
THE BIG MOVE PRIORITY ACTIONS AND SUPPORTING POLICY REVIEW

FULL REPORT

Technical Paper 9 to support the **Discussion Paper** for the
Regional Transportation Plan



July 2016

Since 2008, the *The Big Move* Regional Transportation Plan (RTP) has been providing multi-faceted strategic direction for planning, designing and building the regional transportation network to 2031. *The Big Move* includes ten strategies with 92 Priority Actions and Supporting Policies to achieve its vision, goals, and objectives, and provided a long-term vision with the flexibility to address changing transportation needs and technologies.

Released in 2013, *The Big Move Baseline Monitoring Report* was a technical supporting document that reviewed the status of the Regional Transportation Plan’s 92 Priority Actions and Supporting Policies, established a 2008 baseline of Key Performance Indicators, highlighted progress in expanding the regional rapid transit network, and demonstrated transparency and public accountability. Its *Appendix B: Inventory of Initiatives* provided a detailed record of information received from delivery partners about work underway in support of implementing *The Big Move*, and categorized the status of each Priority Action and Supporting Policy.




Table 1 presents an updated review of *The Big Move*’s Priority Actions and Supporting Policies to reflect the continued progress in implementing the Plan since 2013. Currently, 94% of the actions and policies are identified as complete/continuous or in progress (see Figure 1).

- To be identified as “Complete”, all components of the Action/Policy must be completed;
- “Continuous” refers to actions or policies that have been undertaken but will require ongoing implementation;
- The degree to which an Action/Policy is “In progress” varies in scale and complexity, and can include such initiatives as planning studies, ongoing policy development, implementation of programs (e.g. PRESTO), as well as transit project construction; and
- “To be initiated” refers to actions or policies which have not achieved significant progress since the release of *The Big Move*.

It should be noted that the region is only 8 years into a 25-year Plan, and many actions are expected to require long-term or continuous implementation.

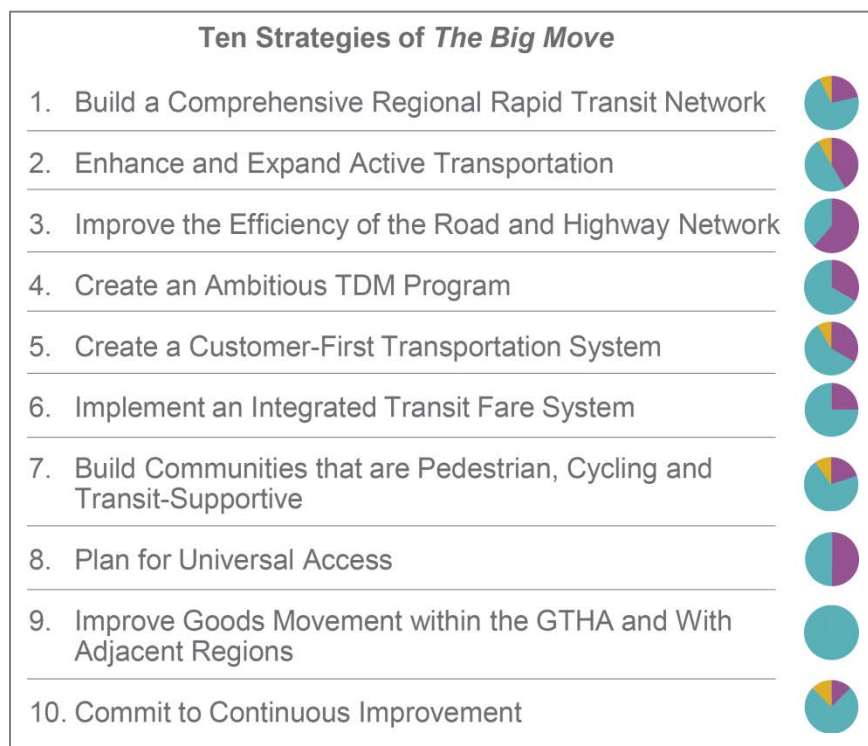
In addition to reviewing the status of each Priority Action and Supporting Policy, Table 1 includes recommendations regarding the actions and policies which due to their completion, progress, specificity, or current strategic importance are predicted to require revision or removal in the updated Regional Transportation Plan. Please note, in updating the Regional Transportation Plan, existing (and proposed) strategies, actions and policies yet to be initiated or achieve significant progress will be reviewed in detail, and evaluated using the RTP screening process (for more information see the *Screening Process for the GTHA Regional Transportation Plan* technical paper).

