

Appendix B
Report from the Regional Transportation Plan Advisory Committee
April 25, 2008

Key Messages:

The Advisory Committee (AC) is encouraged that it was able to find common ground on the broad scope and breadth of issues presented in the Green Papers in light of the diverse interests represented on the AC. This bodes well for the future of the RTP. In general terms, the AC supports the broad directions set forth in the Green Papers. The AC has set out the following key messages and observations as a result of their review of the Green Papers and the public input received to date:

1. **The Status Quo is not Sustainable.** Space and resources are finite. Our present system will not deliver the vision for the future that we all aspire to.
2. **Be Bold.** Meet the current unsustainable state with bold and aggressive interventions. Place priority to secure bold reliable funding for the whole transportation system. Prepare for the future now.
3. **Think Transformatively.** A transformative transportation plan for the future will be critical to: i) integration of services and systems; ii) our ability to offer choice to travellers; iii) building a new vibrant and liveable region; and iv) creating benefits for our health, environment and economy.
4. **Champions for Change.** Every person in the region needs to be able to see themselves in the plan before they can champion the change. The public will need to be motivated and mobilized if change is to happen.

Green Paper #2 – Mobility Hubs

- The concept of mobility hubs is a good one and they should be treated as an integral part of the transportation system.
- Recognize the transformative role that mobility hubs can play in place-making and shaping the form of the urban region. Mobility hubs should reflect the uniqueness and diversity of communities in the region. Don't be afraid to "push the envelope". Don't neglect the small things and the "finishing touches" that contribute to an enjoyable experience (for example, amenities like benches, public art, attractive landscaping and excellence in design).

- Metrolinx should support a few targeted demonstration projects to help create momentum. Don't be afraid to innovate, to try something new, and then learn from it.
- Use social infrastructure such as hospitals and courthouses as a lever to spur development around mobility hubs.
- The location of mobility hubs should be used to prioritize the RTP's transportation projects. We need to be sure that key transit lines, for example, don't bypass key hubs.
- Parking needs to be treated differently. Surface parking around mobility hubs needs to be reduced, for example in favour of structured parking. Alternatives to free parking are needed that will attract and not push people away from transit and that will shape the travel behaviours that the RTP is seeking.
- Need to pay particular attention to the needs of people with disabilities at mobility hubs. This is currently lacking in the Green Paper.

Green Paper #3 – Active Transportation

- Need to recognize that active transportation is for everyone. It is a mode that everyone should be choosing more often.
- Active transportation needs to be made a priority for transportation planning. It needs to be recognized as a relevant component of the transportation system. The emphasis and priority placed on Active Transportation in the Green Paper is laudable.
- Priority needs to be placed on filling in the gaps in the cycling and pedestrian network. This includes sidewalks on all streets, pedestrian bridges over major highways, completion of the parks system, introduction of pedestrian precincts, off-road alternatives, and retrofitting interchanges and road crossings for cyclists.
- Active transportation for recreation is good, but there needs to be an emphasis on regular walking and cycling for purposeful short-distance trips, such as going to work, going to school, or completing errands.
- Planning for road expansions, reconstructions and resurfacings should always incorporate opportunities and investments for creating safe active transportation infrastructure.

- Land use planning and the right urban form are critical to active transportation.
- A strong marketing, outreach and communication effort is necessary to get people out of their cars. We have an opportunity to change the values of young people about active transportation that will have long-term economic and health benefits.
- Active transportation is an essential means of mobility for those who can't drive, such as young people, seniors and low income.
- Need to pay particular attention to safety issues, both real and perceived, when planning for active transportation.

