



MEMORANDUM

To: Metrolinx Board of Directors

From: Leslie Woo, *Chief Planning Officer*

CC: Robert Siddall, *Acting President and CEO*

Date: September 14, 2017

Re: **Draft 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area**

RECOMMENDATION

THAT, as described in the Chief Planning Officer's September 14, 2017 report (the "Report") and subject to the Board's comments and any minor copy-editing and final formatting of content and document design, the Board direct staff to prepare the Draft 2041 Regional Transportation Plan (the "Draft Plan") (Appendix A to the Report) for public consultation;

And THAT as described in the Report, staff undertake a comprehensive outreach and engagement plan for receiving public comments on the Draft Plan between September and December 2017;

And THAT staff report back to the Board at its meeting of December 2017 on the input received and present a Draft Final RTP for consideration;

And THAT the Board extend its thanks to the members of the Residents Reference Panel for their significant contributions to the development of the Draft Plan.

INTRODUCTION

The Board is being asked to consider a Draft 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area (the Draft Plan) for an official public release following the September 14, 2017 Board meeting, at which time a 90-day public consultation process will be launched. The feedback received will inform a draft final Plan for consideration by the Board in December 2017.

This memo provides background on the Draft Plan, outlines progress on the development of the Draft Plan since the publication of the RTP Discussion Paper (August 2016), presents an overview of the Draft Plan and outlines next steps toward a draft final Plan at the end of 2017.

BACKGROUND

History

Metrolinx is required to review the GTHA regional transportation plan under the *Metrolinx Act* (2006) at least every 10 years, in alignment with Ontario's Growth Plan for the Greater Golden Horseshoe. The review and update of the RTP provides an opportunity to:

- Evaluate and incorporate evidence-based research, new analysis and innovative approaches;
- Assess progress, change and the impacts of committed provincial investments on the region's transportation system, and
- Continue to strengthen relationships with stakeholders by advancing and aligning the provincial, regional and local priorities that together can achieve the shared vision for the GTHA's transportation system.

In August 2016, the Discussion Paper on the Regional Transportation Plan was released for consultation with:

- GTHA residents on-line and at Metrolinx open houses and public meetings,
- Municipal planning staff and senior management, including the RTP Municipal Planning Leaders Forum members and GTHA transit agency heads;
- Non-governmental organizations and private sector companies with a transportation interest (e.g. environment; health; goods movement).

Since the release of the RTP Discussion Paper in August 2016, staff have:

- Refined the vision and goals based on stakeholder and public feedback;
- Finalized technical studies and academic research to provide the evidence-based foundation of the Draft Plan, including studies on regional approaches to new mobility, cycling, transit network planning and many others;
- Undertaken transportation demand modelling and scenario analysis to determine the most appropriate strategies and actions, and
- Developed a web-based consultation platform to support the launch of the public consultation and engagement phase through fall 2017.

In spring 2017, Metrolinx established a Residents Reference Panel on the Regional Transportation Plan (the Final Report of the Panel is attached).

OVERVIEW OF THE DRAFT 2041 RTP

The Draft 2041 Regional Transportation Plan includes strategies and actions required to create a transportation system that supports a high quality of life, a prosperous economy and a protected environment for the next 25 years. More than \$30 billion is being invested by the Province in rapid transit infrastructure in the GTHA over the next eight years:

- The Eglinton Crosstown Light Rail Transit (LRT) is under construction in the City of Toronto and the first phase of Viva/YRT Bus Rapid Transit is being built in York Region.

- By the end of 2017, the extension of the Yonge-University Subway to Vaughan Metropolitan Centre will be complete.
- The decades-long call for a permanent and fast rail link between Lester B. Pearson International Airport and downtown Toronto was answered with the completion of the UP Express train in time for the 2015 Pan Am/Parapan Am Games.
- The Regional Express Rail program, our most ambitious program yet, will transform GO Transit and the region with frequent, two-way all-day rail service, more than doubling the number of riders by 2031.
- Planning and engineering design is well underway for 15 additional projects that are currently in delivery. This includes LRTs, BRTs and subway expansions.
- Union Station - the hub of the regional transit network - is undergoing an enormous expansion in order to meet the needs of the 200,000 people who use it now every workday and the greater number who will use it in the future.
- Fare payment has been modernized with the PRESTO fare card.

But the work of building an integrated transportation system for the GTHA is far from done. When the Province of Ontario created Metrolinx as a new regional transportation agency in 2006, a generation of underinvestment in transit had resulted in a transportation crisis. Travellers in the region wanted action to address congested roads and highways, gridlocked urban streets, unreliable and inconvenient transit, and a lack of safe and well-maintained bikeways and sidewalks. With the release in 2008 of the region's first ever transportation plan, *The Big Move*, Metrolinx set out a common vision for the region and a multimodal blueprint of how the region could transform transportation.

By 2041, over 10 million people will live in the region. We need to plan for a future characterized not only by continued population and employment growth, but also by changing demographics (including an aging population), the changing nature of work, new transportation technologies and services, and the impacts of climate change. In short, we cannot stop. Our plan for moving forward - the Draft 2041 Regional Transportation Plan - calls for governments to move beyond *The Big Move* to put people's needs at the core of planning and operations. This means:

- Completing delivery of current regional transit projects;
- Connecting more of the region with frequent rapid transit;
- Optimizing the transportation system to make the best possible use of existing and future transit and transportation assets;
- Integrating land use and transportation, and
- Preparing for an uncertain future.

As the transportation network in the GTHA becomes more extensive and complex, travellers' expectations will rise and transit infrastructure alone will not be sufficient to meet the needs of a growing region. Transit providers need to broaden the focus to address not just the quantity, but the quality of transit service for travellers. That means making transit more accessible, frequent, reliable, comfortable and convenient.

As the only body with a regional mandate, Metrolinx is in a unique position to plan, build, operate and connect transportation in the GTHA. But we cannot do this alone. The transportation system of the future will be complex and interconnected. Implementation will require new approaches to financing and new approaches to collaborative decision-making in the region. Working with our federal, provincial and municipal partners, the private sector and stakeholders, we can create an integrated transportation system for 2041, one that is focused on delivering the best traveller experience possible.

NEXT STEPS

On approval by the Board, the Draft Plan will be posted online for public consultation through Metrolinx Engage throughout the fall of 2017, supported by social and digital media promotion to invite people to provide feedback. The public will also be able to provide feedback at one of six regional roundtables being held in each region in the GTHA.

Metrolinx will also be engaging with municipal partners through the:

- Municipal Planning Leaders Forum
- RTP Technical Advisory Committee
- Regional municipal meetings
- Metrolinx Transportation Symposium
- Mayor, Regional Council and Chief Administrative Officer Outreach
- Targeted outreach to Elected Officials

In addition, the Draft Plan will be posted on the Province's Environmental Registry. Following the consultation period, a draft final RTP will be brought forward to the Metrolinx Board of Directors in December 2017.

ATTACHMENTS:

- Draft 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area
- Final Report and Recommendations of the Residents Reference Panel on the Regional Transportation Plan

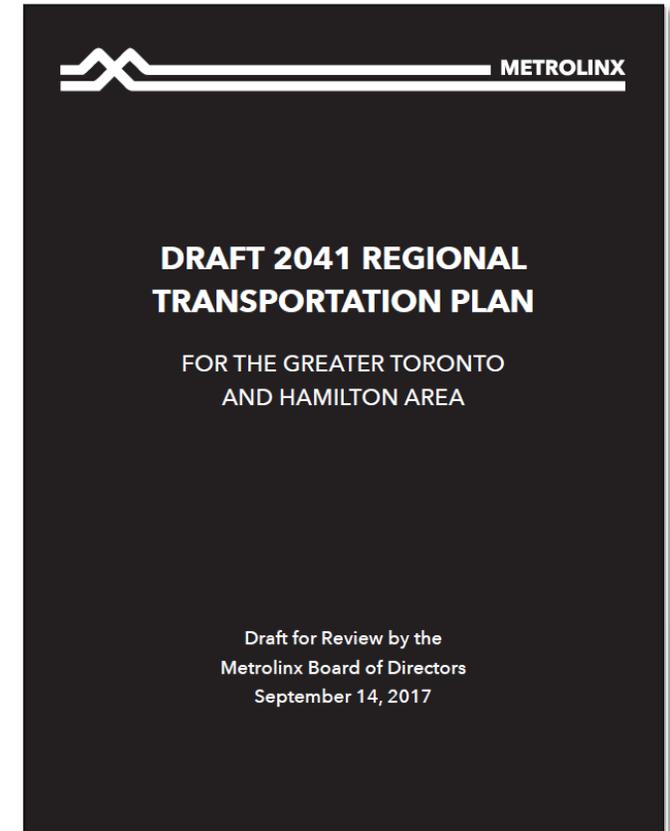
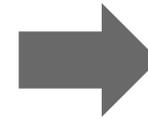
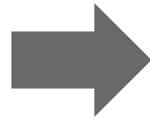
Respectfully submitted,

Leslie Woo

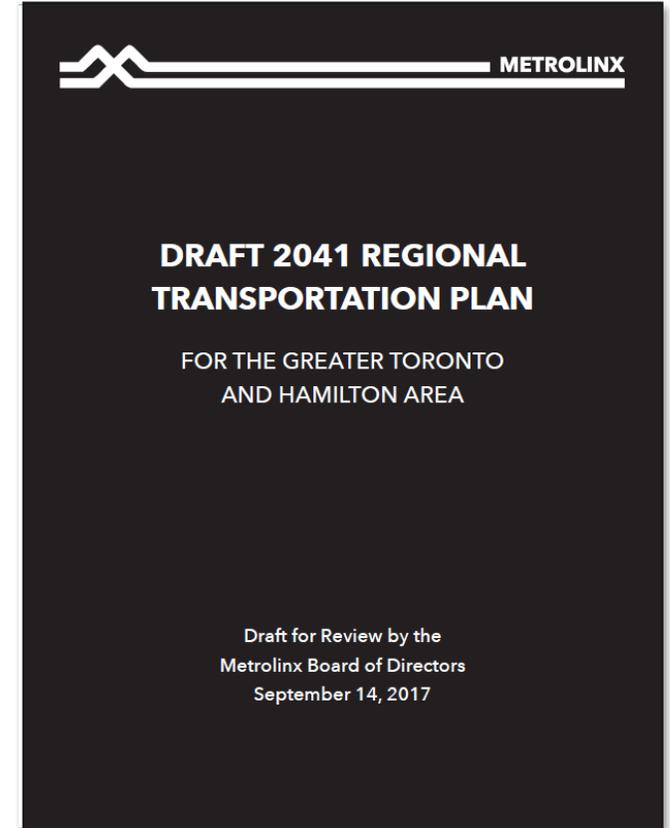
The Draft 2041 Regional Transportation Plan

