

MANAGEMENT REPORT TO METROLINX

Report Title:	Greater Toronto and Hamilton Area Regional Transportation Plan and related Investment Strategy				
Report Number:	PP 08-016	Date to Board:	November 28, 2008	Date to Committee:	N/A
Report To:	<input checked="" type="checkbox"/> BOARD	<input type="checkbox"/> ADVISORY COMMITTEE <input type="checkbox"/> AUDIT COMMITTEE <input type="checkbox"/> GOVERNANCE COMMITTEE <input type="checkbox"/> HUMAN RESOURCES COMMITTEE <input type="checkbox"/> TECHNICAL ADVISORY GROUP <input type="checkbox"/> OTHER:			
Report Referred From:	P&P 08-013				
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Item Class:	IN CAMERA	<input type="checkbox"/>	DECISION	<input checked="" type="checkbox"/>	INFORMATION <input checked="" type="checkbox"/>

1.0 RECOMMENDATION:

RESOLVED:

THAT subject to minor housekeeping and final formatting of content and document design, the Board approve the GTHA Regional Transportation Plan which includes the related Investment Strategy, entitled: *The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area* attached here as Appendix A;

THAT the approved GTHA Regional Transportation Plan be considered part of the requirement under the *Greater Toronto Transportation Act, 2006* (the "GTTA Act") Section 6 (2);

THAT the Chair forward this approved GTHA Regional Transportation Plan which includes the related Investment Strategy to the Ontario Minister of Transportation, and respectfully request the Minister expeditiously act on the directions, priority actions, supporting policies and recommendations for implementation set out within the approved GTHA Regional Transportation Plan;

THAT the Board respectfully request the Government of Ontario make provision for the implementation of this approved GTHA Regional Transportation Plan in its 2009/2010 operating and capital budget;

THAT the Chair and CEO be directed to work with the Government of Ontario to develop the Implementation Strategy as set out in this approved GTHA Regional Transportation Plan 7.0 and that this Implementation Strategy also include a process for advising heads of municipal councils in the GTHA of the impacts of the plan to official plans, development proposals and related infrastructure investments, as set out in the GTTA Act Sect 6(1) (e);

THAT staff report back in early March 2009 on progress in the development of the Implementation Strategy; and

THAT the Board adopt the 9 Big Moves as key corporate priorities;

THAT the Board extend its thanks to the many GTHA municipal and provincial officials for their valuable input to the plan development; and

THAT the generous contribution of the members of the Advisory Committee be acknowledged and that the Board extend its thanks to the committee members for their participation in this year long process.

2.0 PURPOSE & EXECUTIVE SUMMARY:

In 2006, the Government of Ontario established the Greater Toronto Transportation Authority (GTTA) under the *Greater Toronto Transportation Authority Act, 2006* (the "*GTTA Act*"). The GTTA, which became Metrolinx in December 2007, was given the mandate under Section 6 of the *GTTA Act* to develop and implement an integrated multi-modal transportation plan for the GTHA. The GTHA Regional Transportation Plan (RTP) addresses several requirements set out in the Section 6(2) of the *GTTA Act*, including:

- take into consideration all modes of transportation, including highways, railways, local transit systems, the GO Transit system, cycling and walking;

- make use of intelligent transportation systems and other innovative technologies;
- comply with the Minister's transportation plans, policies and strategies for the province as they apply to the regional transportation area;
- comply with the prescribed provincial plans and policies;
- promote the integration of local transit systems in the regional transportation area with each other and with the GO Transit system;
- work towards easing congestion and commute times in the regional transportation area;
- work towards reducing transportation-related emissions of smog precursors and greenhouse gases in the regional transportation area;
- promote transit-supportive development to increase transit ridership and must support the viability and optimization of transit infrastructure;
- include an investment strategy for the rolling five-year capital plan; and
- address such other matters and include such other information as may be prescribed.

Metrolinx staff will undertake further work, including individual project Benefit Case Analysis and Alternate Financing and Procurement Analysis, and the development of a rolling five-year capital plan for the regional transportation area.

Section 6(2) of the Act also states that the plan should be *consistent with the official plans of the municipalities in the regional transportation area*. The RTP recommends that the province revisit this requirement through its determination of the status of the RTP as the RTP calls for alignment of local, regional and provincial land use planning, with its long-term transportation plan and policies.

The RTP builds upon the foundation established by the seven Green Papers released by Metrolinx between December 2007 and March 2008, the two White Papers released by Metrolinx in April 2008, and the Draft RTP released by Metrolinx in September 2008. The Green Papers had set out the "state of affairs" of the GTHA's transportation system and included initial explorations of possible programs, policies and infrastructure investments.

The White Papers constituted an intermediate step between the Green Papers and the Draft RTP, and provided an opportunity for Metrolinx to solicit and gather input from a variety of stakeholders on preliminary directions and test concepts.

The Draft RTP put forward a preferred vision for the future, with supporting goals and objectives. At the heart of the Draft RTP were 15 Strategic Directions, and nearly 100 supporting actions, including a recommended regional rapid transit and highway network. The RTP is a further refinement of this work.

The final RTP is made up of 10 Strategies, each with a series of Priority Actions and Supporting Policies. With the implementation of the RTP, the GTHA's transportation system will be transformed into an effective, integrated, multi-modal transportation system.

3.0 BACKGROUND:

THE RTP DEVELOPMENT PROCESS

At its meeting of July 27, 2007, the Board approved a work plan in report 07-B30 for the development of the RTP, which includes the release of a series of Green Papers and a pair of White Papers that would be part of a public consultation dialogue. The White Papers were then followed by the Draft RTP as part of an iterative development process towards the final RTP.

The RTP was prepared with input from the Advisory Committee, Multi-disciplinary Expert Review Panel, key stakeholders, municipalities, provincial ministries, and members of the public. Input was sought from a variety of sources, including workshops, stakeholder meetings, public consultation sessions, and on-going on-line consultations. At its meeting of September 26, 2008, the Board approved a resolution in report P&P08-013 to release the Draft RTP for public consultation. Consistent with this resolution, in October 2008, a series of stakeholder workshops and public meetings were held throughout the GTHA to gather feedback on the Draft RTP.

