p> <p>Union Station will become a customer-focused facility that provides seamless connections between all modes of transportation and the surrounding downtown Toronto area. Union Station should be developed in a way that maximizes not only the value of the station itself, including its cultural heritage value, but also the immediate precinct and broader region that it serves directly. It will also meet the needs of the passenger throughput that will result from the implementation of the RTP. The following will be clearly addressed:</p> <ul style="list-style-type: none"> • upgrading of facilities to accommodate services proposed in the RTP, and required phasing 	In Progress	<p>The revitalization of Union Station has commenced. Construction began in February 2011 to improve the quality and capacity of pedestrian movement in and around the station; to restore heritage elements; and to transform Union Station into a major destination for shopping, dining and visiting. The improvements are anticipated to facilitate easier passenger transfer between the platform and concourse areas.</p> <p>Union Station's revitalization will result in many benefits to commuters, including bigger, brighter transit concourses, more exits and entrances to the station, new PATH connections and the introduction of an exciting and revitalized retail presence.</p> <p>Key aspects of the revitalization include:</p> <ul style="list-style-type: none"> • Restoration and preservation of many of Union Station's heritage elements. • Creation of a new pedestrian retail concourse below the station. • Expansion of the GO concourses by threefold to accommodate the expected doubling of passengers at Union Station by 2031. • Restoration of the VIA Rail concourse. • Creation of a new PATH system connecting the northwest corner of Union Station to Wellington Street. • Expansion and increase in the number of station entrances, including the addition of a new PATH connection and tunnel to Union Plaza, Air Canada Centre and Maple Leaf Square. • Renovation of space in the west wing for Metrolinx's head office. • Incorporation of advanced environmental designs, such as deep-lake water cooling, district heating and energy-efficient technology <p>Funding: Union Station's revitalization is an initiative supported by investments of \$164 million from the Government of Canada, \$172 million from the Government of Ontario, and \$340 million from the City of Toronto. Project Schedule: Substantial project completion is expected in 2015, with final completion in 2016. Additional Planning work: In partnership with the City of Toronto and Arup, Metrolinx is currently updating pedestrian modelling analysis of Union Station with planned service level increases to understand the impact on pedestrian flows</p>

	<p>to allow for the timely delivery of services; and</p> <ul style="list-style-type: none"> • identification of necessary investment and potential revenue streams to meet the above objectives. 		
1.4	Integrate the Toronto bus terminal with Union Station to provide more seamless connections between regional rail and bus services.	In Progress	Metrolinx is currently undertaking a study to examine the feasibility of relocating the Toronto Coach Terminal at Union Station. The study will review operational considerations, capital and operating costs, integration benefits, among other considerations. Through consultation with stakeholders, the study will set out options and a recommendation.
1.5	Establish regional rapid transit connections outside the GTHA in a manner that supports the urban structure objectives of the Growth Plan for the Greater Golden Horseshoe and Greenbelt Plan. The conceptual network in Appendix C shows possible connections of the GTHA's transit network to municipalities surrounding the GTHA and other destinations outside of the region with both public and private transit services.	In Progress	<p>Improving regional rapid transit connections can include improvements to existing services, feasibility and benefits case analyses, and introduction of new service routes. Recent studies and improved services for regional rapid transit connections beyond the GTHA include:</p> <p>Toronto-Peterborough Rail Connection</p> <p>In March 2008, the Federal and Provincial governments agreed to undertake a joint study for the potential reinstatement of passenger rail service between Toronto and Peterborough. The purpose of the study was to provide an assessment of the market potential and ridership demand, vehicle technology options, potential station locations, required infrastructure improvements, as well as to develop rough order of magnitude capital and operating cost estimates for feasible route alternatives and an implementation plan for the proposed service. Further advancement of the line has not been recommended to date.</p> <p>Kitchener / Waterloo</p> <p>A Benefits Case Analysis has been completed. Rail service between Kitchener and Waterloo has commenced, with two trains each way every weekday commencing December 2011, along with additional bus service between Kitchener and Bramalea GO (Route 30). GO Transit introduced a Waterloo bus service (Route #25) in 2009, with 10-14 buses per day providing service between Square One Terminal (Mississauga) and the University of Waterloo campus. This route now offers up to 30 trips per day.</p> <p>Barrie-Allandale</p> <p>Train service to Allandale Waterfront GO Station on the southern shore of Lake Simcoe commenced in January 2012.</p> <p>Peterborough</p>

			<p>In 2009, GO Transit started providing bus service between Trent University and Oshawa GO Station, with 10-13 buses per day</p> <p>Guelph Previously served by regional bus, rail service to and from Guelph was introduced in 2011. GO Transit introduced a new bus route, providing service between Guelph and Bramalea GO Station (Route 39).</p> <p>Niagara 2009, GO Transit introduced bus service between Burlington GO Station and Niagara Falls (Route 12). This new route also serves Stoney Creek.</p>
1.6	In collaboration with the federal government, Québec and other provinces, private sector passenger transportation operators and other key stakeholders, identify concrete opportunities to align regional and national transportation objectives, including linking regional networks to national and international networks such as VIA Rail.	In Progress	<p>This priority action involves two overlapping objectives: (a) identifying opportunities to align regional and national transportation objectives (b) identifying opportunities to link regional networks to national and international networks such as VIA Rail.</p> <p>Identifying opportunities to align regional and national transportation objectives</p> <p>The MTO works closely with Transport Canada in two ways:</p> <ul style="list-style-type: none"> • The Strategic Initiatives & Federal, Provincial Relations Office, within the Policy and Planning Division, has a mandate to advance Ontario's transportation priorities and interests through development of strong federal and provincial working relationships. The office develops policy and strategic initiatives with respect to Ontario's transportation and transit agenda with the Federal government and other provinces, including strategic business planning, federal and provincial relations, and development of new emerging strategic policy initiatives. • MTO's Transit Policy Branch holds bi-weekly meetings with colleagues at Transport Canada to manage ongoing joint projects and initiatives. <p>Identifying opportunities to link regional networks to national and international networks such as VIA Rail</p> <p>The Government of Canada, Government of Ontario and Government of Quebec completed a high-speed rail study for the Quebec City - Windsor Corridor in November 2011. The study evaluated the feasibility of high-speed passenger rail service through the Québec City-Windsor corridor. The joint study assessed available high speed train technologies, routing options, ridership estimates and financial and economic impacts, and found that high speed rail is feasible in the corridor. The three governments are carefully considering next steps and will work closely moving forward.</p>

1.7	Remove barriers to the creation of Bus Bypass Shoulders on controlled-access expressways. Where feasible, create Bus Bypass Shoulders to allow transit vehicles to bypass congested areas.	In Progress	<p>Bus Bypass shoulders on expressways facilitate improved transit journey times and reliability of transit service by allowing transit vehicles to bypass congested areas. Barriers to creating bus bypass lanes include legislative, geometric, operational and safety considerations. Opportunities to implement bus bypass lanes are pursued on a case by case basis.</p> <p>Bus vehicles are permitted to operate on paved shoulders on Highway 403 between Erin Mills Parkway and Mavis Road. The Ministry of Transportation (MTO) recently implemented Bus "Pass Through" treatments at Highway 401 interchanges in Durham which allow buses to use the exit ramp and pass through to the on-ramp, to facilitate by-passing a segment of freeway congestion.</p> <p>GO Transit has been working with the City of Toronto to implement Bus Bypass Lanes (BBL) on the Don Valley Parkway. A section of BBL is open in both directions between York Mills Road and Lawrence Avenue. An Environmental Project Report (EPR) study was completed in Spring 2012 for the implementation of BBL, along a 2.0 km section between north of Pottery Road to south of Don Mills Road, and, a 2.1 km section from north of Taylor Creek to south of St. Dennis Drive. Additionally, GO Transit and the City are looking to implement BBL between Eglinton Avenue and the CPR overpass.</p>
1.8	Establish protocols within the provincial government to facilitate the use of provincially owned lands for transportation facilities.	Not Started	<p>To date, the use of provincially owned lands, such as hydro corridors, highway corridors or rails yards, has been negotiated on a case-by-case basis. Existing protocols relate to procedures and related to disposal or sale of provincially-owned lands.</p> <p>Additional protocols may be established to facilitate the leasing or concession of provincially-owned lands to accommodate transportation facilities.</p> <p>The York University Busway is an example of a transportation facility making use of provincially-owned lands.</p> <p>In the City of Toronto, a 2.1 km dedicated busway was successfully implemented along the Finch Hydro Corridor. An easement agreement between Hydro One Networks Inc (Hydro One), Ontario Realty Corporation (ORC), Toronto Transit Commission (TTC) and the City of Toronto was negotiated to allow for the implementation of the dedicated busway.</p>
1.9	<p>Provide municipalities with tools and best practices to leverage funding for local transit and active transportation infrastructure from new development, such as:</p> <ul style="list-style-type: none"> • amending the Development Charges Act to allow 	In Progress	<p>This priority action includes development of a best practices guide, amendments to the Development Charges Act, and the use of tools or strategies to leverage the implementation of local transit and active transportation infrastructure from new development.</p> <p><u>Supporting work</u> that falls under the category of this priority action include:</p> <ul style="list-style-type: none"> • Through the site plan approval process, York Region now requires that development applications

	<p>municipalities to recover the full, growth-related costs of transit infrastructure, and to base cost recovery on a level of transit service above historical levels;</p> <ul style="list-style-type: none"> • re-directing development charge levies collected within the broader transportation envelope to a variety of modes, including Transportation Demand Management and active transportation, so as to support the goals and objectives of the RTP, rather than extend past patterns into the future; • facilitating value-capture related to transit by expanding the use of special-area ratings of benefiting areas or developments; and/or • negotiating accelerated transit infrastructure investment in exchange for voluntary contributions from benefiting property owners. 		<p>provide resources for active transportation and transit, such as indoor and outdoor bike racks, secure bike storage, changing and shower facilities, complete pedestrian and cycling connections from the development site to the surrounding transportation network, and pre-loaded PRESTO cards of various amounts, depending on the site's anticipated level of transit service.</p> <ul style="list-style-type: none"> • York Region has included Active Transportation and Transportation Demand Management programs in the Regional Development Charges Bylaw
1.10	<p>Work with the region's public and private transportation providers, municipalities and large 24-hour trip generators to coordinate existing after-hours services and work towards the establishment of a region-wide 24-hour base transit network that serves entertainment districts, shift employers, and other areas of high demand in evening off-peak hours.</p>	In Progress	<p>There is still work to be done in developing a region-wide 24-hour base transit network. Implementation of after-hours transit service has seen varied progress across the region.</p> <p>Brampton Transit has begun offering extended-hours transit service on designated 'Primary Corridor Routes', with services starting between 4:00- 5:00 am and continuing until 1:00 am on weekdays. Hamilton Street Railway extended their Glanbrook TransCab service hours to match Hamilton Street Railway Service hours to provide transit service for Canada Bread shift workers.</p> <p>Transit agencies report that the primary challenge in implementing 24-hour transit service is funding. Inter-regional services between Toronto, Mississauga and York Region, for example, have had to be cut due to funding constraints.</p>
1.11	<p>Identify, prioritize and resolve gaps and bottlenecks in the transit network,</p>	In Progress	<p>Gaps and bottlenecks in the transit network can exist at the local and regional scale. On a regional scale resolutions for gaps and bottlenecks in the transit network across municipal boundaries are in various</p>

<p>particularly where they cross municipal boundaries.</p>		<p>stages of planning and implementation.</p> <p>Bottlenecks</p> <p>Bottlenecks in the transit system include Bloor-Yonge Station and Union Station. Metrolinx is leading a study of Union Station to examine passenger volume and growth over the period to 2031, identifying the facility requirements to accommodate the current and future volume of passengers at the station. The study shows that operational improvements at Yonge-Bloor Station may be able to delay the need for more costly capital improvements. As of writing, the TTC is undertaking more detailed study to determine the specific operational and infrastructure improvements, triggers for implementation and capital costs as part of a long-term strategy for improving capacity at Bloor-Yonge Station.</p> <p>Gaps</p> <p>Regional rail transit services currently provide peak direction service in the morning and afternoon peak periods only. Introducing two-way, all-day service will fill a gap in the regional transit network. Gaps noted include:</p> <p>(1) The proposed Kipling Terminal redevelopment near the Mississauga/Toronto border remains a high priority gap that needs to be addressed. By operating to Islington subway instead of Kipling subway, Mississauga Miway is incurring additional operating expenses/service hours which could be deployed to improving service for customers elsewhere in Mississauga.</p> <p>(2) Gap of integrated service between Pickering (Durham Region) and Toronto TTC services - there is currently minimal service by the #109 Rouge Hill Shuttle, which operates only during peak hours from Monday to Friday. Efforts to minimize this gap have been made through the introduction of the #923 Bayly bus to the University of Toronto Scarborough in July 2012, which operates regular 20-minute extended peak hour service. The launch of BRT in mixed traffic to the University of Toronto Scarborough in July 2013 has brought further integration of services. The new service operates with a headway of 7.5 minutes during the peak.</p> <p>Supporting work</p> <p>The Toronto-York Spadina Subway Extension The Toronto-York Spadina Subway Extension extends the existing subway line from its current terminus at Downsview station north to Vaughan Metropolitan Centre Station. Service on the new extension is planned to start in late 2015, with trains running to York University Station.</p>
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		<p>Hurontario/Main Street Rapid Transit Line Planning work for the Hurontario/Main Street rapid transit line commenced in late 2011. When implemented, the rapid transit line will provide enhanced transit service between the City of Mississauga and the City of Brampton.</p> <p>Inter-regional Coordination Inter-regional coordination and integration between Brampton Transit (Züm), Mississauga Transit (MiWay), York Region Transit (VIVA) as well as the TTC's surface transit and subway network are being planned to improve rapid transit linkages across the York Region-Toronto-Peel Region area. Mississauga and Brampton have planned to expand their express networks (MiExpress and Züm) through provision of increased transit frequency and new links to Humber College.</p> <p>Georgetown South Project Providing infrastructure improvements to meet existing GO Transit ridership demand and future growth, the Georgetown South Project will also accommodate existing and future VIA Rail and the new Air Rail Link (ARL) between Union Station and Pearson International Airport. Infrastructure improvements on this corridor set the foundation for future introduction of two-way, all-day service between City of Toronto and Highway 427 in the Region of Peel.</p> <p>Richmond Hill Rail Service Extension An Environmental Study Report (approved in September 2009) identified recommendations for the Richmond Hill rail corridor, from south of Major Mackenzie Drive in Richmond Hill to north of Aurora Road in Whitchurch-Stouffville. The study's recommendations included new service to be offered between Richmond Hill GO Station and Bloomington Road. This project is currently in the detailed design phase. Improvements will be implemented in two phases. Funding has been approved for Phase 1 of this project, expanding service to a new Gormley Station at Stouffville Road.</p> <p>Niagara Rail Service Extension Metrolinx/GO has completed an EA for the extension of GO rail service to St. Catharines and Niagara Falls. GO Transit is working to begin rail service on a section of this line between Aldershot and Stoney Creek by 2015. Extensions into Niagara Region will follow sometime after.</p> <p>Bowmanville Rail Service Extension Metrolinx/GO has completed an EA for the extension of GO rail service to Bowmanville in Clarington. The new service would have stations in central Oshawa, Courtice, and central Bowmanville. No timelines for this extension have been developed.</p>
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			Two-way, All-day Rail Service Two-way, all-day service on regional rail corridors is a long-term aspiration that will involve technical feasibility studies, infrastructure improvements, and funding. Metrolinx/GO is currently undertaking a study to identify and prioritize the introduction of two-way, all-day service on regional rail corridors. The study is anticipated to be finalized in early 2013.
1.12	Road-based transit shall make optimum use of existing road infrastructure, and minimize the need for road extensions, widenings and new roads.	In Progress	<p>Road-based transit includes local bus service and bus rapid transit (BRT). Light Rail Transit (LRT) can also be built within existing road rights-of-way. Municipalities have reported that the challenge in building transit within existing rights-of way relates to the challenge of accommodating various infrastructure and signaling system requirements within a compact urban form. It can often be more costly to build in an existing right-of-way than on a greenfield or suburban corridor.</p> <p>Across the GTHA, there are BRT and LRT projects at different stages of planning and implementation. In most cases, there have been efforts to accommodate new transit lanes within existing rights-of-way. In many cases, this is not always possible, and road widenings are sometimes needed at intersections to accommodate both transit priority (such as a queue jumper lane) and traffic turning lanes.</p> <p>Some examples of successful use of existing road infrastructure for road-based transit include:</p> <ul style="list-style-type: none"> • Brampton Transit ZUM <p>Brampton Transit ZUM introduced BRT-light service on Queen Street from downtown Brampton to York University in 2010, and on Main Street from Downtown Brampton to Mississauga in 2011, where widenings have been limited to intersection improvements that include transit signal priority, queue bypass lanes, as well as improved shelters and passenger information on next vehicle arrival. Additional BRT-light services have been introduced on Main Street. Additional BRT services are planned along Steeles Avenue from Shoppers World to Humber College in Fall 2012.</p> <ul style="list-style-type: none"> • York Region VIVA <p>Similarly, York Region's VIVA phase 1 along Highway 7 and Yonge Street have rapid transit elements within the corridors.</p> <ul style="list-style-type: none"> • Dundas Street and Trafalgar Road BRT <p>Dundas Street BRT (between Brant Street to Trafalgar Road) and Trafalgar Road BRT (from Cornwall Road to 407 ETR) in Halton Region are two road-based transit projects that are currently in the planning stages of development. Halton Region is also studying the alignment of the Dundas Street BRT within Burlington and connections to Burlington GO and Appleby GO Stations.</p> <ul style="list-style-type: none"> • City of Hamilton Rapid Transit <p>In the City of Hamilton, rapid transit is being planned to operate on various corridors. Detailed planning for the 'B-Line', with service between McMaster University and Eastgate Square, is currently underway. Although the design is not yet completed, the final design will see two to three lanes of road space reallocated to the rapid transit line. In the short term, Hamilton is investigating Transit Priority Measures</p>

			<p>which may include a pilot transit-only lane, such as along the current B-Line route on King Street, from the CBD to Highway 403. In addition, a station amenity enhancement plan for the B Line route, and possibly A-Line route, is presently in the initial planning stages.</p> <ul style="list-style-type: none"> • City of Toronto LRTs <p>In the City of Toronto, the right-of-ways for St Clair Avenue and Roncesvalles Avenue were recently reconfigured to optimize transit without the need for road widening or extension. When implemented, future LRT on Transit City routes, such as Queens Quay and Finch Avenue, have been planned or will be planned to be implemented within the existing right-of-way, avoiding the need for road widening.</p>
1.13	To the maximum extent possible, new transit infrastructure, including transit vehicles and technologies, should be compatible across the region and utilize common international standards. This would allow for better integration of transit services, inter-operability across the region, and cost-effective procurement.	In Progress	<p>Metrolinx's Transit Procurement Initiative (TPI) works strategically with Ontario transit systems to achieve best value for money by facilitating joint procurements for buses and the goods and services that support transit bus operations. As of 2011, 24 municipalities in the province have procured close to 500 conventional and specialized transit buses through TPI, saving close to \$9 million. In the GTHA, six out of the nine municipal transit systems have participated in TPI and have procured commonly specified buses. Building on this common fleet, TPI and its partners have developed a single supply chain solution for transit bus parts to pull inventory buying power of GTHA and Southern Ontario transit systems. The Transit Inventory Management Services (TIMS) program was rolled out in 2012 and preliminary results show savings of up to 20%.</p> <p>At the same time, rail-based transit projects in the GTHA are being planned on a case-by-case basis. Decisions about technologies and standards are being made to suit individual project needs. In some cases, for example, adopting 'standard gauge', the designated regional standard for LRT projects, would mean incompatibility with local existing rail-based transit, limiting the integration and inter-operability of transit vehicles within a single transit agency. This has resulted in incompatibilities between rail projects across the region. In Toronto, for example, the decision to use TTC standards instead of adopting the regional 'standard gauge' was made so as to maintain inter-operability and compatibility with the existing streetcar vehicles and infrastructure. The decision favors compatibility with the existing system over compatibility with other new LRT lines being planned in the region, such as Hamilton LRT or the Hurontario Street / Main Street LRT. The TTC, for example, replaced two current vehicle types (CLRV and ALRV) with a single type of vehicle.</p>
1.14	Official Plans, secondary plans and municipal Transportation Master Plans should identify transit priority zones where transit priority measures will be put in place and where transit agencies could be allowed to enforce traffic and parking operations to ensure the optimal function of transit operations.	In Progress	<p>Official Plans and Transportation Master Plans that have recently been updated or developed typically identify transit corridors, but may not necessarily specify transit priority zones or transit priority measures. Two Official Plans that identify transit priority zones include those for the City of Brampton and York Region.</p> <p>In Halton Region, the Transportation Master Plan included the development of a Conceptual 2031 Higher Order Transit Corridor Network which identified potential semi-exclusive and exclusive transit right-of-ways.</p> <p>Schedule 6 of the City of Mississauga's New Official Plan identifies transit priority corridors.</p>

			<p>The Official Plan and Transportation Master Plan for the City of Hamilton identify transit priority measures, although they do not specify transit priority 'zones'.</p> <p>The City of Burlington is commencing its Official Plan review and will be potentially reviewing its mobility hubs and nodes and corridors. Major transit station areas are identified in the current Official Plan. The Official Plan review will be conducted in parallel with the City of Burlington's Transportation Master Plan update.</p> <p>In many cases, the current Official Plan or Transportation Master Plan for a municipality was developed prior to publication of The Big Move in late 2008, and there has not yet been opportunity to align the OP or TMP with The Big Move.</p>
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Strategy #2: Enhance and Expand Active Transportation

The majority of the Priority Actions and Supporting Policies under Strategy #2 are underway.