Leslie Woo, Chief Planning Officer

REVIEW OF THE RTP

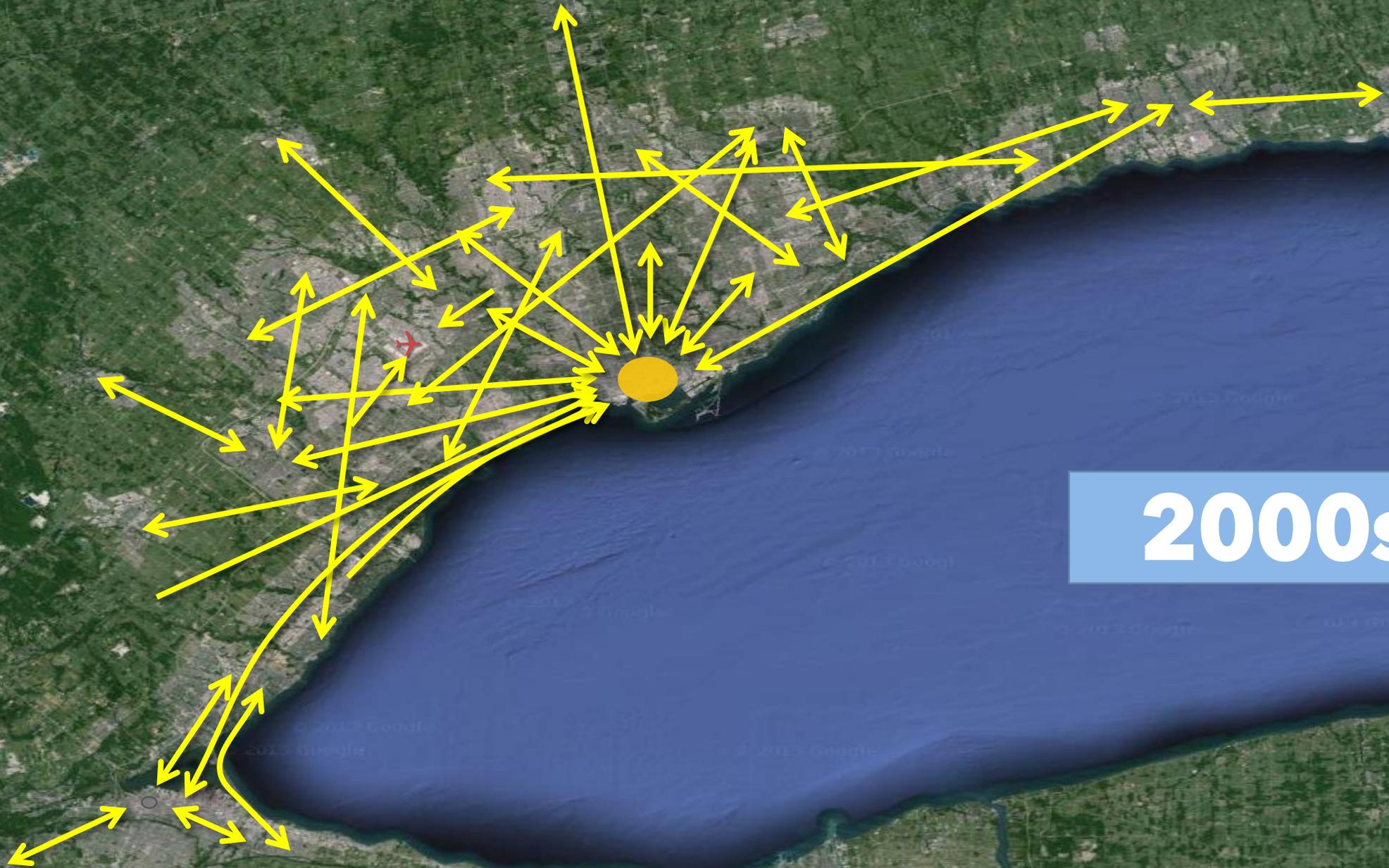


COORDINATION WITH THE GROWTH PLAN

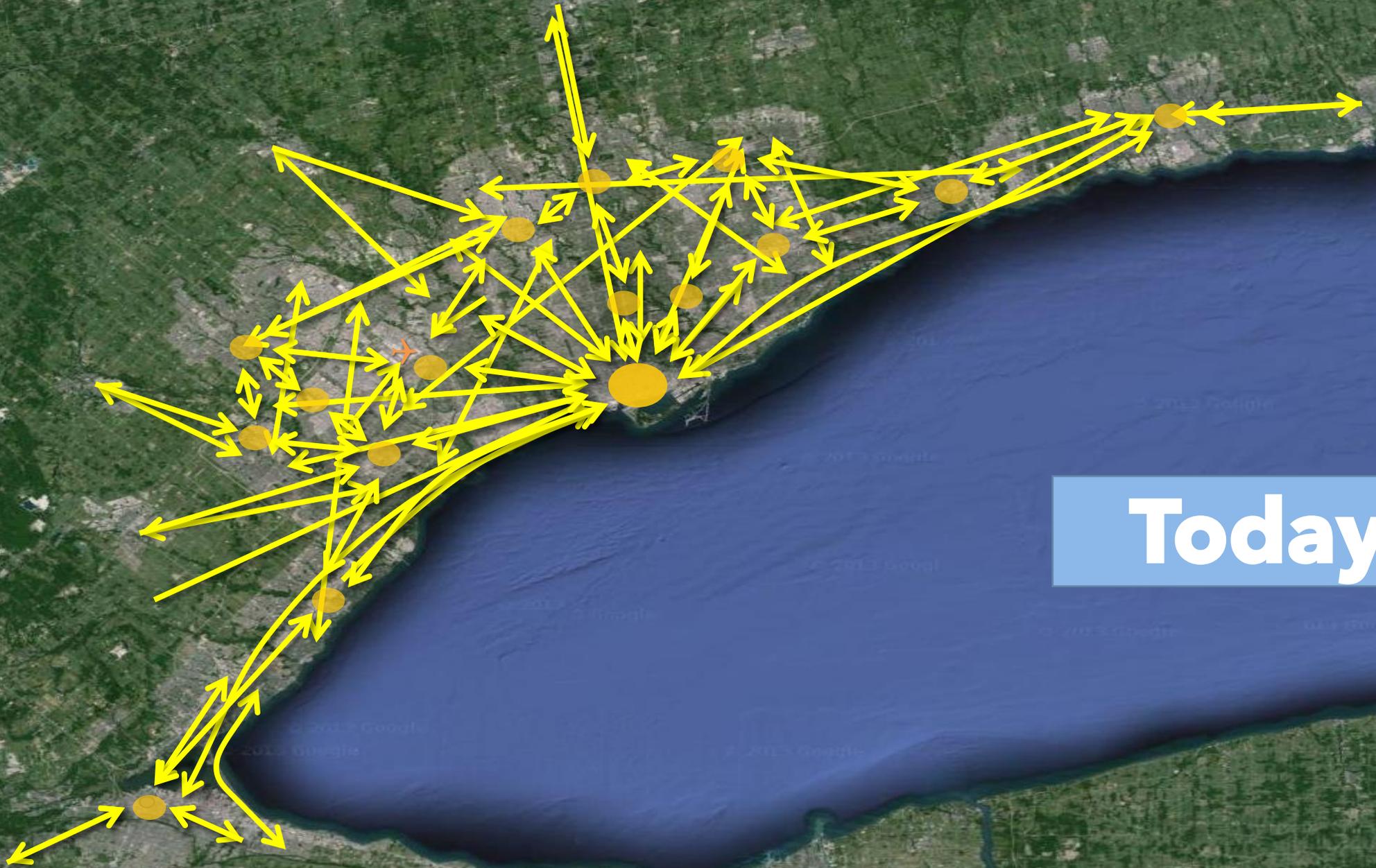




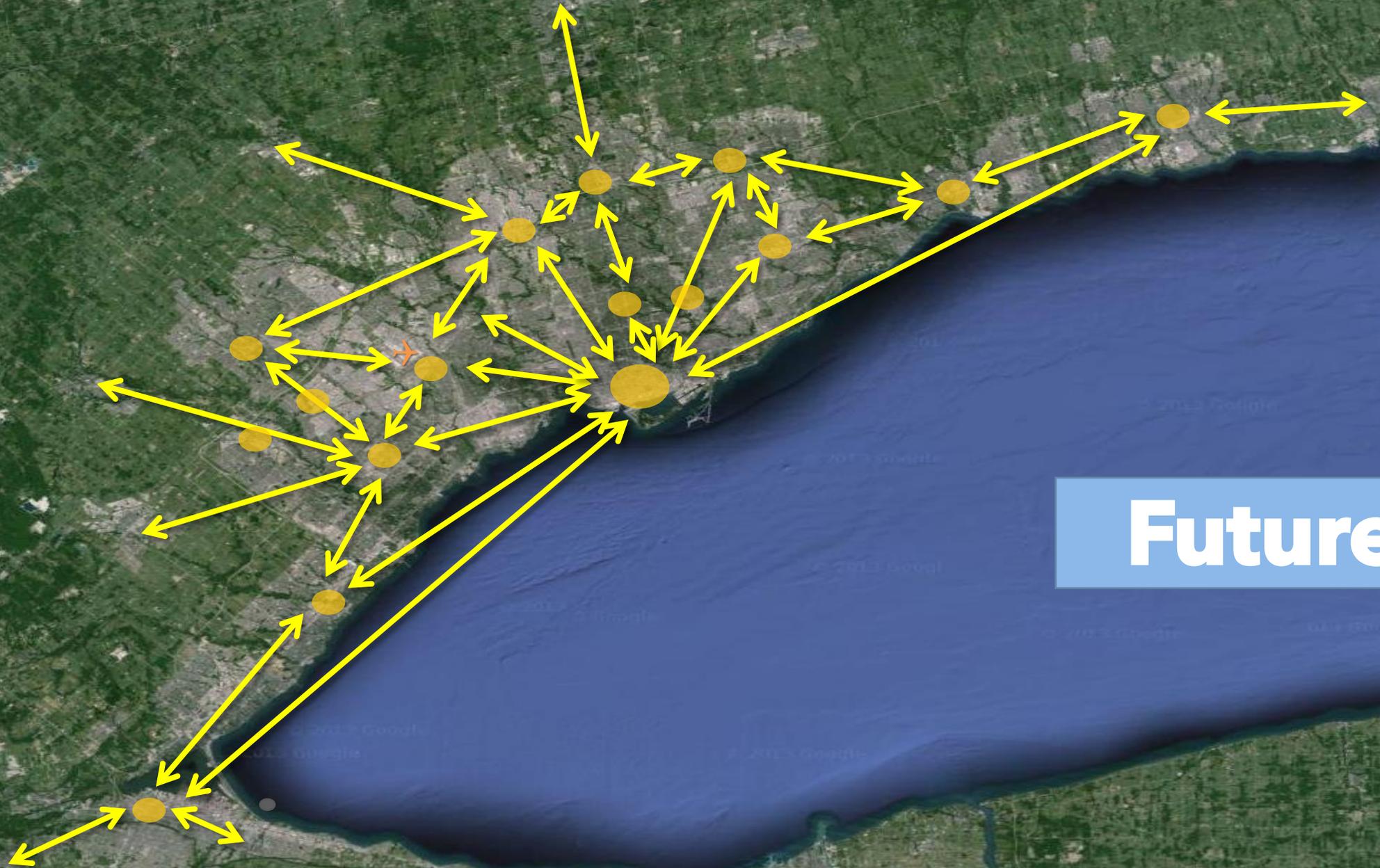
1970



2000s



Today



Future

A LOT HAS CHANGED SINCE 2008

... and will continue to change...



