



October 24, 2016

Mr. Denis Kelly, Regional Clerk
The Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1

Dear Mr. Kelly:

**RE: METROLINX THE REGIONAL TRANSPORTATION PLAN UPDATE
CITY-WIDE**

Attached for your information is **Item 20, Report No. 34**, of the Committee of the Whole regarding the above-noted matter which was adopted without amendment, by the Council of the City of Vaughan at its meeting of October 19, 2016.

To assist us in responding to inquiries, please quote the item and report number.

Sincerely,

A handwritten signature in black ink, appearing to read 'Barbara A. McEwan'.

Barbara A. McEwan
Deputy City Clerk

Attachment:

Extract

1. Executive Summary – Discussion Paper for the Next Regional Transportation Plan
2. City of Vaughan's Comments to Metrolinx's Discussion Paper for the Next Regional Transportation Plan

BAM/as

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 19, 2016

Item 20, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 19, 2016.

**20 METROLINX THE REGIONAL TRANSPORTATION PLAN UPDATE
CITY-WIDE**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Planning & Growth Management, the Director of Development Engineering and Infrastructure Planning, and the Director of Policy Planning and Environmental Sustainability, dated October 5, 2016, be approved;
- 2) That the City of Vaughan coordinate its response with the City of Markham and the Town of Richmond Hill as a logical extension of the recent meeting regarding transit issues (Yonge South Subway);
- 3) That special emphasis be placed on the Yonge North Subway and the Concord GO Station;
- 4) That Metrolinx ensure that the Yonge North Subway is identified in the Provincial Growth Plan;
- 5) That the lack of parking at the GO Maple and GO Rutherford Stations be addressed immediately;
- 6) That a media release be issued on the City's response to Metrolinx on the update of the Regional Transportation Plan; and
- 7) That Communication C7, memorandum from the Deputy City Manager, Planning & Growth Management, dated October 4, 2016, be received.

Recommendation

The Deputy City Manager, Planning & Growth Management, the Director of Development Engineering and Infrastructure Planning, and the Director of Policy Planning and Environmental Sustainability recommend:

1. THAT Metrolinx be informed of the City of Vaughan's interest in ensuring the following priority projects are included in the next Regional Transportation Plan:
 - a. Yonge North Subway Extension;
 - b. Rapid transit along Jane Street from the Vaughan Metropolitan Centre (VMC) to Major Mackenzie Drive;
 - c. Rapid transit along Major Mackenzie Drive between Jane Street and Yonge Street;
 - d. New GO Station on the Barrie Corridor at Concord as part of the Regional Express Rail initiative; and
2. THAT the comments set out in Attachment 2 to this report be endorsed by Council as City's comments to Metrolinx on the update of the Regional Transportation Plan; and
3. THAT the City Clerk circulate this report to Metrolinx and the Region of York.

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Contribution to Sustainability

Metrolinx's Regional Transportation Plan (RTP) update is part of a larger comprehensive review of regional network rapid transit corridors and transportation strategies. As a result of the RTP update and implementation plan, travel times will be reduced by giving people more options to get to where they want to go. The implementation of the RTP contributes to sustainability by providing commuters with more travel options which will reduce auto dependency. This is consistent with the City's Community Sustainability and Environmental Master Plan – Green Directions, which identified the goal of ensuring that the City is easy to get around and has a low environmental impact.

Metrolinx's RTP update will also advance strategies to support goods movement for employment areas including the West Vaughan Enterprise Zone.

Economic Impact

There are no immediate economic impacts associated with this report.

Communications Plan

A copy of this report will be forwarded to both the Region of York and Metrolinx.

Purpose

The purpose of this report is to respond to the request from Metrolinx to provide input on the development of the next Regional Transportation Plan. This report also provides Council with an overview of the Metrolinx draft Regional Transportation Plan Discussion Paper and the timeline for the upcoming Regional Transportation Plan Update.

Background – Analysis and Options

Metrolinx is mandated to plan and coordinate an integrated transportation system for the Greater Toronto and Hamilton Area

In 2006, the Province created the Greater Toronto Transportation Authority (GTTA) with the mandate to plan and coordinate transportation in the Greater Toronto and Hamilton Area (GTHA). In December 2007, the GTTA adopted the name "Metrolinx" as it better reflected its mandate to provide seamless, coordinated transportation links throughout the Greater Toronto and Hamilton Area (GTHA).