Figure 1: Status of *The Big Move*’s Actions and Policies

STATUS* OF THE BIG MOVE’S 92 ACTIONS & POLICIES		
Complete/Continuous		32%
In Progress		62%
To be Initiated		7%
* Based on <i>The Big Move Baseline Monitoring Report, Appendix B: Inventory of Initiatives, 2013 (with updates)</i>		

The *Big Move*'s ten strategies and the cumulative status of their respective actions and policies are presented in Figure 2.

Figure 2: Status of The Big Move's Actions and Policies, By Strategy



Examples of progress in implementing *The Big Move* are listed below organized by each of the 10 strategies displayed in Figure 2.

Strategy #1: *Build a comprehensive regional rapid transit network*

- Metrolinx is introducing GO Regional Express Rail and launched UP Express
- The City of Toronto, Metrolinx and their partners are revitalizing Union Station
- Metrolinx is continuing construction on the Eglinton Crosstown LRT in Toronto, and has provided the GO rail extension to Kitchener-Waterloo
- Mississauga's MiWay is completing a bus rapid transit system
- York Region is upgrading its bus system with separated rapidways, under VivaNext

Strategy #2: *Enhance and expand active transportation*

- Metrolinx added walking and cycling bridges and underpasses across major highways, rail lines and waterways
- Public transit agencies added bike racks to all GTHA transit buses
- Ontario introduced the provincial #CycleON strategy
- Municipalities provided new walking and cycling facilities - from trails to painted or separated bicycle lanes - and updates to active transportation plans
- Hamilton and Toronto introduced bike-sharing programs

Strategy #3: *Improve the efficiency of the road and highway network*

- MTO is building new carpool parking lots, high-occupancy vehicle lanes on 400-series highways, and extensions to Highways 410, 404, 407 and 427
- Metrolinx introduced priority parking for carpool users at several GO Transit stations
- Municipalities added capacity additions to arterial roads across the region

Strategy #4: Create an ambitious transportation demand management program

- Municipalities and Metrolinx expanded the Smart Commute workplace program to provide TDM programming for approximately 330 members (with 720,000 employees), and launched many initiatives to support active school travel.

Strategy #5: Create a customer-first transportation system

- Metrolinx launched the Triplinx regional travel planning tool
- Toronto, Hamilton, Brampton, Durham and York Region transit agencies and Metrolinx introduced real-time information for transit services
- Metrolinx supported the Call-One joint paratransit booking centre during the 2015 PanAm Games
- Metrolinx and local transit providers are developing a seamless network wayfinding program

Strategy #6: Implement an integrated transit fare system

- Metrolinx, UP Express and all transit agencies (except Milton) have adopted the Presto fare card system
- Metrolinx and GTHA transit providers outside Toronto have fare integration agreements providing discounted travel on municipal transit to-and-from GO services.

Strategy #7: Build communities that are pedestrian, cycling and transit-supportive

- Metrolinx introduced *Mobility Hub Guidelines* and the *GO Transit Rail Parking and Station Access Plan* (now being updated in the context of GO RER)
- Ontario published the *Transit-Supportive Guidelines*
- Municipalities have integrated mobility hubs into official plans and transportation master plans
- Metrolinx and GTHA municipalities have initiated parking studies, such as Mississauga's parking strategy for the City Centre