Citymapper



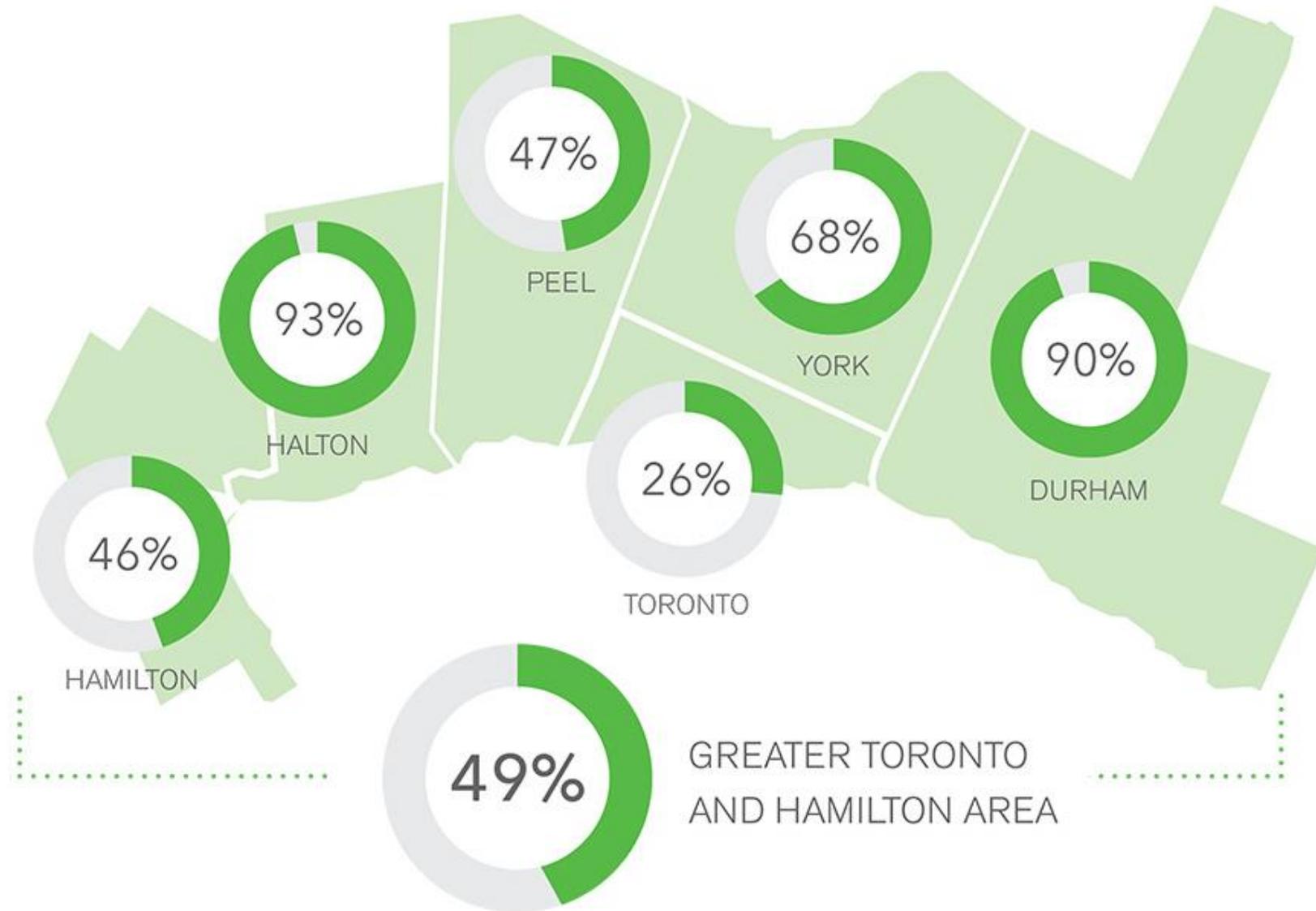
Bla Bla Car



zipcar.

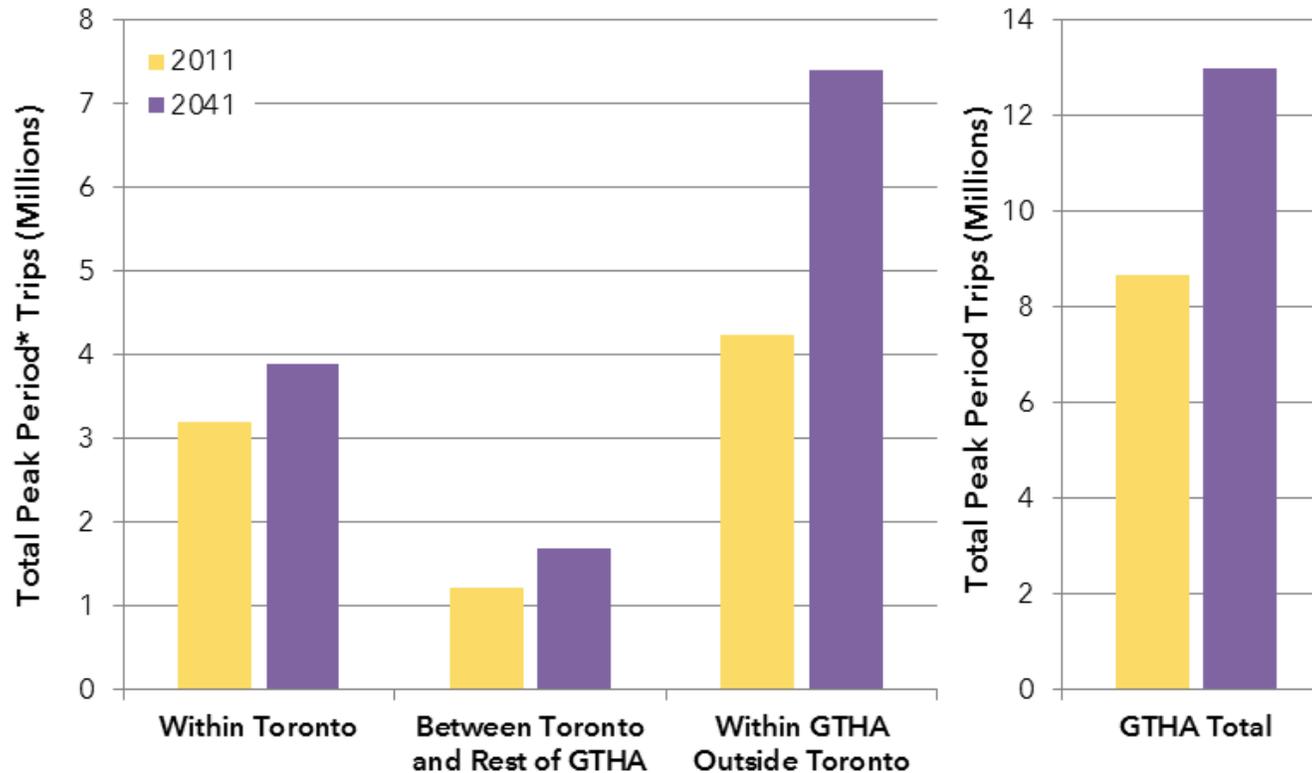


POPULATION GROWTH 2011 - 2041

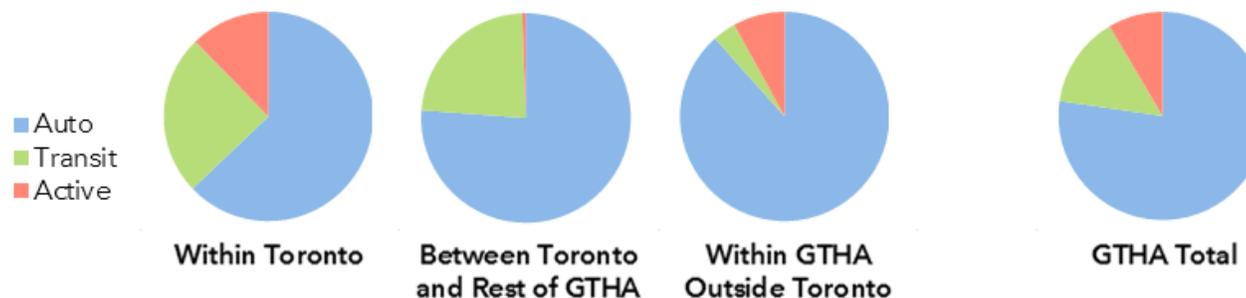


TRAVEL DEMAND AND MODE SHARE FOR DIFFERENT TRAVEL MARKETS

2011 and 2041 Total Trips
(Peak Period*)



2011 Mode Share
(Peak Period*)

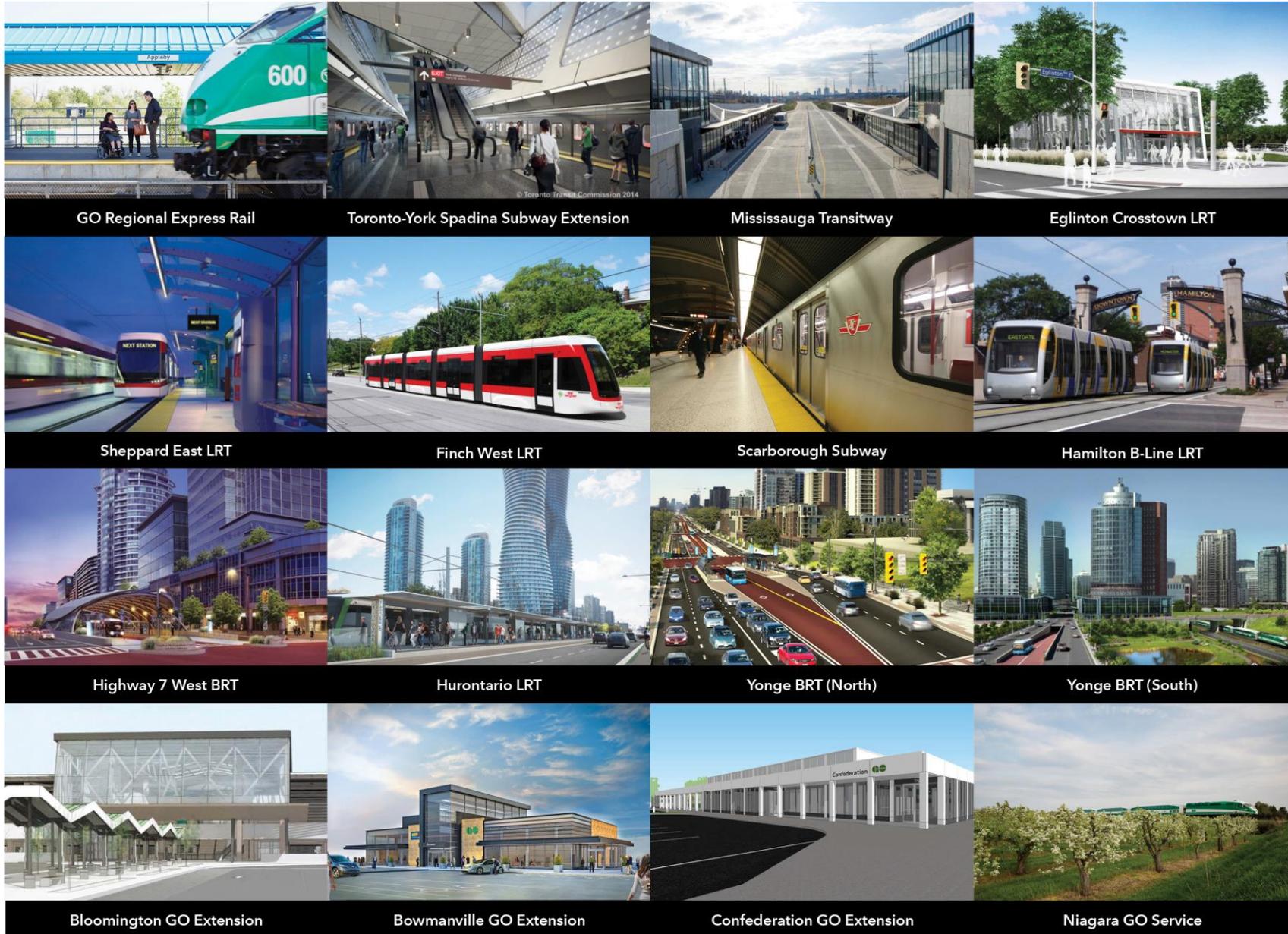


*6:00 a.m. - 9:00 a.m. and 3:00 p.m. - 7:00 p.m.