The active transportation network is a vital part of an integrated transportation system, and is the focus of Strategy #2. Active transportation choices provide healthy, inexpensive, and environmentally friendly means of travel. These choices are suited for short and medium-distance trips, and for supplementing transit or automobile use.

Priority Actions to improve the active transportation network range from pilot studies to new active transportation connections over major roadways.

Strategy #2: Enhance and Expand Active Transportation

#	Priority Action/ Supporting Policy	Status	Initiatives Underway
2.1	<p>Plan and implement complete, integrated walking and cycling networks for the GTHA, including Toronto's PATH system, that address key barriers such as bridges over 400-series highways, rail corridors and major rivers, and missing sidewalks on major roads. The cycling networks will bring every GTHA urban resident to within a maximum of one kilometre of a dedicated bicycling facility. This will be supported by a provincial funding commitment increased over time to at least \$20 million per year for municipalities to complete the walking and cycling networks.</p>	In Progress	<p>Regional and local municipalities have continued to develop the walking and cycling network. In some cases, such as the City of Toronto, walking and cycling facilities are integrated into new roads as part of the normal course of planning and the Official Plan is being updated to reflect the inclusion and expansion of pedestrian and cycle links.</p> <p>Specific examples of new or planned pedestrian and cycling links over 400-series highways, rail corridors and major rivers are listed below. This list of new pedestrian links is not intended to be exhaustive; rather, the list includes the new or planned active transportation connections that have been reported during the development of this progress report.</p> <p>Underground PATH system improvements and additions: As part of the revitalization of Union Station in the City of Toronto, a new pedestrian connection will connect Union Station to the existing PATH system in the Wellington Street area. The Environmental Assessment of the new northwest PATH connection is complete and construction began in 2012</p> <p>New or completed bridges and paths over 400-series highways, rail corridors and major rivers, or those that are currently under construction: Durham Region:</p> <ul style="list-style-type: none"> • In Pickering, the Waterfront Trail pedestrian bridge along east bank of Rouge River and south of CN Rail corridor (completed in 2008) • In Oshawa, two pedestrian crossings over Oshawa Creek and one pedestrian/bike crossing in Waterfront Trail East. <p>In Hamilton:</p> <ul style="list-style-type: none"> • Multi-use trail bridge crossing over QEW near Red Hill Valley Parkway • Pedestrian bridge crossing (Bruce Trail) over Hwy 403 east of Lincoln Alexander Parkway • Bike lane across Highway 403 on-ramp at York Boulevard • Pedestrian crossing over Highway 401 in the Liverpool area of Pickering (currently under construction) <p>In the City of Toronto:</p> <ul style="list-style-type: none"> • Construction has begun on a new pedestrian connection between Billy Bishop Toronto City Airport and the Toronto downtown 'mainland' (at Eireann Quay / Bathurst Street). <p>In Halton Region:</p>

			<ul style="list-style-type: none"> • QEW/ Fairview Street Interchange where an on-road and off-road bicycle paths were provided on Fairview Street under the QEW • Jug-Handle crossing at on-ramps at the following QEW interchanges – Walkers Lines, Appleby Lines and Burloak Drive. <p>In Mississauga:</p> <ul style="list-style-type: none"> • New Confederation Parkway bridge over Hwy 403 included bicycle lanes and barrier-protected sidewalks. Constructed in 2008. • New McLaughlin Road bridge over Hwy 401 included bicycle lanes and sidewalks. Constructed in 2009. • Retrofit of Burnhamthorpe Road bridges over Credit River and Mullet Creek included barrier-protected sidewalk on south side and barrier-protected multi use trail on north side. Constructed in 2010. • Multi-use trail tunnel under the CN Tracks / GO Lakeshore Line at Mississauga Road. Constructed in 2010. • Multi-use trail tunnel under the QEW at Hurontario Street. Constructed in 2010. • New Ridgeway Drive bridge over Hwy 403 included bicycle lanes and sidewalks. Constructed in 2010. • Etobicoke Creek Trail crossing under Hwy 401. Constructed in 2010. <p>In York Region:</p> <ul style="list-style-type: none"> • Richmond Hill Centre - pedestrian bridge crossing GO rail line (Opened in March 2008) • Multi-use trail bridges along Nokiidaa Trail* and Tom Taylor Trail (Completed between 2008-2011); • Bridge connections along Nokiidaa Trail in Newmarket/Aurora and the Town of East Gwillimbury along Holland River (Completed between 2008 and 2011) through Rogers Reservoir. <p><i>*The construction of Nokiidaa Trail/Tom Taylor Trail was partially funded through York Region's Pedestrian and Cycling Municipal Partnership Program. The Partnership Program is mainly focused on on-street bicycle facilities. Pedestrian facilities fall under local municipal jurisdiction. York Region provides up to 50% of the construction cost to local municipal active transportation projects (maximum \$500,000 a year).</i></p> <p>Planned bridges and paths over 400-series highways, rail corridors and major rivers:</p> <ul style="list-style-type: none"> • Mississauga and Peel are working together to implement a pedestrian/cycling crossings of the Credit River between the Queensway and Lake Ontario • Oakville Bronte Creek in Bronte Provincial Park, plus several other active transportation
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			<p>crossings and active transportation crossing facilities over major roads</p> <ul style="list-style-type: none"> • York Region will fund up to one-third share of the capital cost to construct mid-block collector road crossings of 400 series highways which will include sidewalks and cycling facilities. York Region's Transportation Master Plan has identified 12 new crossings of Hwy 400, 404, and 407 within the Region. • Reconstruction of Highway 400 and King Road Interchange in York Region, new bridge accommodates cyclists on shoulder. • In the City of Toronto, a new pedestrian bridge over the rail corridor connecting Douro Street and the west end of Western Battery Road (in the Liberty Village area). This new bridge is in the planning stage. • In the city of Toronto, a new pedestrian bridge in the Fort York area has been planned and is currently under review. <p>Some municipalities have also reported that they have an allocated budget dedicated to implementing sidewalks on roads. For example, the City of Mississauga's 2011 Budget included \$2.244 million for new sidewalk construction, directed at implementing missing sidewalks on major roads, whereas a smaller municipality, such as the Town of Richmond Hill, has a budget of approximately \$400,000 each year to repair and implement sidewalks. In Durham Region, a \$2.5M allocation was dedicated in 2010 budget to hard surfacing at bus stop locations.</p> <p>There is still work to be done in completing the walking and cycling network across the GTHA. In one municipality, for example, an estimated \$20 million is needed to implement all missing sidewalks on major roads.</p> <p>One of the challenges to implementing bridges over rail corridors and highways is the coordination and multiple-source funding that is often required between local and provincial, and in some cases federal, governments.</p> <table border="1" data-bbox="888 1101 1948 1404"> <thead> <tr> <th>Reporting Municipality</th> <th>Reported bike-km</th> <th>Date Collected</th> <th>Comment</th> </tr> </thead> <tbody> <tr> <td>City of Toronto</td> <td>No information available</td> <td></td> <td></td> </tr> <tr> <td>City of Hamilton</td> <td>130 km</td> <td>2010 2006</td> <td></td> </tr> <tr> <td>Durham Region</td> <td>No information available</td> <td></td> <td>The Regional Cycling Plan was approved in October 2008 and is currently under review. We have not</td> </tr> </tbody> </table>	Reporting Municipality	Reported bike-km	Date Collected	Comment	City of Toronto	No information available			City of Hamilton	130 km	2010 2006		Durham Region	No information available		The Regional Cycling Plan was approved in October 2008 and is currently under review. We have not
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			Town of Oakville	85 km (off-road multi-use trails, and on-road dedicated facilities)		Total length at the end of 2011 is approximately 85 kilometres (off-road multi-use trails, and on-road dedicated facilities). Active Transportation Master Plan (ATMP) was approved in late 2009. Prior year's data is not easily attainable. http://www.oakville.ca/townhall/active-transportation-master-plan.html
			Peel Region	No information available (As part of the recently completed Active Transportation Plan, approximately 310 km of multi-use trails have been identified in Peel Region)		
			City of Brampton	2.1 km 0.4 km	2012 2006	
			City of Mississauga	260 km 200 km 120 km Note, the above totals include multi-use trails, on-road bicycle lanes/sharrows and signed bicycle routes. The totals do not include	2011 (end) 2006 2011	Asset inventories undertaken annually

			<table border="1"> <tr> <td></td> <td>pathways within parks, which total approximately 165 km.</td> <td></td> <td></td> </tr> <tr> <td>York Region</td> <td>778 km</td> <td>2012</td> <td>No asset inventory specifically for cycling facilities. To date, the total length of all bicycle facilities throughout the Region including total municipal facilities is approximately 778 km</td> </tr> <tr> <td>City of Vaughan</td> <td>0 km</td> <td></td> <td></td> </tr> <tr> <td>Town of Richmond Hill</td> <td>160 km (on-road cycling) 17 km (multi-use trails)</td> <td></td> <td></td> </tr> </table>		pathways within parks, which total approximately 165 km.			York Region	778 km	2012	No asset inventory specifically for cycling facilities. To date, the total length of all bicycle facilities throughout the Region including total municipal facilities is approximately 778 km	City of Vaughan	0 km			Town of Richmond Hill	160 km (on-road cycling) 17 km (multi-use trails)		
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2.2	Create pilot bike-sharing programs in major urban centres.	In Progress	<p>The BIXI program in the City of Toronto, launched in May 2010, opened with 1,000 bicycles at 80 stations. Since opening, a handful of BIXI stations have been moved to broaden the geographic area with BIXI access. Use of BIXI bikes varies by season. In the peak summer period, approximately 1,500 trips are taken each day by BIXI.</p> <p>Other urban centres have either recommended a bike-sharing program, or recommended a feasibility or pilot study to explore the potential of implementing such a program. These include the following:</p> <ul style="list-style-type: none"> • City of Brampton is about to undertake a bike share pilot study with City employees. • Town of Oakville - a recommendation in the Active Transportation Master Plan to explore the feasibility of implementing a bike sharing program. • The Region of Peel Active Transportation Plan recommends studying the feasibility of a bike sharing program • City of Mississauga Cycling Master Plan includes an action to develop a business case assessment for public bike share program by 2015. • City of Hamilton is considering a bike share program. 																
2.3	Research, standardize and promote best practices to integrate walking and cycling in road design, such as scramble intersections, bike boxes, and signal prioritization.	In Progress	This priority action refers primarily to the development of regionally-coordinated research and a best practices review in order to establish standards for integrating walking and cycling in road design. The document would act as a guide that municipalities and the MTO could refer to in designing the way that walking and cycling are integrated with the design of roads, streets and intersections across the GTHA.																

		<p>A researched set of guidelines and best practices has not yet been developed. As a result, there has not been any standardized approach to integrating walking and cycling in road design across the GTHA.</p> <p>There have been some initiatives to examine best practices in particular locations. Examples include:</p> <ul style="list-style-type: none"> • The Peel Region Active Transportation Plan which includes an active transportation facilities reference guide that provides guidance on design elements to support sustainable transportation • Halton Region's Right-of-Way (ROW) Guidelines, developed as part of the Transportation Master Plan update to 2031, which protects for Active Transportation facilities. In addition, Halton Region has initiated a Region-wide Active Transportation Master Plan. • The York Region Pedestrian and Cycling Master Plan (2008) which includes Planning and Design Guidelines to assist the Region and its partners in coordination and implementation of the cycling facilities. <p>The Ministry of Transportation is undertaking a Best Practices Study of implementing bike facilities at MTO interchanges and a monitoring study of pilot cycling projects. These pilot projects include:</p> <ul style="list-style-type: none"> • QEW/Fairview Street Interchange with on-road and off-road bicycle paths, jug-handle crossing at on-ramps, blue bike lanes at conflict areas, zebra pavement markings at off-ramp terminals and reduced lane widths; • Highway 400/Duckworth St - bike lanes and reduced lane widths with sidewalks being provided through the interchange bridge; monitoring is required since this is a pilot project for the bike lanes and a monitoring plan is in the development stages. • Highway 404/7 - Reduced lane widths on Hwy 7 to accommodate Viva BRT, bike lanes and sidewalk; monitoring plan will be developed and implemented. <p>Several municipalities have reported adopting 'best practices' to integrate walking and cycling in road design and report having implemented various features. These include:</p> <ul style="list-style-type: none"> • Audible countdown pedestrian signal (Halton, Oshawa) • Bump outs to reduce walking distance (Oshawa) • First standard bike lane in Oshawa (Oshawa) • Floating bike lane (Oshawa) • Pedestrian and cycling friendly mini-roundabouts (Oshawa) • Pedestrian scramble (Brampton near Bramalea GO Station, City of Toronto) • Bicycle detection at traffic signals (Mississauga, Halton – one location)
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			<ul style="list-style-type: none"> • Increased pedestrian crossing times (Mississauga) • Zebra striped crosswalks (Mississauga, Halton) • Flush (i.e. curb-less) street designs (Mississauga) • Bike boxes (City of Toronto) <p>The City of Mississauga is piloting two programs in an effort to integrate walking and cycling into road design. The Crossride Pilot Project includes the installation of 'crossrides' (a crosswalk for cyclists and pedestrians) on Sheridan Park Drive (at Homelands Drive) and Fifth Line. The crossride allows cyclists to ride their bikes across selected crosswalks. This is the first time this type of crossing has been implemented and piloted in Ontario. More crossrides are being planned to be implemented in 2012. The City of Mississauga is also piloting Green Pavement Marking for cyclists, with the aim of increasing driver awareness of the presence of cyclists and to make the roads safer for cycling. The green pavement marking is being piloted at the intersection of Dundas Street West and Mississauga Road.</p>
2.4	Install bike racks on all buses and Light Rail Vehicles (LRVs) and amend both the Highway Traffic Act (Section 109) and the Public Vehicles Act (Sections 23 and 24) so that transit vehicles with bike racks do not require special permits.	In Progress	<p>There have been no amendments to the Public Vehicles Act (PVA) related to bike racks. As an interim measure, the Ministry of Transportation is currently utilizing the provisions in Section 23 of the PVA to allow the transportation of bikes on a bike rack affixed to the front of a public vehicle. The Ministry is currently reviewing the regulatory regime governing the inter-city bus industry which may entail consideration of this item.</p> <p>Eight transit agencies have reported that 100% of their bus fleet has bike racks. The TTC reports that all of their bus vehicles will have bike racks by the end of 2012. York Region Transit reports that 335 out of 474 bus vehicles have bike racks (71%), and includes bus vehicles that are currently in daily service as well as older vehicles used on a reserved or as-needed basis.</p>
2.5	Establish a coordinated, region-wide bicycle registry with the ability to report and search for stolen bikes.	Not Started	<p>A single registry across the GTHA has not been developed. Bicycle registries are currently handled by municipal and regional police services. Further investigation is required to determine the feasibility of establishing a region-wide or province-wide bicycle registry through the Ontario Provincial Police Service (OPP). If it is not feasible, a secondary option could be the development of an externally-coordinated portal or live database that is linked to municipal and regional police service bike registries and frequently updated. The most appropriate and feasible route to establishing a region-wide bicycle registry for stolen bikes needs to be determined.</p>
2.6	Consider changes to the Highway Traffic Act that implement the 1998 recommendations of the Regional Coroner for Toronto to provide greater clarity with	In Progress	<p>After reviewing the recommendations from the Regional Coroner's Report, the Ministry of Transportation (MTO) determined there was no need to update or revise the existing legislation under the Highway Traffic Act. The Chief Coroner of Ontario initiated a study in Fall 2011 to review cycling deaths across the province.</p>

	respect to the relationship between motorists and cyclists in areas such as safety equipment, lane positioning and passing procedures.		<p>The MTO has focused instead on actively working to promote cycling safety across the province. It has developed two public education products to promote cycling safety. The first is its Young Cyclist's Guide which promotes safe cycling practices to young riders. The second is Cycling Skills; a guide for teenaged and adult cyclists that includes information on safety equipment requirements, lane positioning requirements and passing procedures. Both these publications are posted on the MTO website along with additional general cycling safety information. MTO's Regional Planners work closely with approximately 150 road safety partners across the province to promote cycling safety through presentations, development and distribution of public education materials and participating in community events.</p> <p>The Ministry also provides funding to assist its road safety partners with the development and implementation of a variety of road safety initiatives, including those that promote cycling safety. The Ministry's Road Safety Education Resources provides elementary and secondary school teachers with lesson plans and resources to assist them in promoting cycling safety in the classroom. Each school in Ontario has received a copy of this resource, and it's available on the internet at www.ontarioroadsafety.ca. The Ministry of Transportation's Road Safety Challenge encourages community groups across the province to develop and implement road safety activities each May. Cycling safety has been a priority theme of this campaign for the last three years.</p>
2.7	Implement or expand safe cycling training programs, similar to the Commuter Cycling Skills Course offered in the Vancouver area, or the CAN-BIKE courses offered by municipalities across Canada.	In Progress	<p>The implementation of safe cycling training programs, such as the CAN-BIKE courses, varies across the GTHA. In some municipalities, such as the Town of Oakville, are exploring the potential for offering cyclist commuter training courses and is a formal part of the Active Transportation Plan. In other municipalities, such as the City of Brampton, CAN-BIKE courses are already offered with two sessions offered in three seasons (Spring, Summer and Fall).</p> <p>Administered by the Ontario Cycling Association, CAN-BIKE courses are also offered in the Region of York, City of Toronto and Town of Markham. The Town of Richmond Hill offers a 'Roads and Ropes' course, which teaches bicycle safety.</p>
2.8	Undertake Active Transportation Master Plans and incorporate them into municipal Transportation Master Plans.	In Progress	<p>Active Transportation Master Plans can be developed as either a sister document to the Transportation Master Plan or incorporated as a section within it. Across the region, municipalities have reported either working on an Active Transportation Master Plan or an intention to develop one in the future, particularly when it comes time to update their Transportation Master Plan.</p> <p>Completed:</p> <ul style="list-style-type: none"> • York Region Pedestrian and Cycling Master Plan (completed in 2008, to be updated in 2012) • Peel Region (completed 2012)