A summary report of feedback received on the Draft RTP is contained in Appendix B. Through consultation channels, including workshops, written submissions, and Metrolinx' on-line consultation portal, feedback was received from a variety of sources. Submissions were received from the Advisory Committee, the Multi-disciplinary Expert Review Panel, key stakeholders, municipalities, provincial ministries, and members of the public. This input was critical in further shaping the Draft RTP to form the final plan now presented to the Board.

INVESTMENT STRATEGY DEVELOPMENT PROCESS

At its meeting of January 25, 2008, the Board approved a work plan in report SII 08-001 for the development of the Investment Strategy (IS). Further to this, staff provided an update to the Board on the IS at the June 13, 2008 Board meeting.

As with the RTP, the IS was prepared with input from the Advisory Committee, Multi-disciplinary Expert Review Panel, key stakeholders, municipalities, provincial ministries, and members of the public. Input was sought from a variety of sources, including workshops, stakeholder meetings, public consultation sessions, and on-going on-line consultations. At its meeting of September 26, 2008, the Board approved a resolution in report ISP 08-009 to release the Draft IS for public consultation. Consistent with this resolution, in October 2008, a series of stakeholder workshops and public meetings were held throughout the GTHA to gather feedback on the both the Draft RTP and IS.

A summary report of feedback received on the Draft IS is contained in Appendix B. Through consultation channels, including workshops, written submissions, and Metrolinx' on-line consultation portal, feedback was received from a variety of sources. Submissions were received from the Advisory Committee, the Multi-disciplinary Expert Review Panel, key stakeholders, municipalities, provincial ministries, and members of the public. This input was critical in further shaping the Draft IS to form the final plan now presented to the Board.

4.0 DISCUSSION:

The Regional Transportation Plan

The RTP is based on the understanding that incremental change will not get us where we need to be. We need to boldly transform a transportation system that is no longer meeting our needs. The Big Move is strategic, comprehensive and addresses all sectors of society. The Big Move is multi-modal and addresses all forms of transportation – roads, transit, cycling and walking. It seeks to get the most out of our existing investments in infrastructure, as well as identify new investments that are needed. The Big Move is not just about infrastructure, but is also about changing behaviour – changing how, when, why and whether we travel. The Big Move addresses both implementation and the requirements of sustainable, long-term funding. It is practical, do-able, sustainable and timely.

The Big Move contains a vision for the future in which transportation in the GTHA is seamless, efficient, convenient, equitable and user-centred. At its heart are 10 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

Nested under the Plan's Strategies are the Priority Actions and Supporting Policies that are needed to transform the GTHA transportation system into an effective, integrated and multi-modal system. These are broad in scope and include actions relating to legislation, policies, programs, planning and funding.

While all of the recommended actions are important and will contribute to the transformation of the GTHA transportation system, nine of them are considered to be of particularly high priority. These Big Moves are those that will have the largest, most transformational impacts on the GTHA transportation system. The nine Big Moves are:

1. A fast, frequent regional rapid transit network.
2. High-order transit connectivity to the Pearson Airport district from all directions.
3. An expanded Union Station – the heart of the GTHA's transportation system.
4. Complete walking and cycling networks with bike-sharing programs.
5. An information system for travellers, where and when they need it.
6. A region-wide integrated transit fare system.
7. A system of connected mobility hubs
8. A comprehensive strategy for goods movement.
9. An Investment Strategy to provide immediate, stable and predictable funding.

The RTP describes a 15 year and 25 year network comprised of 61 projects GTHA-wide. The plan also identifies 15 priority projects which the capital plan will need to further evaluate.

The Investment Strategy

Both the Investment Strategy (IS) work plan and update presented to the Board included significant dialogue about new revenue and financial tools required to fund the RTP. As the IS development process proceeded it became apparent that at this point in time the appetite for discussion of new fees, taxes or road tolls was limited.

Indeed, with \$11.5B of funding already in place through the Premier's MoveOntario 2020 commitment, "results-first" was the most important feedback. The "results-first" imperative of the IS targets a quick move to project implementation and is intended to build viable transit alternatives prior to engaging in a discussion of new fees, taxes or road tolls.

The IS focuses on a three-step, affordable approach to implementation that includes ground-breaking on major transit projects as early as 2009. The three-steps are:

1. Quick Wins – already underway improvements to transit services around the region valued at almost \$750M
2. Major New Transformational Projects – using the \$11.5B MoveOntario 2020 commitment, Metrolinx and its partners will proceed with construction on priority projects selected from the Top 15 projects identified in the RTP – with ground-breaking as early as 2009.
3. New funding – after the MoveOntario 2020 commitment is exhausted, and people are beginning to enjoy the benefits of new rapid transit services, new and innovative ways of funding the both the capital and operating requirements of the regional transportation system will need to be considered. In order to prepare for this Metrolinx will report back to the Province by 2013 with revenue and financial options.

The Regional Transportation Plan also addresses implementation. Working collaboratively with federal, provincial, municipal, non-government and private sector partners, will be critical to the success of the Plan. Metrolinx will work with the Province to develop an implementation strategy to ensure that the plan moves to action as soon as possible. In addition, securing the necessary authority and responsibility for Metrolinx will need to be established.

NEXT STEPS

Following minor housekeeping and final formatting of content and document design, the Plan will be submitted to the Province, requesting that the Minister to act on the recommendations within the approved RTP.

Metrolinx will forward final plan once approved to key stakeholders and post the document publicly.

Metrolinx staff will continue with further analysis required for individual projects as set out in the approved RTP to develop a rolling five-year capital plan. The capital plan will be submitted to the Province for consideration.

The RTP identifies further research and study needed on a number of actions including a goods movement strategy, a regional active transportation network, further development of mobility hub pilot projects and a comprehensive parking strategy. Staff will report back to the board on next steps for these and other initiatives as part of a 2009 report back.

5.0 FINANCIAL MATTERS:

N/A

6.0 HUMAN RESOURCES MATTERS:

N/A

7.0 ENVIRONMENTAL MATTERS:

N/A

8.0 COMMUNICATION MATTERS:

The Big Move will be available for distribution to stakeholders and the public across the GTHA.

9.0 LEGAL MATTERS:

As set out above.