Strategy #8: Plan for universal access

- Metrolinx established the regional Accessibility Advisory Committee comprised primarily of people with disabilities, to provide input on the accessibility elements of a broad range of Metrolinx projects
- Municipalities and transit agencies are improving specialized transit coordination and delivery including establishing a Memorandum of Understanding that recognizes eligibility between specialized transit service providers to facilitate cross-boundary travel

Strategy #9: Improve goods movement within the GTHA and with adjacent regions

- Metrolinx undertook the *GTHA Urban Freight Study*, and established the multi-sectoral GTHA Urban Freight Forum and an urban goods movement data framework
- Ontario published the *Freight-Supportive Guidelines*
- GTHA regions are taking a strategic approach to goods movement, with a range of studies and plans, such as the Region of Peel's goods movement strategic plan

Strategy #10: Commit to continuous improvement

- Metrolinx has undertaken new research into a variety of transportation questions and supported local initiatives across the region, such as Milton's dynamic transit pilot project
- Collaborative partnerships have been established with the University of Toronto's Transportation Modelling Group, as well as with local and regional municipalities, non-governmental organizations and academic institutions

Table 1: Priority Action and Supporting Policy Status & Recommendations

Priority Action/ Supporting Policy #	Complete	In Progress/ Partially Complete	To Be Initiated	Continuous	Revise	Remove	Notes
	Status				Recommendations		
Strategy #1: Build a Comprehensive Regional Rapid Transit Network							
1.1		✓			✓		Revise to reflect the updated rapid transit network, including Moving Ontario Forward transit projects (e.g. GO Regional Express Rail), and updated key performance indicators (e.g. transit accessibility targets).
1.2	✓				✓		Revise to reflect that Union Pearson Express train has been built and is in service, but improving transit connectivity to airport will remain a priority.
1.3		✓			✓		Revise to reflect progress on revitalizing Union Station, and the updated needs of the planned regional and inter-regional transit network.
1.4		✓			✓		Revise to reflect the progress in redeveloping the existing GO bus terminal site as an integrated Toronto Coach Terminal with Union Station
1.5		✓			✓		Revise to reflect an update conceptual GTHA transit network (represented Appendix C in <i>The Big Move</i>) and its connections with surrounding municipalities in the Greater Golden Horseshoe.
1.6				✓			
1.7		✓					
1.8			✓				
1.9		✓			✓		Action may benefit from a more focused approach, or alternatively an update of the examples of potential municipal funding tools for local transit and active transportation infrastructure (e.g. resulting from Bill 73).
1.10		✓					
1.11		✓					
1.12				✓			
1.13		✓					
1.14		✓					
Strategy #2: Enhance and Expand Active Transportation							
2.1		✓			✓		Revise to reflect progress in implementing walking and cycling networks in the GTHA, identifying future active transportation network priorities, and

Priority Action/ Supporting Policy #	Complete	In Progress/ Partially Complete	To Be Initiated	Continuous	Revise	Remove	Notes
							present an updated provincial budget commitment (if applicable).
2.2				✓	✓		Revise to reflect the bike-share programs now in operation in Toronto and Hamilton, and potential opportunities for bike-sharing growth or improvement (in those municipalities or elsewhere in the region).
2.3		✓					
2.4	✓					✓	Remove to reflect that all buses in the region are equipped with bike racks, and the Ministry of Transportation (MTO) provided an interim measure to overcome Highway Traffic Act and Public Vehicles Act barriers to the installation of bike racks on buses.
2.5			✓			✓	Remove to reflect its relatively limited regional strategic importance, and the existence of municipal-level bike registries.
2.6		✓				✓	Remove to reflect that MTO reviewed the Regional Coroner's Report, the Chief Coroner of Ontario initiated a study in Fall 2011 to review cycling deaths, and the passing of Bill 31 - Transportation Statute Law Amendmend Act (Making Ontario's Roads Safer), 2015, which included requiring minimum safe distance when passing cyclists on highways
2.7		✓					
2.8		✓			✓		Consider revision to reflect that at least 26 municipalities in the region now have Active Transportation Plans, and the priority is now to (better) support their implementation.
2.9				✓			
2.10				✓			
2.11		✓					
2.12				✓			
Strategy #3: Improve the Efficiency of the Road and Highway Network							
3.1		✓			✓		Revise to reflect updated regional highway network (existing network identified in Schedules 1 and 2 of <i>The Big Move</i>), including completed/in progress studies, and proposed transportation corridors.
3.2				✓			
3.3		✓					