MORE THAN \$30B IN DELIVERY



THE BIG MOVE LEGACY



2041 VISION

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.

2041 GOALS

STRONG CONNECTIONS

COMPLETE TRAVEL EXPERIENCES

SUSTAINABLE COMMUNITIES

STRATEGY 1: COMPLETE DELIVERY OF CURRENT REGIONAL TRANSIT PROJECTS

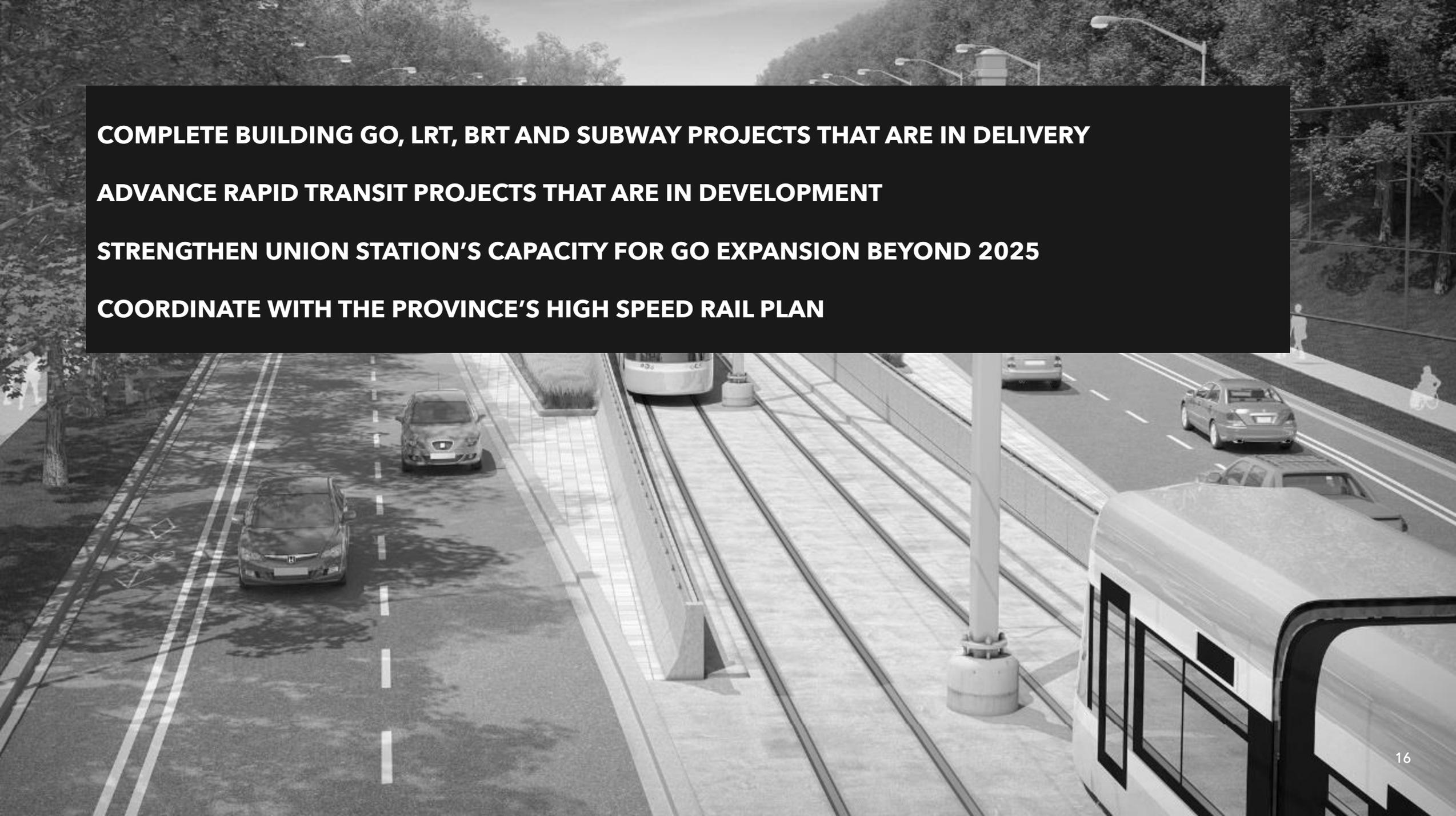


COMPLETE BUILDING GO, LRT, BRT AND SUBWAY PROJECTS THAT ARE IN DELIVERY

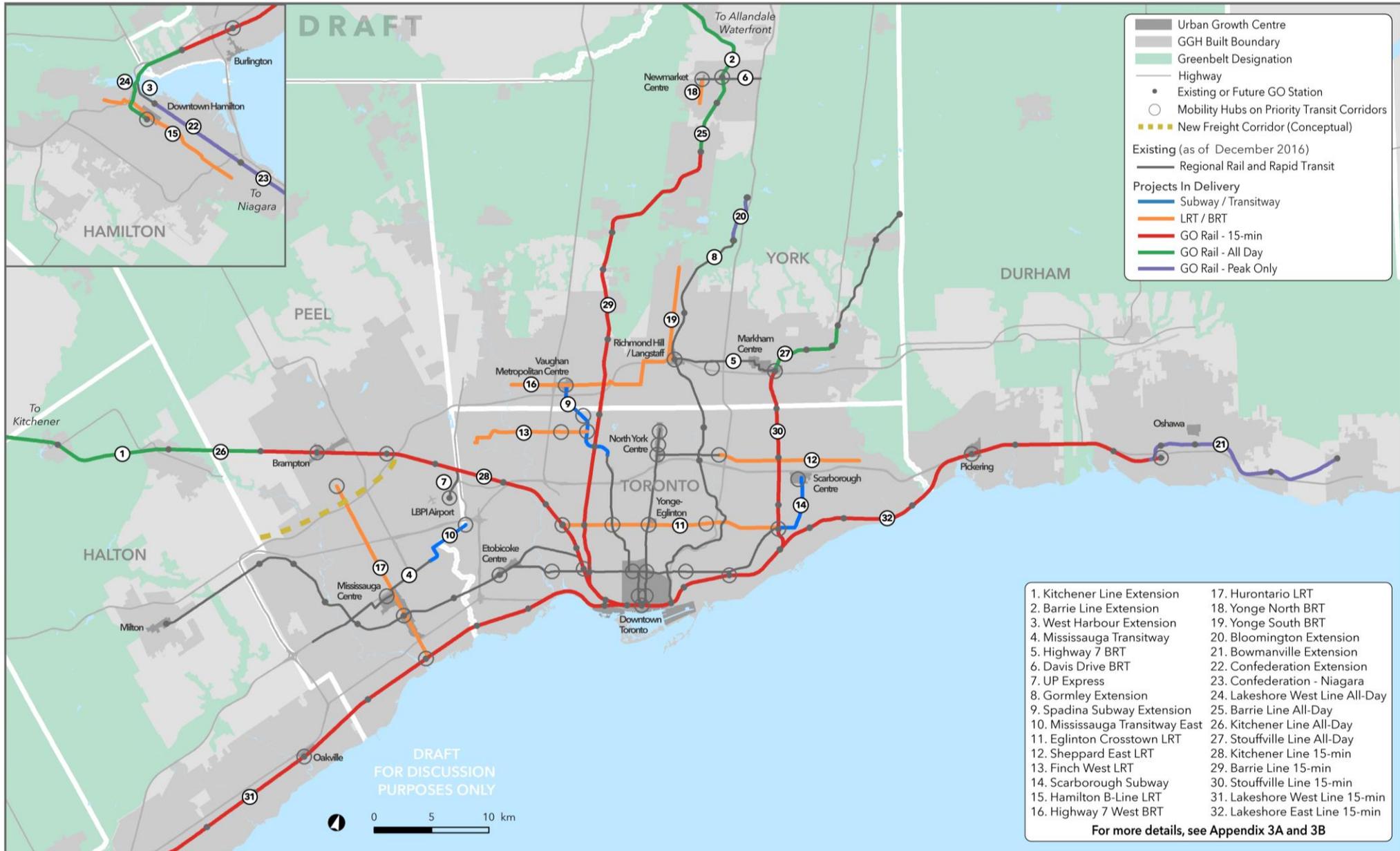
ADVANCE RAPID TRANSIT PROJECTS THAT ARE IN DEVELOPMENT

STRENGTHEN UNION STATION'S CAPACITY FOR GO EXPANSION BEYOND 2025

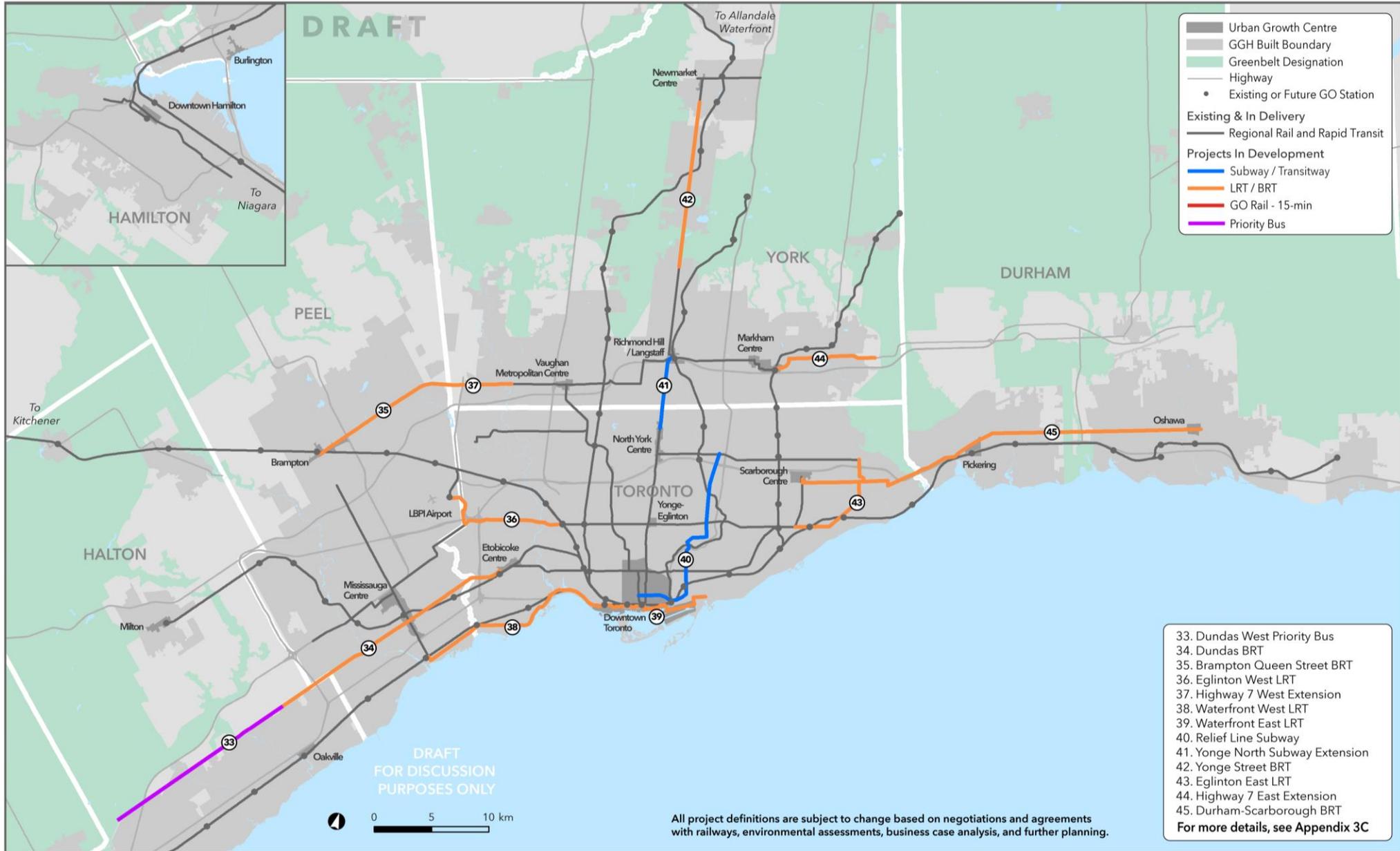
COORDINATE WITH THE PROVINCE'S HIGH SPEED RAIL PLAN



EXISTING AND IN-DELIVERY REGIONAL RAIL AND RAPID TRANSIT