			<ul style="list-style-type: none"> • Town of Oakville • City of Brampton Bicycle Facilities Implementation Plan • City of Brampton Pathways Master Plan (completed in 2002, updated in 2006) • Durham Region: The Regional Cycling Plan was approved in October 2008 and is currently under review. (Area municipal plans have been developed in Pickering, Ajax, Whitby and Oshawa. • Town of Richmond Hill Pedestrian and Cycling Plan (completed in 2009) • York Region's Pedestrian and Cycling Master Plan (completed in 2008) • City of Mississauga Cycling Master Plan (published as a complementary document to the TMP) <p>Currently being developed:</p> <ul style="list-style-type: none"> • City of Oshawa • Halton Region <p>Other developments:</p> <ul style="list-style-type: none"> • City of Pickering is planning to update the Bikeway and Trails Master Plan (1996) next year.
2.9	Opportunities for promoting active transportation and connecting key destinations, including mobility hubs and major transit station areas, shall be identified and implemented when designing greenways strategies and park systems.	In Progress	<p>Promotion of active transportation through the use of greenways and park system planning has been taking place within some organizations in the GTHA. Typically, a trails strategy or parks strategy is developed to promote active transportation and to provide links to local and regional trail systems.</p> <p>In the City of Mississauga, there have been efforts to improve connectivity between neighbourhoods and destinations. The Credit River Parks Strategy, for example, includes an objective to "enhance connectivity to neighbourhood destinations and nearby parks and open spaces to promote walking and cycling". The strategy is currently being developed, but will likely see the development and completion of active transportation trails that link destinations that are in proximity to the park system along the Port Credit River. These destinations include the University of Toronto Mississauga Campus and the Streetsville GO Station. The Mississauga Water Parks Strategy, completed in 2008, also included focus on connectivity throughout the waterfront park system and to key destinations nearby. Similarly, York Region is currently developing a Greenlands (Natural Heritage) Trails Strategy with the objective of providing spaces for active and passive recreation, and promotion of active transportation, which lays the foundation for identifying opportunities to improve active transportation connections between destinations through the parks system.</p> <p>The Ministry of Transportation (MTO) has initiated a project to inventory major municipal and regional cycling routes throughout the province. With the objective of identifying tourism-oriented, long-distance cycling routes, the MTO has consulted with a range of subject matter experts and other stakeholders.</p>

			<p>The cycling route inventory will include information about route length, location, surface type and other variables. Subject matter experts from jurisdictions around the world have been consulted with regarding best practices in planning, designing, marketing and operating networks of long-distance cycling routes. Ontario-based stakeholders are also being consulted with to determine levels of support for creating a network of long-distance cycling routes and to explore the potential for partnerships in this regard. The project is expected to be complete in Spring 2012. How the cycling route inventory will be used remains to be determined, as are decisions about implementation and funding.</p>
2.10	<p>Enabling Official Plan policies to support active transportation shall be adopted. Where appropriate, the bonusing provisions under the Planning Act should be used to require that any application for major commercial, employment or multiple residential development, particularly in a mobility hub, provides appropriate facilities for cyclists and pedestrians such as secure bike storage, showers and change rooms.</p>	In Progress	<p>Typically in the GTHA, developers are encouraged to consider the provision of TDM facilities as part of their development applications but without a specific requirement to include them.</p> <p>In some municipalities, such as York Region, development applications are required to submit a Transportation Demand Management plan (including a plan to implement walking/cycling facilities such as bike parking/storage and other amenities) for all major development applications. The Town of Richmond Hill reports that the 2010 Official Plan requires that all future developments shall incorporate pedestrian and cycling facilities.</p> <p>As part of the recently completed Halton Region Transportation Master Plan (2031) – The Road to Change it was recommended that the Region develop TDM Policies and strategies for major development applications with its local municipalities. It is anticipated that these policies and guidelines will be completed in 2013.</p>
2.11	<p>School catchment areas shall be defined, and school campuses shall be designed, to maximize walking and cycling as the primary means of school travel.</p>	In Progress	<p>School catchment boundaries are typically identified through consideration of several factors, such as school capacity, municipal, community or neighbourhood boundaries, and projected development and population growth.</p> <p>Further development and implementation of this policy can be achieved through a collaborative effort between Metrolinx, School Boards, and supporting partners, such as municipalities.</p> <p>A multi-stakeholder committee consisting of the Halton District School Board, Halton Catholic District School Board, Halton Region and the municipalities developed guidelines to assist in the siting decisions and the design of elementary schools and high schools and adjacent lands. The guidelines – released in May 2011 “were developed for the purpose of encouraging and supporting children and their families to choose Active Transportation to and from school”</p>
2.12	<p>Sidewalks should be required on all new regional and new local roads inside</p>	In Progress	<p>Municipalities report that sidewalks are generally required for new regional and local roads. Depending on the road classification, sidewalks may be required on one or both sides of the road. In some cases,</p>

	settlement areas.		<p>there is flexibility with respect to the timing of implementation. While the requirement for sidewalks on new roads is in place among the responding municipalities, flexibility in the application of this requirement is such that new roads may not have sidewalk facility for an indefinite period of time.</p> <p>In some municipalities, new developments on existing roads may trigger the implementation of sidewalk space on a site by site basis, leading to a discontinuous sidewalk in areas with no new development.</p> <p>In Halton Region, however, all regional roads protect for a 3.0m active transportation facility on either side of the road, which would be composed of either a sidewalk and/or a multi-use path. Halton Region recently completed Regional Right-of-Way Guidelines for major arterials, setting specific guidance for accommodating all modes, including pedestrians and cyclists.</p>
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Strategy #3: Improve the Efficiency of the Road and Highway Network

There is work underway towards all Priority Actions and Supporting Policies under Strategy #3.

Road and highway trips currently make up the majority of trips within and across the GTHA. The road and highway network plays a crucial role in the movement of freight and options for across the GTHA.

An efficient road network is a key component of the integrated, multi-modal transportation system envisioned by The Big Move. Strategy #3 focuses on optimizing the capacity of the existing road and highway infrastructure and providing additional capacity and linkages.

Strategy #3: Improve the Efficiency of the Road and Highway Network

#	Priority Action/ Supporting Policy	Status	Initiatives Underway															
3.1	Implement the regional highway network identified in Schedules 1 and 2, and complete studies and obtain federal and provincial environmental approvals for the proposed transportation corridors.	In Progress	<p>The Big Move identifies corridors of the regional highway network and new corridors to be improved. Improvements include new highway extensions, widenings and improvements to existing controlled-access expressways, as well as the creation of High Occupancy Vehicle (HOV) lanes.</p> <p>Improvements to the regional highway network are prioritized in The Big Move as part of the 15-year plan or the 25-year plan.</p> <table border="1"> <thead> <tr> <th>Corridor</th> <th>Planning Horizon</th> <th>Status</th> </tr> </thead> <tbody> <tr> <td>Highway 407</td> <td>15-year plan</td> <td> <p>The Highway 407 corridor is being planned and implemented in phases. When it is complete, Highway 407 will be extended east to Highway 35/115.</p> <p>Phase 1: Extend Highway 407 from Brock Road to Harmony Road. This 22 km extension is proceeding under Infrastructure Ontario's design, build, finance and maintain (DBFM) procurement model. Construction for Phase 1 began late 2012, and is expected to open to traffic in late 2015.</p> <p>Phase 2: Extending the Highway 407 corridor to Highway 35/115. The procurement process for the design, build, and finance of this portion of the corridor is anticipated to start in late 2012.</p> <p>The full corridor extension is expected to be complete in 2020.</p> </td> </tr> <tr> <td>Highway 410 extension</td> <td>15-year plan</td> <td>The Highway 410 extension, from Bovaird Drive East to Highway 10, is an 8.2 km extension and was opened to traffic in November 2009.</td> </tr> <tr> <td>Highway 427 extension</td> <td>15-year plan</td> <td>The Environmental Assessment for the extension of Highway 427 from Highway 7 to Major MacKenzie Drive was approved in November 2010. The timeline for implementation of the extension remains to be determined.</td> </tr> <tr> <td>GTA West</td> <td>25-year plan</td> <td>The GTA West project is a multi-modal transportation</td> </tr> </tbody> </table>	Corridor	Planning Horizon	Status	Highway 407	15-year plan	<p>The Highway 407 corridor is being planned and implemented in phases. When it is complete, Highway 407 will be extended east to Highway 35/115.</p> <p>Phase 1: Extend Highway 407 from Brock Road to Harmony Road. This 22 km extension is proceeding under Infrastructure Ontario's design, build, finance and maintain (DBFM) procurement model. Construction for Phase 1 began late 2012, and is expected to open to traffic in late 2015.</p> <p>Phase 2: Extending the Highway 407 corridor to Highway 35/115. The procurement process for the design, build, and finance of this portion of the corridor is anticipated to start in late 2012.</p> <p>The full corridor extension is expected to be complete in 2020.</p>	Highway 410 extension	15-year plan	The Highway 410 extension, from Bovaird Drive East to Highway 10, is an 8.2 km extension and was opened to traffic in November 2009.	Highway 427 extension	15-year plan	The Environmental Assessment for the extension of Highway 427 from Highway 7 to Major MacKenzie Drive was approved in November 2010. The timeline for implementation of the extension remains to be determined.	GTA West	25-year plan	The GTA West project is a multi-modal transportation
Corridor	Planning Horizon	Status																
Highway 407	15-year plan	<p>The Highway 407 corridor is being planned and implemented in phases. When it is complete, Highway 407 will be extended east to Highway 35/115.</p> <p>Phase 1: Extend Highway 407 from Brock Road to Harmony Road. This 22 km extension is proceeding under Infrastructure Ontario's design, build, finance and maintain (DBFM) procurement model. Construction for Phase 1 began late 2012, and is expected to open to traffic in late 2015.</p> <p>Phase 2: Extending the Highway 407 corridor to Highway 35/115. The procurement process for the design, build, and finance of this portion of the corridor is anticipated to start in late 2012.</p> <p>The full corridor extension is expected to be complete in 2020.</p>																
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GTA West	25-year plan	The GTA West project is a multi-modal transportation																

					<p>development strategy to improve transportation capacity between urban centres in the west of the GTA – Brampton, Guelph, Vaughan, and Milton. The strategy examines opportunities for improvements to transit, rail, existing highways, highway widening and new highways.</p> <p>The project is being completed as an individual Environmental Assessment (EA). The first stage of the study is currently underway and will identify the transportation needs and potential planning solutions for the GTA West corridor. Representing nearly four years of work, the first stage of the study concluded in 2012</p> <p>The next steps will include the implementation of optimization strategies, undertaking Class Environmental Assessments for highway expansion and continuing the individual EA process for any new highway connections. Route planning for any new highway will take approximately 5 to 7 years to complete.</p> <p>More information is available at www.gta-west.com</p>
			Niagara-GTA	25-year plan	<p>The Niagara-GTA project is a multi-modal transportation development strategy to improve transportation capacity through the Niagara Peninsula into the Greater Toronto Area. The strategy examines opportunities for improvements to transit, rail, existing highways, highway widening and new highways. The project is being completed as an individual Environmental Assessment (EA). The first stage of the study is currently underway and is expected to be complete by the end of 2013.</p> <p>The next steps will include the implementation of optimization strategies, undertaking Class Environmental Assessments for highway expansion and continuing the individual EA for any new highway connections. Route planning for any new highway will take approximately 5 to 7 years to complete.</p> <p>More information is available at www.niagara-gta.com</p>

Highway 404 extension	15-year plan	<p>The Highway 404 Extension from Green Lane to Ravenshoe Road is a 13.5 km corridor. Currently under construction, the extension is anticipated to be completed in the Summer 2014.</p> <p>The extension of Highway 404 includes provisions for the future addition of two High Occupancy Vehicle (HOV) lanes and three carpool parking facilities. These carpool facilities will be located at the interchanges of Queensville Sideroad and Highway 404, Woodbine Avenue and Highway 404, and Green Lane and Highway 404. Two of the carpool parking facilities will be located at GO Transit facilities.</p>
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Other supporting work to improve the regional highway network includes:

Completed (in the last five years)

- QEW within Halton Region has been widened to provide an HOV lane in both directions from Guelph Line in City of Burlington to Trafalgar Road in Oakville.
- QEW within St. Catharines has been widened from four to six lanes.
- Highway 401 Eastbound collector, 1 lane was added between Avenue Rd. and Bayview Ave.
- Highway 410 Extension Phase 2 and Phase 3 from Bovaird Drive to Highway 10.
- QEW/Hurontario Street interchange reconstruction from a cloverleaf interchange to a diamond interchange to the north and a partial cloverleaf on the south side of the QEW.
- Highway 10 Widening from 1.0 km south of Charleston Sideroad northerly to Highway 9 with the addition of 1 lane in each direction and a continuous centre left turn lane.

Significant Improvement Underway or Planned

Peel Region

- Highway 401 core/collector expansion including HOV lanes from Highway 410 to west of Hurontario Street (in construction).
- Highway 410 widening from south of Highway 401 to Queen Street addition of one HOV and one general purpose lane in each direction. Potential introduction of Carpool Lot at the Courtney Park and Clark interchanges (in design).
- Highway 401 core/collector expansion including HOV lanes between Hurontario Street and the Credit River (in design).

			<p>York Region</p> <ul style="list-style-type: none"> • Highway 404 Extension, Green Lane to Ravenshoe Road (13.5 km), 4 lanes with provisions for future addition of 2 HOV lanes, 3 carpool lots (2 of which have GO Transit facilities), currently under construction and planned to open by Summer 2014.. • Highway 400 Widening for HOV lanes, Major Mackenzie Drive to King Road (10 km), detail design nearing completion. • Highway 400 Widening, King Road to South Canal Bridges (12 km), detail design underway. • Highway 427 widening for HOV lanes and transitway, Hwy 407 to Hwy 7, planning study and EA underway. • Highway 404 widening for HOV lanes, Highway 7 to Green Lane, Preliminary Design Study and TESR underway. <p>City of Toronto</p> <ul style="list-style-type: none"> • Highway 427 between Highway 409 and Highway 407, addition of HOV lanes in each direction (design completed). • Highway 401 rehabilitation of the eastbound collector from Jane Street to Avenue Road and the addition of one lane between Allen Rd. and Avenue Rd. (in detail design). • Highway 401 widening of the Westbound Collector by an additional lane from Highway 400 to Kipling Ave. (in construction) <p>Durham Region</p> <ul style="list-style-type: none"> • Highway 7 within Durham Region is currently being widened from Brock Road to Highway 12. • Highway 407 within Durham Region is currently being extended from Brock Road to Highway 35/115.
3.2	Identify, prioritize and resolve gaps and bottlenecks in the road network, particularly where they cross municipal boundaries.	In Progress	<p>On a regional scale, optimizing the use of existing road infrastructure can be an effective way to resolve bottlenecks in the road network. The current best practice approach for regional roads or highways is to implement High-Occupancy Vehicle lanes (HOV) first before consideration of widening the right-of-way to accommodate additional traffic lanes.</p> <p>In December 2005, the Government of Ontario opened the first freeway HOV lanes in the province on portions of Highways 403 and 404. In November 2010, over 16 kilometres of new HOV lanes on the QEW from Oakville to Burlington were opened to traffic. The province will continue the roll-out of the long-term HOV strategy, which calls for more than 450 kilometres of lanes along the 400-series highways in the Greater Golden Horseshoe.</p> <p>On a more local scale, municipalities have reported working on gaps and bottlenecks, particularly where</p>

			<p>they cross municipal boundaries. Some of these initiatives include:</p> <p>Halton-Peel Boundary Area Transportation Study (HP BATS): The study was initiated in 2007 and completed in 2010 with the purpose of <i>identifying a long-term (2021 and 2031) transportation network required to support provincial and inter-municipal planning goals, and to serve future transportation demands</i>. The study report identifies opportunities for transportation mode choice, opportunities for optimizing the existing road network and identifying connections and improvements needed to support current and future municipal planning objectives. Participating municipalities include Region of Peel, the City of Brampton, the Town of Caledon, Halton Region and the Town of Halton Hills.</p> <p>North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek Class Environmental Assessment: The new North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek Class Environmental Assessment was completed in March 2010. The newly planned and approved 4-lane major arterial east-west corridor from Ninth Line (Region Road 13) to Bronte Road (Regional Road 25) will be integrated with new developments planned in North Oakville.</p> <p>Town of Milton new corridor: The Halton Region Transportation Master Plan to 2031 identifies the need for a new north-south corridor between Fifth Line and Sixth Line extending from Steeles Avenue to Britannia Road, with a new interchange at Highway 401. A connection linking the Town of Milton via James Snow Parkway to Neyagawa Boulevard in the Town of Oakville was also identified in the Region's Transportation Master Plan.</p> <p>York Region and Simcoe County have initiated a Boundary Area Study to look at the long term network requirements to support planned growth in north York Region and Simcoe County.</p>
3.3	Assess and implement an inter-connected regional network of multi-purpose reserved lanes that builds on existing plans for high occupancy vehicle (HOV) lanes to improve the efficiency of highways and arterial roads for transit and multi-occupant vehicles, with	In Progress	<p>In the buildup to The Big Move, the MTO published a strategic plan for HOV lanes in 2007, called <i>Ontario's High Occupancy Vehicle Lane Network Plan for the 400-Series Highways in the Greater Golden Horseshoe</i>.</p> <p>In December 2005, the Government of Ontario opened the first freeway HOV lanes in the province on portions of Highways 403 and 404. In November 2010, over 16 kilometres of new HOV lanes on the QEW from Oakville to Burlington were opened to traffic. The province will continue the roll-out of the</p>

	<p>potential for high occupancy toll (HOT) lanes. The use of both existing and new lane capacity as well as shoulders will be explored, with an emphasis on interconnectivity and more efficient use of available capacity.</p>		<p>long-term HOV strategy, which calls for more than 450 kilometres of lanes along the 400-series highways in the Greater Golden Horseshoe.</p>
3.4	<p>Building on highly successful programs such as the Ontario Ministry of Transportation's COMPASS freeway traffic management system and the City of Toronto's RESCU traffic management system, create an Intelligent Transportation System strategy for the GTHA, with policies and programs to:</p> <ul style="list-style-type: none"> • reduce traffic congestion and delays by implementing or expanding road and highway video and computer-aided monitoring for faster incident detection, management and emergency vehicle or tow truck dispatching; • implement a coordinated, region-wide system of ramp metering signals at entry ramps to major highways, coordinated with signals on adjacent arterial roads, that monitor cumulative traffic conditions and optimizes traffic flows to reduce congestion; • improve and coordinate signal controls for more efficient traffic flows, including across municipal boundaries and in response to major incidents on highways; • provide real-time road and highway traffic information and travel-related weather information directly to travellers; and 	In Progress	<p>Intelligent Transportation System (ITS) refers to the use of real-time computer/communications/information technology for advanced, traffic-responsive, area-wide traffic control and to provide information which allows transportation providers to optimize transportation system operations and enable travellers to use the system more efficiently and effectively, while also increasing their convenience and ease of travelling.</p> <p>This priority action encompasses two key initiatives:</p> <ol style="list-style-type: none"> (1) Development of an Intelligent Transportation System strategy for the GTHA (2) Build upon and expand the existing traffic management systems (such as COMPASS and RESCU) <p>Development of an Intelligent Transportation System strategy for the GTHA</p> <p>A Traveller Information Services Framework is being led by the Province of Ontario, with the support of Metrolinx and municipalities. The Traveller Information Service Framework has five objectives:</p> <ul style="list-style-type: none"> • Enhance customer focus, and provide users with the travel information they want, when they want it, and the way that they want in order to maximize usage • Encourage modal shift • Manage congestion • Improve safety • Reduce Pollution <p>Build upon and expand the existing traffic management systems (such as COMPASS and RESCU)</p> <p>COMPASS is a high-tech Freeway Traffic Management System developed by the Ontario Ministry of Transportation (MTO) to respond to traffic congestion problems on urban freeways. COMPASS helps reduce traffic congestion and increase safety by:</p> <ul style="list-style-type: none"> • allowing for the prompt detection and removal of freeway incidents and vehicle breakdowns; • providing accurate and timely freeway incident and delay information to motorists; and,

