



ENGAGEMENT REPORT

For the Draft 2041 Regional Transportation Plan



MARCH 2018

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EXECUTIVE SUMMARY

A comprehensive approach was taken to consultation on the Draft 2041 Regional Transportation Plan (Draft Plan), with Metrolinx staff engaging the general public, stakeholders, municipal councils, municipal staff and provincial ministries through multiple channels. The Draft Plan was posted on the Metrolinx website for consultation on September 29, 2017, with public comments invited throughout the fall. It was also posted for comment on Ontario's Environmental Registry. Highlights of this work included:

- 30,059 unique visitors to Metrolinx Engage, Metrolinx's online engagement platform, with 3,378 survey responses and 10,903 comments received
- 566 emails received to theplan@metrolinx.com
- Six public roundtable meetings, with attendance by over 200 residents, municipal staff and elected officials
- Over 200 attendees to the Metrolinx Transportation Symposium, representing municipalities, transit agencies, Non-Governmental Organizations, academia and the private sector
- Twenty-seven municipal submissions, providing written comments on the Draft Plan
- Fourteen stakeholder submissions, representing twenty-four organizations from across the GTHA
- Ten presentations to municipal councils, one presentation to the TTC Board and two briefing sessions for City of Toronto councillors on the Draft Plan

This report provides an overview of public, stakeholder and municipal feedback on the Draft Plan. It summarizes what we've heard about the Draft Plan's vision, goals, strategies, priority actions and "Making it Happen" throughout the fall of 2017.

We are headed in the right direction. Overall, the Draft Plan was well received, with municipal partners, stakeholders and the public agreeing with the vision, goals and five strategies presented in the Draft Plan.

10,903
COMMENTS RECEIVED



3,378
SURVEY RESPONSES



566
EMAILS RECEIVED



27
MUNICIPAL SUBMISSIONS



200
ATTENDEES TO THE METROLINX
TRANSPORTATION SYMPOSIUM



14
STAKEHOLDER SUBMISSIONS



10
TEN PRESENTATIONS TO
MUNICIPAL COUNCILS ON THE
DRAFT PLAN



EXECUTIVE SUMMARY

Of the changes requested, the majority referred to specific projects, focusing on their inclusion or exclusion from the plan to better align with municipal Transportation Master Plans.

Transit is improving, but progress needs to happen at a faster pace. With recent service improvements, like increased GO service, Union Pearson Express and PRESTO, transit options are expanding, especially into downtown Toronto. With the rapid pace of growth in the Greater Toronto and Hamilton Area (GTHA), service improvements need to happen quickly to keep up.

Many residents of the GTHA would prefer to take transit instead of driving, if possible. While travel into downtown Toronto has improved, using transit to travel elsewhere in the region remains a challenge. Residents of the GTHA are interested in leaving their cars at home, but need a viable alternative. The delivery of GO Regional Express Rail (GO RER) and more frequent rapid transit are seen as crucial to improving the reliability, efficiency and convenience of using transit. That being said, municipal partners need greater clarity on the intent and purpose of new transit concepts within the Draft Plan before they can support implementation.

Integration of services and fares is vital to increasing transit use. Lack of service and fare integration is seen as the largest barrier to transit use. To be successful, the new, integrated fare system should be simple, equitable, affordable and consistent across the region. Service integration is equally important, ensuring transit providers work together to coordinate routes and schedules.

There is a lot of work to do, and the region needs to work together. A new level of cooperation and collaboration is needed to make the Draft Plan a reality. Roles and responsibilities need to be clearer and decision-making must be transparent if public trust is to be gained. Discussion of sustainable funding mechanisms and new revenue tools is essential.

This report complements the Draft Final Plan, which will be brought to the Metrolinx Board of Directors in March 2018. Additionally, a *Making it Happen Paper* has been developed and will be brought to the Metrolinx Board of Directors at the March board meeting. The paper is intended to launch the dialogue on implementation of the Draft Final Plan and discusses decision-making, funding, prioritization and performance monitoring. It sets out key considerations and principles, and highlights opportunities for analysis and engagement that would realize the 2041 Regional Transportation Plan. The paper is available at metrolinx.com/theplan and is open for feedback from municipalities, stakeholders and the public throughout 2018.

INTRODUCTION

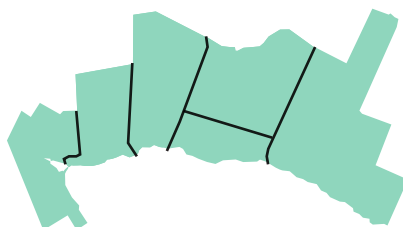
The Draft 2041 Regional Transportation Plan (Draft Plan) for the Greater Toronto and Hamilton Area (GTHA) is a blueprint for what needs to be done to build an integrated, regional multi-modal transportation system that will serve the needs of residents, businesses and institutions until 2041.