Priority Action/ Supporting Policy #	Complete	In Progress/ Partially Complete	To Be Initiated	Continuous	Revise	Remove	Notes
3.4		✓			✓		May require revision to reflect status of COMPASS and RESCU traffic management systems. Also consider making the Priority Action more concise.
3.5				✓	✓		Revise to reflect updates to the Smart Commute program and ride-matching tool(s).
3.6		✓					
3.7				✓			
3.8		✓					
3.9				✓			
3.10				✓	✓		Revise to address circular referencing to Supporting Policy 5.11.
3.11				✓			
3.12				✓			
3.13				✓			
Strategy #4: Create and Ambitious Transportation Demand Management Program							
4.1		✓			✓		Revise to clarify the definitions, roles and responsibilities relating to the development of TDM strategies and policies for provincial ministries, agencies, universities, school boards, etc.
4.2		✓					
4.3				✓			
4.4				✓	✓		Consider revising to be more inclusive of additional financial incentives for workplaces to offer to employees using alternative commuting modes.
4.5		✓			✓	✓	Remove to reflect the completion of the Metrolinx Investment Strategy, or revise to reflect the need for incorporating TDM objectives and goals into future revenue or financial tools developed for the region (or its municipalities).
4.6		✓					
Strategy #5: Create a Customer-First Transportation System							
5.1		✓			✓		Revise to reflect Triplinx having launched, and its ongoing refinement and feature improvement, and additional transportation information portals developed by local municipalities or transit service providers.

Priority Action/ Supporting Policy #	Complete	In Progress/ Partially Complete	To Be Initiated	Continuous	Revise	Remove	Notes
5.2		✓					
5.3		✓					
5.4			✓				
5.5		✓					
5.6		✓			✓		Revise to reflect that not all (if any) of the service restrictions have been removed, but some cross-boundary agreements between transit agencies have been negotiated and are currently in place.
5.7				✓			
5.8				✓			
5.9		✓			✓		May require revision to reflect progress and future directions of the regional wayfinding initiative currently ongoing.
5.10		✓					
5.11				✓			
5.12				✓			
Strategy #6: Implement an Integrated Transit Fare System							
6.1		✓			✓		Revise (or remove) to reflect the near-completed implementation of the PRESTO fare card.
6.2		✓					May require revision to reflect updated long-term plans for PRESTO card functionality.
6.3		✓			✓		Revise (or remove) to reflect regional fare integration work and its implications for the GO Transit co-fair program.
6.4				✓	✓		Consider revision to make the action more general, or have an updated inclusive list of financial incentives for transit use.
Strategy #7: Build Communities that are Pedestrian, Cycling and Transit-Supportive							
7.1		✓			✓		May require revision to better reflect the Metrolinx Mobility Hub Guidelines (developed following the release of <i>The Big Move</i>), progress in implementing mobility hub plans, the update to the Growth Plan for the Greater Golden Horseshoe, and technical work relating to mobility hubs to be conducted in updating the Regional Transportation Plan.
7.2		✓					