10.0 CONCLUSION:

The release of The Big Move constitutes a final step in the development of the GTHA Regional Transportation Plan. The RTP is the blueprint for a more sustainable transportation future. The aim of the RTP is to achieve a transportation system for the GTHA that is effective, integrated and multi-modal. The RTP presents a vision for the future in which transportation within the GTHA is seamless, coordinated and efficient, as well as a blueprint for how to get there.

Respectfully submitted,



Leslie Woo, General Manager,
Transportation Policy & Planning

Approved for Submission to the Board



W. Michael Fenn, CEO



John Howe, General Manager,
Investment Strategy & Projects

Appendices:

<p>Appendix A: The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area</p> <p>Appendix B: Stakeholder Comments Regarding the Draft RTP and Draft Investment Strategy</p>

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APPENDIX A

APPENDIX B

A Summary of Public and Stakeholder Comments Regarding the Draft Regional Transportation Plan and Draft Investment Strategy

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EXHIBIT A: Questions for Stakeholder and RTP TAG Workshops

This document summarizes the consultation process with the public and stakeholders regarding the Draft Regional Transportation Plan and Draft Investment Strategy for the Greater Toronto and Hamilton Area.

1. CONSULTATION PROCESS

On September 26, 2008, the Metrolinx Board released for public comment the Draft Regional Transportation Plan (RTP) and Draft Investment Strategy (IS) for the Greater Toronto and Hamilton Area (GTHA). Thereafter, stakeholders and the general public were given several avenues through which to comment on the Draft RTP and Draft IS.

1.1 PUBLIC MEETINGS

Seven public meetings were convened by Metrolinx during the month of October. The dates and locations of the meetings are listed below. Over 925 individuals attended public meetings at the following dates and locations:

- October 20, 2008 Richmond Hill
- October 21, 2008 Mississauga
- October 22, 2008 Central Toronto
- October 27, 2008 Toronto North
- October 28, 2008 Whitby
- October 29, 2008 Oakville
- October 30, 2008 Hamilton

The public meetings offered a number of alternatives for participants to provide input and engage Metrolinx staff. During the first portion of the public meetings Metrolinx hosted an “open house” where members of the public had an opportunity to ask questions of Metrolinx staff about the Draft RTP and Draft Investment Strategy.

The second portion of the public meetings included a general overview presentation of the Draft RTP and Draft Investment Strategy presented by Metrolinx, after which attendees were invited to participate in one of three activities:

- small group discussions facilitated and documented by Metrolinx staff and volunteers;
- an interactive mapping exercise called “Metrolinx Planner for an Hour,” facilitated and documented by Metrolinx staff, in which between 4 and 20 participants collaborated each night in the design of a regional rapid transit network for the GTHA; and
- one-on-one discussions with senior Metrolinx staff.

Participants were also encouraged to submit additional comments using the workbook each was provided upon registration and to participate in a “Dotmocracy” exercise, wherein “votes” could be cast for the participants’ priorities among the Draft RTP’s “8 Big Moves.”

1.2 STAKEHOLDER AND TAG WORKSHOPS

Metrolinx convened six stakeholder workshops in October. The dates and locations of the meetings are listed below. Attendance ranged from about 20 to 50.

- October 14, 2008 Hamilton
- October 17, 2008 Brampton
- October 21, 2008 Whitby
- October 22, 2008 Toronto
- October 23, 2008 Oakville
- October 28, 2008 Vaughan

Participants in the stakeholder workshops included representatives from municipal governments, provincial ministries, transit agencies, federal agencies, chambers of commerce/boards of trade, conservation authorities, business improvement areas, residents’ or neighbourhood associations, environmental non-governmental organizations, trade associations, labour unions, universities and planning and engineering consultancies.

Metrolinx staff facilitated and documented small group discussions at the stakeholder workshops, and participants were encouraged to submit additional comments using the workbook each was provided upon registering.

A meeting of Metrolinx's RTP Technical Advisory Group (TAG) was convened on October 16 to discuss the Draft RTP, following the same format as the stakeholder workshops. The meeting was attended by about 20 representatives of municipal governments, provincial ministries and transit agencies. The questions asked of participants in the TAG workshop were of a more technical nature than those asked of the participants in the stakeholder workshops. Both sets of questions are attached as Appendix A.

The Investment Strategy and Project TAG, comprised of municipal finance officials from the municipalities represented on the Metrolinx Board, was also consulted regarding the Draft IS.

1.3 OTHER AVENUES FOR COMMENT

The Draft RTP and IS were posted on the Metrolinx website as was an invitation to submit comments via Limehouse, Metrolinx's online consultation portal. As of the closing of the portal, on November 14, 2008, 80 submissions had been received on the Draft RTP and IS via this avenue.

Finally, at public and stakeholder meetings, and via a posting (dated October 8, 2008) on the Province of Ontario's Environmental Registry, the public and stakeholders alike were invited to submit comments to Metrolinx by mail, fax or e-mail. In total, 88 submissions were received in response, including comments from the following types of organizations:

- Municipalities/Transit Agencies 24
- Provincial Ministries 8
- NGOs and Civic Groups 16
- Business and Trade Associations 7

2. SUMMARY OF COMMENTS

Below is a summary of the comments most frequently received by Metrolinx during the consultative process. The comments are divided by theme into five subsections:

- Visions, Goals and Objectives;
- Regional Rapid Transit and Highway Network;
- Strategic Directions;
- RTP Implementation; and
- Investment Strategy.

Commentators were encouraged to indicate support for or opposition to proposals in the Draft RTP, as well as to suggest refinements or alternatives to them. Both types of comments are reflected below.

2.1 VISION, GOALS AND OBJECTIVES

The Vision, Goals and Objectives outlined in the Draft RTP did not generate as much discussion during the consultations as did the report's other elements. However, among those who did comment, the overwhelming majority expressed support for the region-wide and bold, comprehensive, multi-modal approach. General support was expressed, as well, for the three pillars underpinning the Vision, Goals and Objectives: a high quality of life; a thriving, sustainable and protected environment; and a strong, prosperous and competitive economy. Particular appreciation was expressed for the environmental focus of the Draft Plan.