The purpose of this report is to provide an overview of public, stakeholder and municipal feedback on the Draft Plan's vision, goals, strategies, priority actions and implementation. It reflects feedback received from throughout the fall of 2017. Feedback was collected through public roundtable meetings, an online survey and polls on Metrolinx Engage, meetings with municipal partners and stakeholders, presentations to municipal councils, social media and emails to theplan@metrolinx.com.

In the "What We've Heard" section of the report, we have themed and summarized the feedback received according to the overall vision, five strategies and "Making it Happen" section in the Draft Plan.



**Complete the Delivery of
Current Regional Transportation
Projects**



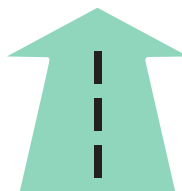
**Connect More of the Region with
Frequent Rapid Transit**



**Optimize the
Transportation System**



**Integrate Land Use and
Transportation**



Prepare for and Uncertain Future



Making it Happen



INFORMING THE PLAN

The Draft Plan was developed collaboratively over a two-year period. It is based on extensive research on a wide range of current issues, including active transportation, climate change resiliency, transportation demand management, intelligent transportation systems, goods movement, and more. In addition to extensive background research and scenario planning, Metrolinx used two innovative approaches to engage travellers within the GTHA and incorporate their perspectives in the plan: 1) the development of regional traveller personas, and 2) a Residents' Reference Panel.

- **GTHA Regional Traveller Personas:** Metrolinx undertook extensive qualitative and quantitative research to better understand the various types of residents in our region, how they travel, and their perceptions of different modes of transportation. Over 8,500 people were surveyed and several focus groups were held. The feedback was used to develop six regional traveller personas – archetypes of regional travellers – which were used to evaluate the proposed actions in the Draft Plan.
- **Residents' Reference Panel:** In spring 2017, Metrolinx convened a panel of randomly selected residents from across the GTHA to provide input into the Draft Plan. Thirty-six participants reflecting the diversity of the region volunteered their time to learn about regional transportation and recommend a course of action. The panel made seven recommendations that informed the Draft Plan.

This report captures and shares what we've heard in response to the Draft Plan. It summarizes the comprehensive consultation process that engaged thousands of residents, stakeholders and municipal partners across the GTHA and beyond. To solicit diverse perspectives and promote broad participation, Metrolinx staff collected feedback using a variety of online and in person outreach and engagement channels.

Our Reach: By the Numbers

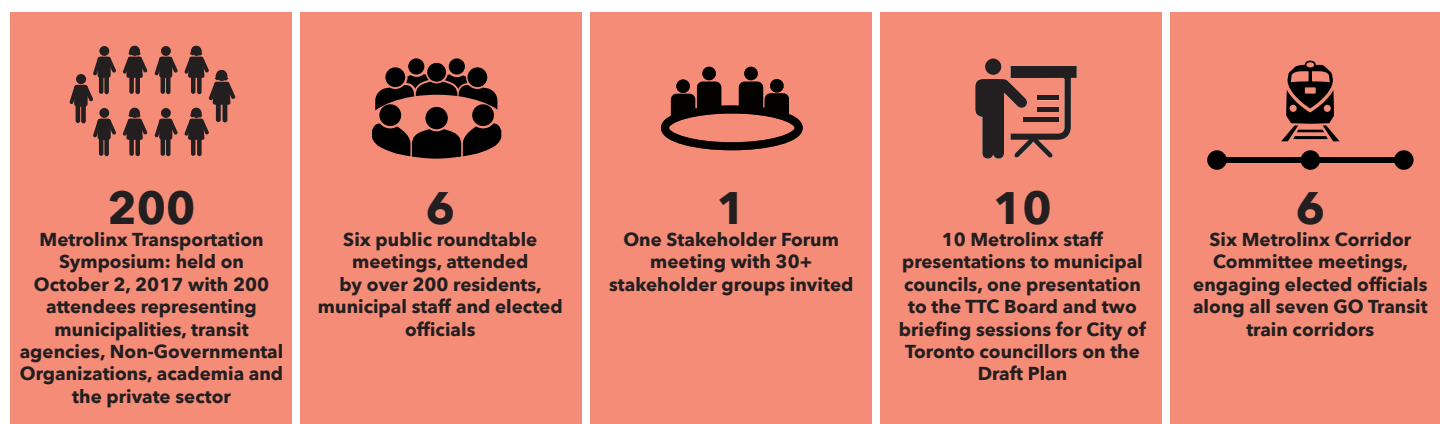
ONLINE

Metrolinx Engage

The online engagement platform for Metrolinx projects and programs.



IN-PERSON





WHAT WE'VE HEARD

Feedback Overview

In general, we heard broad support for the Draft Plan's vision, goals and the five strategies. The need for speedier project delivery, as well as a more seamless customer experience was heard from multiple audiences and through several channels. Many of the comments received focused on questions regarding priority setting for the Draft Plan's proposed actions and projects, and the need for a better understanding of how the plan will be implemented.