PROJECTS IN DEVELOPMENT



STRATEGY 2: CONNECT MORE OF THE REGION WITH FREQUENT RAPID TRANSIT



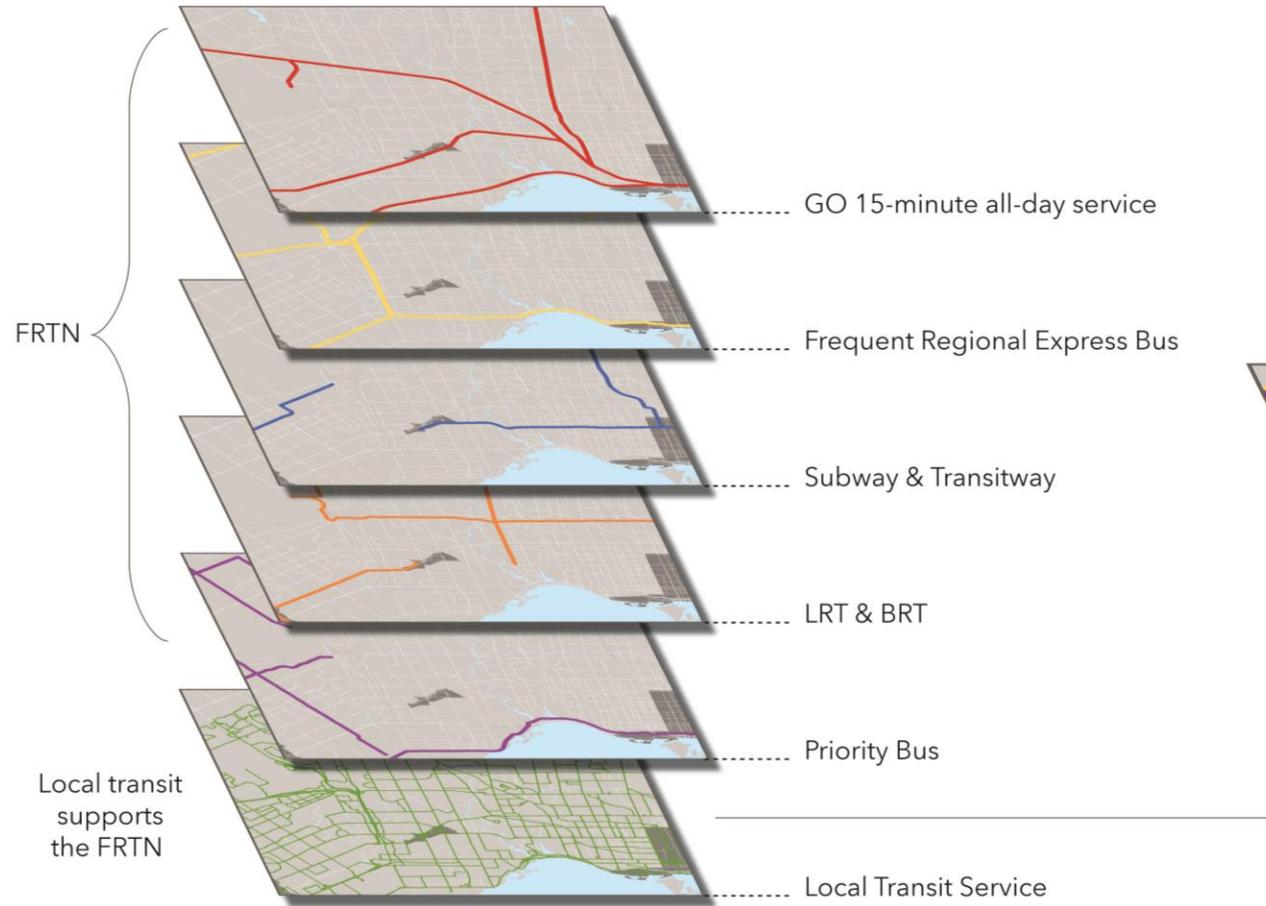
IMPLEMENT A COMPREHENSIVE FREQUENT RAPID TRANSIT NETWORK

DEVELOP COMPLEMENTARY BUS SERVICES (SUCH AS A REGIONAL 24 HOUR BUS NETWORK)

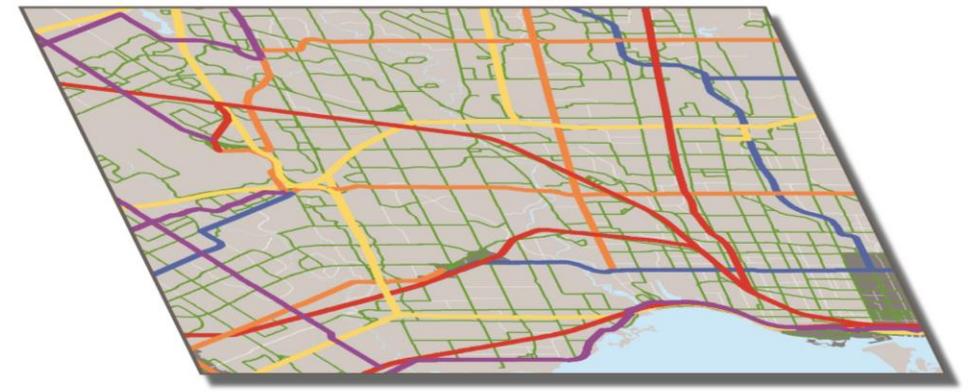
IMPROVE ACCESS TO AIRPORTS BY TRANSIT



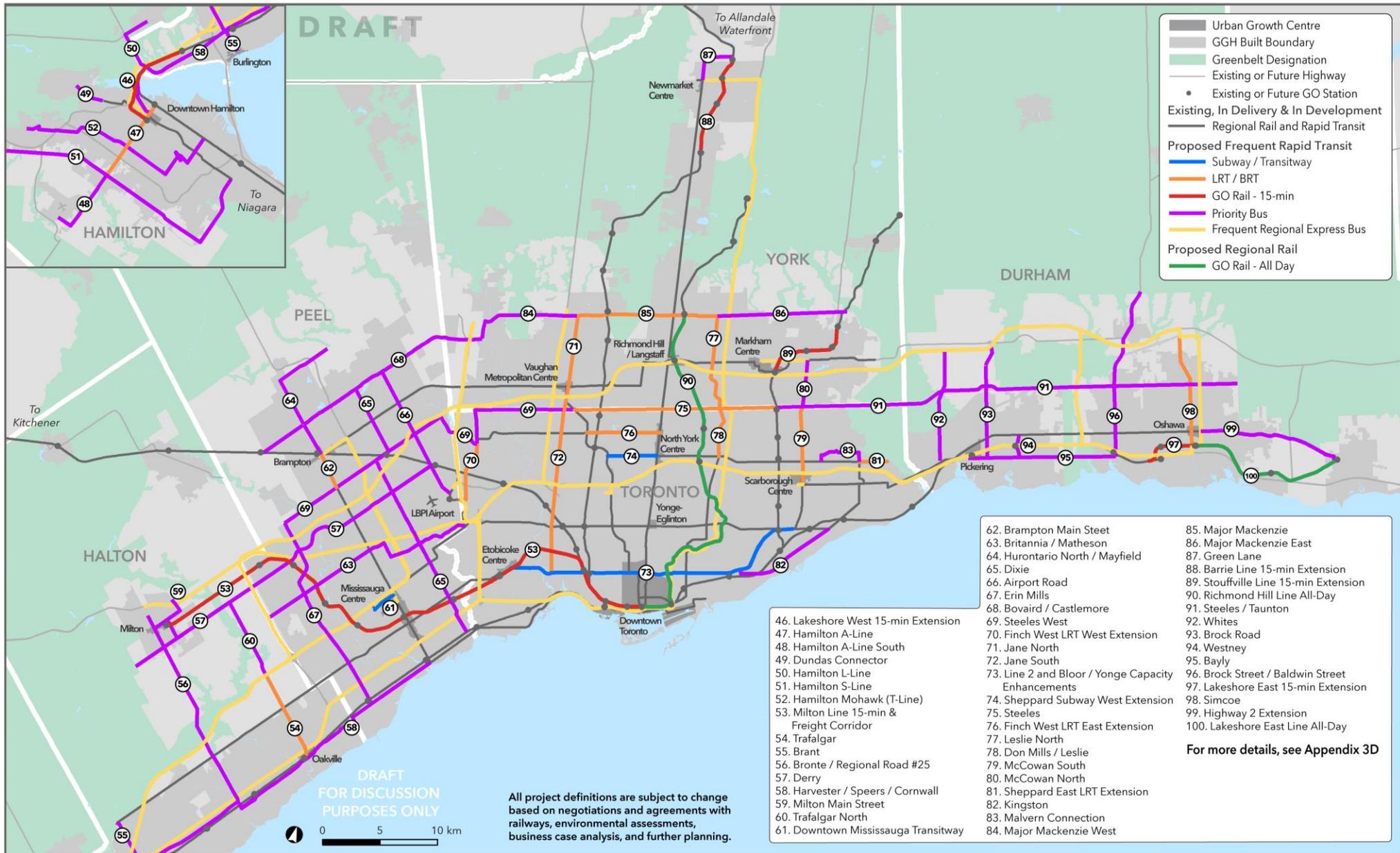
FREQUENT RAPID TRANSIT NETWORK CONCEPT



The Frequent Rapid Transit Network will connect Urban Growth Centres and key Mobility Hubs in the GTHA. It is envisaged as a seamless and reliable network of transit services that will run every 10 to 15 minutes all day, every day.