2.2 REGIONAL RAPID TRANSIT AND HIGHWAY NETWORK

The public and stakeholders in all parts of the GTHA expressed support for transit service that is faster, more frequent, more reliable and more convenient, and for bold action in this regard.

Opinion was split, however, on whether to prioritize transit service for areas with existing/latent demand or for new growth areas. Many commentators suggested that it was important to provide transit service to new developments before they are occupied so that their residents and tenants feel that they can rely on transit and develop a "transit culture."

There was also debate about whether the regional focus of the plan was appropriate, with some commentators arguing that by making long-distance trips easier, the RTP might actually encourage people to live farther from where they work, shop and play.

Not surprisingly, while some outside of Toronto perceived the Plan as being too "Toronto-centric," some in Toronto perceived the Plan as being too "905-centric" and argued that there was little in the Plan for people who live Downtown Toronto.

A number of comments were received about the desire for a transparent project prioritization process.

In terms of technology, support was generally stronger for light rail transit (LRT) than for bus rapid transit (BRT). Similarly, there was a very high level of support for faster, more frequent GO rail service.

In terms of the specific network projects proposed in the Draft RTP, most drew support primarily from people who would live and/or work nearby. However, a few had broader, cross-regional support—chief among them:

- Express rail in the Lakeshore corridor, between Hamilton and Oshawa;
- Rapid transit on Eglinton, between Kennedy Station and Pearson Airport;
- Regional rail between Union Station and Pearson Airport;

Some cross-regional support was expressed for: the extension of the Yonge Subway to Langstaff; the extension of the Spadina Subway to Vaughan Corporate Centre; east-west rapid transit through Downtown Hamilton; rapid transit on Hurontario/Main in Peel; a subway in Downtown Toronto on King and/or Queen; rapid transit in the Sheppard-Finch corridor; rapid transit in the Steeles-Taunton corridor; and regional rail service to Bolton.

Repeated calls were made for direct east-west service that bypasses Union Station altogether, in part out of a frequently expressed concern about the capacity of Union Station. Most tables participating in the Metrolinx Planner for an Hour exercise, for example, proposed east-west rapid transit in corridors north of the Lakeshore corridor: particularly along the 407 Transitway, or on the Canadian National Railway (CNR) York Subdivision.

Other projects with more localized support are discussed below.

Durham

Strong support was expressed in Durham for the following network projects:

- extension of regional rail to Bowmanville;
- completion of the Highway 407 East extension;
- implementation of Express Rail in the Lakeshore corridor; and
- rapid transit on Highway 2.

Chief among the modifications suggested in Durham were the following:

- northward extension of the Simcoe Street rapid transit line to the University of Ontario Institute of Technology (UOIT) and Highway 407;
- northward extension of the Brock Road rapid transit line to Seaton and Highway 407;
- earlier implementation of the Steeles-Taunton rapid transit line; and
- eastward extension of the Highway 2 rapid transit to Courtice or Bowmanville.

There was also some discussion of making Kennedy Station the western terminus of the Highway 2 rapid transit line instead of Scarborough Town Centre, but no consensus emerged.

Halton

In Halton, the strongest support was expressed for faster, more frequent rail service in the Lakeshore corridor.

Strong support was also expressed for rapid transit on Dundas Street, although there was debate about whether demand would be sufficient to warrant extension of service as far west as Waterdown.

Other projects garnering significant support in Halton included:

- a rapid transit link to Pearson Airport, particularly via the 403 Transitway; and
- more frequent regional rail service on the Milton line.

Modifications suggested included:

- improved north-south service within Halton Region, particularly to Milton; and
- a link between the Lakeshore GO corridor and Downtown Burlington.

Hamilton

In terms of specific projects, the strongest support in Hamilton was expressed for improvements to the Lakeshore GO rail corridor, in particular the extension of all-day, two-way service between Hamilton and Toronto and the provision of supporting park-and-ride lots. Support for these changes was high at both the stakeholder and public meetings in Hamilton.

Another priority in Hamilton was the east-west rapid transit facility through Downtown Hamilton in the King/Main corridor. Hamiltonians were resolute in their preference for light rail transit over bus rapid transit.

While there was also support for a north-south rapid transit line in the James/Upper James corridor, there was no consensus about whether the line should extend as far as Hamilton International Airport. Some felt that the access this line would provide to developing employment lands around the airport made it a priority. Others felt that the priority should be for the redevelopment of abandoned and under-utilized industrial sites in the lower city before developing new sites on the mountain.

Several improvements were suggested and occasioned significant discussion:

- A rapid transit link to Stoney Creek, in eastern Hamilton, where many seniors reside. Related to this was the suggestion for developing a mobility hub at the eastern end of Hamilton, near Fifty Road.
- A rapid transit link between Hamilton and Waterdown, possibly extending as far as Kipling Station in Toronto along Dundas Street. This line was seen as serving as an alternative to the Lakeshore corridor.
- The extension of rapid transit beyond the GTHA, with supporting park-and-ride lots, particularly from Hamilton to Niagara.
- The development of a mobility hub at Hamilton International Airport and a rapid transit link between it and Pearson Airport.
- The development of a mobility hub at McMaster University.

Peel

In Peel, the proposed network improvements most strongly supported were for more frequent service on the Lakeshore, Milton and Georgetown rail lines, including the

implementation of Express Rail between Oshawa and Hamilton as well as between Union Station and Brampton.

Also strongly supported were the following:

- extension of regional rail to Bolton;
- rapid transit in the Hurontario-Main corridor; and
- the 407 Transitway.

Among the modifications suggested to the network proposed in the Draft RTP were the following:

- a designation of a mobility hub centred around Mount Pleasant GO Station in Brampton;
- extension of the Bloor-Danforth Subway to Sherway Gardens or Square One;
- rapid transit on Steeles Avenue from Lisgar GO Station to Humber College; and
- rapid transit on Bovaird Drive between Mount Pleasant and Hurontario Street.

Toronto

The strongest support in Toronto was expressed for a rapid transit line on Eglinton Avenue, from Kennedy Station to Pearson Airport. Part of the appeal of the project for those commenting was that it would connect with several other rapid transit lines, both existing and planned. There was debate among commentators about what would be the most cost-effective technology for this project.