All feedback received was catalogued, collated and analyzed. Feedback was reviewed and analyzed for consistent themes as well as areas of agreement and disagreement. This report summarizes feedback received through the following channels:

1. Metrolinx Engage survey, comments and polls
2. Public roundtable meetings
3. Emails to theplan@metrolinx.com
4. Municipal staff submissions
5. Municipal council feedback
6. Stakeholder submissions

The feedback received has been organized seven sections within this report, representing feedback on the overall vision, the five strategies of the Draft Plan, and "Making it Happen". Each section includes:

- A brief description of the strategy as outlined in the Draft Plan
- Summaries of what we've heard, representing consistent themes
- Quotes from public roundtable meeting participants and comments submitted online at Metrolinx Engage

WHAT WE'VE HEARD

The Vision and Goals

The Draft Plan maintains the original vision within *The Big Move*, with a few refinements made to make the statement more concise:

The GTHA urban region will have a transportation system that supports complete communities by firmly aligning the transportation network with land use. The system will provide travellers with convenient and reliable connections and support a high quality of life, a prosperous and competitive economy and a protected environment.

To help achieve this vision, the Draft Plan proposed three goals:

- 1. Strong Connections:** Connecting people to all the places that can make their lives better such as homes, jobs, community services, parks and open spaces, recreation, and cultural activities.
- 2. Complete Travel Experiences:** Designing an easy, safe and comfortable travel experience that meets the diverse needs of travellers.
- 3. Sustainable Communities:** Investing in the transportation system not only today but also for future generations, by supporting land use intensification, climate resiliency, and a low-carbon footprint, while leveraging innovation.



WHAT WE'VE HEARD

What we've heard about the Draft Plan's vision and goals:

- Overall, there was broad support for the vision and goals within the Draft Plan across municipal partners, stakeholders and the public.
- Municipal partners offered support for the vision and goals, citing overall alignment with their respective local plans. Several municipalities requested additional emphasis on equity, sustainability and public health.
- Several stakeholder groups requested that health, equity and accessibility be included in the vision statement, and felt that stronger consideration of these elements is needed throughout the plan.
- Several municipalities requested the inclusion of goods movement in the Draft Plan's vision, in addition to the movement of people.
- Many members of the public cited convenient and reliable connections as being the two most important aspects of the vision to them, and requested greater focus on speed as well.
- Overall, members of the public supported the Draft Plan's goals, noting that all three goals were intertwined and equally important to them.
- Many suggested the use of simpler language, as terminology such as "complete communities" was found to be confusing and vague.
- Many members of the public suggested a stronger focus in the vision on reducing our reliance on cars, and a greater focus on affordability.

“

"Convenient and reliable connections" is the most important part of this statement to me.

”

“

I would love to see a mention of promoting / supporting affordability and equity, and supporting traditionally disconnected (and lower income) communities to strengthen all of the GTHA's communities.

”



Strategy 1: Complete the Delivery of Current Regional Transportation Projects

There can be no slowing down of the current multi-billion dollar commitments made to expand transit infrastructure. A major focus of the Draft Plan is the development of GO Regional Express Rail (GO RER) to transform the existing GO rail system from a commuter-focused service into a regional express system with frequent two-way and all-day service. The completion of 15 other transit projects that are In Delivery (under construction or in the engineering design stage) and 13 projects that are In Development (in advanced stages of planning and design) will extend the reach of convenient transit via subway, Bus Rapid Transit, Light Rail Transit, Priority Bus and GO Train.

What we've heard about completing the delivery of current regional transportation projects:

- Many members of the public felt that transit is getting better in the GTHA, but not fast enough. Travellers are seeing improvements in reliability and convenience, especially into downtown Toronto, but as the region grows, congestion is still getting worse.
- Several municipalities requested amendments to specific projects in the Draft Plan, or submitted additional projects to be considered for inclusion.
- Many expressed a general impatience with the pace of decision making and concern that many projects seen as critical remain unfunded. Many also expressed concern with the slow pace of progress on rail-based projects involving third-party railroads.
- Among municipalities, there is interest in advancing the new stations that have been announced, as well as identifying additional new stations and mobility hubs.
- Several municipalities expressed concern that the separation of passenger and freight services to facilitate GO RER will result in increased freight traffic in some areas.

“

I have waited for 35 years for politicians to go from recognizing public transit needs more funding to actually funding transit and finally getting shovels in the ground and seeing results. Keep up the great work! The vision is to every stakeholder's advantage. A win-win for all.

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“

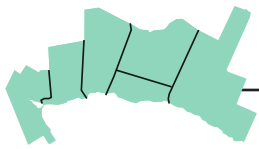
Things are working too slowly.

”

“

Progress is very slow when it comes to improving public transit. There are some areas in the GTA that don't even have transit...There are people who don't even know we have such a thing as transit...

”



Strategy 2: Connect More of the Region with Frequent Rapid Transit

A Frequent Rapid Transit Network (FRTN) will connect more people in the region with the places they want to go and provide an attractive alternative to driving. This will include further expansions to GO RER, other surface transit systems like Bus Rapid Transit (BRT) and Light Rail Transit (LRT), and subways to meet travellers' needs to 2041. Priority Bus Corridors will complete the FRTN, bringing fast and frequent transit services to parts of the region that have not yet developed the density or ridership needed to support LRT, BRT and subway service.