	<ul style="list-style-type: none"> integrate regional traffic management for all 400-series expressways, urban expressways and regional roads with centralized monitoring of traffic flows and patterns, and control over signalization and other traffic management measures. 		<ul style="list-style-type: none"> effectively managing peak rush hour traffic flow through innovative traffic control devices. <p>The MTO has a short and long range COMPASS expansion strategy in place. COMPASS expansion projects in the GTHA include Hwy. 401 east upgrade and expansion from Hwy. 2 to Salem Road to support the 407 East extension and Hwy. 404 north expansion from Hwy. 401 to 16th Avenue. Traffic Operations Centres (TOCs) for the COMPASS System on QEW (Mississauga), QEW (Burlington), and Highway 401 have merged since the system originally opened. Design is currently underway to centralize all TOC functions within the GTHA into one centre by late 2014 in preparation for the Pan Am games in 2015.</p> <p>RESCU is a traffic management system used in the City of Toronto to detect disruptions to traffic flow along the Don Valley Parkway, Gardiner Expressway and Lake Shore Boulevard. Once a disruption is detected, RESCU operators notify the appropriate emergency service providers as well as road users of any necessary actions.</p> <p>The COMPASS System shares information with the City of Toronto RESCU System and work is underway to increase the level of traveller information being shared among all traffic and transit agencies within the GTHA.</p> <p>Supporting the Implementation of ITS policies, programs, infrastructure and services</p> <p>Supporting work contributing to an Intelligent Transportation System in the GTHA include the following:</p> <ul style="list-style-type: none"> MTO is investigating the feasibility of using mobile devices and cellular networks for transportation information and transportation management. The City of Hamilton reports that early planning stages for Lincoln Alexander Parkway and Red Hill Parkway ITS are underway. Region of Peel plans to provide real-time travel time in construction zones, as well as CCTV cameras to monitor traffic conditions and incidents/accidents in the road network. The City of Mississauga is moving towards creating a state-of-the-art Traffic Control Centre with an Advanced Traffic Management System (ATMS). An ATMS is a system where Traffic Operators continuously monitor video images from traffic monitoring cameras and other ITS devices and adjust the traffic signal timing and phasing to reduce travel times and congestion. Problems detected by the system or reported by the public are either directly resolved by operators or immediately dispatched to maintenance crews. Live traffic reports can be relayed to the media in order to inform
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			<p>the public of traffic conditions.</p> <ul style="list-style-type: none"> Metrolinx provided a grant to municipal traffic departments through Durham Region's traffic department to support installing time-coordination between all municipal traffic control systems. This is a pre-requisite for coordination of signal timings across municipal boundaries.
3.5	Continue to support the Smart Commute CarpoolZone online ride-matching service, and identify and eliminate legal and liability barriers to ride-sharing.	In Progress	<p>The Smart Commute Carpool Zone online ride-matching service continues to be fully supported by Metrolinx. Metrolinx is currently developing a multi-modal service to replace CarpoolZone within the next year.</p> <p>There have not been any direct efforts to identify and eliminate legal and liability barriers to ride-sharing; however, the Ministry of Transportation has initiated a review of the Public Vehicles Act that may address outstanding concerns about liability and carpooling.</p>
3.6	Amend the Ontario Public Vehicles Act to allow third-parties such as non-governmental organizations to provide vanpools to service major trip generators such as employers, postsecondary institutions and tourism destinations, and to augment public transit service in low density or dispersed employment areas.	In Progress	<p>The Ministry of Transportation is currently reviewing the regulatory regime governing the inter-city bus industry and will be consulting with Metrolinx and stakeholders in 2012. Vanpooling may be considered within the context of this review.</p>
3.7	Continue to develop and expand the provincial carpool lot network to include additional lots in strategic locations, aligned with High Occupancy Vehicle (HOV), rapid transit and interregional bus networks, particularly at the periphery of the GTHA.	In Progress	<p>The Ministry of Transportation of Ontario provides free carpool parking facilities at highway interchanges throughout Ontario. The carpool facilities are free and no registration or permit is required at these unsupervised facilities*. Selected lots are also served by public transit. Commercial vehicles are not allowed.</p> <p>Carpool facilities are located on major highways and interchanges throughout the GTHA, and include:</p> <ul style="list-style-type: none"> On Hwy 10: 1 carpool lot On Hwy 400: 4 carpool lots On Hwy 401: 8 carpool lots On Hwy 403: 2 carpool lots On Hwy 404: 2 carpool lots On Hwy 407: 4 carpool lots On Hwy 410: 1 carpool lot On Hwy 35/115: 4 carpool lots On QEW (at Guelph line, Bronte Road and Winston Churchill Boulevard): 1 carpool lot

			<p>There are a total of 3,056 parking spaces in 27 parking lots. Thirteen of these lots have transit access. Some of the carpool lots have other facilities, such as lights (at 15 lots) and telephones (at 10).</p> <p>Carpool Lots Recently Implemented or Expanded</p> <ul style="list-style-type: none"> • Carpool lot on the Northeast Quadrant of the Highway 410/Williams Pkwy interchange. • Carpool lot and GO bus park-and-ride at QEW/Casablanca, and at QEW/Ontario Street in Beamsville. • In 2009, an existing carpool lot located on Highway 35/115 and old Highway 35 was widened and expanded to accommodate GO bus usage with the addition of a second entrance. • Reconstruction of the Highway 400/King Road Interchange. Construction completed in the fall 2010 with the relocation and expansion of the carpool lot. • Highway 400/Essa Road - New carpool lot completed in 2008. • Highway 11/Hwy 93 - Expanded carpool lot; construction completed in 2009. • Highway 404/Aurora Road - Expanded carpool lot with GO Transit facilities; designed and tendered by GO Transit with MTO cost sharing; completed in 2008. <p>Carpool Lots Underway or Planned</p> <ul style="list-style-type: none"> • Northwest Quadrant of the QEW/Erin Mills interchange. • Highway 401/Hurontario Street Commuter Parking Lots in the new interchange. • 150 spaces at Highway 406/Woodlawn Rd interchange. • Construction is underway for a 150 spaces carpool lot located on Highway 2 and Highway 35/115. • Construction of 3 carpool lots (2 of which have GO Transit facilities) on the Highway 404 Extension from Green Lane to Ravenshoe Road (13.5 km). • Highway 26/CR 27 - New carpool lot under construction; planned completion by summer 2012 • Highway 404/Davis Drive - Expanded carpool lot to be cost shared with YRRTC and GO Transit (GO is taking the lead on project).
3.8	Develop road capacity enhancement pilot projects, such as tidal flow operations, contraflow lanes, dynamic lanes, continuous flow intersections, diverging diamond interchanges, shoulder bus lanes,	In Progress	<p>Across the GTHA, municipalities have reported a number of road capacity enhancement projects that have either been piloted or implemented.</p> <p>These include:</p>

	roundabouts, reversible lanes, and moveable barriers.		<ul style="list-style-type: none"> • Roundabouts (in City of Hamilton, Town of Milton, City of Mississauga, Halton Region) • Bus bypass lanes (City of Toronto) • Reversible Lanes for Transit (York Region) • Signal timing coordination pilot study (City of Hamilton)
3.9	Support driver education programs which encourage more efficient driving practices to reduce fuel consumption and decrease emissions.	In Progress	<p>The Ministry of Transportation has Beginner Driver Education (BDE) course providers that offer the BDE program. The curriculum standards require that the curriculum for driving schools include the following to enable newly licensed G1 drivers to exhibit environmentally conscious and efficient driving behaviour:</p> <ul style="list-style-type: none"> • fuel efficiency (how to purchase a fuel efficient vehicle, keeping tires properly inflated, effects of speed on fuel consumption) • information regarding mandatory emissions testing • proper disposal of cars, fluids, batteries, and tires • avoidance of littering • avoiding unnecessary idling • economic benefits of driving efficiently <p>The driving schools teach students in the classroom and during in-car training sessions, and test their knowledge and skills prior to allowing students to graduate from the BDE Program. Their skills are further tested when the student completes a ministry road test.</p> <p>Smart Commute Durham has partnered with local not for profit organizations to deliver Eco-Driver courses to its various member company employees.</p>
3.10	Any new additions or major improvements to the provincial, regional or local road network in the GTHA, shall be considered within the context of the transportation hierarchy in Policy 5.11, and shall contribute to meeting the goals and objectives of the RTP.	In Progress	<p>The transportation hierarchy provides a framework for planning and designing right-of-ways. Applying the transportation hierarchy means that consideration is given first toward trip reduction or trip shortening in planning and designing a new or expanded road. When trip reduction or trip reduction has been considered, the needs of active transportation users shall be considered next. Only when the needs of pedestrians, cyclists, transit users, ride-share participants and taxis have been accommodated is consideration given to meeting the needs of single-occupant vehicles.</p> <p>The transportation hierarchy is:</p> <ol style="list-style-type: none"> (i) Trip reduction, shortening or avoidance (ii) Active transportation (iii) Transit (iv) Ride-sharing and taxis

			<p>(v) Single-occupant vehicles</p> <p>The application of the transportation hierarchy toward the design of new additions or improvements to the provincial, regional or local network is challenging to assess. The Environmental Assessment (EA) Act of Ontario typically applies to the planning and design of new or expanded roads. In an EA study, planning alternatives are required to be considered, however, in the planning of a new or expanded road, first consideration is given to a 'do nothing' approach and <i>trip reduction or trip shortening</i> are not necessarily prioritized or even considered.</p> <p>Adherence to the transportation hierarchy is on a case-by-case basis. Whether the transportation hierarchy has been applied or not, or whether it has been applied adequately, is subject to interpretation.</p> <p>One notable example is the Right-of-Way Guidelines for Halton Region. In 2011, Halton Region developed Right-of-Way Guidelines which are intended to be followed in the planning and design of any new roads or road widening. The guidelines focus on all users of the street or road. In addition to recognizing different categories of roads, the guidelines also recognize the importance and needs of <i>nodes</i> as part of the transportation network. Nodes are defined as "compact, transit-oriented, pedestrian-friendly and mixed-use/residential neighbourhood centres that are areas of more intensive urban uses within a community."</p>
3.11	New or expanded roads or highways should not undermine the viability of existing or planned regional rapid transit services in the same area, particularly when the transit service operates within the same corridor.		<p>In the planning of new or expanded roads or highways, municipalities typically either co-plan, co-coordinate, consult or liaise with transit operators and organizations responsible for implementing transit.</p> <p>There have been no reports from transit agencies of new or expanded roads or highways negatively impacting existing or planned regional rapid transit services or operations.</p>
3.12	Planning for new or expanded roads or highways shall consider opportunities to support or improve existing or planned regional rapid transit services or operations.	In Progress	<p>In planning for new or expanded roads or highways, opportunities to support or improve existing or planned regional rapid transit services may be considered, but not necessarily implemented or safeguarded.</p> <p>New or Expanded Roads or Highway where improvements to existing or planned regional rapid transit services or operations have been implemented:</p> <ul style="list-style-type: none"> • In a partnership between the City of Mississauga, the Ministry of Transportation and Metrolinx, improvements to Highway 403 ramps at Cawthra Road/Eastgate Parkway interchange, Mavis Road interchange, Erin Mills Parkway interchange are underway to accommodate the future Mississauga Bus Rapid Transitway.

			<ul style="list-style-type: none"> • Highway 401/Hurontario St. structure interchanges for future Mississauga Light Rail Transit. • 407 Transitway from Highway 427 to Kennedy Rd. in Markham (planned for 2023). The remainder of the corridor from Kennedy Road to Highway 35/115 is planned for implementation in 25 years. Two approved Highway 407/401 connecting links in Durham Region are planned and protected for future implementation. Grade separated rapid transit facilities on Highway 427 (from Highway 407 to Highway 7) and (Highway 7 to Mayfield) are also planned and protected. • Roadway widening on Highway 50, Bovaird Drive, Mississauga Road and Steeles Avenue has included the implementation of far-side bus stops and queue jump lanes for transit.
3.13	Whenever parking is provided at mobility hubs, major transit station areas or major commercial or employment areas, priority spaces shall be provided for carpool and carshare vehicles. Operators of non-residential parking lots should provide easily visible information on carpooling opportunities.	In Progress	<p>This priority action is a supporting policy, and should be included in relevant policy and plans and guidelines, such as Mobility Hub Master Plans, Transit Station master plans, and Secondary Plans. Including this policy in Official Plans will set the framework for including priority spaces for carpool and carshare vehicles in more detailed planning of mobility hubs, transit stations and major commercial or employment areas.</p> <p>Priority parking for carpool users is already included in the following:</p> <ul style="list-style-type: none"> • The Mobility Hub Guidelines includes approaches to recommend preferred parking provisions for fuel-efficient, carpool and small vehicles, primarily through preferred pricing. • Provision of priority parking spaces for carpool and carsharing vehicles is part of the LEED certification in building and site design. <p>Provision of priority parking spaces for carpool users has been reported in some areas:</p> <ul style="list-style-type: none"> • Adoption of this policy as part of the regional transportation plan has seen preliminary work being undertaken to determine the feasibility of priority spaces at four GO Transit rail stations. GO Transit is currently piloting a project that sees 45 priority parking spaces for carpool users at Oakville, East Gwillimbury, Burlington and Whitby GO Rail Stations. To use the priority spaces, individuals register their name and vehicle with the program. To date, 140 individuals have registered to use the priority carpool spaces. Outcomes and recommendations of the pilot study are expected in 2012. • Priority spaces for carpool users have been reported in one or more development sites in municipalities: <ul style="list-style-type: none"> City of Hamilton Peel Region Halton Region (through Smart Commute) Halton Business members) City of Pickering City of Oshawa Town of Richmond Hill Town of Markham

Strategy #4 Create an Ambitious Transportation Demand Management Program

Over three quarters of Priority Actions and Supporting Policies are underway for Strategy #4.

Transportation Demand Management, or TDM, is about using existing transportation infrastructure and services efficiently and sustainably. TDM policies and strategies aim to support different commute choices, such as carpooling, walking and cycling, and transit, and to provide reasonable alternatives for commuting. As TDM can shift travel choices, and complements transit and active transportation initiatives, it is a key component of The Big Move.

Strategy #4 includes policies, strategies, guidelines, and tools that support several goals in The Big Move, including transportation choice, reduced emissions, and active and healthy lifestyles.

Strategy #4: Create an Ambitious Transportation Demand Management Program

#	Priority Action/ Supporting Policy	Status	Initiatives Underway
4.1	Develop a Transportation Demand Management (TDM) policy and strategy for provincial ministries and agencies such as school boards, hospitals and universities that include actions, timelines and targets	In Progress	<p>The development of Transportation Demand Management policies and strategies is typically the responsibility of individual provincial ministries, school boards, hospitals and universities. For workplaces including universities and colleges, TDM policy and planning may be supported by a Smart Commute office. The TDM Coordinating Committee is an additional forum for exchange and advancement of regional best practices and standards. For schools, support is provided by a combination of municipal, school board and not-for-profit organization staff as no formal supportive body or structure is in place. There is no overarching policy that guides TDM planning at each site, and as such, TDM policies and strategies vary greatly from site to site.</p> <p>The following list provides examples of institutions that are members of Smart Commute and engage in workplace TDM planning (Note: This is not an exhaustive list):</p> <ul style="list-style-type: none"> • McMaster University, • York University, • University of Toronto - Mississauga, • University of Toronto - Scarborough, • University of Ontario Institute of Technology-Durham, • Hamilton Health Sciences, • Humber River Regional Hospital, • Markham Stouffville Hospital, • North York General Hospital, • Southlake Regional Health Centre, • St. Joseph's Healthcare Hamilton, • University Health Network and • York Central Hospital • Ontario Public Service • Provincial agencies <p>School Boards and Schools</p> <ul style="list-style-type: none"> • The Canadian School Travel Planning framework and toolkit has been piloted in schools in York Region, Durham Region, Peel Region, the City of Toronto, and the City of Hamilton. School Travel Plans include a range of engineering, enforcement, education, and encouragement mechanics – for example, Walking School Buses, and dedicated walking days, newsletters and media, prize incentives to encourage the use of active transportation modes, physical improvements to bike racks and bike rack locations, and walking school route signage.

			<ul style="list-style-type: none"> • In Halton Region, the Halton District School Board and Halton Catholic District School Board undertook an Active and Safe Routes to School project (September 2009 to June 2010) with 25 elementary schools. The project was led from within the Halton District School Board and remained a program of the board following the end of the project. • The Stepping It Up pilot project (April 2009 to December 2011) was a school travel planning pilot project with 30 elementary schools in Peel Region and Hamilton. The pilot project was led by Metrolinx in partnership with the Region of Peel, the City of Hamilton, Green Communities Canada, and the University of Toronto, with funding from Transport Canada's ecoMOBILITY program. The pilot included two regional workshops which engaged over 200 stakeholders to discuss the barriers and opportunities related to active and sustainable school transportation.
4.2	Establish guidelines and model policies to help municipalities develop and implement TDM policies in their Official Plans and Transportation Master Plans.	In Progress	<p>Regional guidance on the development of Transportation Demand Management policies has not (yet) been developed.</p> <p>Municipalities have reported that TDM policies are either currently incorporated within Official Plans and Transportation Master Plans, or will be incorporated in future plans. Without regionally-established guidelines, it is difficult to assess how well TDM policies have been included within Official Plans and Transportation Master Plans.</p> <p>TDM policies are included within the Transportation Master Plan and/or Official Plan:</p> <ul style="list-style-type: none"> • Durham Region • Halton Region • Peel Region • York Region • City of Pickering • Town of Oakville • Town of Richmond Hill • City of Hamilton <p>TDM will be included within the Transportation Master Plan, currently under development:</p> <ul style="list-style-type: none"> • City of Oshawa • Town of Richmond Hill <p>TDM will be included in future Transportation Master Plans:</p> <ul style="list-style-type: none"> • City of Brampton • City of Mississauga

			The Regions of York and Peel are developing their own regional TDM plans.
4.3	Encourage private sector employers to implement TDM programs.	In Progress	<p>Across the GTHA, 219 employers have signed up as members of Smart Commute. Typically, this is the first step for private sector employers to implement a TDM program. There may be more who have developed TDM plans independent of Smart Commute.</p> <p>Example: Enbridge</p> <p>A member of Smart Commute-North Toronto, Vaughan (NTV) Enbridge recognized it could help a group of its employees make the 180 km round-trip commute from Barrie to Enbridge's Consumers Road location in north-eastern Toronto by supporting a corporate vanpool program. In making this investment, Enbridge helped bring its employees' commuting more into sync with its business and environmental objectives.</p> <p>For Enbridge, using a natural gas-powered vehicle was an obvious choice, and because it has its own fleet of vehicles, maintenance can be carried out on-site. The costs of the vehicle lease, maintenance, fuel, and administration are divided among the driver and 8 passengers and paid on a monthly basis. Driver training is paid for by Enbridge's human resources department to ensure maximum safety and enable driving to be shared among many members of the vanpool. Enbridge backs-up its vanpool program with a Guaranteed Ride Home - vanpool members who experience a family emergency or must work unexpected overtime have access to a free taxi chit or a fleet vehicle to ensure they can still get home on a day that they vanpool.</p> <p>First launched in fall of 2005, the Barrie vanpool was such a success that a second vanpool was launched in late 2006 that runs the approximately 75km round-trip from Whitby, Ajax and Pickering, east of Toronto, to the Consumers Road headquarters. Each van carries up to 9 people, each of whom have signed a Rider Agreement with Enbridge that covers waiver of liability, expectations of service, and recovery of costs.</p> <p>The solution is practical, relating to both Enbridge's desire to retain a productive workforce and the company's environmental commitments. In total, 18 conventionally-fuelled, single-occupant vehicles have been removed from inter-regional highways and replaced by only 2 natural gas vans. Sixteen parking spaces have been saved, helping Enbridge avoid just over \$19,000 per year in the cost of leasing parking space for employees. The vehicles provide Enbridge with a promotional opportunity on the road, as the vehicles display Enbridge's logo and indicate they are natural gas-fuelled vehicles. They are also beginning to generate external advertising revenue that will help off-set the costs to riders.</p> <p>For a company that prides itself on long-term investment and leadership, the Enbridge vanpools are a transportation solution that is purely efficient.</p>