Strong support was also expressed for a rapid rail link between Union Station and Pearson Airport. Majority sentiment was that, regardless of alignment, the line should include stops between the two main stations—in part to ensure that, if airline travel declines in the future due to the increasing price of fuel, the line would still be viable. Concerns were expressed about the impacts of increasing the number of diesel locomotives operating in this corridor.

Crowding on the Yonge and Bloor-Danforth subways, in the vehicles and at the stations, and particularly at Union Station, was repeatedly raised as an issue. It was felt that demand for service on these lines already outstrips supply in the Downtown core during peak periods and is expected to increase with the introduction of the new rapid transit lines proposed in the Draft RTP. (Several new rapid transit lines are expected to connect with the Yonge subway, for example.)

Accordingly, stakeholder and public support was strong for a new subway through the Downtown core on Queen and/or King Streets and connecting to the Bloor-Danforth subway east and west of the Downtown core. The project is seen as an effective means to relieve crowding on the Yonge and Bloor-Danforth subways. Hope was also expressed that the construction of this project might also allow the removal of streetcar tracks from Queen and/or King streets and the installation of bike lanes and/or wider sidewalks in this vital corridor. Majority sentiment appeared to be that the project should be moved up to the 15-year plan from the 25-year plan.

Other network improvements garnering significant support in Toronto included:

- extension of rapid transit on Sheppard to Scarborough Town Centre in the east and Downsview Station in the west, and the use of a single, consistent technology in the corridor so that riders do not have to transfer;
- fast, frequent, electric Express Rail in the Lakeshore corridor; and
- extension of the Spadina Subway to York University, which commentators argued would lead to more effective use of the currently under-utilized Spadina line.

Opinion was split on whether extending the Spadina Subway beyond York University to Vaughan Corporate Centre was a priority. Opinion was also split on whether extending the Yonge Subway to Langstaff was a priority, with some commentators suggesting that bus rapid transit might be sufficient for this corridor in the short-term.

More generally, in part because of concerns about capacity constraints at Union Station, support was expressed in Toronto for direct region-to-region rapid transit linkages that do not proceed through Union Station.

York

The strongest support in York was expressed for the extension of the Yonge Subway from Finch Station to Langstaff.

Strong support was also expressed for rapid transit service on Highway 7 and for the extension of the Spadina Subway to Vaughan Corporate Centre, although opinion was on the latter was split.

Other priority projects included:

- A link or multiple links to Pearson Airport; and
- The Toronto Transit City projects, in general, and the Eglinton LRT in particular.

In terms of suggested modifications to the Plan, interest was expressed in accelerating the implementation of:

- Improvements to the Richmond Hill GO line, in particular the introduction of Express Rail, which was seen by some as a fifteen-year priority;
- An east-west rapid transit line on Major Mackenzie Drive, which some would like to see in service within twenty-five years; and
- All-day, two-way service on the Stouffville line.

Interest was also expressed in the construction of a number of roads, in particular the Bradford By-pass and the extension of Highway 404 north of Ravenshore Road.

2.3 STRATEGIC DIRECTIONS

Several Strategic Directions stood out as the highest-level priorities for the public and stakeholders:

- SD#1 Build a Comprehensive Regional Rapid Transit Network
- SD#2 Promote Active Transportation
- SD#6 Create a Customer-First Transportation System
- SD#7 Implement an Integrated Transit Fare System

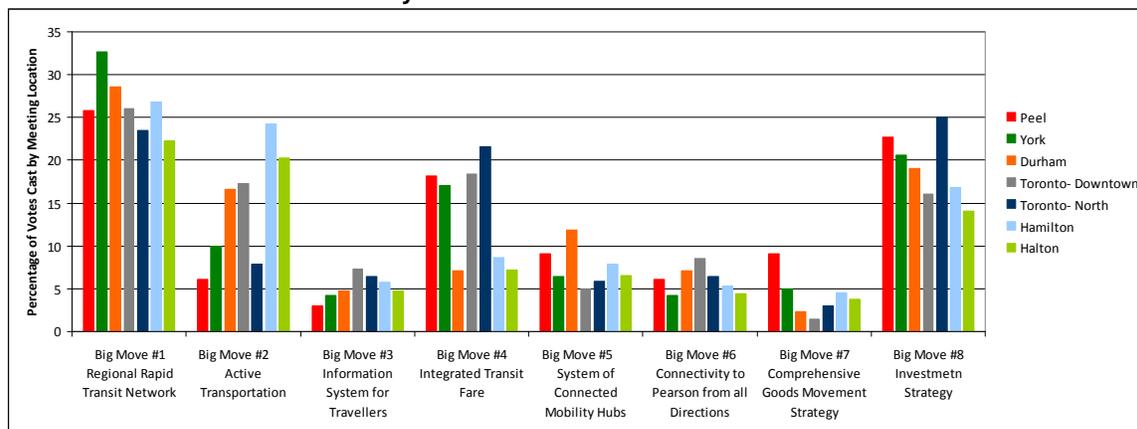
- SD#8 Build Communities that are Pedestrian, Cycling and Transit-Supportive
- SD#9 Develop a System of Mobility Hubs
- SD#15 Develop an Investment Strategy

In most cases, the level of support for the Strategic Directions was similar across the various regions. One notable exception was SD#2, Promote Active Transportation, which garnered a very high level of support in Halton, Hamilton and Toronto, but less so, though still popular, in the other regions.

Similarly, while in most cases, the level of support for the Strategic Directions was similar between the general public and specific stakeholders, there were exceptions. SD#7, Implement an Integrated Transit Fare System, for example, was a much more commonly-cited priority among the general public than among stakeholders.

The results of the Dotmocracy exercises conducted at the public meetings, illustrated below as Table 1, echo the patterns identified above. While participants in the exercise were asked to cast votes for priorities among the *eight* Big Moves rather than among the *fifteen* Strategic Directions, the basic pattern in priorities is the same.