PROPOSED 2041 FREQUENT RAPID TRANSIT NETWORK



STRATEGY 3: OPTIMIZE OUR TRANSPORTATION SYSTEM





ADVANCE INTEGRATION OF FARES AND SERVICES

EXPAND FIRST AND LAST MILE CHOICES

SET CONSISTENT QUALITY STANDARDS FOR THE TRAVELLER EXPERIENCE

DEVELOP AND IMPLEMENT MOBILITY AS A SERVICE STRATEGY

PLAN AND DESIGN FOR UNIVERSAL ACCESS

INCORPORATE VISION ZERO FRAMEWORK INTO REGIONAL TRANSPORTATION PLANNING

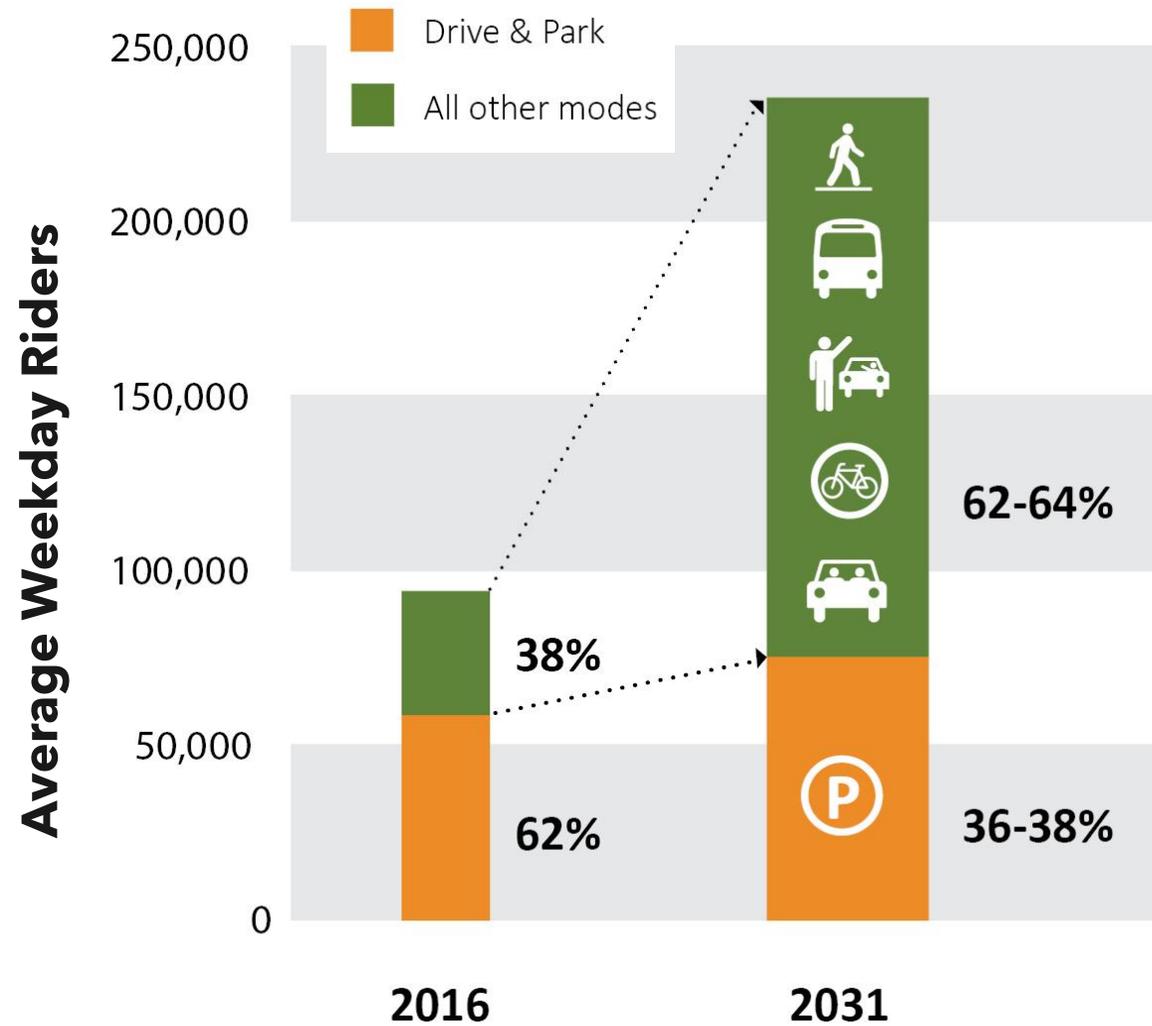
MAKE TRANSPORTATION DEMAND MANAGEMENT A PRIORITY

EXPAND THE HIGH OCCUPANCY VEHICLE (HOV) NETWORK

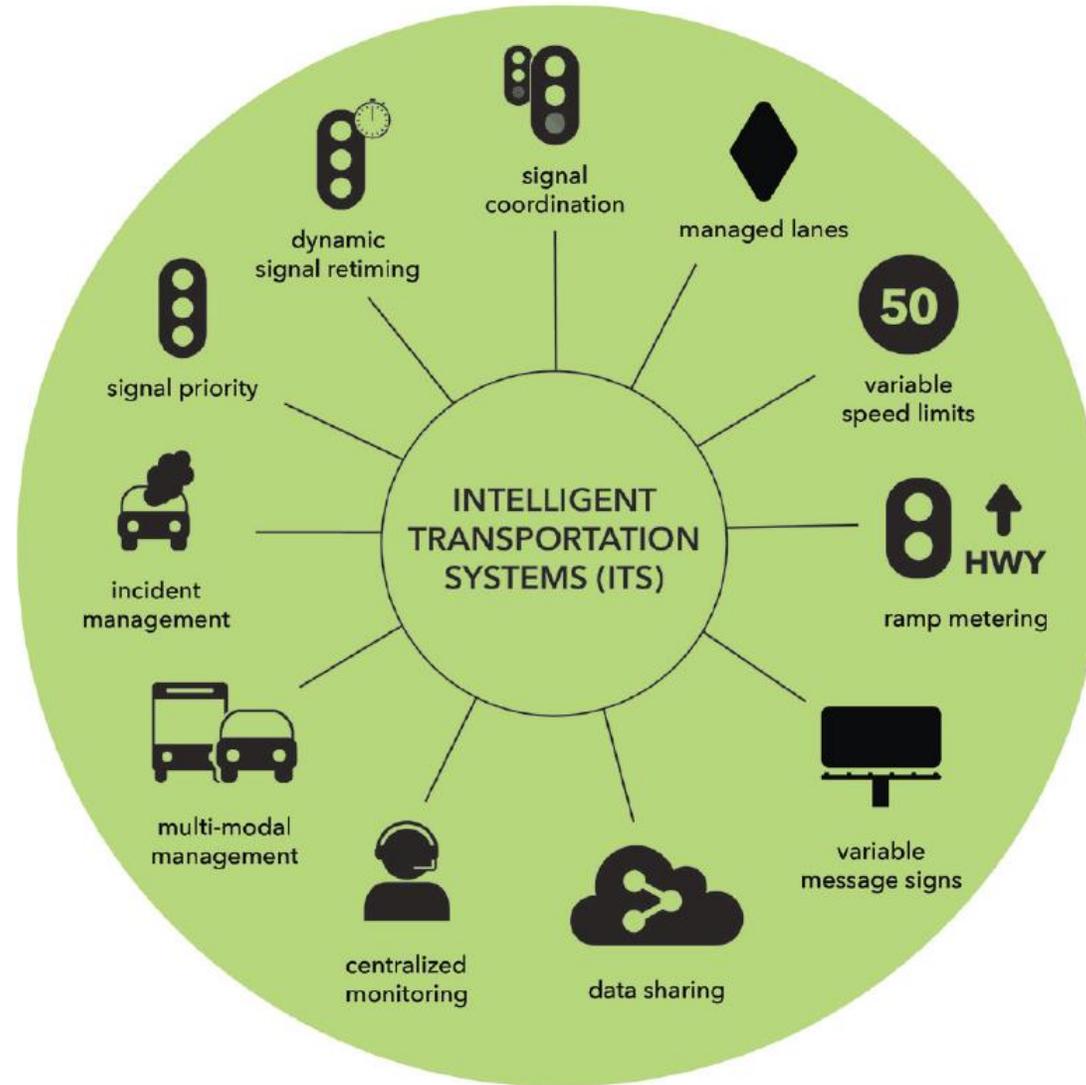
INTEGRATE ROAD AND TRANSIT PLANNING AND OPERATIONS

DEFINE AND SUPPORT A REGIONAL GOODS MOVEMENT NETWORK

PLAN FOR FIRST AND LAST MILE TO AND FROM GO STATIONS



MANAGE ROADS AND HIGHWAYS TO SUPPORT TRANSIT



STRATEGY 4: INTEGRATE LAND USE AND TRANSPORTATION



An aerial photograph of a city street intersection. A bus stop is visible on the left side of the road. A white pickup truck is driving through the intersection. The street has a 'BUS ONLY' lane. In the background, there are modern high-rise apartment buildings with glass facades. The sky is clear and bright.

REVIEW LEGISLATIVE LINKAGE BETWEEN PROVINCIAL AND MUNICIPAL PLANNING FRAMEWORK

REQUIRE TRANSIT SUPPORTIVE PLANNING BY MUNICIPALITIES FOR PROVINCIAL FUNDING

FOCUS DEVELOPMENT ON MOBILITY HUBS AND MAJOR TRANSIT STATION AREAS, INCLUDING JOINT DEVELOPMENT

EVALUATE INCENTIVES TO SUPPORT TRANSIT-ORIENTED DEVELOPMENT

PLAN AND DESIGN COMMUNITIES TO PROMOTE SHIFT IN TRAVEL BEHAVIOUR

COMPLETE A REGIONAL COMMUTER CYCLING NETWORK

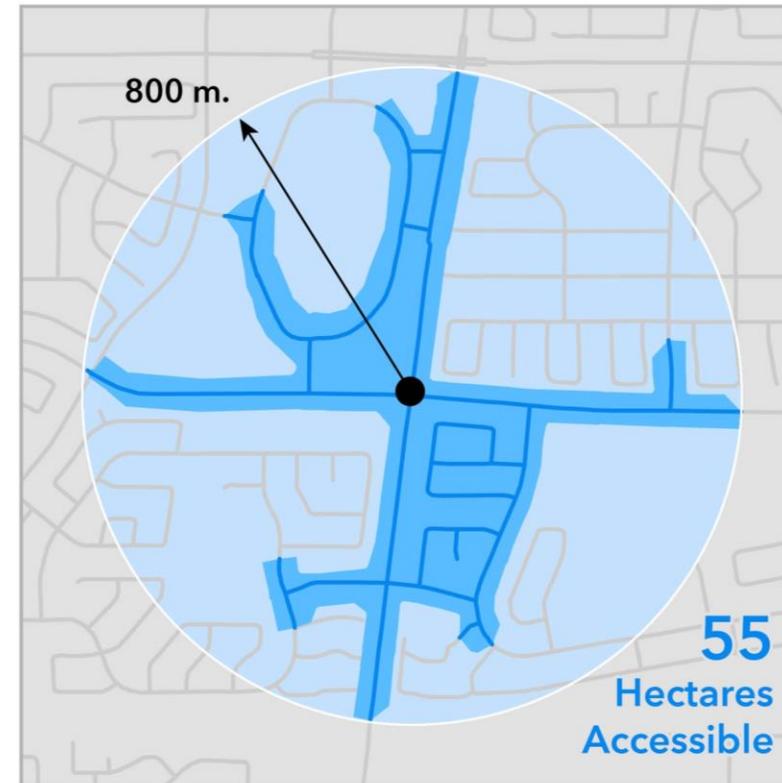
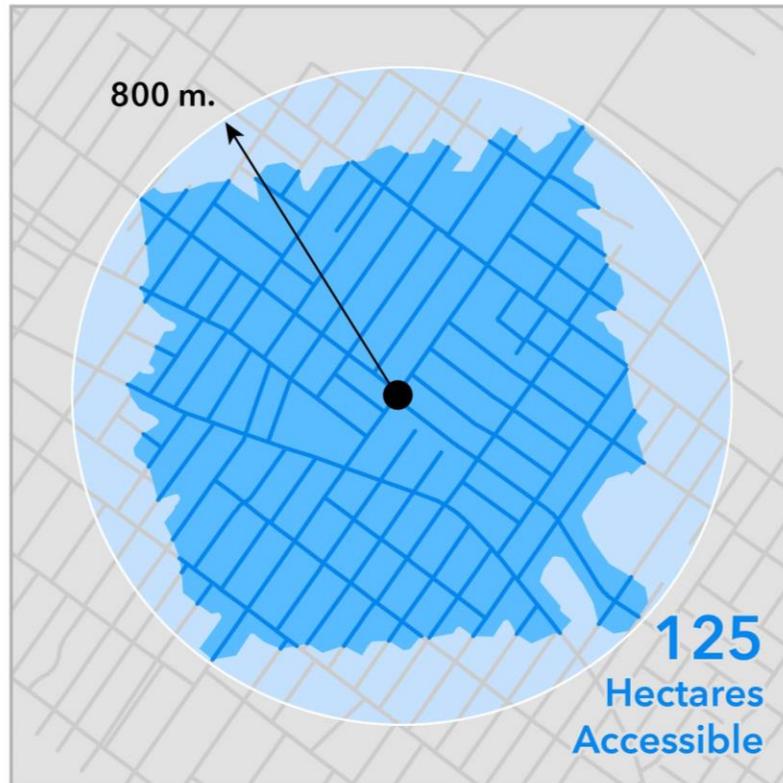
EMBED TRANSPORTATION DEMAND MANAGEMENT INTO LAND USE PLANNING