The key mandate of Metrolinx is to provide leadership in the coordination, planning, financing, development and implementation of an integrated, multi-modal Regional Transportation Plan that conforms with the transportation policies of the growth plans approved under the Places to Grow Plan and other Provincial transportation policies and plans. The mission statement for Metrolinx is "To champion, develop and implement an integrated transportation system for the GTHA that enhances prosperity, sustainability and quality of life."

Metrolinx adopted a Regional Transportation Plan in 2008, entitled "The Big Move"

In 2008, Metrolinx launched "The Big Move" (the Regional Transportation Plan or RTP), a 25-year, \$50 Billion capital expansion plan investing in Regional Transportation for the GTHA. The plan proposed to tackle gridlock by building new integrated transit and transportation systems.

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Since 2008, most of the Big Move actions and policies have been completed or are in progress

Since 2008, over \$16 billion from various levels of government has already been allocated to a first wave of projects drawn from The Big Move. Major projects in this first phase are either under construction or completed. Those within the City include the Toronto-York Spadina Subway Extension, York Region VivaNext Bus Rapid Transit (BRT) on Highway 7 in Vaughan and other GO transit rail service expansion projects.

Metrolinx updated the RTP in 2013

In early 2013, Metrolinx updated “The Big Move” RTP plan, which provided further definition of the projects and generated more detailed data to inform the renewal of the RTP. The Big Move Baseline Monitoring Report prepared in 2013 provided a comprehensive review of the progress made on implementing the actions and policies in The Big Move.

City Staff provided an overview of the 2013 RTP update to Council on January 29, 2013 and recommended that:

- Metrolinx should consider increasing and improving GO bus service in the west part of the City to mitigate the deferral of the Bolton GO line from the 15 year to the 25 year plan horizon;
- Metrolinx should prioritize the following in the Next Wave of The Big Move projects:
 - The Yonge Subway Extension to the Richmond Hill/ Langstaff Gateway
 - The New Kirby Road GO Station
 - The New Concord GO station
 - Two-way, all day service on the Barrie GO line;
- Metrolinx should consider Rapid Transit along Jane Street to Major Mackenzie Drive and also along Major Mackenzie Drive; and
- Metrolinx should consider adopting joint partnerships to support the funding and implementation of The Big Move projects

Staff plan to reiterate for the inclusion of the projects identified in the 2013 Council resolution in the updated RTP. Staff will also request those items that are still outstanding to be targeted for acceleration by Metrolinx and other transit agencies as part of their work to implement initiatives including Regional Express Rail (RER) and the RTP.

In addition to the 2013 requests, based on the timing and planned development of the Mackenzie Vaughan Hospital and planned development around Vaughan Mills Mall, Staff recommend the inclusion of a Hub at Major Mackenzie Drive and Jane Street to service Canada’s Wonderland and the Mackenzie Vaughan Hospital and a Hub at Vaughan Mills Mall in addition to our earlier recommendations to identify Jane Street and Major Mackenzie as priority transit corridors in the RTP update.

Metrolinx initiated the Regional Express Rail (RER) project in 2015

Metrolinx has been working on the implementation of the two-way, all day service on the Barrie GO line including station improvements and expansions at the Rutherford and Maple GO stations in the City. At Metrolinx’s Board meeting in June 2016, a new Kirby Road GO Station was included in the RER 10 year program. Unfortunately, despite efforts by the Region and City the proposed Concord GO Station was not included. Since June City and Regional staff continue to meet with Metrolinx to discuss the business case that informed Metrolinx decision making and to stress the importance of including this station within the 10 year RER program.

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Metrolinx is beginning the process of reviewing the RTP

The Metrolinx Act, 2006 requires that the RTP be reviewed at least every ten years. Currently, Metrolinx is completing the first phase of the RTP review with the release of a Discussion Paper. An Executive Summary of the Discussion Paper is included as Attachment 1 to this report.

The Discussion Paper incorporates an updated vision, goals and objectives, as well as background research and analysis. Using input received from stakeholders framed by the RTP Discussion Paper, Metrolinx will move to the next phase of updating the RTP. The last phase of the update will be the release of a draft RTP that is planned to be available for public comment in mid-2017. Adoption of the final RTP is anticipated to be in late 2017. Following the finalizing of the updated RTP, an implementation plan will be developed in 2018 – 2019, jointly with municipalities and other stakeholders to identify detailed processes, the roles of various partners and stakeholders, and a range of investment strategies and tools.