Table 1 – Results of the Dotmocracy Exercise



The following overarching themes arose from general public and stakeholder discourse regarding the Strategic Directions:

- Questions of prioritization aside, it is understood that the various Directions need to be implemented together in order to be effective: for example, an integrated transit fare system would have little impact if the buses and trains were slow and unreliable.
- The responsibilities of Metrolinx and its partner agencies need to be clearer in the RTP, particularly around land-use planning.
- Timelines for the various deliverables outlined in the RTP should be specified.
- Details are required regarding the implementation of the various programs described in the RTP, including funding sources and timelines.
- Municipalities will require guidance, tools and other support to participate fully in implementation.
- Social marketing should be prioritized in the RTP with particular attention being paid to public education regarding the following:

- the indirect costs and environmental impacts of transportation and land use choices.
- the consequences of not implementing the plan. and
- local success stories.
- Transit and active transportation infrastructure need to be in place before new developments are occupied so that the occupants never feel the need to buy a second or third car. Once a second or third car is bought, it was felt that transportation patterns would become entrenched and too difficult to change.

Comments regarding *specific* Strategic Directions and Actions were numerous. Below, in order by Strategic Direction, is a summary of the concepts and themes most commonly-cited by the general public and stakeholders.

SD#1 Build a Comprehensive Regional Rapid Transit Network

- Support for ***SD#1.7***, ensuring the interoperability of transit technologies, which it is expected will allow transit vehicles to operate across municipal boundaries, reduce the need to transfer from vehicle type to vehicle type, and increase the convenience of transit service.
- Electrification of the transit system, including any bus rapid transit lines, is seen as a priority, as it will reduce emissions of greenhouse gases.
- There is interest in innovative approaches for providing effective transit service in low-density areas and during off-peak periods. Dial-a-bus and jitney service were among the options suggested.
- Desire was expressed for late night/24-hour transit service for shift workers and people who might otherwise be tempted to drive while under the influence.
- Contingency plans need to be developed to accommodate travellers during the extensive periods of construction entailed by the implementation of the RTP.

SD#2 Promote Active Transportation

- Support was expressed for making active transportation a higher priority in land use and transportation planning.
- Bike sharing programs (***SD#2.2***) were perceived as increasing access to and from transit stations and extending the appeal of transit (one can ride one's own bike to a transit station for the first leg of a trip and use a shared bike for the final leg).
- It was felt that active transportation needs to be better integrated with transit. In particular, access to and accommodation at transit stations for pedestrians and cyclists needs to be improved.
- There were numerous calls for a program to complete sidewalks in areas where they are intermittent or absent altogether.
- There was strong interest in increasing the emphasis on getting kids of all ages walking and biking to school. For example, it was suggested that:
 - Metrolinx should work with school boards and parent councils to install bike racks at schools; and
 - Per ***SD#2.8***, the provincial funding formula should be examined so that schools have smaller catchment areas and are more accessible by walking or cycling.
- There was support for a greater emphasis in the RTP on road user safety:
 - Research leading to the standard application of best practices in active transportation infrastructure (***SD#2.3***);

- A review of the *Highway Traffic Act* to clarify the relationship between motorists, cyclists and other road users; and
- Public education about the rights and responsibilities of bicyclists on Ontario roads.

SD#3 Improve the Efficiency of the Road and Highway Network

- Support expressed for Metrolinx role in addressing cross-boundary road and highway bottlenecks.

SD#4 Consider all Modes of Transportation

- ***SD#4.1***, the transportation planning, financing and operating hierarchy that prioritizes trip reduction, shortening or avoidance first, then active transportation, transit, ride-sharing and taxis, and finally, single-occupant motor vehicles, received considerable support.

SD#5 Create an Ambitious Transportation Demand Management Program

- Some commentators felt that the RTP needed more specific actions regarding the implementation of TDM measures.
- Financial incentives—particularly UPASS programs—were a commonly-cited, preferred means to encourage transit ridership (***SD#5.7***).
- Proper pricing of the transportation network was felt by some to be essential to promoting responsible decision-making and improved efficiency.
- It was suggested that an annual per-stall levy for owners of non-residential parking region-wide would help rationalize the supply of and demand for parking.
- Public education about the full range of transportation options was seen as essential.

SD#6 Create a Customer-First Transportation System

- ***SD#6.1***, the creation of a regional transportation information portal that is accessible online and by telephone, e-mail or PDA was strongly supported.
- ***SD#6.3***, the coordination of schedules among transit service providers was supported. More detail was requested on the mechanism(s) by which this will be achieved.
- Several requests were made for personal safety and security to be given more attention. Transit vehicles and facilities need to be well-designed, well-lit and monitored, it was suggested, so that customers feel safe and secure..
- Improved amenities on transit vehicles and at transit stations—cup holders and Wi-Fi, for example—were suggested as means to increase comfort and attract choice riders.

SD#7 Implement an Integrated Transit Fare System

- ***SD#7.1***, an integrated fare system, was strongly supported, particularly if it would allow travellers to transfer from one transit provider to another without paying a full second fare.
- There was healthy debate about distance-based fares. They are widely supported and seen as equitable by some, in that users pay for the quantity of the service they use. Others, however, see them as socially detrimental, since many people travel long distances between home and work because of the lack of affordable, centrally-located housing. Additionally, there is concern that they might discourage longer-distance commuters from switching to transit from

driving, and. On the other hand, some wonder whether subsidizing longer commutes will just encourage people to live farther from where they work, shop and play.

- The affordability of transit fares was a major concern.
- Support was expressed for reduced fares in off-peak periods.
- Support was also strongly expressed for a single, region-wide fare card.

SD#8 Build Communities that are Pedestrian, Cycling and Transit-Supportive

- The importance of linking land use planning and transportation planning came up frequently at every session and is seen as crucial to the success of the Plan. To this end, many noted the need for close integration between the RTP and the Province's *Growth Plan for the Greater Golden Horseshoe*.
- Municipalities requested more tools and support to implement this Direction: clear guidelines about what best practices are in the building of pedestrian-, cycling- and transit-supportive communities, for example.
- **SD#8.2**, directing growth away from natural areas and agricultural lands, was supported.

SD#9 Develop a System of Mobility Hubs

- There was strong support for the concept of mobility hubs.
- Municipalities requested assistance in the preparation of studies related to the development of mobility hubs. Guidelines and/or templates on how to develop appropriately were one suggested support.
- Several suggestions were made for additional hubs throughout the region, and.
- Some felt that mobility hubs for goods movement should also be developed.