RETHINK THE FUTURE OF PARKING

ENCOURAGE DEVELOPMENT OF FUTURE GENERATIONS OF PEDESTRIANS AND CYCLISTS

DESIGNING STREETS TO IMPROVE WALK ACCESS TO TRANSIT

Areas Accessible in a 10-Minute Walk from Two Transit Stops



- Transit Stop Locations
- Walkable Areas
- 800 metre Circles
- Accessible Roads

STRATEGY 5: PREPARE FOR AN UNCERTAIN FUTURE



DEVELOP REGIONAL FRAMEWORK FOR ON DEMAND AND SHARED MOBILITY

DEVELOP REGION-WIDE PLAN FOR AUTONOMOUS MOBILITY

ADDRESS CLIMATE RESILIENCY OF THE TRANSPORTATION SYSTEM

PREPARE FOR A FUTURE WITH LOW-CARBON MOBILITY OPTIONS

DEVELOP A REGIONAL TRANSPORTATION BIG DATA STRATEGY

PARTNER FOR INNOVATION



HOW WILL THE PLAN MAKE A DIFFERENCE?

Frequent Rapid Transit Network



Existing Frequent Rapid Transit 68 km

Planned Network will be 1,623 km

Regional Cycling Network



Already Built 990 km

Planned Network will be 1,995 km

Managed Lanes Network*