What we've heard about connecting more of the region with frequent rapid transit:

- There was general consensus that GO RER and more frequent rapid transit are crucial. Many members of the public strongly supported the proposed FRTN, including the proposed BRT and Priority Bus expansions, as they feel it will improve the efficiency and convenience of using transit.
- Many municipal partners recommended additional Priority Bus routes for consideration and requested further clarification on the appropriateness of BRT or Priority Bus with respect to specific routes.
- There was strong public support for having Priority Bus routes, as they are a fast and efficient service, can be implemented quickly, and have lower capital costs.
- There was strong public support for having a FRTN, particularly the services on dedicated lanes, as many felt that this would create more transit routes and options than are currently available and would be affordable, reliable and fast. However, to be successful, fare and service integration would be required.
- Many members of the public offered support for a 24-hour transit network, so long as the service is affordable and safe. A 24-hour transit network was praised for its ability to better serve students and shift workers. However, some expressed concern over the cost-effectiveness of a 24-hour network, suggesting 24-hour service should only be offered on key routes or resources be allocated to improved daytime services instead.
- Many members of the public indicated support for a shift to a more regional mindset, and emphasized the need to improve transit connections between municipalities and regions without having to connect through Toronto's Union Station. The development of transit hubs, like Union Station, elsewhere in the GTHA was suggested to improve convenience and travel time.

“

I am very supportive of projects like [Priority Bus] that can be built quickly with lower capital costs.

”

“

While car transport isn't the focus of this [plan], bus corridors shouldn't be created to the detriment of car transportation.

”



Strategy 3: Optimize the Transportation System

A Frequent Rapid Transit Network (FRTN) will connect more people in the region with the places they want to go and provide an attractive alternative to driving. This will include further expansions to GO RER, other surface transit systems like Bus Rapid Transit (BRT) and Light Rail Transit (LRT), and subways to meet travellers' needs to 2041. Priority Bus Corridors will complete the FRTN, bringing fast and frequent transit services to parts of the region that have not yet developed the density or ridership needed to support LRT, BRT and subway service.

What we've heard about optimizing the transportation system:

- Many expressed strong support for fare integration across the GTHA. Public opinion on which fare structure (e.g. by distance, zone, flat fares, etc.) to use was mixed, but the importance of simplicity, fairness and consistency was universally heard.
- Many expressed the importance of considering service integration in addition to fare integration. Many members of the public expressed frustration over the current lack of coordination between different transit providers, citing it as one of the largest barriers to taking transit. In particular, routes and schedules should be better coordinated to reduce wait times and walking between transfer points.
- Many agreed with prioritizing the movement of people over vehicles, but noted that to be successful in shifting people to transit, transit would need to become comparable to driving one's car in terms of speed, flexibility and cost.
- Several stakeholder groups and municipalities called for greater emphasis on active transportation within the Draft Plan, including its integration with transit and the role it can play in connecting the region.
- There was general support for Mobility-as-a-Service and developing a single platform that integrates information on public transit with bikeshare, carshare, parking, and on-demand services.
- Many felt that accessibility standards need to be consistent across the system to ensure that passengers with mobility issues can rely on public transit.
- There was general support for working towards having safer streets and reducing fatalities, but some expressed concern that achieving zero fatalities was an unachievable goal.
- Several municipalities and many members of the public agree with the importance of active and sustainable travel to school by children and youth as expressed in the Draft Plan. Many cited increased safety and parent education as two ways to increase the use of walking, cycling and transit to get to and from school.

“

[Moving people and moving vehicles] are both important. There needs to be a balance.

”

“

While I personally usually drive to work, I support the idea of more transit and less cars. Cities are designed for people, and should be accessible not just for those with automobiles.

”



Strategy 4: Integrate Land Use and Transportation

To achieve the vision for the region, land use decision-making must align with transportation planning and investment. The Draft Plan contains actions to better integrate land use and transportation planning, especially around transit stations and mobility hubs. Regional collaboration supported by appropriate regulatory measures, will encourage the planning of communities and road networks to support transit, cycling and walking. Parking management will encourage car-sharing and prepare the region for the arrival of autonomous vehicles. A Regional Cycling Network will make it easier for cyclists to commute to work.