Priority Action/ Supporting Policy #	Complete	In Progress/ Partially Complete	To Be Initiated	Continuous	Revise	Remove	Notes
7.3			✓		✓		Revise to make the action more concise, reflect the progress of mobility hub and station improvement processes and funding, and update the financial program budget target (if applicable).
7.4		✓					
7.5		✓			✓		Revise to reflect The Mobility Hub Guidelines and mobility hub studies conducted since the release of <i>The Big Move</i> .
7.6		✓			✓		Revise to reflect The Mobility Hub Guidelines, GO Rail Parking Strategy, GO Station Access Plan, and municipal parking policy.
7.7	✓					✓	Remove (or revise) to reflect the completion of the Ministry of Transportation's Transit Supportive Land Use Guidelines, and consider policy opportunities to support their use.
7.8				✓			
7.9				✓			
7.10		✓					
7.11			✓				
7.12		✓					
7.13		✓			✓		Consider revision to reflect municipal and zoning by-law updates since 2008 and parking policies and initiatives consistent with current strategic directions.
7.14		✓			✓		May require revision to reflect updates to the regional rapid transit and highway networks (previously presented in Schedules 1 and 2 of <i>The Big Move</i>), <i>Growth Plan for the Greater Golden Horseshoe</i> , and technical analysis regarding mobility hubs, including locations and classification.
7.15		✓			✓		Consider revision to make the policy more concise, while maintaining the important policy connections to the <i>Growth Plan for the Greater Golden Horseshoe</i> .
7.16		✓			✓		May require revision to reflect updates to the <i>Growth Plan for the Greater Golden Horseshoe</i> , and technical background work regarding Mobility Hubs, including locations and classification

Priority Action/ Supporting Policy #	Complete	In Progress/ Partially Complete	To Be Initiated	Continuous	Revise	Remove	Notes
7.17		✓			✓		Revise as necessary to reflect transit corridor and density policies proposed in the updated <i>Growth Plan for the Greater Golden Horseshoe</i> .
7.18		✓			✓		Revise (as necessary) to reflect transit corridor and density policies proposed in the updated <i>Growth Plan for the Greater Golden Horseshoe</i> .
7.19		✓			✓		Consider revision to reflect <i>The Big Move Baseline Monitoring Report</i> suggestion that streetscape guidelines and design standards be linked to the capital works program of streetscape development to respond to the incremental pace of development.
7.20				✓	✓		Revise to reflect Metrolinx New Station Analysis and rapid transit project station development.
Strategy #8: Plan for Universal Access							
8.1	✓					✓	Remove to reflect the establishment of an Accessibility Advisory Committee (AAC), and consider how the RTP can support their efforts.
8.2		✓			✓		Revise to reflect progress on implementing the accessibility strategy set out in <i>The Big Move</i> , and inclusion of up-to-date strategic priorities.
Strategy #9: Improve Goods Movement Within the GTHA and With Adjacent Regions							
9.1		✓			✓		Revise to reflect the development of the GTHA Urban Freight Study, and consider division of the action into individual actions that reflect updated strategic needs and can be more easily measured/evaluated.
Strategy #10: Commit to Continuous Improvement							
10.1		✓				✓	Consider removal (or revision) to reflect the number of existing transportation and planning think tanks and research centres in the region, and how they can best be leveraged to advance research and knowledge sharing regionally, nationally and internationally.
10.2		✓			✓		Revise to reflect current/future priorities and initiatives for updating regional data collection, forecasting and modelling, including but not exclusive to the Transportation Tomorrow Survey.

Priority Action/ Supporting Policy #	Complete	In Progress/ Partially Complete	To Be Initiated	Continuous	Revise	Remove	Notes
10.3		✓			✓		Revise as necessary to reflect Metrolinx progress on property acquisition, disposition and land development policy, and proposed transit corridor protection and density policy in the updated <i>Growth Plan for the Greater Golden Horseshoe</i> .
10.4		✓			✓		Revise as necessary to reflect updated areas of need for nationwide collaboration and common approaches.
10.5		✓			✓		Revise as necessary to reflect current and future transportation research priorities.
10.6				✓			
10.7			✓		✓		Consider revision or removal based on the updated status of provincial/national road design standards, and the role of the Regional Transportation Plan relating to road design standards.
10.8		✓			✓		Consider revision or removal to reflect progress made in establishing transportation skills development partnerships between government, education sector, and professional organizations, and whether this remains a strategic need to be included in the Regional Transportation Plan.

For more details regarding the status and progress of the Priority Actions and Supporting Policies, please see *The Big Move Monitoring Report, Appendix B*, 2013.