The next Metrolinx RTP will align with Provincial Plans and Policies

Metrolinx is mandated under Provincial legislation to coordinate, plan, finance, develop and implement an integrated multi-modal transportation system that aligns with the policies of the Province's Growth Plan for the Greater Golden Horseshoe. The updated RTP will work in coordination with the Province's policies and plans to manage growth and address climate change to 2041, which is ten years beyond the original planning horizon of The Big Move.

Metrolinx has requested input and comments on the Discussion Paper by October 31, 2016

In support of the development of the next RTP, Metrolinx released a Discussion Paper in August of 2016. Input on the Discussion Paper and responses to the discussion questions posed in the Paper are required by October 31, 2016.

In satisfying the mandated update of the RTP, a complete review of the Plan with broader stakeholder and public consultation process is required. This review of the plan will:

- Revisit the vision, goals and objectives as well as its priorities
- Review plans and policies ensuring alignment with the proposed Growth Plan for the Greater Golden Horseshoe, 2016
- Address implementation and phasing through an implementation plan

The Discussion Paper proposed consolidated goals and objectives for the new RTP

The review of the RTP recognizes the need for on-going investments in transportation infrastructure to support growth. It also recognizes the need to update the original Big Move vision, goals and objectives to better align with the changed environment, current provincial plans, policies and guidelines. Metrolinx proposes that the updated RTP explore opportunities to:

- Leverage committed transit investments;
- Connect and align the transportation systems in the GTHA;
- Explore and incorporate new mobility alternatives.

Ultimately the new RTP will form a new baseline and incorporate emerging best practices and transportation innovations. The 13 goals and 37 objectives from the original RTP have been consolidated into 6 Goals and 19 objectives in the proposed draft RTP update, shown in the following Table:

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Goals	Connectivity, Convenience & Integration	Equity & Accessibility	Health, Comfort & Safety
Related Objectives	1. People have appropriate, realistic options to move easily and reliably from place to place. 2. People have the information they need to optimize their travel decisions. 3. Transit services and fares are seamlessly integrated. 4. All transportation modes are coordinated.	5. Transit offers affordable access to jobs, services and major destinations, and is competitive for most trips. 6. Transit fleets and transportation infrastructure, services and technology are accessible to users of all ages and abilities	7. Walking and cycling are attractive and realistic choices for most trips. 8. Transit offers an attractive, high-quality user experience. 9. People feel safe and secure when travelling, with continuous progress toward eliminating injuries and deaths from transportation. 10. Goods are moved safely and securely.
Goals	A Well Planned Region	Exemplary Environmental Footprint	Prosperity & Competitiveness
Related Objectives	11. The transportation system supports compact and efficient development. 12. Integrated transportation and land use planning reduces the need for travel and encourages walking, cycling and taking transit. 13. Transit infrastructure and services have the capacity to meet demand	14. The transportation system is adaptive and resilient to the stresses of a changing climate, uses resources efficiently, and fits within the ecosystem's capacity. 15. The transportation system contributes to the achievement of provincial targets for greenhouse gas emission reductions.	16. Travel times are predictable and reasonable. 17. The transportation system offers value to users and governments by providing economical, reliable and environmentally sustainable movement of people and goods. 18. Governments promote innovation in the transportation sector. 19. Sustainable, coordinated funding supports transportation operations, maintenance and expansion.

The Discussion Paper presents an opportunity to provide feedback regarding future transportation system performance

The discussion paper presents an opportunity for the Region, local municipalities, the public and other partners and stakeholders to provide feedback and comments on the planning, building and implementation of the GTHA transportation system and to obtain an understanding of how well it is working today. Based on this feedback, and in the context of the proposed Growth Plan, Metrolinx can better plan, build and implement the infrastructure and services required to meet the needs of the future.

City and Regional staff have jointly prepared comments on the Discussion Paper

City Staff from various departments have reviewed the Discussion Paper and assembled the comments summarized in Attachment 2. Consolidated comments from City staff were provided to

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the Region through written correspondence and at the Discussion Paper Review Workshop, organized by the Region on September 13, 2016.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

This report is consistent with the Term of Council Service Excellence Strategy objectives to:

- Develop transit, cycling and pedestrian (multi-modal) options to get around the City
- Invest, renew and manage infrastructure and assets
- Continue to ensure the safety and well-being of citizens
- Continue to cultivate an environmentally sustainable City

Regional Implications

The updated Regional Transportation Plan will transform transit in the GTHA. It will also identify a strategy to manage congestion and provide more sustainable transportation options for commuters, making it more feasible to travel between the Region of York and the rest of the GTHA without a car.