What we've heard about integrating land use and transportation:

- Many expressed their strong support for better integrating land use and transportation planning. Many stressed the importance of ensuring transit investments and areas of densification are aligned and designing station areas to support access by local transit, walking and cycling.
- Municipal partners expressed strong interest in developing solutions to improve station access, especially to meet the increased services of GO RER. Overall, municipal reports adopted by councils emphasized the need to support alternative forms of access; however some individual council members felt that increased parking in areas with limited access to public transportation or alternatives to the car was still required.
- Members of the public provided mixed views on the state of parking at GO stations, with some expressing a desire for more parking, while others called for parking reductions and better alternatives for accessing stations.
- Municipal and public support for the introduction of paid parking at GO stations, beyond the current Reserved Parking Program, was also divided. Some supported universal, paid parking as a way to decrease demand and increase access by alternative modes, while others felt that taking transit was expensive enough and paid parking would deter them from taking the train.
- Several stakeholder groups strongly supported the use of active transportation and local transit to address the "first- and last-mile" to and from GO stations, with some advocating for a clearer strategy on recovering the cost of parking and redevelopment of existing parking lots.
- Several municipal partners requested clarity on how the Draft Plan conforms to the *Growth Plan* and what the implications may be for municipalities. Municipalities expressed interest in supporting transit-oriented development around GO stations to help achieve *Growth Plan* density targets.
- Development of a Transportation Planning Policy Statement (TPPS), which would mandate the alignment of municipal planning with the Regional Transportation Plan, received support from several stakeholder groups and some municipal partners. However, other municipal partners questioned the need for a TPPS and several sought clarity on how this policy statement would impact local municipalities. Overall, if a TPPS is to be developed, municipalities wish to be extensively engaged to discuss the impacts of Metrolinx's enhanced role and ensure alignment with existing provincial plans.



Strategy 4: Integrate Land Use and Transportation

“

I like that the plan is taking into consideration land use, development around hubs, the last mile, and movement of goods. Transportation needs to be planned holistically as a key part of community planning. It will be challenging in suburban areas that have been planned around cars.

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The more employment, housing and commercial development [at GO stations], the more utilized the station will become and the more train and bus service will be drawn to it. The diminished level of parking will encourage other forms of transportation to the stations. Maybe more local buses could be put into service and perhaps car sharing services (Clever Shuttle of Germany provides services from train stations) could become available.

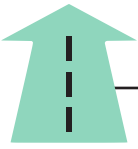
”

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Parking should still be critical part of the Hubs. Many small bedroom communities exist outside the reach of municipal transit systems funding envelope and will remain that way for many years to come. The amount of time people have for travel continues to decrease. As much as we would like to use transit from end to end the quickest option many times remains using personal vehicles for at least a portion of the trip.

”





Strategy 5: Prepare for an Uncertain Future

We live in a time of constant and accelerated change, and need to address this in planning for transportation up to 2041. A provincial framework will provide guidance for the evaluation and regulation of new transportation technologies, such as automated vehicles and shuttles. Regional coordination will produce a transportation system that is resilient to flooding and other impacts of climate change. Joint actions, including a transition to low-carbon transit vehicles, will reduce Greenhouse Gas (GHG) emissions. Transit providers will partner with the private sector to drive innovation in mobility.

What we've heard about preparing for an uncertain future:

- Overall, since the future is uncertain, it was suggested that the plan be adaptable and flexible to unforeseen changes.
- Several stakeholder groups commended the plan for its consideration of climate change and resiliency, adding that they would like to see GHG emissions and air quality targets included in the plan.
- Municipal partners expressed support for the use of resilient, low-impact infrastructure that will mitigate negative impacts to the environment and provide the flexibility required to face extreme weather events.
- There was general support for autonomous vehicles (AVs) and shared mobility, but it was suggested that they be explored with caution via pilot projects and research initiatives before widespread adoption. To this point, several municipal partners expressed a willingness to work with Metrolinx to develop and implement these pilots.
- Many felt that there is a need to reduce emissions by prioritizing transit needs over driving, electrifying trains and buses, and providing incentives for private ownership of electric vehicles.

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It's hard to predict the future, but being aware of new technology and potential impacts is also important. Look to see how other cities/regions are dealing with similar issues.

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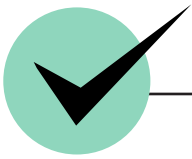
I am really excited for the new public transportation plans in our cities, as technology improves, we could see new inventions relating to our public transportation, and new inventions that could make transportation easier to access, and maybe even self-driving cars and other forms of self-moving transportation.

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“

Our system needs to be nimble - there are many more 'uber' type disruptions to come that our system must react quickly to protect the safety and equity of all transportation needs.

”



Making it Happen

The final 2041 Regional Transportation Plan will articulate the shared goals and actions of municipalities and other partners across the region. The scale of growth anticipated in the GTHA (a 41% increase in population between 2016 and 2041) demands a new level of cooperation and collaboration among the Province, municipalities, transit agencies, the private sector, and residents. Implementing the plan will require more regional mechanisms to coordinate transportation planning investment, and a regional approach to long-term funding. A significant number of comments and questions were received related to implementation, decision-making, roles and responsibilities and funding.