			<p>Benefits to Employees:</p> <ul style="list-style-type: none"> • Stress reduction • Easier commute • Improved job satisfaction • Decreased commuting costs <p>Benefits to the Environment:</p> <ul style="list-style-type: none"> • Reduced greenhouse gas emissions • Decreased pollutants that cause smog • Fewer cars on the road <p>Benefits to Enbridge:</p> <ul style="list-style-type: none"> • Improved productivity • Employee retention and decreased recruitment costs • Mobile advertising • Better use of parking spaces <p>Example: Regional Municipality of Durham</p> <p>As an employer, Regional Municipality of Durham, including Durham Region Transit, participates in the Work Trip Reduction program administered through Smart Commute Durham. Through this program the Region provides a variety of services to encourage staff participation in the program:</p> <ul style="list-style-type: none"> • Access to a ride matching website, carpoolzone.ca. • 14 preferential parking spaces for registered carpools. • An Emergency Ride Home program which assists pre-registered staff who have not driven to work on the day of the emergency, by providing partial reimbursement for taxi. • Bike racks located at the main entrances (two at the west entrance and one at the south entrance). • Access to showers and change rooms at the neighboring recreation facility for active commuters (nominal annual fee) • Transit awareness and promotion (e.g. PRESTO card campaign) • Alternative work arrangements are permitted on a case by case basis • Events throughout the year that focus on providing information and support to promote alternate modes (e.g. Carpool Week, Bike to Work Day, Clean Air Commute and Smart Commute Week) <p>To date there have been 41 carpools formed at the Region of Durham and in 2011 and the program has</p>
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			<p>made the following impacts*:</p> <ul style="list-style-type: none"> • 120,066 vehicle kilometre trips reduced • 3,829 single occupant vehicle trips eliminated • \$74,171 in savings for commuters • 26 metric tonnes of greenhouse gas emissions reduced <p><i>*Results compiled from www.carpoolzone.ca representing survey responses January - December, 2011.</i></p> <p>Example: Smart Commute Halton Program</p> <p>The Smart Commute Halton program launched at the Halton Regional Centre in 2006 and was expanded to include the Local Municipal offices in 2007. In 2010, Smart Commute Halton began reaching out to private employers and now as of December 2011 the program supports 15 businesses with over 12000 employees. Smart Commute Halton encourages active and sustainable transportation by offering services and tools designed to make commuting easier for the employees of local organizations.</p> <p>Smart Commute Halton provides the following:</p> <ul style="list-style-type: none"> • Free program membership • Site Evaluation • Baseline Commuter Survey • Customized Commute Plan • Exclusive Carpool Zone Sub-group • Emergency Ride Home Program • Participation in all Smart Commute Regional events <p>Smart Commute Halton currently has 62 carpools in Halton Region and the program has made the following impacts*:</p> <ul style="list-style-type: none"> • 288, 779 vehicle kilometre trips reduced • 5,262 single occupant vehicle trips eliminated • \$186,362 in savings for commuters • 62702.59 kg emissions avoided from entering our air (62.7 metric tonnes) <p><i>*Results compiled from www.carpoolzone.ca representing survey responses January - December, 2011.</i></p>
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4.4	Encourage employers who currently offer their employees free or subsidized parking a choice between the parking or a cash equivalent that can be used for other means of transportation.	Not Started	<p>There have been no reports of cash equivalents for other means of transportation being offered to employees, however, there are a several cases of programs that come close.</p> <p>The City of Mississauga, for example, has a TDM program for its staff that includes discounted transit fares and travel reimbursement for cycling (on business-related trips). Region of Peel has an Employee Trip Reduction program for its staff that includes discounted transit passes, preferential parking spaces and a discounted parking charge for carpool vehicles.</p>
4.5	Incorporate objectives and goals related to TDM as part of any revenue or financial tools that are recommended as part of the Metrolinx Investment Strategy.	In Progress	Metrolinx has developed an investment strategy to examine options for financing and funding transportation options in the GTHA. The strategy includes a possible funding allocation for TDM benefits.
4.6	Official Plans shall require a TDM strategy as part of planning applications for any major commercial, employment or institutional development.	In Progress	<p>Official Plans typically encourage consideration of TDM as part of planning applications.</p> <p>In Mississauga, the City has discretion to require TDM strategy as part of a planning application. The decision for requirement is made on case-by-case basis.</p> <p>In York Region, the adopted Official Plan (2010) includes a policy that requires new institutional, commercial and industrial development applications to include a Transportation Demand Management strategy that considers preferential carpool parking, bicycle facilities, employee transit passes, and alternative work arrangements, and commits the Region to work with existing employers to undertake such TDM strategies.</p> <p>As part of the recently completed Halton Region Transportation Master Plan (2031) – The Road to Change it was recommended that the Region develop with the Local Municipalities, TDM Policies and strategies for major development applications. It is anticipated that this policy and guidelines will be completed in 2013.</p>

Strategy #5: Create a Customer-First Transportation System

Over three quarters of Priority Actions and Supporting Policies are underway for Strategy #5.

A customer-first transportation system provides easily accessible information about travel options, transportation conditions, and route planning.

Priority Actions in Strategy #5 focus on provision of information at major transit stations and online, including real-time travel information for both the transit and road networks. The strategy also addresses customer service standards.

Strategy #5: Create a Customer-First Transportation System

#	Priority Action/ Supporting Policy	Status	Initiatives Underway
5.1	Create a regional transportation information portal that is accessible online and by telephone, e-mail or smart phone that provides all users of the transportation system with comprehensive, easily accessible and standardized information on the full-range of transportation alternatives and optimal routings available to them, as well as the status of all of the elements of the transportation network.	In Progress	<p>A regional transportation information portal that provides accessible and standardized information transportation options for travel within and across the GTHA requires coordination among multiple jurisdictions, including ten transit agencies, the MTO, Metrolinx, and developers of the technology platform upon which information is collated and communicated to users. The power of a 'one-stop shop' for transportation information is that it is one of the first steps toward a single, integrated network, where users can make travel decisions that suit their individual needs.</p> <p>The Ministry of Transportation (MTO) is leading a team with Metrolinx, municipalities and other stakeholders across the province in the development of the Traveller Information Services Framework. An Ontario TIS Advisory Committee has been created to review and coordinate activity in the province, co-chaired by MTO and Metrolinx.</p> <p>Metrolinx is developing a transit TIS strategy with a Steering Committee including representatives from all GTHA transit agencies, MTO and CUTA. The strategy will include a transit trip planner, real-time next departure information, real-time service alerts and schedule information. The strategy is being coordinated so as to develop a consolidated database of travel information, setting the foundation for third party development of apps so that easy-to-use real-time travel information will be accessible by smartphone, tablet, and online. The work is substantially complete and the draft report is being revised.</p> <p>The MTO, Metrolinx, City of Toronto and York Region are also developing a Construction, Major Incident and Planned Events Advisory Service, which will provide integrated road and lane closure information to the public. This service is expected on-line in 2012 and will expand to include other municipalities in Ontario. The service is expected to replace the service provided through the Travellers Road Information Portal (TRIP) and 511 telephone information services by road travel information about major roads and arterials, and provide consolidated data for access by a variety of channels: for example, mobile devices and kiosks at freeway information areas.</p> <p>Supporting Work</p> <ul style="list-style-type: none"> • MTO: The variable message signs (VMS) continue to be part of the ministry's short and long range expansion plans. Currently there are over 75 VMS in Ontario and in various stages of their service life. • Trip-planning: TTC, Mississauga MiWay Transit, Oakville Transit (Google-based), Brampton Transit, York Region Transit, Hamilton Street Railway

			<ul style="list-style-type: none"> Real-time Travel information: GO Transit, Mississauga Transit, Hamilton Street Railway, TTC, Brampton Züm BRT, and York Region Transit are capable of providing real-time travel information on some routes, at selected stops and stations. Durham Region Transit is exploring options for real-time travel information for Highway 2 BRT.
5.2	Establish region-wide standards and public reporting requirements for all transit services in the GTHA that are appropriate to the local context, and that address customer service issues such as minimum service frequency, crowding, safety, service reliability including on-time performance and cancellations, cleanliness, responsiveness and customer satisfaction.	In Progress	<p>Currently, there is no requirement for transit agencies to report on customer service issues such as minimum frequency, crowding, safety, service reliability, cancellations, cleanliness or customer satisfaction.</p> <p>Region-wide standards for customer service issues have not been established. GO Transit undertakes a quarterly customer satisfaction survey that includes questions about reliability, crowding, safety, on-time performance and changes to GO service. GO Transit prepares a monthly customer service report that reviews cleanliness, safety and crowding of its facilities.</p> <p>Adequate monitoring of customer service issues requires funding and resources. Within a context of operational and funding constraints, transit agencies may be faced with the 'choice' of providing additional transit service or diverting resources to address customer service issues. Shorter-term transit needs tend to be prioritized over the longer-term potential of a transit network.</p> <p>By building a customer-focused transit network that is comfortable, easy to use and navigate, transit service can be the transportation choice of travel. By attracting new riders, transit systems can improve revenue streams and improve the service offered to its customer base.</p> <p>The Peer Benchmarking Group was established in 2011 and consists of 14 Transit Agencies from across North America. The intent of the group is to have an open dialogue on the wide range of best practices in Customer Service across the Transit agencies and share solutions underway or already developed. The group meets on a quarterly basis.</p>
5.3	Coordinate schedules among transit service providers, including demand-responsive services for persons with disabilities. Establish best practices that ensure GO Transit and local transit agencies provide each other with a minimum 90-days' notice before implementing any changes in service, to allow time for agencies	In Progress	<p>Coordination of schedules and demand-responsive services between neighbouring municipalities is part of developing a seamless transit network across the GTHA. As a first step, establishing best practices and protocols for coordination between neighbouring transit agencies establishes a framework to ensure coordination takes place.</p> <p>Best practices could include regularly scheduled meetings, communication protocols, and strategies for aligning transit planning objectives for cross-boundary services and demand-responsive transit and identifying opportunities for cross-boundary service routes.</p> <p>GO has established a standard to provide at least 90-days' notice of any service changes. However,</p>

	to adjust and coordinate their schedules.		<p>communication and coordination of schedules among local transit agencies typically happens on an ad hoc basis.</p> <p>York Region Transit holds an annual transit partners meeting to discuss service initiatives with neighbouring agencies, providing insight to future transit plans and help to coordinate services across boundaries. Other agencies provide information on annual service plans or major service changes as they arise.</p> <p>Brampton Transit holds annual service planning meetings to discuss integration of services with York Region Transit and MiWay Transit .</p>
5.4	Establish customer service centres at all mobility hubs where travellers can obtain information on schedules, connecting trips, fares and other information for any transportation provider in the region.	Not Started	<p>A 'customer service centre' at a mobility hub, providing information on schedules, connecting trips, fares and other information can range from posted scheduling information, to a customer service representative providing travel information, to an interactive display board featuring travel information in multiple languages.</p> <p>A first step in achieving customer service centres at mobility hubs is to establish standards for information services at anchor hubs, gateway hubs and major transit stations, and to develop and coordinate a strategy for delivery.</p> <p>At existing mobility hubs, transit information is provided by the local transit service provider through either posted schedule and fare information, personnel working in the fare booths, or both.</p> <ul style="list-style-type: none"> • In the City of Hamilton, real-time travel and departure information is being implemented in the MacNab Transit Terminal in 2013. • York Region Transit dispatches CIR's (Customer Information Representatives). The CIRs roam the system providing trip plan information to customers. During rush hours, the CIR's are dispatched to the most utilized terminals. • The City Centre Transit Terminal in the City of Mississauga has a customer service booth where information about local transit and GO Transit bus is provided by staff capable of communicating in several languages. • The Downtown Brampton Transit Terminal provides real time travel and departure information.
5.5	Equip all mobility hubs, and key transit stations and stops with real-time information displays that tell transit riders the arrival time of the next transit vehicle, and what alternatives are available in the event of a service disruption.	In Progress	<p>Metrolinx/GO is implementing a Station Service Status System (S4) at GO Rail stations in 2012. The S4 system will provide GO customers with real-time, station-specific, rail service status information through electronic signs.</p> <p>A Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) for GO buses will provide real-time information accessible through smart phones, online and through electronic signage at stations and bus stops. Roll out is expected in 2015.</p>

			<p>Real-time information displays have been implemented and are being planned for existing and future BRT routes, LRT routes and subway stations. Real-time information is provided at selected stops and stations in the transit systems of the TTC, Brampton Transit Züm, Mississauga Transit and York Region Transit.</p> <p>Metrolinx has funded a Ryerson University-developed traveller information applications on mobile devices. The GO Mobile app is compatible for iPhone, Blackberry and Android smartphones, and provides real-time travel information for the GO Rail and Bus network, and has been downloaded by over 120 thousand users (as of April 23).</p>
5.6	Phase out the restrictions that currently prevent transit agencies from picking up passengers while passing through neighbouring jurisdictions.	In Progress	<p>Phasing out restrictions that prevent transit agencies from picking up passengers while passing through neighbouring jurisdictions typically involves individual agreements between neighbouring transit agencies. Such arrangements are negotiated on a case by case basis, and in some cases, carry a provision for a revenue neutral arrangement (i.e. a transit agency does not incur any net losses in fare revenue). An example includes the longstanding agreement between Oakville Transit, MiWay (Mississauga) and Burlington Transit that allows cross-boundary travel with reciprocal agreements on fares and transfers.</p> <p>Many cross-boundary agreements are currently in place. In some cases, cross-boundary agreements were negotiated prior to publication of The Big Move. Some examples of cross-boundary agreements include:</p> <ul style="list-style-type: none"> • Hamilton Street Railway & Burlington Transit • Brampton Transit, York Region Transit and MiWay Transit • TTC and York Region Transit /VIVA services
5.7	Encourage developers to provide information about transportation alternatives, including local transit routes and schedules, and active transportation networks, to new home buyers.	In Progress	<p>Encouraging developers to provide information about transportation alternatives to new home buyers could include any notifications, incentives, or requirements as part of the site development application process. Examples of municipalities encouraging developers to provide travel information to new home buyers include the following:</p> <ul style="list-style-type: none"> • In the City of Oshawa, development applications that seek a reduction in minimum parking spaces are required to provide transit information to new tenants as a condition of approval from the Committee of Adjustments. • The City of Pickering is working on an incentive program to recognize developers who go above and beyond the minimum development requirements. Providing information about transit and transportation alternatives to home owners is proposed to be recognized under this incentive program. • In York Region, the new Regional Official Plan, approved by the Ministry of Municipal Affairs and Housing in September 2010, includes a policy to work with developers to provide all new-home buyers with information on available pedestrian, cycling and transit facilities and carpooling options within the community, including local transit routes and schedules.

5.8	Undertake individualized social marketing campaigns directed at the household level to reach every household near rapid transit approximately every three years with information about transportation alternatives, including local transit routes and schedules.	In Progress	<p>York Region conducted a pilot for individualized social marketing campaign directed at households in 2010 and 2011 in two communities. A total of 403 households requested and received information about transportation alternatives. One community showed a reduction in Single Occupant Vehicle (SOV) trips as a result of the pilot study. York Region is considering expansion of the program.</p> <p>Some municipalities, such as City of Pickering and City of Oshawa, communicate information about transportation alternatives through its websites.</p> <p>Information about Durham Region Transit is distributed through regional property tax pamphlets, Municipal Parks and Recreation Community brochures, local newspapers, and welcome packages at events.</p> <p>Brampton Transit mails a Rider Guide, with transit information and maps, targeted to households and businesses on Queen Street for the launch of Züm BRT service.</p> <p>Peel Region plans to undertake an individualized social marketing campaign as part of its Active Transportation Master Plan.</p>
5.9	Develop a consistent set of procedures, visual and audio cues, and wayfinding measures that make the transit system easier to use and navigate, including consistent numbering and naming of transit stations and stops, consistent schedules, and common transit signage standards.	Not Started	<p>Developing a consistent set of wayfinding measures involves coordination and collaboration between transit agencies, municipalities, and other stakeholders involved in mobility hub and major transit station development. A regionally-coordinated best practices guide could be developed to establish a standardized set of procedures, visual and audio cues and other wayfinding measures that make the transit system easier to use.</p> <p>Metrolinx/GO collaborates with local transit agencies to coordinate visual cues and wayfinding at shared facilities. New facilities for the Highway 403 BRT line, for example, will have consistent wayfinding features.</p> <p>On Hamilton Street Railway vehicles, a "next stop" announcement system presently provides automated audio and LED screen displays of each bus stop location being approached by each bus.</p> <p>Visual cues and other wayfinding measures are often embedded within the branding standards of individual transit agencies and BRT services.</p>
5.10	Expand the availability of overhead display boards on roads and highways that show the estimated time to key destinations and notify travellers of delays and alternative routes.	In Progress	<p>The MTO operates over 75 variable message signs (VMS) in Ontario which provide information about travel delays and estimated times to key destinations on provincially-maintained highways. Pending funding arrangements, the program may be expanded to include Highway 401 East from Morningside Avenue to Brock Road.</p>
5.11	All relevant decision-making, such as planning, designing, financing	-	<p>This supporting policy provides a framework for decision-making. In practice, application of the policy is subject to interpretation. Adequately evaluating how well the policy has been adopted or implemented would require a</p>

	<p>and operating the transportation system, locating major trip generators, and designing communities and individual buildings, should promote a shift in travel behaviours to the maximum extent that is feasible, based on the following passenger transportation hierarchy:</p> <ul style="list-style-type: none"> i. Trip reduction, shortening or avoidance ii. Active transportation iii. Transit iv. Ride-sharing and taxis v. Single-occupant vehicles 		<p>multi-stakeholder review panel or wider consultation.</p> <p>Please refer to action 3.10 for more information.</p>
5.12	<p>The needs of all travellers, including transit users, cyclists and pedestrians, shall be considered as part of all planning decisions by:</p> <ul style="list-style-type: none"> • obtaining the input of transit agencies and public health departments on all major planning and transportation matters; and • requiring, as part of planning applications, a comprehensive transportation impact study that is integrated with the applicable municipal Transportation Master Plan and considers the impacts of the new development on all forms of transportation as well as the impacts of induced traffic. 	In Progress	<p>Across the region, transit agencies and public health departments are typically consulted as part of planning decisions, with a few exceptions. Transportation impact studies are also a typical requirement as part of planning applications submitted to municipalities across the GTHA.</p> <p>Where there has been the completion of a Transportation Master Plan (TMP) or one that is currently under development, there has been an effort to align and integrate Transportation Impact Studies (TIS) with TMPs. For example, the Town of Oakville is currently working on integrating the TIS and TMP, while in Halton Region and Peel Region, these are already aligned.</p>

Strategy #6: Implement an Integrated Transit Fare System

All Priority Actions and Supporting Policies for Strategy #6 have work underway.

There are 10 transit agencies in the GTHA, and each has a different fare structure. This means travelers crossing the region have had to pay multiple fares for a single trip. An integrated transit fare system enables travellers to cross municipal boundaries or transfer between transit modes or operators without fare duplication.