The Region of York will be reporting to its Committee of the Whole with their recommendation comments on October 6, 2016.

Conclusion

Metrolinx recently released a Discussion Paper to guide the consultation process to support the updating of the next Regional Transportation Plan. It has requested input from municipalities by October 31, 2016.

City Staff have prepared comments based on the framework provided by the Discussion Paper. They are set out in Attachment 2.

Staff will continue to participate in workshops, explore opportunities to provide input on the next RTP and will report back to Council when the draft RTP update is released.

Attachments

1. Executive Summary – Discussion Paper for the Next Regional Transportation Plan
2. City of Vaughan's Comments to Metrolinx's Discussion Paper for the Next Regional Transportation Plan

Report prepared by:

Selma Hubjer, Manager Transportation Planning, ext. 8674
Winnie Lai, Transportation Project Manager, ext. 8192

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

Executive Summary

A review of the GTHA's first Regional Transportation Plan (RTP), *The Big Move*, is underway. The review of the RTP provides an opportunity to take stock of and build on the foundation of *Big Move* projects. It supports us working together as a region toward the completion of an updated RTP in 2017.

The RTP guides the work being done to transform the way people and goods move in the Greater Toronto and Hamilton Area. Its Vision, Goals and Objectives provide a blueprint to support decision-making by municipalities, agencies, and the provincial government. Developed and implemented jointly with a diverse range of partners and stakeholders, the RTP sets out how the transportation system contributes to a high quality-of-life, thriving, sustainable and protected environment and a strong, prosperous and competitive economy, now and into the future.

This discussion paper presents an opportunity for the public, and all partners and stakeholders in planning, building and implementing the region's transportation system, to reflect on how well it is working today in the context of the *Growth Plan for the Greater Golden Horseshoe*, and on its performance in the future.

BUILDING MOMENTUM

Since 2008, great progress has been made, with 94% of *The Big Move* actions and policies completed/continuous or in progress. Together with Metrolinx, provincial ministries, municipalities, transit agencies, and stakeholders have implemented a wide range of *Big Move* transportation improvements. These efforts are transforming, and will continue to transform, mobility in the Greater Toronto and Hamilton Area. Some examples include:

The GO Regional Express Rail program is being implemented across the region, bringing two-way all-day rapid transit service to the region.

The region's first Light Rail Transit line is under construction along the Eglinton Avenue corridor.

Bus Rapid Transit is operating and continuing to be expanded in York Region and Mississauga.

UP Express has reached its one-year service milestone, connecting riders between Union Station and Lester B. Pearson International Airport.

The Toronto-York-Spadina Subway Extension is under construction – the first subway line to extend outside the City of Toronto.

Strategies to improve goods movement have been introduced across the region.

Ontario's #CycleON strategy is supporting municipalities in expanding cycling infrastructure and programs.

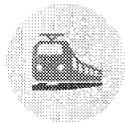
Hamilton and Toronto have introduced bike-sharing programs.

Municipalities have integrated mobility hubs into official plans and transportation master plans.

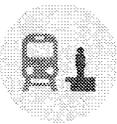
Transit agencies and municipalities are improving specialized transit coordination and delivery to facilitate cross-boundary travel.

The Triplinx regional transportation app and the PRESTO smart card are making getting around the region easier.

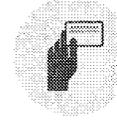
THE REGION'S TRANSPORTATION SYSTEM: KEY FACTS¹



566
km of rapid transit
in the GTHA



64
GO train stations



2
million PRESTO
customers

Includes GO Service Area and Ottawa.



668
million transit
trips taken in
the GTHA
annually



69.5
million GO transit
annual boardings
(2015)



300,000+
daily Union Station
transit users

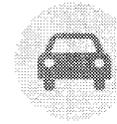


553
km of provincial
highways
within the GTHA



5
municipal
expressways

Don Valley Parkway, Gardiner Expressway,
Allen Road, Red Hill Valley Parkway,
Lincoln M. Alexander Parkway



3.46
million cars owned
in the GTHA

Includes 407 ETR (107km)

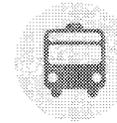


33
carpool
lots in the
GTHA

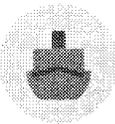


3
international
airports

Lester B. Pearson International Airport,
John C. Munro Hamilton International
Airport, Billy Bishop Toronto City Airport