What we've heard about making it happen:

- Over 550 emails and many comments were received to support greater transparency and accountability in decision making related to transportation projects, as well as more stable funding and new revenue tools.
- Many stressed the need for a more integrated governance structure for regional transportation for the Draft Plan to be realized. It was suggested that, at a minimum, an integrated administrative structure be put in place to improve the coordination of routes and schedules between various transit agencies.
- Many municipal partners are interested in discussing roles and responsibilities, including roles in planning, delivery and operations of projects proposed in the Draft Plan. Several municipal councils discussed the need to look to other jurisdictions for examples of governance, decision making and delivery models.
- Municipal partners expressed a keen interest in actively participating in discussions on implementation and understanding how projects will proceed.
- Several municipalities and members of the public expressed support to better align the Metrolinx Planning Area with the GO Transit Service Area and the Greater Golden Horseshoe.
- Many expressed an interest in, and need for, a discussion on sustainable funding mechanisms for priority actions such as the regional cycling network, school travel and transportation demand management.

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It's not clear who's in charge of building transit.

”

“

We have to re-allocate our transportation funding away from making it easier to drive cars towards more efficient and effective options.

”

“

Why don't you amalgamate all GTHA transit agencies to ensure better interregional connections?

”



Hamilton Roundtable Meeting

HOW THE PLAN HAS CHANGED

An updated, Draft Final version of the Regional Transportation Plan has been prepared for approval by the Metrolinx Board of Directors in March 2018. Overall, the Draft Plan was well received and the vision, goals and five strategies within the Draft Plan as validated as sound. While significant changes were not required, the Draft Plan has been revised and strengthened to reflect what we've heard from municipal partners, stakeholders and the general public. Several key changes include:

Increased recognition of the plan's health and environmental benefits. In response to the comments received, revisions have been made to better reflect the positive health and environmental benefits associated with the strategies and proposed actions in the plan. For example, the vision and goals have been updated to strengthen the importance of sustainability, accessibility, equity, health and safety.

Development of a *Making it Happen Paper*. In response to the significant feedback received on implementation, decision-making, roles and responsibilities and funding, the "Making it Happen" section of the Draft Plan has been expanded into a *Making it Happen Paper*. The purpose of the paper will be to launch the dialogue about implementation, by setting out key considerations and principles, and highlight opportunities for analysis and engagement that would realize the 2041 Regional Transportation Plan. The paper is available at metrolinx.com/theplan and will be open for feedback throughout 2018.

More focus on the what, and less focus on the how. The priority actions proposed in the Draft Plan have been reframed to focus on outcomes, or what the plan aims to achieve. Options for how those aims could be achieved, such as changes to policy, legislation or mandates, will be considered within the *Making it Happen Paper*.



Hamilton Roundtable Meeting

HOW THE PLAN HAS CHANGED

Refinement of the transportation network. The Frequent Rapid Transit Network maps and project lists have been updated to reflect newly released data and the current status of transit projects in the region. This includes, but is not exclusive to, *Growth Plan* forecasts, 2016 Transportation Tomorrow Survey data, progress made on fare integration (i.e. the TTC-GO co-fare agreement) and project completion/progress since September 2017. All municipal requests for project additions or amendments within the Draft Plan were revisited and re-evaluated using additional evidence from municipal staff, and refinements were made where appropriate.

Expanded descriptions for new transit concepts. Further explanation of the vision for new transit concepts such as Frequent Rapid Transit, Priority Bus, Frequent Regional Express Bus and Regional Express Bus has been added to the Draft Plan. This includes a profile of existing municipal transit services in the GTHA which exhibit the characteristics of Priority Bus. Additional content is meant to clarify the purpose of each transit concept and how they fit into the transportation system.

Clarification of relationship between the Regional Transportation Plan and other provincial and regional plans and policies. The plan has been updated to provide clarification on how the Regional Transportation Plan supports the implementation of the *Growth Plan for the Greater Golden Horseshoe* and better recognizes the *Greater Golden Horseshoe Transportation Plan*, *Greenbelt Plan (2017)* and *Building Better Lives: Ontario's Long Term Infrastructure Plan*. A discussion of changes to roles and responsibilities and the Metrolinx planning area will be included in the *Making it Happen Paper*.

For a detailed list of changes to the Draft Plan please see Appendix 2.

NEXT STEPS

We would like to thank all who took part in consultation and engagement activities related to the Draft Plan. The feedback received is essential to ensuring the Regional Transportation Plan represents what good looks like and reflects a shared vision for the region's transportation system in 2041.

This report, and the Draft Final Plan, will be brought to the Metrolinx Board of Directors in March 2018. Metrolinx will continue to consult and solicit feedback from municipal partners, stakeholders and the public on implementation and the *Making it Happen Paper*.

This report will be posted on the Metrolinx website, and will be shared with all who submitted comments and provided contact information. Readers are encouraged to visit metrolinx.com/theplan for all future updates and engagement activities.



APPENDICES

Appendix 1 – Submissions Received

The following represents a list of all submissions received from municipalities and stakeholder groups in response to the Draft Plan.