Strategy #6: Implement an Integrated Transit Fare System

#	Priority Action/ Supporting Policy	Status	Initiatives Underway
6.1	Implement a region-wide integrated transit fare system by 2012 that allows users to pay a seamless, integrated fare for all transit systems across the region.	In Progress	<p>PRESTO is a new e-fare collection system that has been implemented across the GTHA as a region-wide integrated transit fare payment system. The PRESTO system is an enabler of fare integration and the first key step in moving towards regional fare integration. Fare integration will potentially require a the development of a new funding model and hence further consultation with the municipalities and their respective transit service providers as this falls under their jurisdiction, not the province or Metrolinx.</p> <p>PRESTO began a phased rollout on May 1st, 2010 with GO Transit, Oakville, Burlington, and TTC (Union Station). PRESTO is now available on Hamilton Street Railway, Brampton Transit (including Züm BRT), Mississauga MiWay, York Region Transit, Durham Region Transit, GO Transit, Oakville, Burlington and 14 TTC subway station. PRESTO is scheduled to be available in Ottawa for OC Transpo in the Summer of 2012 and planning is underway to implement PRESTO across all of TTC's service area.</p> <p>Uptake The soft launch of PRESTO has delivered a small percentage adoption as no transit service provider has retired their legacy fare system. When the legacy fare systems begin to retire, PRESTO expects a rapid uptake and adoption. The introduction of 200 000 free PRESTO cards in Ottawa and the implementation of the Toronto Transit Commission, the retirement of the 2-10 ride GO passes and planned marketing campaigns over the next 24 months will have a major impact on card uptake and the use of PRESTO.</p> <p>As of April 4, 201, 151 000 PRESTO cards were issued, or 21 million fare payments valued at \$90.5 million. A total value of \$97 million was loaded on card e-purse.</p>
6.2	Over time, leverage the PRESTO fare smart card technology to offer new fare products and integrate fares throughout the region. Pursue partnerships with financial institutions, local businesses, tourism destinations, transit agencies and public sector agencies to expand the scope of the PRESTO fare smart card to function as a debit card, library card, parking pass, bike share card or to offer discounts and	In Progress	<p>PRESTO is leveraging the base technology platform to implement new payment technologies and new products. PRESTO will be implementing Proof of Concept trials in 2012 for the acceptance of credit cards at payment devices and for mobile payments on smart phones. These new payment options are targeted for introduction to the general public in 2013, the goal being customer choice in the payment option they wish to choose.</p> <p>PRESTO has been exploring potential commercialization opportunities for new payment products and integration with educational institutions, local businesses, PayPal, Google, credit/debit/acquirers/TELCO's and financial institutions. PRESTO will continue exploring these opportunities as part of the PRESTO strategic plan. PRESTO is focused primarily on transportation for the foreseeable future and providing operational excellence to the service providers it services. Also, PRESTO will continue to ensure that both Ottawa and Toronto implementations are successful.</p>

	reward points.		
6.3	Expand GO Transit's local transit subsidy program for riders who are travelling to GO stations using local transit.	In Progress	<p>GO Transit's local transit subsidy program allows riders who use local transit to pay a discounted fare to use GO Transit service. Typically, a co-fare agreement between GO Transit and the local transit agency is established so that users purchase a discounted local transit fare for a journey that requires both local transit and GO Transit. By removing the need to pay for two full transit fares for those users who take local transit to access a GO stop or station, the subsidy program encourages transit use for the journey to the GO station.</p> <p>Historically, co-fare arrangements were applicable for local transit access to GO Transit rail stations only. The program has been expanded to include GO Transit bus under the PRESTO fare payment system (paper tickets are not eligible for co-fares at GO Bus stops).</p> <p>Co-fare agreements are currently in place between GO Transit and all local transit agencies within the GTHA with the exception of the TTC. GO Transit has also implemented co-fare agreements with Barrie Transit and Grand River Transit (GRT).</p>
6.4	<p>Provide financial incentives to encourage greater transit use, such as:</p> <ul style="list-style-type: none"> • expanding the use of U-PASS programs currently offered by many transit providers; • making employer-provided or employer-subsidized transit passes tax-exempt; and, • offering bulk discounts on transit pass sales to employers and major trip generators. 	In Progress	<p>Financial incentives to encourage greater transit use may be offered in a variety of ways, including U-Pass programs, bulk discounts and through tax exemptions. Financial incentives can be enabled through transit agencies, typically with support from other organizations, such as funding partners, post-secondary institutions, municipalities, provincial and federal governments (for tax-exemption of employer-provided transit passes).</p> <p>This priority action identifies three specific financial incentives:</p> <ol style="list-style-type: none"> 1) Expanding the use of U-PASS programs currently offered by many transit providers 2) Making employer-provided or employer-subsidized transit passes tax-exempt; 3) Offering bulk discounts on transit pass sales to employers and major trip generators. <p>Expanding the use of U-PASS programs currently offered by many transit providers;</p> <p>U-Pass programs that are currently in place include:</p> <ul style="list-style-type: none"> • Durham Region: Durham College, UOIT and Trent University (Oshawa) • Hamilton Street Railway: McMaster University, Columbia International College, and Redeemer University/College . • MiWay Transit: University of Toronto-Mississauga <p>Pilot studies and discussions to expand the U-Pass program include:</p> <ul style="list-style-type: none"> • A pilot study to expand the U-Pass program to Summer students and Part-time students at University of Toronto-Mississauga

			<ul style="list-style-type: none"> • Discussions currently taking place to pilot or introduce a U-Pass Program at Sheridan College <p>Making employer-provided or employer-subsidized transit passes tax-exempt; No progress has been reported. The Canada Revenue Agency (CRA) allows monthly transit passes to be used to reduce taxable income for personal income tax purposes. The CRA does not currently consider employer-provided or subsidized transit passes a tax-exempt benefit.</p> <p>Offering bulk discounts on transit pass sales to employers and major trip generators. Bulk transit discounts are typically coordinated through the Smart Commute offices. Bulk discounts are usually 10-15% off the regular price of a transit pass, and may or may not be matched with a contribution from an employer.</p> <ul style="list-style-type: none"> • Durham Region Transit provides discounts to School Boards for student transit passes. • The Liberty-Village Business Improvement Association is one example of a successful partnership, where a number of smaller businesses have access to the bulk metropass purchase program through the Liberty Village BIA.
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Strategy #7: Build Communities that are Pedestrian, Cycling and Transit-Supportive

Over three quarters of Priority Actions and Supporting Policies are underway for Strategy #7.

The land use in our communities and neighbourhoods plays a significant role in how we choose to travel. Research continues to show that when we live in higher density neighbourhoods with a variety of stores and services nearby, we are much more likely to walk, bike and use transit.

Providing realistic transportation choices such as walking, cycling, and transit relies critically on efficient and sustainable land uses. Building on the province's Growth Plan for the Greater Golden Horseshoe, The Big Move envisions a system of interconnected mobility hubs across the GTHA to strengthen the link between transportation and land use planning. Actions in Strategy #7 relate to policies, programs, guidance documents, and tools to cultivate mobility hubs and land uses that support transit and active transportation.

Strategy #7: Build Communities that are Pedestrian, Cycling and Transit-Supportive

#	Priority Action/ Supporting Policy	Status	Initiatives Underway
7.1	Create a system of connected mobility hubs, including Anchor Hubs and Gateway Hubs, at key intersections in the regional rapid transit network that provide travellers with access to the system, support high density development, and demonstrate excellence in customer service.	In Progress	<p>Mobility Hubs are places of connectivity where different modes of transportation – from walking to riding transit – come together seamlessly and where there is an intensive concentration of working, living, shopping and/or playing. As part of the work to develop The Big Move, the Mobility Hubs Backgrounder set out a working definition and established the minimum criteria to be used in identifying a Mobility Hub. The minimum criteria include, for example, planned density, forecast number of people accessing transit at the hub, and number of intersecting rapid transit routes.</p> <p>Mobility hubs which currently meet this criteria for density and ridership include:</p> <ul style="list-style-type: none"> • Dundas West/Bloor • Kennedy • Kipling • Main-Danforth • St George • Union • Yonge-Bloor • Yonge-Sheppard <p>In addition, a number of mobility hub studies have been initiated. Mobility hub studies and supporting work can include, for example, precinct plans, secondary plans, or local plans to improve transportation connections. Mobility Hub studies and supporting work has commenced for 11 mobility hubs in the GTHA:</p> <ul style="list-style-type: none"> • Bramalea • Cooksville • Eglinton-Mt. Dennis • Dundas West/Bloor • Kennedy • Kipling • Markham Centre • Midtown Oakville • Port Credit • Richmond Hill/Langstaff Gateway • Mississauga City Centre Downtown21 Master Plan
7.2	As the regional rapid transit system is implemented, detailed	In Progress	The network of Mobility Hubs, as set out in the Mobility Hub Backgrounder and in The Big Move, has not changed.

	planning is undertaken for specific corridors, and municipal growth planning exercises unfold, Metrolinx may, in consultation with municipalities and transit agencies, refine the list of mobility hubs based on the definitions and criteria of the RTP.		
7.3	<p>Develop a financial program to facilitate mobility hub capital improvements that increases over time to \$50 million annually. This program would fund or leverage transit-related improvements such as converting surface parking to structured parking, strategic land acquisitions, station improvements, and local road re-alignments to facilitate integration of transportation modes, with a focus on those mobility hubs that:</p> <ul style="list-style-type: none"> • have the greatest potential to improve the performance of the overall transit system and generate a return on the transit investment; • demonstrate an ambitious and practical development plan for achieving or exceeding the land use and transportation objectives of the RTP and the minimum requirements of the Growth Plan for the Greater Golden Horseshoe; • have prepared a viable business plan that outlines 	Not Started	<p>To date, financial investment in the Mobility Hub development has been in the form of funding for studies, strategies and plans, including the following:</p> <ul style="list-style-type: none"> • Metrolinx is undertaking a study to examine the potential to use public-private partnerships for mobility hub development, and its practical application. This could be used for a wider variety of major transit station area improvements, including non-mobility hub stations where a new station design or site master plan is required. • Metrolinx is investing at GO stations and mobility hubs to move from surface parking to structured parking. To date, approximately \$337 has been invested, including 5 parking structures that are currently under construction. While this can help make room for more development, it presents its own challenges in reducing the proportion of people who drive to stations. <p>Municipalities and transit agencies have also supported the work of mobility hub development through studies, planning work, restructuring of transit service routes, and strategic initiatives.</p> <ul style="list-style-type: none"> • York Region has made significant investments in rapid transit station planning and rapid transit routes, supporting the development of mobility hubs in York Region. • The City of Mississauga has invested substantially in the City Centre/Downtown area.

	<p>the public and private financing techniques for achievement of the intended development;</p> <ul style="list-style-type: none"> • have strong support from the municipality; • have high levels of existing or planned local transit service; and, • demonstrate best practices in the design and function of the mobility hub. 		
7.4	<p>Establish a special purpose, transit-related urban development capability to lead or facilitate development for those mobility hubs where it is determined that jurisdictional issues, land ownership patterns or other issues present particular challenges that would otherwise inhibit their successful, integrated development. Such capability would be structured appropriately to respond to the issues identified and could be vested with authority to manage publicly owned lands and to acquire or assemble lands needed to realize the strategic development objectives of the mobility hub.</p>	In Progress	<p>A Report on Metrolinx Land Use Planning Authority at Mobility Hubs & GO Stations submitted to the Metrolinx Board of Directors in November 2011 made recommendations for Metrolinx to increase its influence at Mobility Hubs and GO stations to affect transit-supportive land use and densities. The report highlighted that Metrolinx already has considerable authority at Mobility Hubs and GO Stations and identified the following recommended next steps to take full advantage of this influence and authority to affect land use at stations:</p> <ol style="list-style-type: none"> 1. The Metrolinx CEO to communicate this report to the Minister of Transportation and Deputy Minister of Transportation for consideration, with specific regard for the TPPS provisions. 2. Staff to develop a Metrolinx Joint Development Policy to establish criteria by which Metrolinx engages in joint developments, and how the sale of land and land acquisition can support the implementation of the Mobility Hub objectives and Metrolinx's objectives for non-fare revenue generation. 3. Through Mobility Hub and station planning and design work, staff identify strategic investments that would catalyze development at Mobility Hubs and GO stations to achieve objectives of the Mobility Hub Guidelines for inclusion in capital budgets. 4. Metrolinx General Counsel investigate and report back on how formal funding agreements for rapid transit expansion or programs could explicitly integrate the Mobility Hub Guidelines. 5. Investigate joining the One-Window provincial planning service. 6. Continue to expand Mobility Hub Guidelines outreach plan to Metrolinx staff, municipalities and other stakeholders, including the possibility of an annual Mobility Hubs symposium.\ 7. Monitor implementation of the Mobility Hub Guidelines at all Mobility Hubs and report every two years on their implementation. 8. Continue to lead and comment on Mobility Hub studies and station plans using the Mobility Hub guidelines, in line with the priority stations identified in this report. 9. Metrolinx staff to report back annually on these recommended next steps.

7.5	<p>Take advantage of the full range of financial and development tools available as part of a mobility hub development strategy and establish guidelines for their appropriate use. These tools may include tax increment financing, community improvement plans, area development charges, as well as value capture strategies, public-private partnerships and the possible use, as necessary, of statutory expropriation powers.</p>	In Progress	<p>The Mobility Hub Guidelines, published in September 2011, provide a brief introduction to the types of financing and development tools that could be used to develop Mobility Hubs. A more detailed guidance and best practices guide could assist municipalities in identifying appropriate tools and articulating effective strategies for individual mobility hubs.</p> <p>Metrolinx is currently investigating the potential to leverage investments and benefit from joint ventures. Metrolinx recently undertook a study to identify mobility hubs that have the most potential development revenue.</p> <p>Municipalities have expressed interest in using financial and development tools to develop mobility hubs. The mobility hub studies are currently being developed. Discussion of financial tools will be essential to achieving full build-out of mobility hubs. Municipalities have already started to consider funding and financing options for mobility hub development. In addition to grants and gas taxes, some of the financial tools that are currently in place or are being considered include:</p> <ul style="list-style-type: none"> • City of Hamilton Downtown Multi-residential Property Investment Program • City of Hamilton: Development is further encouraged at mobility hubs through waiving development charges in the downtown area • York Region: Transit Oriented Development strategies, value-capture and valuation studies • The City of Mississauga Strategic Plan includes the following action items: "Use development revenues from density bonusing to support higher-order transit" and "Use special development levies to support higher-order transit."
7.6	<p>With the guidance of a multi-stakeholder roundtable, undertake a comprehensive parking study to identify best practices and guidelines with respect to:</p> <ul style="list-style-type: none"> • optimum parking standards, practices and pricing policies for non-residential parking, particularly in mobility hubs; • design of parking facilities to ensure they do not act as barriers to transit or active transportation; • transitioning from free to paid 	In Progress	<p>Two studies have addressed parking. The Mobility Hub Guidelines contain guidance on strategic parking management at mobility hubs. The guidelines set out high-level approaches to parking management, addressing pricing, policies and design standards. The GO Rail Parking Strategy is currently underway and will be completed in Fall 2012. It will address the design of parking facilities to ensure they do not act as barriers to transit or active transportation. With guidance from multiple stakeholders, the study sets out a strategy for transitioning from free parking to paid parking, and separating transit fares from parking charges to encourage access to stations by sustainable modes of transportation. Station-specific issues are also being addressed in the study, which is anticipated to be published in 2013.</p> <p>Supporting work for local parking studies have been undertaken in some municipalities. Above and beyond municipal parking strategies that examine supply, demand and set out zoning standards, one notable example of a local comprehensive parking strategy has been developed in the City of Mississauga. City of Mississauga: A parking strategy for Mississauga City Centre was developed in 2009, addressing management, policies, regulatory initiatives, transportation demand management, new infrastructure</p>

	<p>parking to encourage transit and active transportation use;</p> <ul style="list-style-type: none"> • separating parking costs from transit fares at mobility hubs, in order to encourage travellers to access the station by walking, cycling or local transit; and • implementation mechanisms such as municipal parking authorities. 		<p>investment, and a financial strategy.</p>
7.7	<p>Update the province's Transit Supportive Land Use Guidelines.</p>	<p>Completed</p>	<p>The 2012 Transit-Supportive Guidelines have been publicly released and are now available online*. The Guidelines bring together in one document the most current thinking on transit-supportive land-use planning and delivery and operations of customer-focused transit service. It is a comprehensive resource containing 230 pages of text and illustrations, with over 500 separate strategies on such topics as Coordination of Transit and Land-use, Transit Network Design and Planning, Designing Transit for Universal Access and Transit Performance Planning and Monitoring. The Guidelines are designed to be complementary to the concepts and recommendations contained in the Metrolinx Mobility Hub Guidelines (2011). Staff from both projects have worked together to ensure content is consistent in both publications. The Mobility Hub Guidelines are referenced in the Major Transit Stations guideline and elsewhere.</p> <p>While the Mobility Hub Guidelines focus on developing transportation hubs within the GTHA, the Transit-Supportive Guidelines take a province-wide view with a broader exploration of transit planning and services beyond transfer points. Its collection of tools, best practices and implementation strategies can be applied to Ontario communities of various sizes and forms, from large metropolitan areas to medium-sized cities to rural communities. These Guidelines help support provincial priorities to increase transit ridership, encourage more livable communities, and develop sustainable, multi-modal transportation networks. Many of the Big Move's goals and policies are reflected in the Transit-Supportive Guidelines, such as strategies related to building a regional transit network, to building communities that are pedestrian, cycling and transit-supportive and to planning transit for universal access. The Transit-Supportive Guidelines can serve as a tool to help implement the Big Move's goals and priorities.</p> <p>The Guidelines includes references, case studies and examples of successful implementation of transit planning, measures to increase cycling and regional transit service in the GTHA and southern Ontario:</p> <ul style="list-style-type: none"> • Oakville's successful transformation of its radial transit network to a grid network system is highlighted in a case study. The new service network provides riders more direct travel and is more aligned to Oakville's evolution to a city of nodes and corridors. Local community routes are

			<p>maintained to serve dispersed neighbourhoods and to feed line-haul routes along busy corridors that form the grid. Oakville's new transit network is a good example of adapting a transit network to changing land-use patterns.</p> <ul style="list-style-type: none"> • Toronto's implementation of a Bike Station at Union Station is another case study that emphasizes the need to integrate cycling amenities with transit facilities to encourage commuters to combine active transportation with their transit trips. The bike station provides 24-hour secure indoor storage and offers a range of services such as showers and change rooms, vending machines and staff attendance throughout the day. • Innovative ways to promote public transit are documented in the Guidelines in such examples as Hamilton's Totally Transit Program, a hands-on transit education course that teaches Hamilton elementary school students how to take transit and the connections between transportation choices, the environment and human health. Another example is Durham Region Transit's partnership with eight local libraries in the region to allow children with library cards to take transit for free to their local library as part of a summer reading program. <p>* The Transit-supportive guidelines are available online: http://www.mto.gov.on.ca/english/transit/supportive-guideline/index.shtml</p>
7.8	The transportation system shall be planned, designed, built and operated to create pedestrian-, cycling-, and transit-friendly communities, and to ensure connectivity between places and along corridors that support the urban structure and intensification objectives of the Growth Plan for the Greater Golden Horseshoe.	-	Not measurable.
7.9	The transportation system shall be planned, designed, built and operated in a manner that directs growth to approved settlement areas, particularly already built-up areas, and away from areas where development is discouraged by provincial policy, such as natural areas and	-	

	agricultural lands.		
7.10	The regional rapid transit and highway network in Schedules 1 and 2 shall be incorporated into all municipal Official Plans, and these planned transit services shall be used as the basis for determining appropriate land uses and densities in conformity with the Growth Plan for the Greater Golden Horseshoe.	In Progress	<p>Incorporating the rapid transit and highway network (identified in Schedules 1 and 2 of The Big Move) takes time, as Official Plans are expected to be updated every five years. In the next progress report for The Big Move, it is anticipated that the majority of Official Plans will incorporate and reflect the regional rapid transit and highway network.</p> <p>Two regional Official Plans and three municipal Official Plans have incorporated and reflected the regional rapid transit and highway network. At this point in time, progress on this priority action is a reflection of where municipalities and regions are in their Official Plan review and update cycle.</p>
7.11	In new residential, commercial and employment developments in municipalities where transit service is planned or available, all homes and businesses shall be within walking distance of a transit stop with frequent service. Transit stop signage shall be erected as soon as roads are constructed so that prospective businesses and homeowners are aware of where transit service will be provided.	Not Started	<p>Many municipalities do not have the capability to readily collect information on the proportion of development within walking distance of a transit stop providing frequent service. In many cases, transit access may be determined by the availability of transit stop, without consideration of the frequency of transit service. Once resources permit analysis of development within walking distance of transit, there will be a need for regional consultation to establish formal definitions of 'walking distance' and 'frequent transit'.</p> <p>Land-use planning faces the challenge of developers who prefer sites without established transit service, as these sites can be cheaper. For transit agencies, it can be challenging to introduce new service routes in new developed areas where there has not been an established demand for transit service. While the importance of introducing transit service early in the development of new residential, commercial and employment developments is known, the operational and budget constraints of an un-tested route can compete with other areas of the transit network where there may be evidence of more pressing demand for service.</p> <p>At Hamilton Street Railway, a new bus service was introduced to a new isolated commercial development, on a pilot basis, with net cost financing provided through a developer contribution and a City reserve fund.</p>
7.12	New institutions such as elementary, secondary and post-secondary schools, regional hospitals, large sporting venues and cultural centres should demonstrate excellence in transit-oriented and pedestrian-friendly design and should choose locations that maximize access by transit and active transportation. This shall be supported by	In Progress	<p>This supporting policy refers to the location and design decisions of new institutions such as schools, hospitals, sporting venues and cultural centres. Demonstrating excellence in transit-oriented and pedestrian-friendly design is a worthy aspiration, however, it is difficult to assess without specific criteria for the terms 'transit-oriented' and 'pedestrian-friendly'.</p> <p>Adoption and implementation of this policy is not only required in municipal plans, but in policy and planning work by school boards, health boards, and on a case by case basis as sporting venues or cultural centres are planned and designed. Effective adoption of this supporting policy requires guidance and advice from multiple stakeholders: municipalities, school boards, health boards, design panels, and so on.</p> <p>Municipalities and school boards were consulted on this supporting policy. Typically, access to transit is a</p>

	municipal Official Plan policies.		<p>consideration in the location decisions for new schools. The challenge in locating schools to maximize walking opportunities relates to the negotiations and decisions with developers about how to use 'central sites'. The location of a school may not be as accessible by walking to the maximum extent possible, particularly in new, large-scale developments.</p> <p>Example: a workshop hosted by Vaughan in winter 2011 to discuss school site design and access, with a view to potentially achieving a more economical footprint and pedestrian-friendly environment. This workshop was attended by representatives from Vaughan, as well as other GTHA municipalities and Metrolinx.</p> <p>In an effort to foster closer collaboration with the school board on active and sustainable school transportation and for all stakeholders to better understand roles and responsibilities around school siting and site design, the City of Hamilton is hosting a workshop in May 2012 on the topic of school site and site design and how this could be more supportive of active transportation and health objectives.</p> <p>For more detail on initiatives undertaken by municipalities and school boards on siting and design, please see action 2.11.</p>
7.13	<p>Municipal parking and zoning by-laws shall be updated to:</p> <ul style="list-style-type: none"> • establish maximum parking requirements; • decrease minimum parking requirements where appropriate; • permit off-site, on-street and shared-parking capacity to be counted towards meeting parking requirements; • provide priority parking for car-sharing; and • give landowners and developers the option of providing alternatives to free on-site parking, such as transit passes, car-sharing memberships, carpooling services, and/or financial 	In Progress	<p>Municipalities have reported mixed levels of action on updating municipal bylaws with respect to parking. The Town of Oakville and the City of Toronto have incorporated elements of this priority action within their respective zoning by-laws. In the City of Mississauga, developed a comprehensive parking strategy, which takes a comprehensive approach to managing parking demand through the implementation of policy and regulatory measures, Transportation Demand Management, and a financial strategy for the provision of new parking infrastructure.</p> <p>Progress on specific parking requirements are summarized below:</p> <p>Maximum Parking Requirements: Across the region, municipalities have not typically set parking maximum requirements. The Town of Oakville and the City of Toronto are exceptions, in which their respective zoning bylaws do restrict parking in some areas. The Town of Richmond Hill is considering the establishment of parking maximums.</p> <p>Decreasing minimum parking requirements where appropriate: The City of Pickering, for example, has reduced parking requirements for developments that are close to GO Stations and future BRT corridors. Permitting off-site, on-street and shared-parking capacity to be counted towards meeting parking requirements The City of Hamilton is currently studying the feasibility of permitting this as part of the proposed new Zoning Bylaw. In the City of Toronto, shared parking is permitted to be counted towards meeting parking requirements</p>