Green Paper #4 – Transportation Demand Management

- This paper provides a very good discussion of the range of options available for managing demand for transportation.
- People will make good choices when they have good options and good information.
- Opportunities for new roads are limited. We need to make more efficient use of what we have. With so many single-occupant vehicles, we are wasting too much space driving empty seats around on our roads and highways.
- There needs to be a strong emphasis on marketing and outreach to help people make better informed choices about how they travel.
- The Smart Commute Initiative is a good model, and more communities should be encouraged to take part.
- Consumers need better price signals to understand the true, full costs of their transportation choices. The reasons for new pricing tools need to be communicated clearly, and tied to direct benefits. Any revenues generated from pricing tools must be wisely and transparently managed, and directly re-invested in creating a transportation system that is consistent with the objectives of the RTP. Regional leadership is needed to ensure that a region-wide solution is found.
- An integrated fare card holds great promise for differentiating pricing as a means of managing demand.

Green Paper #5 – Moving Goods and Delivering Services

- More work and research is needed to fully understand the issues associated with moving goods and delivering services, and this paper does a good job of acknowledging this. Need to ensure that the people involved in logistics and shipping are involved in this discussion.
- Any strategy for goods movement needs to give careful consideration to whether or not current trends will continue, or whether changes in global economic trends or fuel costs will change the way we move goods.
- A clear vision and strategy is needed to segregate goods movement from passenger movement (on both roads and rail) over the long-term. This needs to be done in a way that improves the capacity and efficiency of both goods and people movement and that minimizes conflicts between them. This will take time, but we need to put in place an aggressive action plan.
- More attention should be paid to moving goods by water, using the cleanest possible available technology. This accounts for a significant share of goods movement in Europe, but has largely been forgotten here.
- Innovative solutions have been applied in other jurisdictions that could hold promise for the GTHA. Innovative demonstration projects should be tried.
- Need to recognize the impacts that changes to goods movement would have on businesses who need to receive the goods (i.e. staying open longer to receive goods in off-peak hours).
- Land use planning has an important role to play, for example by bringing residential areas closer to stores and services so that goods don't need to travel as far.
- Need to reflect the true, full costs of goods movement.

Metrolinx should play a key role in the ongoing discussions around the Quebec-Windsor corridor as this will have a major impact on the GTHA.

Green Paper #6 – Roads and Highways

- We need to get beyond the discussion of either/or when it comes to roads and transit. The transportation system needs both, we just have to find the right balance.
- We need to think about roads as integrated systems that accommodate multiple uses in a way that expands the capacity of the system as a whole.
- Need to make better use of road space as it is a scarce resource. Emphasis should be placed on moving people and goods, not vehicles.
- There needs to be a better accounting of the true, full costs of roads and driving.
- Road pricing is desirable, as long as the revenues are re-invested in dedicated transportation improvements, and as long as the costs are reflective of the availability of alternatives, and the costs and benefits are clearly communicated. But we can't depend entirely on user pricing; governments have a role to play too in investing in infrastructure improvements.
- The paper could do better job of communicating the impacts of driving on human mental and physical health.
- Gaps in the current road network need to be filled. And we need to think about where the transportation corridors of the future will need to be and to protect those corridors now.

Green Paper #7 – Transit

- The most important message is to be bold! Set bold targets. Use bold messaging. And build a bold system.
- Sustainable, reliable funding is critical to a successful transit system. We are playing catch-up for years of lack of investment.
- There is a strong need for a governance system that delivers coordinated, integrated and seamless transit services. Transit delivery should be based on what the traveller needs rather than what is easiest or most efficient for the transit provider.
- Particular attention needs to be paid to coordinating transit across municipal jurisdictions for persons with disabilities.

- Need to stress more the economic benefits of transit, not just the environmental and social benefits.
- Don't lose sight of the fact that transit-building is about region-building. It is not just a question of meeting ridership targets. We are creating the urban structure for the entire region.
- An integrated fare system and "smart card" will be a great benefit to riders. Fare structures need to take into account low income people and seniors.
- We need to work to create a transit culture and to normalize transit use, before other habits set in. There is an opportunity to build on the base of those who are already used to a transit culture, such as young people and some new Canadians.
- There is an important role for complementary services to meet gaps in service, such as jitneys and vanpools.
- Need to explore financial incentives for transit use, such as fair tax treatment.