Municipal Submissions

1. City of Barrie
2. City of Brampton
3. Town of Caledon
4. City of Cambridge
5. Municipality of Clarington
6. Durham Region
7. Durham Region Public Health
8. Durham Region Transit
9. Halton Area Planning Partnership
10. City of Hamilton
11. City of Hamilton Public Health Services
12. City of Markham
13. Town of Milton
14. City of Mississauga
15. Niagara Region
16. Northumberland County
17. Town of Oakville
18. Peel Region
19. City of Pickering
20. Town of Richmond Hill
21. City of Toronto (prepared in consultation with the TTC)
22. City of Toronto Public Health
23. City of Vaughan
24. Waterloo Region
25. Town of Whitby
26. Town of Whitchurch-Stouffville
27. York Region

Stakeholder Submissions

1. Central Lake Ontario Conservation Authority
2. Environmental Defence
3. Environmental Defence Coordinated Letter
4. Greater Toronto Airports Authority
5. Hamilton Port Authority
6. Neptis Foundation
7. Ontario Chamber of Commerce
8. Ontario Home Builders Association
9. Ontario Public Health Association
10. Pembina Institute and the Toronto Atmospheric Foundation
11. Ryerson Centre for Research and Land Development
12. Toronto and Region Conservation Authority
13. Toronto Board of Trade
14. Toronto Centre for Active Transportation and Ryerson University (School of Urban and Regional Planning)

Appendix 2 - Detailed List of Revisions to the Draft Plan

The Draft Final 2041 Regional Transportation Plan builds upon the strong support expressed towards the Draft 2041 Regional Transportation Plan's vision, goals and strategies. Significant review of the feedback received from provincial, municipal, NGO and public stakeholders has resulted in the revisions summarized below, and organized by Chapter.

Chapter	Revisions
General Revisions	<p>In addition to completing a full copy edit by an external writer, and refining the layout with assistance from a professional graphic designer, general revisions to the 2041 RTP include:</p> <ul style="list-style-type: none"> Updated the Message from the Chief Planning and Development Officer; Updated language, terminology and strategies as necessary in response to requests for explanation or clarification; and Strengthened recognition of the health and environmental benefits where appropriate throughout the 2041 RTP.
Chapter 1	<p>Key revisions to Chapter 1: Introduction include:</p> <ul style="list-style-type: none"> Strengthened language and recognition for Provincial plans, including the <i>Growth Plan for the Greater Golden Horseshoe and Greenbelt Plan (2017)</i>; Updated to reflect the: <ul style="list-style-type: none"> Innovative tools used to inform and develop the 2041 RTP, and Draft 2041 Regional Transportation Plan Evaluation Process report; and Engagement process conducted since the release of the Draft 2041 RTP in September, 2017; and Introduced the <i>Making It Happen Paper</i>.
Chapter 2	<p>Key revisions to Chapter 2: Setting the Stage include:</p> <ul style="list-style-type: none"> Strengthened language and recognition for Provincial plans, including the <i>Growth Plan for the Greater Golden Horseshoe, GGH Transportation Plan, Greenbelt Plan (2017) and Building Better Lives: Ontario's Long-Term Infrastructure Plan</i>; <ul style="list-style-type: none"> Added box highlighting the GGH Transportation Plan Updated list of recently completed projects and number of remaining transit projects In Delivery; Updated figures to reflect newly released data (2016 Transportation Tomorrow Survey results) and project completion/progress since September, 2017;

Chapter	Revisions
Chapter 2	<ul style="list-style-type: none"> Identified the overlap of the GTHA, GO Transit service area and Greater Golden Horseshoe as a regional challenge within the theme of needing coordinated decision-making (retained but amended from the "Making It Happen" section); and Provided additional detail or clarification on a variety of themes in the Key Influences on Transportation and Regional Challenges sections, including: <ul style="list-style-type: none"> The role of <i>Growth Plan</i> forecasts; The potential impacts of autonomous vehicles; The province's <i>Climate Change Action Plan</i> and Metrolinx's <i>Sustainability Strategy</i>; and Removed mention of double fares between GO Transit and TTC (to reflect recently introduced co-fare agreement).
Chapter 3	<p>Key revisions to Chapter 3: Vision, Goals, Strategies and Priority Actions include:</p> <ul style="list-style-type: none"> Revised chapter title from "The Draft 2041 RTP" to "Vision, Goals, Strategies and Priority Actions"; Strengthened language in the Vision and Goals to better reflect sustainability, accessibility, equity, health, safety and goods movement; Moved the "Preparing the 2041 RTP" section to the Appendix to ensure the focus of the chapter is on the strategies, rather than the process for developing them; Strengthened language regarding the <i>Growth Plan</i>, and repositioned the 2041 RTP's role in supporting its implementation; Clarified areas where the Province has decision making authority; Revised priority actions to clarify roles, collaboration and be more outcome-oriented; removing actions predicated on new legislative powers for Metrolinx; Provided new detailed text (and figures where necessary) to clarify and elaborate on concepts and Priority Actions: <p>In Strategy 2:</p> <ul style="list-style-type: none"> The vision for the Frequent Rapid Transit Network, Priority Bus, Frequent Regional Express Bus, Regional Express Bus and High Occupancy Vehicle lane networks; Existing municipal transit services in the GTHA with characteristics of Priority Bus;