	<p>contributions towards transit or active transportation infrastructure.</p>		<p>on a site-by-site basis, determined through the site development application process.</p> <p>Providing priority parking for car-sharing: There have been no reports from municipalities indicating that parking and zoning bylaws have been updated to provide priority parking for carpool users or car-sharing. As part of the Zoning By-law Project, the City of Toronto undertook a car sharing study to examine the feasibility of implementing priority parking for shared automobiles. One of the recommendations of this study was to include wording in the zoning by-law that "car share parking spaces [must] be designed in a manner that will make them accessible to non-resident subscribers from outside the building as well as building residents"</p> <p>Giving landowners and developers the option of providing alternatives to free on-site parking, such as transit passes, car-sharing memberships, carpooling services or financial contributions toward transit or active transportation: There have been no reports from municipalities of developers being given these options. The Town of Richmond Hill encourages developers to provide transit passes. The Town of Oakville is currently updating the zoning bylaws (anticipated to be finalized by 2014), and may indicate options be provided to developers.</p>
7.14	<p>Gateway hubs and anchor hubs identified in Schedules 1 and 2 of the RTP shall be identified and incorporated into municipal Official Plans and Transportation Master Plans. Official Plans and Transportation Master Plans should also identify unique destinations that are important regional activity centres and/or major trip generators, such as universities, regional shopping centres, hospitals, and cultural facilities.</p>	<p>In Progress</p>	<p>Incorporating gateway hubs and anchor hubs (identified in Schedules 1 and 2 of The Big Move) takes time, as Official Plans are expected to be updated every five years. In the next progress report for The Big Move, it is anticipated that the majority of Official Plans will incorporate and reflect gateway hubs and anchor hubs. At this point in time, progress on this priority action is a reflection of where municipalities and regions are in their Official Plan review and update cycle.</p> <p>Mobility Hubs are identified in the Official Plans for: Halton Region Official Plan York Region Official Plan City of Brampton Official Plan Richmond Hill Official Plan City of Mississauga Official Plan</p> <p>Official Plans currently being developed or updated, and will include identification of mobility hubs include: Peel Region Official Plan</p> <p>Mobility Hubs will be identified in future Official Plans, including: Durham Region Official Plan</p>

			City of Oshawa Official Plan
7.15	<p>Municipalities, in consultation with transit agencies, landowners, major stakeholders, and public agencies and institutions, shall prepare detailed master plans for each mobility hub. Where appropriate, master plans should also be prepared for major transit station areas and unique destinations that have been identified in accordance with Policy 7.14. At minimum, master plans will:</p> <ul style="list-style-type: none"> • set out policies and an anticipated schedule for their achievement, to conform with and implement the Growth Plan for the Greater Golden Horseshoe's policies for major transit station areas and, where applicable, urban growth centres; • establish minimum density targets that conform to the Growth Plan for the Greater Golden Horseshoe and are based on the planned transit service levels of the RTP; • optimize transit-oriented development potential, and identify and implement incentives to promote transit-oriented development, such as streamlined planning and building approvals and reduced development application fees; provide for a range of amenities for travellers 	In Progress	<p>Planning for a mobility hub can include mobility hub studies, secondary plans, or master plans. Mobility hub master plans may be led by municipalities, transit agencies, or Metrolinx.</p> <p>Mobility Hub studies and master plans completed:</p> <ul style="list-style-type: none"> Bramalea Gateway Hub Richmond Hill Centre/Langstaff Gateway Anchor Hub Port Credit Cooksville <p>Mobility Hub studies and master plans currently under development include:</p> <ul style="list-style-type: none"> Downtown Brampton Oakville Anchor Hub Markham Centre Anchor Hub Downtown Brampton Anchor Hub Shoppers World Terminal <p>Other planning work for or around mobility hubs include:</p> <ul style="list-style-type: none"> Downtown Pickering Intensification Study (underway) Seaton Gateway Hub initial planning work (underway) Downtown Oshawa Anchor Hub development study Newmarket 'Urban Centres Secondary Plan' (underway) Vaughan Metropolitan Centre - Transportation Study for the Secondary Plan City of Mississauga City Centre Downtown21 Master Plan

<p>such as retail uses, restrooms, community spaces and tourism information, where appropriate;</p> <ul style="list-style-type: none"> • optimize the trip-generation benefit of the mobility hub; • set target modal splits for transit usage, single occupancy vehicle trips and active transportation for each mobility hub, and an anticipated schedule for their achievement; • establish a surface parking reduction strategy in consultation with transit agencies, that is based on site-specific redevelopment opportunities and the existing or planned availability of alternative modes of access to the mobility hub, and that includes a scheduled transition from free surface parking to a limited supply of fairly priced, structured parking, and policies to set aside reserved parking spaces for carpool and carsharing vehicles; • include design policies that help achieve environmental sustainability objectives, such as LEED Gold or equivalent standards, for any new transit-related buildings; • improve the travelling experience through the use of public art, landscaping and architectural excellence; • minimize distances between transit stations and between 		
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	<p>transit stations and key destinations within the mobility hub;</p> <ul style="list-style-type: none"> • give priority to transit, pedestrian and bicycle access over all other modes, and identify a zone around mobility hubs that provides priority measures for these modes on access roads; • establish a pedestrian-focused internal movement plan that integrates public and private spaces through well-designed, human-scaled spaces; • provide secure, conveniently located, weather-protected bicycle storage facilities and integrate bike-sharing where available; and • address issues related to the comfort and convenience of transit users, including policies that provide for customer service amenities, such as a plentiful supply of clean, safe, comfortable, weather-protected waiting areas, way-finding, and access for users with special needs. 		
7.16	<p>Municipalities may identify areas in Official Plans and Transportation Master Plans that have the potential to meet the mobility hub definitions and criteria of the RTP in the future, and plan for their potential future role as mobility hubs. This may include the preparation of detailed master plans for these areas as</p>	<p>In Progress</p>	<p>A visioning and master plan study is currently under development for the former Lakeview Generating Station lands (south of Lakeshore Rd. East, west of Dixie Rd), where there are interchange opportunities between the proposed Waterfront LRT and proposed Lakeshore Express Rail. The study will assess the feasibility as a future mobility hub. The City of Hamilton is initiating a planning strategy study around the James North future GO station.</p> <p>Funding for the Mount Pleasant Village (\$30.2 m) in the City of Brampton has been achieved through a combination of Federal and Provincial Infrastructure Stimulus Grants, Development Charges and Developer Contributions, and Cash In Lieu of Parkland.</p>

	described in Policy 7.15.		
7.17	All transit corridors in the regional rapid transportation network shall be assessed for their potential for higher density mixed-use development and for their suitability as intensification corridors as defined in the Growth Plan for the Greater Golden Horseshoe. Generally, all regional rapid transit corridors that are not on controlled-access expressways or outside of settlement areas should be identified as intensification corridors, except where this would conflict with other provincial policy.	In Progress	<p>Intensification corridors have typically been included in Official Plans across the GTHA. Municipalities typically undertake intensification studies to conform to the Growth Plan for the Greater Golden Horseshoe.</p> <p>A sample of these intensification studies are summarized below:</p> <p>The Town of Oakville has identified three intensification corridors, and studies were undertaken as part of the development of the Official Plan to examine density, height and land uses to intensify these corridors. Of particular note, Kerr Village was successful in including density bonuses that are based on transit improvements and priorities.</p> <p>In the Town of Richmond Hill, intensification studies were undertaken for Yonge Street and Highway 7 as rapid transit corridors, and Major MacKenzie Drive as a longer-term transit corridor.</p> <p>In the City of Hamilton, a Nodes and Corridors Planning study was completed for the "B-Line" Corridor (on Main Street, King Street and Queenston Road) to identify areas for growth and intensification and to determine a development strategy.</p> <p>The Region of Durham, comprising the City of Pickering, City of Oshawa, Clarington, Whitby, Ajax, Brock, Scugog and Uxbridge, completed a Transit Oriented Development Strategy to identify 37 areas across the Region which had the greatest development potential to support transit. This study will provide input into a future transportation-related amendment to the Regional Official Plan.</p> <p>The City of Toronto, many of the transit corridors have some existing degree of intensification. The City of Toronto developed the Avenues and Mid-Rise Buildings Study, setting out guidelines for encouraging future intensification along Toronto's Avenues. The study addresses best practices, and establishes a set of performance standards for new mid-rise buildings, categorizing the Avenues based on historic, cultural and built form characteristics. Through the development of Secondary Plans and Avenue studies, the appropriate level of intensification is typically identified on an area-by-area basis.</p> <p>The City of Mississauga Downtown21 Master Plan provides a framework for development and intensification to support the Hurontario St/Main St rapid transit corridor.</p> <p>Other municipalities have reported the identification of intensification corridors, including municipalities in Halton Region and Peel Region.</p>
7.18	For those transit corridors that are	In Progress	This supporting policy sets out a framework for land use and transit planning on intensification corridors

<p>identified as intensification corridors in accordance with Policy 7.17, municipalities, in consultation with transit agencies, landowners, major stakeholders, and public agencies and institutions, shall set out policies in their Official Plans and Transportation Master Plans that:</p> <ul style="list-style-type: none"> • conform with and implement the Growth Plan for the Greater Golden Horseshoe's policies for intensification corridors; • establish minimum density targets based on the planned transit service levels of the RTP; • facilitate a mix of modes, including active transportation; • give priority to transit vehicles over private vehicles, and maximize the value of the transit investment • discourage free parking, minimize street-facing surface parking lots, accommodate appropriate streetside parking and minimize the impacts of parking on other forms of transportation such as walking and cycling; and • provide for desirable maximum and minimum heights, and maintain site 		<p>identified in Supporting Policy #7.17.</p> <p>Official Plans that conform to the Growth Plan Typically across the GTHA, municipalities have reported that Official Plans and Transportation master Plans either currently conform to the Growth Plan or are in the process of being updated with a view to integrating and aligning with the Growth Plan. There has been one reported case of conformity with the Growth Plan being stalled due as a result of hearings being brought forward to the Ontario Municipal Board (OMB).</p> <p>Minimum density targets established Reporting municipalities have indicated that minimum density targets have been established or are in the process of being established. The density targets tend to be associated with the Growth Plan rather than directly based on planned transit service levels. In York Region, the adopted Official Plan (2010) includes policies that require a minimum 2.5 (Floor Space Index [FSI]) in the Regional Centres and a minimum 3.5 FSI in and around major subway stations.</p> <p>Discourage free parking and minimize street-facing surface parking lots There have been mixed outcomes from efforts to include policies in Official Plans and TMPs to discourage free parking and minimize street-facing surface parking lots. Three municipalities have reported the inclusion of policies in the Official Plan or TMP or both.</p> <p>Establish desirable maximum and minimum heights, maintain site development standards, and create positive visual relationships among building along the street: In the City of Hamilton, a 'nodes and corridors' study was completed for the 'B-Line' corridor, a future rapid transit corridor on Main Street, King Street, and Queenston Road.</p> <p>In the City of Pickering, Kingston Road Corridor Urban Design and Development Guidelines provide comprehensive site development standards to the lands along entire length of Kingston Road through Pickering, based on current Official Plan policy and densities.</p> <p>The Official Plan for the Town of Richmond Hill identifies minimum and maximum heights. Site design standards and placemaking are also part of the Official Plan.</p>
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	development standards, to create positive visual relationships among buildings along the street, and between buildings and the street.		
7.19	Design standards and streetscape guidelines, enforceable through the site plan process, should be prepared for those transit corridors that are identified as intensification corridors. These should address landscaping, street furniture, integrating transit facilities (shelters and waiting areas), signage and lighting.	In Progress	<p>One of the challenges to enforcing design standards and streetscape guidelines through the site planning process relates to the incremental pace of development that typically takes place as individual sites are planned and redeveloped. Other challenges include the capacity of the development market to provide amenities and landscaping. Linking streetscape guidelines and design standards to the capital works program of streetscape redevelopment may be an effective complementary approach to enforcing standards through the site planning process.</p> <p>The first step is to develop design standards and streetscapes design guidelines, before enforcement through the site planning process can take place.</p> <p>The following is a list of design standards and streetscape guidelines that have been reported:</p> <p>Design standards and streetscape guidelines prepared for transit corridors:</p> <ul style="list-style-type: none"> • Hamilton 'B-Line' corridor Study (City of Hamilton) • Kingston Road Corridor Urban Design and Development Guidelines (City of Pickering) • Avenues and Mid-Rise Buildings Study (City of Toronto) • Halton Region Right-of-Way Guidelines (Halton Region) <p>Other intensification corridors with design standards:</p> <ul style="list-style-type: none"> • Mayfield Road is an intensification corridor in the Region of Peel. A streetscaping toolbox is being provided, but is not enforceable (Region of Peel). Example: Old Church Road in the Region of Peel. Streetscaping was applied on both sides of the roads and a multi-use pathway on one side and a sidewalk on the other. Peel provides for transit infrastructure in coordination with the local municipality.
7.20	Stations on the regional rapid transit network shall be planned, located and designed to: <ul style="list-style-type: none"> • maximize transit ridership; • maximize integration of transportation services; • prioritize access by transit, 	In Progress	<p>Planning studies that align with this priority action include:</p> <ul style="list-style-type: none"> • Redevelopment plans for existing stations • Location decisions and design of new rapid transit station • Rapid transit station designs can also be addressed through detailed mobility hub studies and master plans. <p>Evaluating progress on this supporting policy and evaluating how well this policy has been applied is subject to</p>

	<p>walking and cycling;</p> <ul style="list-style-type: none"> • optimize transit cost-effectiveness and operational considerations; • maximize integration with the surrounding neighbourhood to create a walkable environment; and • optimize development opportunities. 		<p>interpretation. The most effective means of 'Maximizing integration of transportation services', for example, might depend on who was asked. It is impossible to adequately evaluate application of this supporting policy without a consultation through a multi-stakeholder review panel.</p> <p>It is possible to report on stations that are currently being redeveloped or are currently being planned and/or for which construction is underway.</p> <ul style="list-style-type: none"> • Union Station (City of Toronto) - redevelopment currently under construction • City of Hamilton B-Line Study - planning work for new LRT stations • Langstaff GO Station (at the Richmond Hill-Langstaff Mobility Hub) - redevelopment planning to improve pedestrian access • Erindale GO Station redevelopment (construction underway) • Clarkson GO Station redevelopment (construction underway) • Mississauga BRT Stations (construction underway) • Future Hurontario LRT Stations (planning underway) • 407 Transitway Stations (planning underway) <p>City of Toronto, City of Vaughan</p> <p>New subway stations on the Toronto-York-Spadina Subway Extension have been designed to maximize integration of transportation service, prioritize access by transit, walking and cycling, and integration with the surrounding neighbourhood. New stations on TYSSE include: Sheppard West Station, Finch West Station, York University Station, Steeles West Station, Highway 407 Station, and Vaughan Metropolitan Centre Station.</p>
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Strategy #8: Plan for Universal Access

All Priority Actions and Supporting Policies for Strategy #8 have work underway.

Work is well underway to implement Strategy #8, with half of the Priority Actions complete, including creating a regional body to advise Metrolinx on matters related to universal access, and development of both region-wide and local implementation strategies for universal access.