SD#10 Focus Growth and Development Along Transportation Corridors

- The development of standards for streetscape improvements in regionally-significant corridors (**SD#10.3**) was supported.

SD#11 Improve Transportation Understanding Through Research

- **SD#11.1**, the establishment of a Centre of Excellence for Transportation in the GTHA was supported.
- **SD#11.4**, the development of a comprehensive parking strategy was supported.
- Several expressed support for the development of a long-range land protection and/or acquisition strategy and wanted to see this Direction further elaborated (per **SD#11.7**). This is seen as particularly important for future goods movement in the GTHA.

SD#12 Plan For Universal Access

- Some commentators suggested that there should be more focus on making the conventional transit system accessible to people with special needs.
- Cross-boundary trips, particularly for medical purposes, were identified as a significant challenge for persons using specialized transit and as requiring better coordination.
- It was felt by some that the concept of universal access should include financial accessibility to all regardless of means.

SD#13 Improve Goods Movement Within the GTHA and With Adjacent Regions

- This Strategic Direction was seen as a critical component that is underdeveloped in the RTP and requires immediate attention.
- Support was expressed for **SD#13.2**, the establishment of a roundtable, with representatives from the goods movement industry, to steer the development of a goods movement strategy.

SD#14 Develop a National Strategy for Transportation in Urban Regions

- It was suggested that the RTP should identify opportunities to link regional networks to national and international networks—VIA Rail, for example (per **SD#14.1**).

SD#15 Develop an Investment Strategy

- The lack of financial support for local transit systems in the Draft RTP and Investment Strategy is a particular concern. Without a greatly increased fleet and ongoing operating support, local transit will be unable to feed the regional network, which people will continue to access by car, if at all.
- There was significant interest and discussion about this item, about which there is more detail in section 2.5.

2.4 RTP IMPLEMENTATION

The implementation approach proposed in the Draft RTP was generally well-supported. Relief that there is finally an agency with a region-wide mandate preparing a region-wide plan was palpable in many of comments made and support for bold action was region-wide. To that end, majority sentiment appeared to be that the RTP should have the status necessary--and Metrolinx the authority--to ensure speedy implementation. Many cited the need to think regionally and to move beyond the narrow interests of individual municipalities, particularly with respect to land use, but also to transit service and fare integration.

Other common themes in the feedback about the implementation strategy included the following:

- Greater clarity is required on the roles of Metrolinx, municipalities and other relevant agencies in the implementation of the Plan, particularly in reference to land use planning issues.
- Clarity is required regarding how the Plan will be refined and adapted on an ongoing basis in the future.
- Extension of the rolling capital program beyond 5 years to 10 or 15 would allow municipalities to prepare longer-term plans.

2.5 DRAFT INVESTMENT STRATEGY

The main, recurring themes that were received with respect to the IS included:

- Support for the “Results First” approach
- Request for a faster report-back schedule
- Long-term need for sustainable, dedicated revenue and financial tools
- Industry capacity

Generally, most of the feedback received had strong support for the “results first” imperative. Many agreed that a fast implementation move is essential, and that as a region, we cannot afford to wait for the critical transportation improvements outlined in the RTP.

Other comments also identified a “credibility gap” generally attributable to government, where projects, particularly transportation related are announced repeatedly before any implementation action occurs. This gap represents a significant obstacle that Metrolinx and all of its partners must work to overcome.

Other comments along these lines included:

- a desire to eliminate intergovernmental squabbling that was seen to lead to delays.
- a need to demonstrate results in open, transparent manner, such as web-based construction progress *and* budget updates.
- full disclosure on project decision-making and prioritization process

While people understood and support a results–first approach, many wanted to advance the report back to 2012 or an earlier date. Ontario’s fast-changing economic and fiscal climate could warrant an earlier review of transportation funding principles and policies. Rationale cited for beginning the funding conversation earlier included:

- A sustained, multi-year effort to develop public support
- some technical implementation and operational issues are complex
- guarantees needed to ensure initial projects will be funded from start to completion

Securing long-term, dedicated and sustainable revenue and financial tools was frequently mentioned as a prerequisite to implement the 25-year RTP to full completion. Funding stability is equated with sound long-term planning and implementation strategies and many thought tools should extend to include:

- All aspects of transit funding, including local transit capital and operations
- Highways and roads

Many business stakeholders identified industry capacity as a top of concern. The RTP is viewed as a bold public works undertaking by international standards and could stretch collective GTHA capacity to deliver RTP projects on time and on budget. The impacts were noted to be broad, across-the-board from trades to project management.

3.0 IMPACTS OF THE COMMENTS RECEIVED

Below is a summary of some of the more substantive changes made to the RTP based on the feedback received on the Draft RTP. While public and stakeholder feedback was key to the decision making processes leading to all these changes, so too were other factors, including the following:

- modelling results;
- the application of consistent decision-making criteria; and
- legislated mandate of Metrolinx vis-à-vis the RTP.

3.1 Vision, Goals and Objectives

Given the strong support expressed during the consultation on the Vision, Goals and Objectives in the Draft RTP, few substantial changes were made to them in the final plan. The vision was streamlined for conciseness and specific elements added regarding the environment. A new section called “Our Vision in Numbers” was added to make the vision more concrete to the reader. Other substantive changes based on the comments received include the addition of the two following new objectives:

- Sufficient, reliable and predictable funding sources for transportation investments; and
- Improved safety for cyclists and pedestrians.

3.2 Big Moves

A ninth Big Move – “An expanded Union Station - the heart of the GTHA’s transportation system” was added to confirm its importance to the regional transportation system and ensure that it will be able to accommodate the demand contemplated in the RTP.

3.3 Regional rapid transit and Highway Network

As a result of input received on the regional rapid transit and highway network, proposed changes were modelled and their performance analyzed against the same criteria that were used to evaluate other projects. As a result of this analysis, some changes were made to the network, including the following corridors:

- Trafalgar Road (Halton)
- Steeles Avenue (Peel)
- Brock Road (Durham)
- Simcoe Street (Durham)
- Hwy 407

Changes were also made to the maps to better reflect the importance of the regional bus service on Highway 407.