Chapter	Revisions
Chapter 3	<ul style="list-style-type: none"> Recent City of Toronto commitment to improving surface transit, including the King St. pilot and next-generation express bus network; The process for advancing new GO transit stations beyond those included as part of the committed RER program; The needs for advancing proposed 15-minute service on the Milton Corridor; <p>In Strategy 3:</p> <ul style="list-style-type: none"> Recent progress on integrating transit fares and services; Carpool parking lots as access points to regional bus service; The Accessibility for Ontarios with Disabilities Act (AODA), and the importance of ensuring that transit is designed with consideration to the needs of young and old travellers; The importance of improving transportation safety in the GTHA, despite it already being one of the safest systems in the world, highlighting the needs of vulnerable users; MTO's work on the Freight-Supportive Guidelines (released in 2016) and the goods movement network to be developed as part of the GGH Transportation Plan; Key updates to Priority Actions: <ul style="list-style-type: none"> Moved references under Priority Action 3.3 relating to the establishment of a GTHA Regional Customer Service Advisory Committee and "Let Metrolinx Know" panel - moved to <i>Making It Happen Paper</i>; New sub-action to Priority Action 3.11 prioritizing the safety of GTHA communities in planning for the future of goods movement on rail corridors; <p>In Strategy 4:</p> <ul style="list-style-type: none"> The relationship between the Regional Cycling Network, CycleON and Ontario Municipal Commuter Cycling Program; The efforts to date in advancing active and sustainable school travel; Key updates to Priority Actions: <ul style="list-style-type: none"> Replaced priority Actions 4.1-4.4, which called for the review of planning frameworks and enacting of regulations in the <i>Metrolinx Act (2006)</i>, with Priority Action (new 4.10) to "Assessing the need for a Transportation Planning Policy Statement and Transportation Master Plan regulation..."; Removed sub-action of Priority Action 4.7 relating to Metrolinx acquiring land around stations;

Chapter	Revisions
Chapter 3	<p>In Strategy 5:</p> <ul style="list-style-type: none"> • The meaning of a climate resilient transportation system, recognizing the Metrolinx <i>Climate Adaption Strategy</i>; • Metrolinx's <i>Sustainability Strategy</i>, which outlines how Metrolinx will support Ontario's <i>Climate Change Action Plan (2016-2020)</i>; • Key updates to Priority Actions: <ul style="list-style-type: none"> - Reframed Priority Action 5.2 to be more outcome oriented regarding the planning and preparation for deployment of autonomous vehicles; and • Added Priority Action 5.4 relating to safety, security and emergency preparedness. <p>Making it Happen section:</p> <ul style="list-style-type: none"> • Replaced the "Making It Happen" section with Chapter 4: Next Steps - Making It Happen, which outlines the next steps and introduces the <i>Making it Happen Paper</i>. <p>Maps and Figures:</p> <ul style="list-style-type: none"> • Updated figures and maps to reflect recently completed rapid transit projects, project-specific comments received from municipalities and updated modelling outputs [see following section for more detail regarding the updated maps].

Revised Maps

The following table summarizes the revised maps and their respective updates included in the Draft Final 2041 RTP.

Map No.	Name	Status	Revisions
1	The GTHA and GO Transit service area	No change	
2	2008 Regional Rail and Rapid Transit network	Revised	<ul style="list-style-type: none"> Added insets to show full GO service area
3	Existing and In Delivery regional rail and rapid transit projects	Revised	<ul style="list-style-type: none"> Updated to reflect completion of TYSSE and Mississauga Transitway Added insets to show full GO service area
4	In Development rapid transit projects	Revised	<ul style="list-style-type: none"> Added insets to show full GO service area
5	2041 Frequent Rapid Transit Network	Revised	<ul style="list-style-type: none"> Revisions based on a review of municipal requests; including new and modified Priority Bus projects Includes TTC streetcar network to reflect commitment to transit priority enhancement across network
6	Complete 2041 Frequent Rapid Transit Network	New	<ul style="list-style-type: none"> Replaced former Map 5: Proposed 2041 Frequent Rapid Transit Network (single colour) Reflects end-state of 2041 FRTN; displaying all existing, In Delivery, In Development and proposed frequent rapid transit projects Reflects consolidated project naming and numbering to represent potential seamless service on corridors

Map No.	Name	Status	Revisions
7	Proposed 2041 HOV and Regional Express Bus Network	Revised	<ul style="list-style-type: none"> Revised to better reflect GO Bus Planning strategic planning for Regional Express Bus services
8	Regional Goods Movement Network for roads and highways	Revised	<ul style="list-style-type: none"> Revised to reflect municipal feedback and further network review
9	2041 Regional Cycling Network	Revised	<ul style="list-style-type: none"> Revised rendering of the Regional Cycling Network to be more conceptual, and to reflect that detailed planning still to be done

Appendix 3 – Public Roundtable Meetings Summary Report

For a summary of all feedback received at the Peel, Durham, Halton, Toronto and York public roundtable meetings please see the *Public Roundtable Meetings Summary Report* at metrolinx.com/theplan.