Strategy #8: Plan for Universal Access

#	Priority Action/ Supporting Policy	Status	Initiatives Underway
8.1	Create a regional body to advise Metrolinx on matters related to universal access.	Complete	<p>In February 2009, the Metrolinx Board of Directors approved the establishment of an Accessibility Advisory Committee (AAC). The AAC replaced the Accessibility Advisory Working Group, which provided advice during the development of The Big Move regional transportation plan.</p> <ul style="list-style-type: none"> The focus of the Metrolinx AAC is of a regional nature related to accessibility including the implementation of The Big Move; cross-boundary service and fare coordination; implementation of the AODA; and initiatives to enhance accessible regional transportation. The Metrolinx AAC is composed of individuals with expertise and experience related to accessible transportation, with representation from across the region. Members include both consumers and providers of specialized and accessible conventional transit services, and also include senior citizens and people with a range of disabilities. Metrolinx staff act as a resource to the AAC*. <p><i>*From the Metrolinx Accessibility Plan 2011-2012, available at www.metrolinx.com</i></p>
8.2	<p>Develop a region-wide strategy and local implementation strategies to improve specialized transit coordination and delivery, and address:</p> <ul style="list-style-type: none"> opportunities to accelerate the achievement of AODA compliance in transit facilities; integration of eligibility criteria; improved training for transit agencies; coordination and standardization of trip requests through a "one-window" service, including removing transfers at municipal boundaries, particularly for vulnerable 	In Progress	<p>Work has begun towards achieving a number of the goals of an accessibility strategy set out in The Big Move.</p> <ol style="list-style-type: none"> Opportunities to accelerate the achievement of AODA compliance in transit facilities <u>Progress and supporting works:</u> The Ontario Government is developing an Accessible Built Environment Standard. A draft was submitted for public feedback in July 2009. When it is finalized, the Built Environment Standard will further assist in the achievement of completely barrier-free facilities in accordance with the AODA. Integration of eligibility criteria <u>Progress and supporting works:</u> The AODA Integrated Accessibility Standards Regulation will provide some direction with regards to eligibility criteria. The Metrolinx Cross-Boundary Specialized Transit Study, which has been started, has flagged this as an issue to be explored later in the study. A steering committee comprised of GTHA municipal specialized transit service providers and industry associations, along with the Metrolinx AAC, will help to guide this study. The objectives of the study are to: <ul style="list-style-type: none"> Address the challenges affecting cross-boundary travel on specialized transit services, beginning with a selection of the issues identified in the Status Report and in The Big Move; Identify ways to use accessible conventional services, including GO Transit's inter-regional services, to increase options for cross-boundary and other longer trips;

	<p>users;</p> <ul style="list-style-type: none"> • expansion of traveller education programs for those who are unsure about using accessible conventional transit services; • coordination of services with transportation providers in the health care sector; and • establishing a GTHA taxi scrip or voucher program for areas where service is inadequate. 		<ul style="list-style-type: none"> • Implement improvements that can be undertaken in the short term; and • Produce a practical plan of action and high-level budgetary estimate for those that require further work. <p>3. Improved training for transit agencies <u>Progress and supporting works:</u> Front-line staff modules, sensitivity training and customer service standards have been in place prior to the development of The Big Move. There have been some refinements since publication of The Big Move.</p> <p>4. Coordination and standardization of trip requests through a “one-window” service, including removing transfers at municipal boundaries, particularly for vulnerable users. <u>Progress and supporting works:</u> The Metrolinx Cross-Boundary Study has also flagged this as an issue to be explored in the study.</p> <p>5. Expansion of traveller education programs for those who are unsure about using accessible conventional transit services; <u>Progress and supporting works:</u> The Metrolinx Generic Travel Training program is being created for transit agencies in the GTHA and beyond. The program will help persons with disabilities and seniors to feel more comfortable using accessible conventional transit services independently.</p> <p>6. Coordination of services with transportation providers in the health care sector <u>Progress and supporting works:</u> None yet</p> <p>7. Establishing a GTHA taxi scrip or voucher program for areas where service is inadequate. <u>Progress and supporting works:</u> None yet</p> <p>Additional supporting work that falls under the spirit of this priority action include:</p> <ul style="list-style-type: none"> • Annual Metrolinx Accessibility Plans have been published in 2010 and 2011, and made available at www.metrolinx.com. • Metrolinx achieved compliance with the Accessible Customer Service Regulation on January 1, 2010, as required by the AODA. The Accessible Customer Service Policy document (available online¹) was developed in collaboration with the Ontario Public Transit Association (OPTA) Transit Resource Team. OPTA established the Transit Resource Team to identify and achieve common solutions with respect to AODA and associated regulation requirements. • The Integrated Accessibility Standards (IAS) Regulation was passed into law on July 1, 2011. The
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¹ <http://www.gotransit.com/public/en/docs/publications/Metrolinx-GO%20CSP%20Final%20-%20Aug%202011.pdf>

			<p>IAS Regulation includes three main categories: Information & Communications, Employment, and Transportation (vehicles and associated standards and services).</p> <ul style="list-style-type: none"> • Metrolinx also continues to advance a number of additional accessibility initiatives to remove barriers for everyone, and which go beyond the specific requirements of the above AODA standards regulations: <ul style="list-style-type: none"> • All GO buses and trains sets (i.e. fifth rail car from the locomotive) are accessible to customers with disabilities. • Nearly 90% of GO train stations and almost 60% of GO bus routes are accessible. All remaining GO facilities and services are planned to be accessible by 2016/17. • The next generation of PRESTO Self-Service Kiosks has been designed in close collaboration with an accessibility advisory group, and will offer enhanced accessibility features. • Planning for the Air Rail Link and for Regional Rapid Transit is addressing full accessibility as an integral part of the design process.
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Strategy #9: Improve Goods Movement within the GTHA and with Adjacent Regions

All of the Priority Actions for Strategy #9 are in progress.

The ability to move goods to, from, and through the region is critical to our ability to compete in a global economy. Currently, the majority of freight movements within and across the GTHA are by truck.

The Big Move specifically identified the need for a multi-pronged approach and strong partnerships with stakeholders in the goods movement industry to improve the efficiency of freight movement and to reduce the greenhouse gas emissions arising from goods movement in the GTHA.

Strategy #9: Improve Goods Movement Within the GTHA and With Adjacent Regions

#	Priority Action/ Supporting Policy	Status	Initiatives Underway
9.1	<p>Develop a comprehensive strategy for goods movement within the GTHA, and between the GTHA and other regions, that identifies opportunities and actions to improve efficiency, increase capacity, enhance the region's competitiveness, and reduce emissions of GHGs and other pollutants. Establish a roundtable to steer the development of the strategy with representatives from the goods movement industry, including shippers, the Ontario Chamber of Commerce, Ontario Trucking Association, Southern Ontario Gateway Council, Canadian National and Canadian Pacific Railways, logistics companies, freight forwarders, manufacturers and exporters, the agricultural community, environmental groups, municipalities, port authorities and the province. Components of this strategy will include:</p> <ul style="list-style-type: none"> • mapping goods movement flows by mode, and identifying bottlenecks in the system; • accomplishing goods movement using the most environmentally sustainable 	In Progress	<p>From December 2009 to October 2010 Metrolinx led a series of meetings with two stakeholder groups to undertake the GTHA Urban Freight Study. These two stakeholder groups were the:</p> <ul style="list-style-type: none"> • Technical Working Group (TWG) of inter-regional government officers that set policy and have regulatory authority over freight infrastructure; and the • Goods Movement Industry Roundtable (GMIR) which included representatives of leading GTHA private sector industries and carriers, their associations and marine port and airport authorities. <p>The GTHA Urban Freight Study was presented and approved by the Metrolinx Board of Directors in February 2011. The study established five strategic directions and seventeen actions to increase the capacity for and efficiency of freight movement within the GTHA. It focuses primarily on road freight, but also considers inter-modal connections to rail, air and marine freight. Geographically, it focuses on trips that begin and/or end in the GTHA. It complements the ongoing Continental Gateway and Trade Corridor initiative of the federal, Ontario and Quebec governments, which deals with the GTHA as part of a broader inter-urban freight system.</p> <p>Metrolinx is focused on delivery the Urban Freight Action Plan from the GTHA Urban Freight Study. Key actions to date include:</p> <ul style="list-style-type: none"> • Establishment of a GTHA Urban Freight Forum to focus on the implementation of these actions. The inaugural meeting of this Forum, including public and private stakeholders, was held on April 11th 2012. Meetings will be held in the Spring and Fall on an annual basis with Summer and Winter meetings of an Inter-Governmental Sub-Committee. • Metrolinx is funding a two-year project at the Centre for Urban Freight Analysis at the University of Toronto called "Developing Urban Goods Movement Data in the Greater Toronto and Hamilton Area." This work addresses the need for coordinated Urban Goods Movement (UGM) data collection and data management to support policy and planning, modeling, analysis and benchmarking for goods movement in the GTHA. The final report is due 23 January 2013. • Metrolinx is the main sponsor of a Transportation Association of Canada (TAC) study to understand the potential for truck-only lanes in urban areas. Anthony Caruso, Advisor in Strategic Policy and Systems Planning, is chairing the Steering Committee for this study. The final report is due Fall 2012. • Metrolinx provided input to the MTO Freight Supportive Guidelines study through an MTO working group. These Freight Supportive Guidelines, due for completion by end of 2012, are intended to assist engineers, planners and other stakeholders with goods movement related land use, traffic and design issues. • Metrolinx currently sits on the Peel Goods Movement Task Force and is a member of the Southern Ontario Gateway Council, groups which are working to further develop goods movement policies and

	<p>modes and technologies, and considering modal shifts to arrive at an optimal balance;</p> <ul style="list-style-type: none"> • identifying innovative approaches for urban freight movements such as urban logistics centres, centralized lock boxes for end-consumer deliveries, and shared urban freight and delivery centres (e.g., for construction sites); • identifying innovative approaches for regional freight movements such as logistics villages (e.g., next to inter-modal hubs), siting, loading and routing optimization, real-time fleet management systems, and off-peak truck delivery; • identifying infrastructure needs such as new east-west freight rail capacity, new intermodal facilities, priority measures for truck-based goods movement, and strategic bypasses to get goods around rail and highway bottlenecks; • a freight corridor optimization strategy that optimizes the use of existing rail infrastructure and the allocation of rail between freight and passenger trains; • an analysis of constraints and opportunities for marine 		<p>projects.</p>
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	<p>transport of goods;</p> <ul style="list-style-type: none"> • opportunities to promote active transportation-based and other low-impact goods movement in urban areas; • land use policies for areas around transportation facilities such as inter-modal facilities, rail yards, airports, dockyards and major highway interchanges that are compatible with, and supportive of the primary goods movement function of these facilities; • improving efficiencies of all modes; • documenting and sharing best practices; and • identifying opportunities for coordination with the Continental Gateway Strategy. 		
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Strategy #10 Commit to Continuous Improvement

A majority of the Priority Actions and Supporting Policies have work started under Strategy #10.

Incorporating current research and best practices that respond to changes in the region is important to keep The Big Move relevant across the GTHA.

Strategy #10 focuses on research, coordination of data, prioritization methodologies, and working with other delivery partners to align common objectives, and nurture development of new and innovative transportation solutions.

Strategy #10: Commit to Continuous Improvement

#	Priority Action/ Supporting Policy	Status	Initiatives Underway
10.1	Establish a Centre of Excellence for Transportation in the GTHA.	In Progress	<p>A Centre of Excellence focused specifically on transportation has not been established in the GTHA to date. Although there is no formal definition of "Centre of Excellence", such centres are generally considered to be those that foster research, innovation, and the development of best practices.</p> <p>The Cities Centre at the University of Toronto, a multi-disciplinary research institute established February 2007, undertakes research on transportation in urban areas, among other areas of cities-related research. The mandate of the Centre is broad: to encourage and facilitate research, both scholarly and applied, on cities and on a wide range of urban policy issues, both in Canada and abroad, and to provide a gateway for communication between the University and the broader urban community*.</p> <p>The Centre may be considered as a Centre of Excellence base on its activities and mandate, however, it is not formally designated.</p> <p>* From the Cities Centre website: www.citiescentre.utoronto.ca</p>
10.2	<p>Improve the coordination and standardization of transportation data collection, forecasting and modelling. This could include:</p> <ul style="list-style-type: none"> • expansion of the Transportation Tomorrow Survey (TTS) to gather more detailed information on active transportation; • analysis of global and regional macro-economic forces; • development of a leading edge activity-based transportation demand model that can serve as a common base for modelling throughout the region, by all stakeholders; • analysis of socio- 	In Progress	<p>The Data Management Group (DMG), operated and managed by the University of Toronto and supported by a select group of regional and upper tier municipalities and transit agencies in the GTHA, was established in 1988.</p> <p>The Transportation Information Steering Committee (TISC) is a collaboration of GTHA transportation planning agencies chaired by the Ontario Ministry of Transportation. TISC oversees the Transportation Tomorrow Survey (TTS) and the GTHA Cordon Count Program.</p> <p>Under the guidance of TISC, the DMG develops and undertakes the Transportation Tomorrow Survey (TTS), a detailed survey of travel behaviour and travel patterns throughout the GTHA. The DMG also coordinates and administers data collected under the Greater Toronto Area Cordon Count Program, a collection of traffic counts from around the GTHA which have been undertaken by regional planning agencies in the GTHA.</p> <p>More recently, a Transportation Modelling Group (TMG) was established at the University of Toronto to lead the development, maintenance and upgrading over time of a common modelling software framework for GTHA travel demand modelling. The group has been established outside of GTHA planning agencies but collectively funded and supervised by participating agencies. The TMG group brings together modelling staff from across the region to discuss and resolved shared issues.</p>

	<p>demographic dimensions of travel behaviour, and trends;</p> <ul style="list-style-type: none"> • analysis of trip assignment methodologies; • analysis of transportation-land use integration; and • analysis of effects of induced travel and congestion on emissions. 		<p>In 2011, a Network Coding Manual was published, to be used as a standard by multiple agencies across the GTHA for the development of future networks for modelling road and transit services. The 2011 Network Coding Manual will be used by the TMG and DMG to develop a 2011 network which will be used to validate the 2011 TTS data. The 2011 Network Coding Manual is an update to the previous network coding manuals published in 1996 and 2001.</p> <p>The Transportation Information Steering Committee (TISC) has hosted separate discussions to discuss active transportation data needs and regional coordination.</p>
10.3	<p>Develop a long-range land protection and/or acquisition strategy to accommodate future transportation needs. This strategy should:</p> <ul style="list-style-type: none"> • identify and accommodate future needs for active transportation, transit, roads, highways and goods movement, including the requirements for corridors, stations, intermodal facilities and other elements of the network; • review all public land holdings for possible applicability to RTP projects; • establish a process to review RTP needs prior to the disposal of any publicly owned properties; and • identify provincial and municipal tools that are necessary to protect lands for future transportation needs. 	In Progress	<p>Metrolinx is developing a property acquisition, disposition and land development policy to establish criteria by which Metrolinx engages in land acquisition, disposition and development on/or adjacent to land and other infrastructure assets and how the sale of land and land acquisition can support the implementation of the Places to Grow, Big Move, Mobility Hub, station development, fare and non-fare revenue, corridor and operational objectives. A final policy is expected to be complete by the Fall 2012.</p> <p>A Report on Metrolinx Land Use Planning Authority at Mobility Hubs & Go Stations submitted to the Metrolinx Board of Directors, November 2011, recommended that the current provisions under the Metrolinx Act for the creation of a Provincial Transportation Planning Policy Statement (TPPS) be exercised.</p> <p>Although enabling the TPPS would not be considered the 'development of a long-range land protection strategy to accommodate future transportation needs', it would represent a first step in land use planning, backed by legislation, to protect and accommodate future transportation needs in the GTHA and in the rest of Ontario. With the inclusion of policies for Mobility Hubs and GO Stations in the TPPS, Metrolinx would have more influence over planning decisions at such sites, in the following ways:</p> <ol style="list-style-type: none"> i. planning decisions of municipalities would have "to be consistent with" its designated policies; ii. Municipalities would be required to consult with Metrolinx in the course of the preparation of Transportation Master Plans; and iii. Municipalities would not be able to pass a by-law or undertake public works 'that conflict' with a TPPS. <p>The 2005 Provincial Policy Statement (PPS), which establishes the Province's land use planning policy framework, includes broad policies for the protection of transportation and infrastructure corridors. MTO is working with MMAH to consider options to clarify or enhance transportation policies through the ongoing review of the PPS</p>
10.4	In collaboration with TransLink in	In Progress	This priority action encompasses two separate, but related initiatives. First, identifying a common approach

	Vancouver, the Agence Métropolitaine de Transport in Montreal, and other partners, identify common approaches to prioritizing transportation projects, including linking regional to national transportation benefits.		<p>with TransLink and Agence Métropolitaine de Transport (AMT) on projects through the Transportation Association of Canada in the approach to prioritizing projects. Second, linking transportation infrastructure projects to national transportation benefits.</p> <p>With respect to the first, Metrolinx collaborates with TransLink in Vancouver and the AMT in Montreal on projects through the Transportation Association of Canada, the Urban Transportation Council and the Transportation Finance subcommittee. These projects deal with common approaches and practices in, for example transportation financing, changes in practices of data collection, planning, and operations. Recently, a freight and truck lanes study was initiated in Fall 2011 to investigate the potential for truck lanes in Canadian urban areas and to identify appropriate conditions in which they may be considered for efficient handling of truck traffic.</p> <p>There has not been a specific project related to aligning approaches to prioritizing transportation projects.</p> <p>The second aspect of this priority action, linking transportation project prioritization to national benefits, is premised on the development of a national transportation strategy to identify national transportation objectives. A national transportation plan has not yet been developed, however, CEOs and supporting executive staff from TransLink, Metrolinx and the AMT are forming a group to discuss a national transportation strategy. The first meeting for this group will be held on May 10th and 11th, 2012, in Toronto.</p>
10.5	Consult with private and public partners, post-secondary institutions, and others to expand the body of research related to the links between transportation and public health, socioeconomic conditions, economic competitiveness and the environment, and on clean fuel technologies and green vehicles.	In Progress	<p>Metrolinx has supported the expansion of transportation-related research primarily through the Strategic Partnership Program. The program provides research grants of approximately \$1,500 to \$50,000 to each individual project. The majority of research projects receive \$10,000 or less. Projects are assessed based on their suitability and effectiveness in advancing one or more of Metrolinx's strategic priorities.</p> <p>In 2011, the Strategic Partnership Program initiated 12 partnerships with external organizations to advance the dialogue about issues relating to transit and transportation in the region.</p> <p>There is still work to be done in consulting with private and public partners, post-secondary institutions and others to identify other opportunities for aligning research objectives, efforts and other mutually-beneficial research opportunities.</p>
10.6	Gather and disseminate knowledge about best practices in regional transportation planning, drawing on examples from similar organizations in comparable	In Progress	<p>Gathering and disseminating knowledge about best practices in regional transportation planning is an ongoing effort.</p> <p>Recent efforts in this area include:</p> <ul style="list-style-type: none"> • The Mobility Hub Guidelines, completed in September 2011. The Mobility Hub Guidelines set out best

	regions such as Agence Métropolitaine de Transport in the Montréal area, TransLink in the Vancouver region, Transport for London in England, and Verkehrsverbund Berlin-Brandenburg in Germany.		<p>practices and lessons learned on incorporating mobility hub objectives into other planning activities (such as official plans, secondary plans, stations plans and environmental assessments.</p> <ul style="list-style-type: none"> • Funding for a series called "Moving Our Region: Transportation for the Future" at the Institute for Municipal Finance and Governance (held in 2010), bringing international and national speakers to Toronto to share best practices and experiences; • Support for the Complete Streets Forum, organized by the Toronto Coalition for Active Transportation (TCAT) • Working relationships with Agence Métropolitaine de Transport (Montreal) and TransLink (Vancouver) for informal sharing of best practices
10.7	In collaboration with the province, the Transportation Association of Canada, the Institute of Transportation Engineers, municipalities and other relevant stakeholders, expand and recalibrate road design standards and practices for more compact and fuel-efficient vehicles. Over time, replace demand-driven standards with those that recognize pedestrian, cycling and transit priority, as needed, to shift dependency away from single occupancy vehicles.	Not Started	<p>There have not been any direct initiatives to recalibrate road standards to more compact and fuel-efficient vehicles.</p> <p>Among organizations and jurisdictions that have prepared guidelines and standards for roads and highways, there have been a few that have been prepared or updated to include standards for walking, cycling, transit, and HOV. Guidelines and standards that have been reported to Metrolinx include:</p> <ul style="list-style-type: none"> • MTO: reassessing the width of paved shoulders when they are used for cycling. • City of Mississauga: Multi-modal Road Design Guideline (anticipated to be completed in 2012). The guidelines will set out standards and guidance in the design of roads and streets to ensure that sustainable modes of transportation are accommodated and supported appropriately. • Transportation Association of Canada: Guidelines for Planning and Implementation of Transit Priority Measures in Urban Areas (expected to be completed in 2012). The guidelines set out methods of providing transit priority (primarily for buses) in urban areas, and will include a framework for selecting the most appropriate transit-priority measures. • Halton Region: Right-of-Way Guidelines. As part of the Halton Region Transportation Master Plan, right-of-way guidelines were developed and published (July 2011). The guidelines set out considerations and guidance on the design of right-of-ways to ensure a balanced transportation system to meet the needs of all users of the road, including pedestrians, cyclists, and transit users.
10.8	Metrolinx will explore options, for the Province of Ontario's consideration, to create a GTHA Green Transportation Sector Initiative in collaboration with the federal and provincial levels of government, the post-secondary education sector and others that	In Progress	<p>Metrolinx has also initiated a few projects which contribute to improving the resource and talent pool in the GTHA.</p> <p>The Rob MacIsaac Innovation Fellowship was established in 2011 to provide opportunity for the development and application of research that will positively impact the region. The fellowship is open to post-secondary students in their final year of their undergraduate or Master's program. Three fellowships were awarded in 2012. More information can be found at: http://www.metrolinx.com/en/aboutus/inthecommunity/macisaac_fellowship.aspx</p>

	would foster a made-in- the-GTHA resource and talent pool to implement the RTP.		Metrolinx provides internship opportunities to post-secondary students in undergraduate and graduate-level programs. The internships are open to students from a diverse range of academic backgrounds, from civil engineering to planning to computer programming.
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