3.4 Comparison with Current Trends

Responding to the concern that the results of the proposed plan were difficult to compare to the current reality, given population growth and other trends, a column illustrating a continuation of current trends was added to the Results Table, now called “Modelling Forecasts”, to contrast with today’s situation and the scenario proposed by the RTP. For example, this shows that although the average commuting time between today and 25 years from now only decreases by five minutes, it is 27 minutes longer in the Trends scenario than today.

3.5 Strategic Directions

Based on feedback received, the section outlining Strategic Directions and Priority Actions was reorganized to give greater clarity and reduce overlap. In each strategy, former Actions were subdivided into Priority Actions, Supporting Policies and Implementation.

3.6 Overview of Consolidated Strategic Directions

Draft RTP SD#4 – Consider All Modes of Transportation

Folded into other strategies, primarily as supporting policies.

Draft RTP SD#9 – Develop a System of Mobility Hubs and Draft SD#10 – Focus Growth and Development Along Transportation Corridors

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

Draft RTP SD#14 – Develop a National Strategy for Transportation in Urban Regions

Integrated into supporting policies and into the Implementation section.

Draft RTP SD#15 – Develop an Investment Strategy

Now Chapter 6 of the RTP.

3.7 Overview of Changes to Strategic Directions

A summary of substantive changes made to the Strategic Directions, based on public and stakeholder feedback, is provided below. The summary is not exhaustive and intended only as an overview. This overview follows the numbering system of the final RTP.

Strategy #1 Build a Comprehensive Regional Rapid Transit Network

- Big Move 2 on Pearson Airport was moved to this Strategy. a new Big Move on Union Station was added.
- New action added acknowledging the importance of connecting the GTHA with other regions in a manner that supports the urban structure objectives of the Growth Plan and Greenbelt Plan.
- New action to link regional networks to national and international networks such as VIA Rail.
- New action on identifying and resolving transit bottlenecks.
- New action regarding the coordination of existing after-hours transit services and working towards the establishment of a region-wide 24-hour base transit network.
- Consolidation and clarification of an action regarding amending the Development Charges Act to help municipalities meet the goals and objectives of the RTP.

Strategy #2 Enhance and Expand Active Transportation

Actions and policies have been added regarding:

- A commitment to supporting the provision of sidewalks in new and existing communities.
- The completion of Active Transportation Master Plans and their incorporation into municipal Transportation Master Plans
- The implementation of legislative changes and training programs to increase the safety of cyclists

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

- New language regarding the need to heed the Transportation Hierarchy in adding to or improving the road network; on the need for new roads to avoid undermining transit services in the same area; on giving priority to carpool parking.

Strategy #4 Create an Ambitious Transportation Demand Management (TDM) Program

- Simplification and streamlining of actions and policies. Requirement that TDM be included in new revenue or financial tools contemplated by Metrolinx.

Strategy #5 Create a Customer-First Transportation System

- Broadening of the language on the Information System to include all modes and users of the transportation system.

Strategy #6 Implement an Integrated Transit Fare System

- No significant changes.

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

- The section now includes the Actions and Policies regarding mobility hubs as well as intensification corridors.
- New policy on station siting and design.
- New policy acknowledging the importance of the link between land use and transportation planning and recommending the use of planned transit service levels as the basis for determining appropriate land uses and densities.
- Further clarification and refinement of the definitions of mobility hubs.

Strategy #8 Plan for Universal Access

- No significant changes.

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

- Refinement of the list of items to include in the future study including environmental considerations, marine freight, active-transportation based goods movement and general efficiency improvements.

Strategy #10 Commit To Continuous Improvement

- New action to develop a new activity-based transportation model for the GTHA.
- Further elaboration of Action 10.3 to develop collaboratively a new set of road design standards that recognize pedestrian, cycling and transit priority, as needed, to shift dependency away from single occupancy vehicles.

3.8 Investment Strategy

The Investment Strategy, presented as a stand-alone draft document, was summarized and integrated in the RTP. The comments received from the public and stakeholders did not result in substantive changes to the Draft Investment Strategy and its proposed implementation action plan. However the IS chapter of the RTP now contemplates possibly reporting back earlier on potential revenue and financing tools.

3.9 RTP Implementation

The Implementation section was revised and reorganized to reflect the feedback received and provide clearer direction in implementing the plan. Principles were appended with an emphasis on the need to prioritize among projects to maximize value for users and taxpayers; exercise discipline in management and project implementation, and be accountable for our actions.

The remainder of the Implementation section was broken down into key themes with a description of the deliverables and detailed steps to be followed, along with defined roles for Metrolinx and stakeholders including the province and municipalities. Key themes include a clear and well-defined status for the RTP; a defined role in analyzing and funding projects; Metrolinx's responsibility in linking funding to performance standards; and measuring progress towards the goals and objectives of the plan; and firmly anchoring transportation with land use planning and community design.

The Implementation section identifies areas for further work in defining precise roles and responsibilities.

Exhibit A: Questions for Stakeholder and RTP TAG Workshops

Stakeholder Workshops

Session 1

Question 1: What, if anything, would you do to improve the elements of the network and enhance its connectivity/overall effectiveness? Indicate your comments below or on the attached map.

Question 2: Which lines are most important and/or should be built first? Which ones can wait? Why?

Session 2

Question 1: On which of the strategic directions would you place greatest emphasis? Why?

Question 2: Do you have any suggested refinements or additions to the strategic directions?

Session 3

Question 1: What comments, if any, do you have on the proposed approach to financing the transportation system?

Question 2: How can we best ensure that the proposed approach is effective and gets results?

RTP TAG Workshop

Session 1

Question 1: On which of these Strategic Directions would you place greatest emphasis?

Question 2: What status should the RTP have in relation to transportation planning, land use planning and infrastructure investment? What role should Metrolinx play in implementing the RTP?

Session 2

Question 1: Do you have any comments, concerns or questions about the system and/or project performance results presented in the Modelling Methodology and Results Backgrounder?

Question 2: Metrolinx assessed a broad range of criteria in developing the proposed regional network proposed, such as ridership, social need, connecting urban growth centres, and expanding the reach of rapid transit, among others. Based on this criteria, would you suggest any refinements to the proposed network? Please explain.

Question 3: Which lines do you think are most important and/or should be built first? Which ones can wait? Why?