13.6
million daily trips
made by GTHA
residents



1
ferry
terminal

Toronto



2
freight intermodal
terminals

Brampton, Vaughan



3
major ports

Toronto, Hamilton, Oshawa

KEEPING THE MOMENTUM GOING

Keeping this momentum going, leveraging current investments and continuing to work as a region by incorporating new and projected growth into our planning can drive the transportation system to keep up with and manage growth in a sustainable way. Progress is being made and every level of government has recognized the need to make significant investments in the region's transportation system. The provincial 2014 *Moving Ontario Forward* plan is an unparalleled provincial commitment to invest \$31.5B over ten years for transit, transportation and other priority infrastructure projects across the province including approximately \$16B for priority rapid transit projects in the GTHA. Public awareness of the mobility challenge and the need for timely solutions is being voiced across the region, creating the momentum that will help shape the updated

RTP. Civic, business, academic and neighbourhood organizations have weighed in, contributing to a vibrant dialogue about the future of one of the world's most liveable urban regions.

Since the release of *The Big Move*, the planning context has continued to shift. This discussion paper reflects on past changes and how we can incorporate them into current and future efforts. Climate change and new mobility, for example, are altering the way we plan, build and operate transportation. There are new technologies, such as real-time trip planning and ride-sharing applications that need to be built into planning for mobility in the region. The region is moving out of a "catch-up" era and focusing on collaborative planning to better optimize investments, reflecting the perspective and growing experience of this region to create a regional transportation system that works into the future.

WORKING TOGETHER

The scope and timing of the Regional Transportation Plan review addresses the requirements of *The Metrolinx Act, 2006* and aligns with the Province of Ontario's review of *The Growth Plan for the Greater Golden Horseshoe*, which continues to call for compact development that makes the best use of land in the region, and an effective and integrated transportation system to keep people and goods moving sustainably.

The two plans work together to direct the region's population and employment growth to align with the transportation system. The updated RTP will work in concert with the efforts of the Province to manage growth and address climate change to 2041, another ten years beyond *The Big Move's* original long-range planning horizon.

WHAT IS INCLUDED IN THE DISCUSSION PAPER?

We are re-igniting a conversation about a shared vision for the region's transportation system that looks at where we have been, what we need to do and the way to get there.

Throughout the paper we ask you to take a look at transportation planning in a regional context and to start thinking about the links between land use and transportation. Opportunities for transit, managing congestion, supporting active transportation, creating safer more complete streets and moving freight are some examples of topics that need your input to shape how our communities grow and how we will move around the region in the future.

This review of the RTP recognizes the need for on-going investment in transportation infrastructure to support growth and to update the RTP from the foundation provided by *The Big Move*. The emphasis on increasing transit mode share remains, to be accomplished through solutions that complement rapid transit investments, and address diverse market needs.

This discussion paper proposes updating the original *Big Move* vision, goals and objectives, as well as exploring:

- Opportunities to leverage the committed transit investments;
- Opportunities to connect and align the transportation system in the region; and
- Opportunities for exploring and incorporating new mobility.

The updated RTP will be developed from a new baseline and incorporate emerging best practices and transportation innovations, aligned with current provincial plans, policies and guidelines.

WE WANT TO HEAR FROM YOU



This discussion paper is meant to spark a conversation across the region. At the end of the paper you will find the section called "**What Do You Think?**" intended to guide consideration of the Regional Transportation Plan's review, and we want to hear from you. The regional plan draws on the expertise of individuals

and groups across the region. We need and welcome your feedback, experiences and participation in the process of updating the Regional Transportation Plan. This will help us collectively as we continue to improve connections in the Greater Toronto and Hamilton region over the next 25 years.

City of Vaughan's Comments to Metrolinx's Discussion Paper for the Next Regional Transportation Plan

General Comments

1. **Additional clarity on prioritization and collaboration process would be needed**

It was not clear in the Discussion Paper how Metrolinx prioritize projects in the RTP.

In particular, major investment and cross-Regional projects such as:

- Yonge Subway Extension,
- expansion of Bus Rapid Transit corridors in support of the expanded Regional Express Rail (RER) service,
- New Kirby GO Stations in support of RER, and
- Rapid transit services in support of the Mackenzie Health Hospital

should be treated as priority and be included in the next RTP.

The Discussion Paper proposed a screening approach in developing the next RTP. However, it did not provide details regarding the need for collaboration between Metrolinx and local municipalities. It would be critical from the initial evaluation of validity of past initiatives or new ideas to include in the next RTP, to developing the final RTP to involve municipal and other partners in providing information, feedback and coordinate resources.

Discussion Paper Section Specific Comments

Section 3.1 A Shared Vision: Updating the Vision, Goals and objectives

2. **Excellence in design and infrastructure delivery should be added to the next RTP goals and objectives**

The next RTP goals should include sensitivity of transit and transportation infrastructure to the planned and existing land uses. One of the expected outcomes of transit investments is investment by other parties, particularly the private sector, in residential, office and retail development around the facilities. The transit system needs to maintain a high quality of built form, site design to ensure an attractive setting for investment by others. Attention to these matters from the outset will help alleviate public concerns and set the stage for quality development throughout the area.

Metrolinx should also be a full partner in land use planning around its stations and facilities. Development guidelines in the RTP (i.e. Mobility Hub Guidelines) are useful and welcomed. However, there needs to be an on-going reconciliation between the engineering standards for the transit infrastructure and its impact on land use planning. Careful consideration of the station facilities sensitive to the context is essential in attracting the type of development that is envisioned by the planning documents. Detailed transit and land use planning should be integrated to ensure that hub areas form attractive and pedestrian friendly mix-use precincts.

3. **Initiate coordinated planning effort in transit services and parking strategies with municipal partners from the onset**

- Initiate more coordinated effort with the Region for bus service at GO Stations, especially with respect to bus service to nearby employment areas and local centres.
- Structured parking objectives earlier in the development phasing to permit more density and better design at GO Stations.

4. Addition discussions on how opportunities and issues relating to Governance, Funding and Priorities are needed

The Discussion Paper does not mention how and when the roles and responsibility for planning and implementing the RTP will be set. Developing a framework to define governance amongst the different stakeholders involved would be crucial to the success of the RTP. An example would be the implementation of new GO Stations in support of the RER program. The City experiences firsthand how planning a new GO station involves many parties such as Metrolinx, the City, the Region, landowner and developers, and potential private investors. Each of these party has a different role to play throughout the planning and implementation processes. Without a defined framework for governance, roles and responsibilities are uncertain and often cause inefficiencies.

As Metrolinx and other transit agencies increase service levels, such as the RER service levels, solutions to funding infrastructure and operating costs will have to be found. The Discussion Paper mentioned four guiding principles to be applied to selection of new funding tools; however, innovation and productive partnerships with the private sector were not mentioned.

Private sector involvement should be considered and tested based on whether the private sector can provide the customer with a better service than the public system without negatively affecting the financial health of the public system or its level of service. Consideration should be given to supporting services that ease the “first mile – last mile” customer trips, through the provision of station facilities.

Co-operative transit oriented development projects involving the private sector should become the norm rather than the exception, to take advantage of the attributes of existing and planned station sites. Openness to innovation and rigorous analysis of all potential opportunities will be necessary to adapt to a rapidly changing future of technology and needs and expectations.

As such, the development of a joint partnership structure with private sectors for research, planning, and funding for implementation should be included as priority in the new RTP.

Section 3.4 The Next Generation of Mobility - Emerging New Mobility Options

5. Station Design should take into account preferred parking spaces for carshare, zip-cars, and dedicated autonomous cars.
6. Consider opportunities to utilize autonomous mini-buses for shuttle service to nearby employment and local centres (to and from GO Stations).
7. Consideration for Emerging New Mobility Options should be initiated now and piloted in congested station areas for immediate relieve as well as testing effectiveness of the innovation.

Section 4: What do you think - Discussion Questions

Answers to these discussion questions have mostly been addressed in the previous comments. Please see comments above. Below are some additional comments specific discussion topics.

Opportunities for better transit & transportation

8. Continuous examination of the travel behavior, trend, and demand together will be needed to ensure the projects lined up are still valid and effective in meeting the growing needs. Close monitoring of projects implemented will also be key to provide feedback on effectiveness of the initiatives. These continuous efforts require resources from Regional, municipal and private sectors. As such, partnership structures will be one of the top priorities in the new RTP.

Opportunities for new mobility

How should the RTP focus on emerging influences including carsharing, on-demand services and autonomous vehicles?

9. The RTP should include some discussion on innovative and best practices used nationally and internationally and the lessons learned to be considered.
10. Leveraging and coordinating resources to kick-start some of the innovative transportation solutions.
 - Resources from regional and municipal partners
 - Research and development expertise from institutions (hospital, universities, colleges)
 - Information or additional investment from private sectors