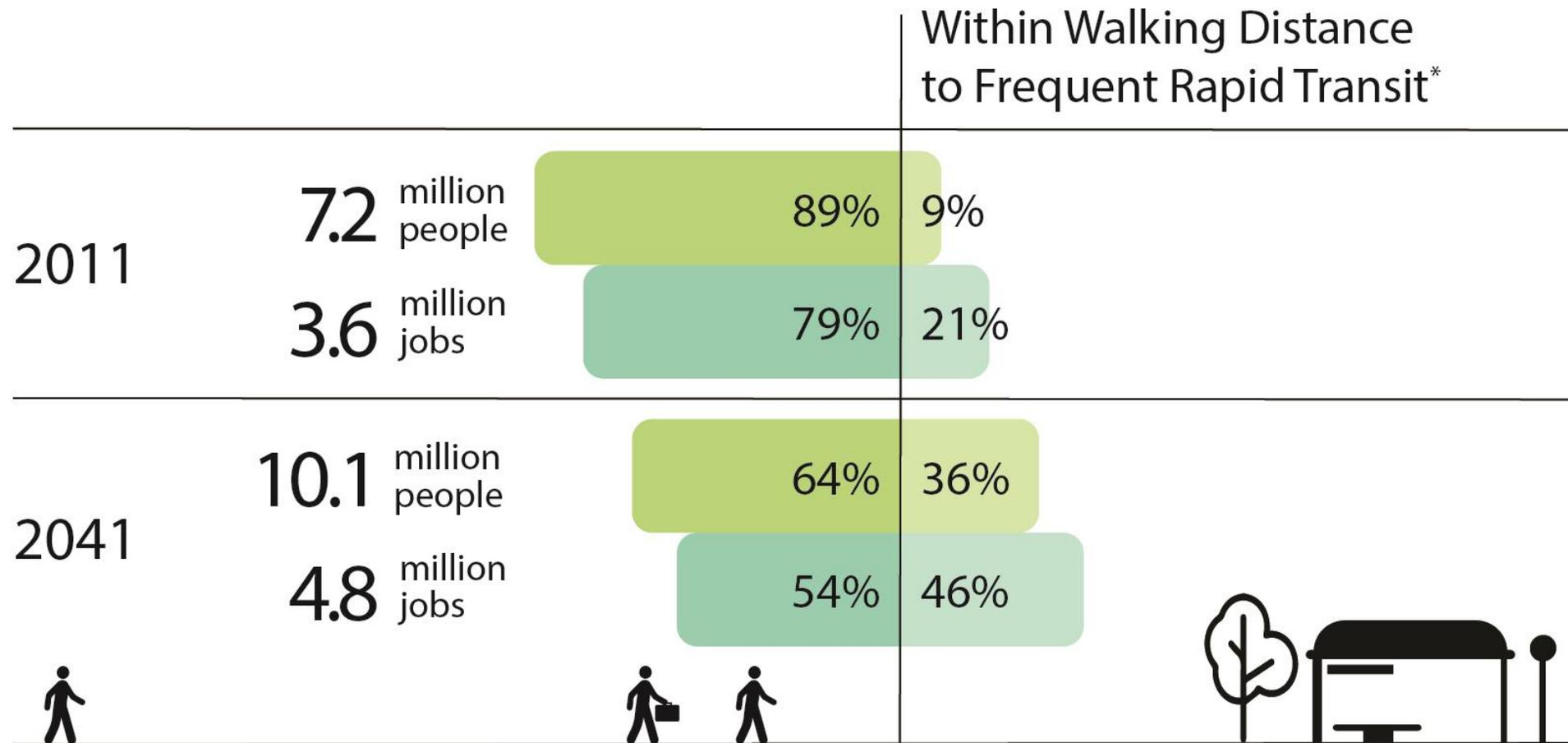


Existing Managed Lanes 73 km

Planned Network will be 1,130 km

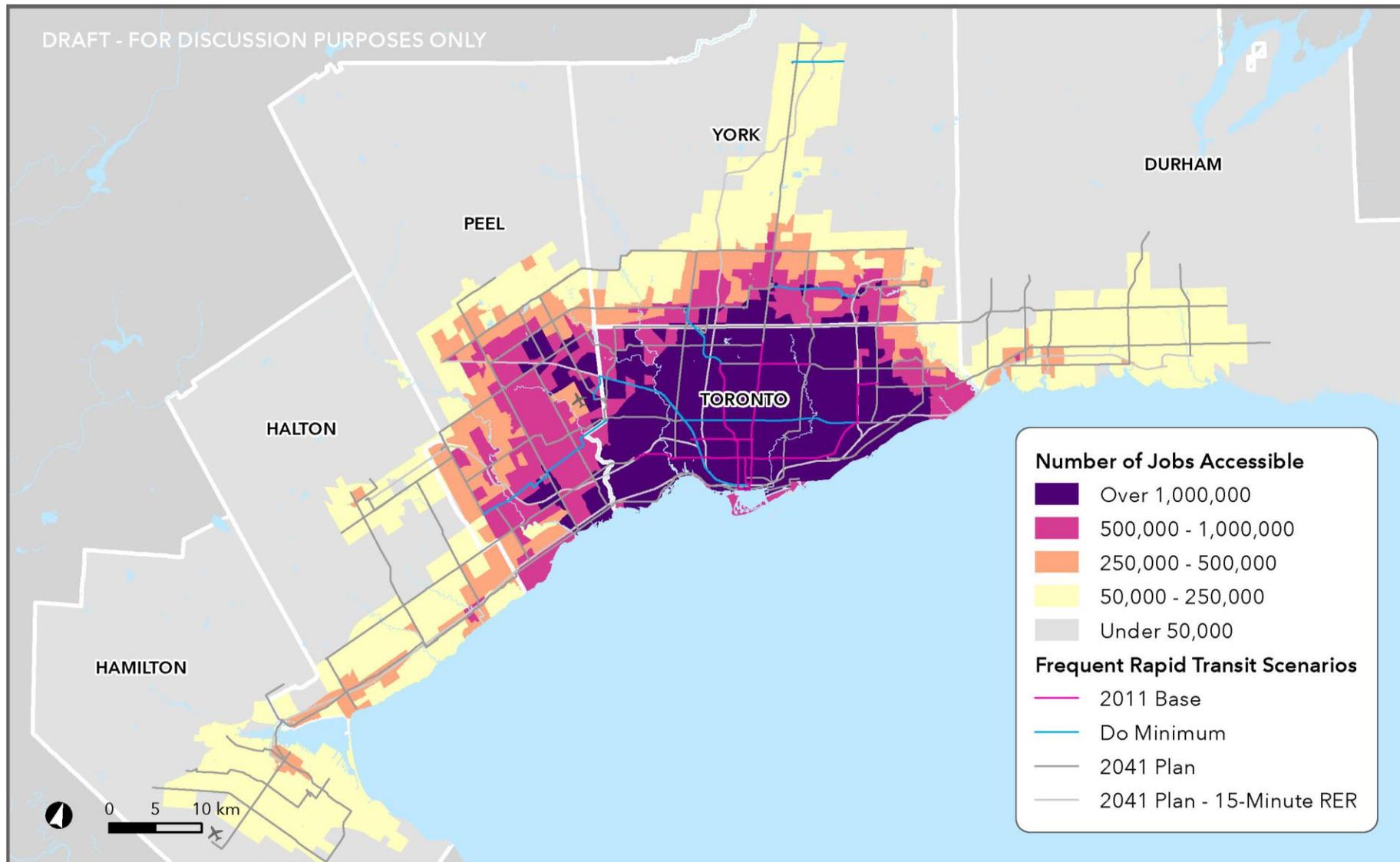
*Includes
HOV/HOT
Lanes

MORE PEOPLE AND JOBS NEAR FREQUENT RAPID TRANSIT

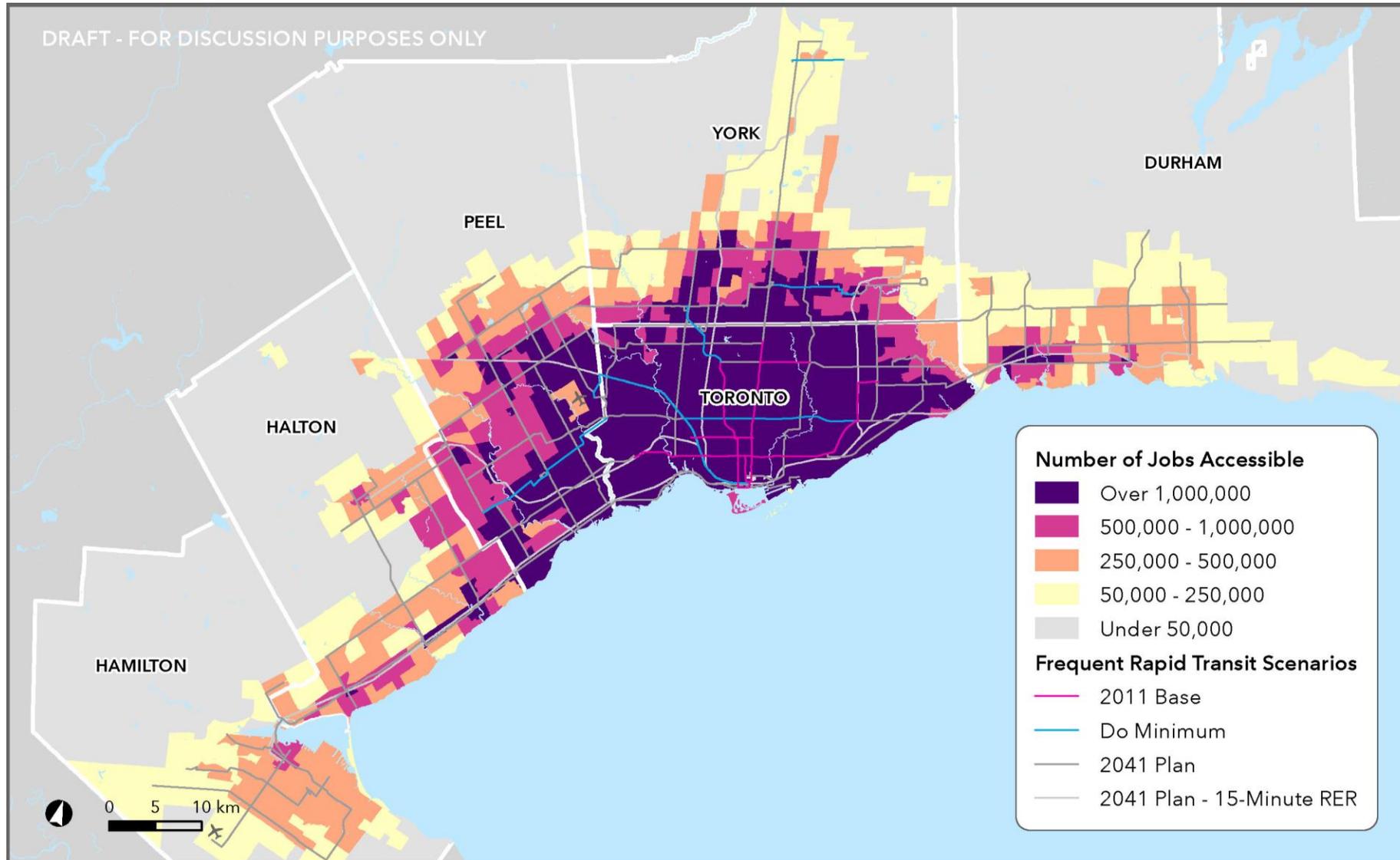


*Walking Distance is 400 m from Priority Bus, BRT and LRT lines, and 800 m from Subway and 15-minute GO stations

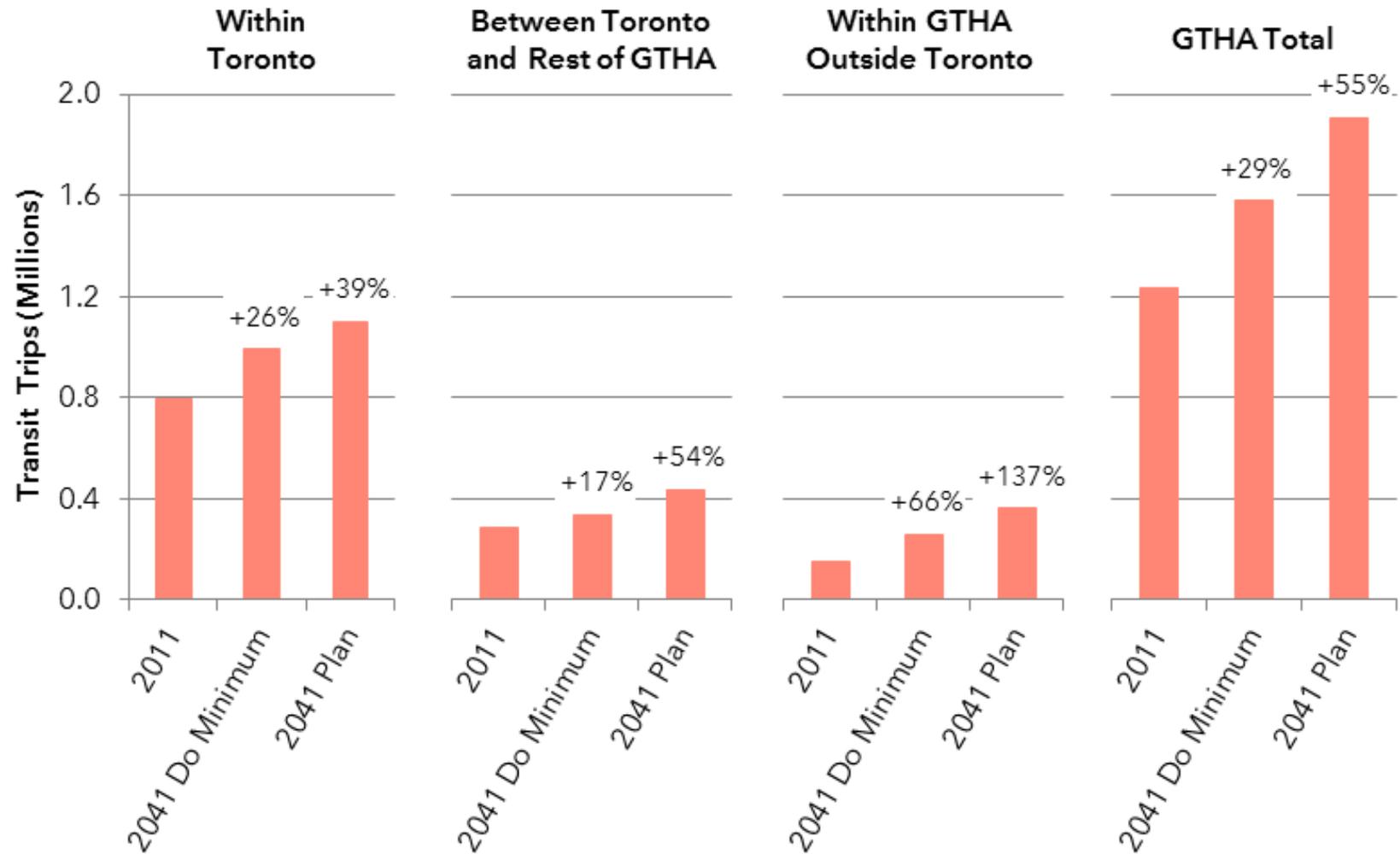
JOBS ACCESSIBLE IN 60 MINUTES BY PUBLIC TRANSIT - 2011



JOBS ACCESSIBLE IN 60 MINUTES BY PUBLIC TRANSIT - 2041

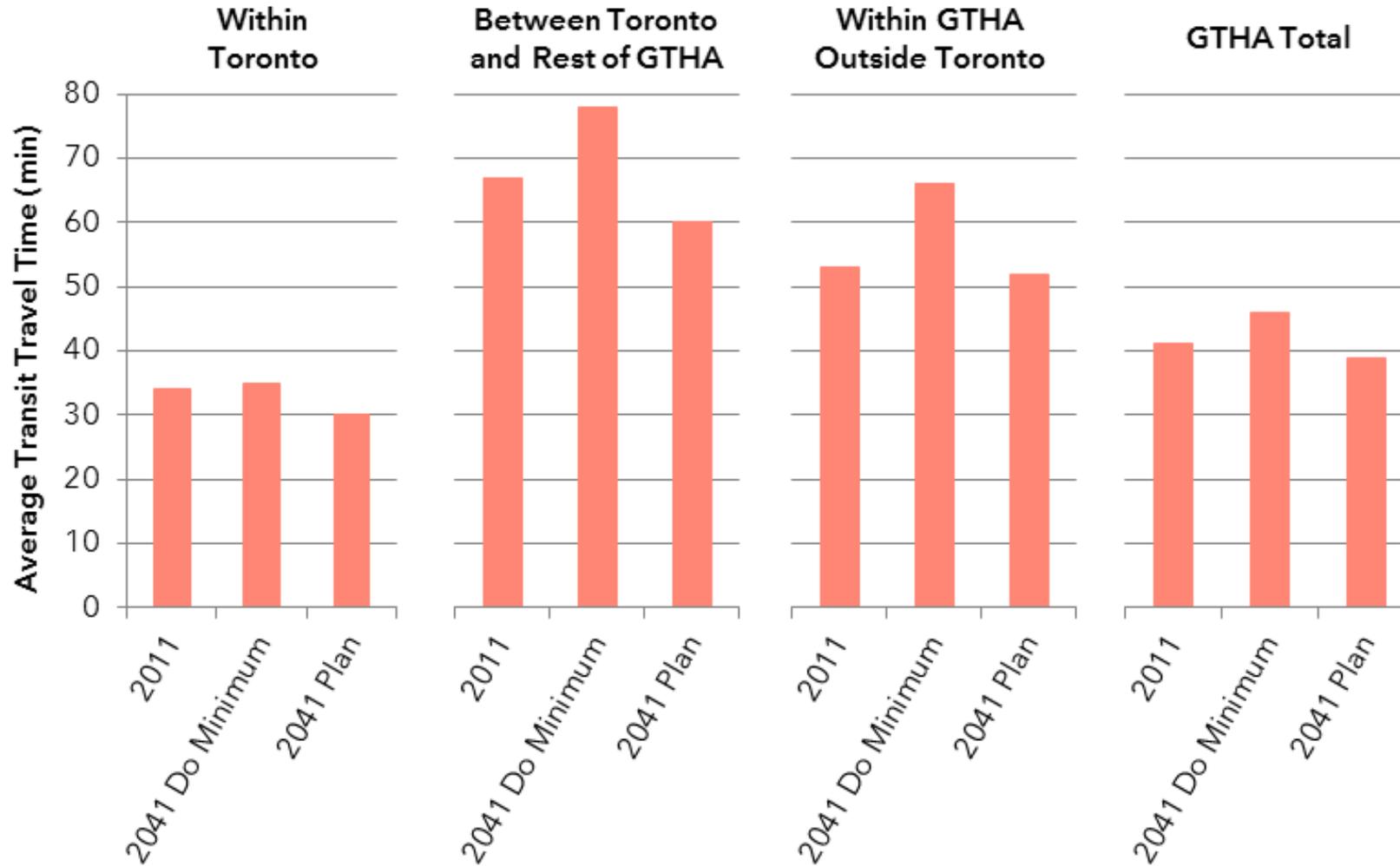


INCREASE IN TRANSIT TRIPS FOR DIFFERENT TRAVEL MARKETS



During Peak Periods (6:00 a.m. - 9:00 a.m. and 3:00 p.m. - 7:00 p.m.)

IMPROVED AVERAGE TRANSIT TRAVEL TIME



Between 6:45 a.m. and 8:45 a.m.

MAKING IT HAPPEN

REGIONAL DECISION-MAKING

**Regional collaboration -
Prioritization, integration and planning**

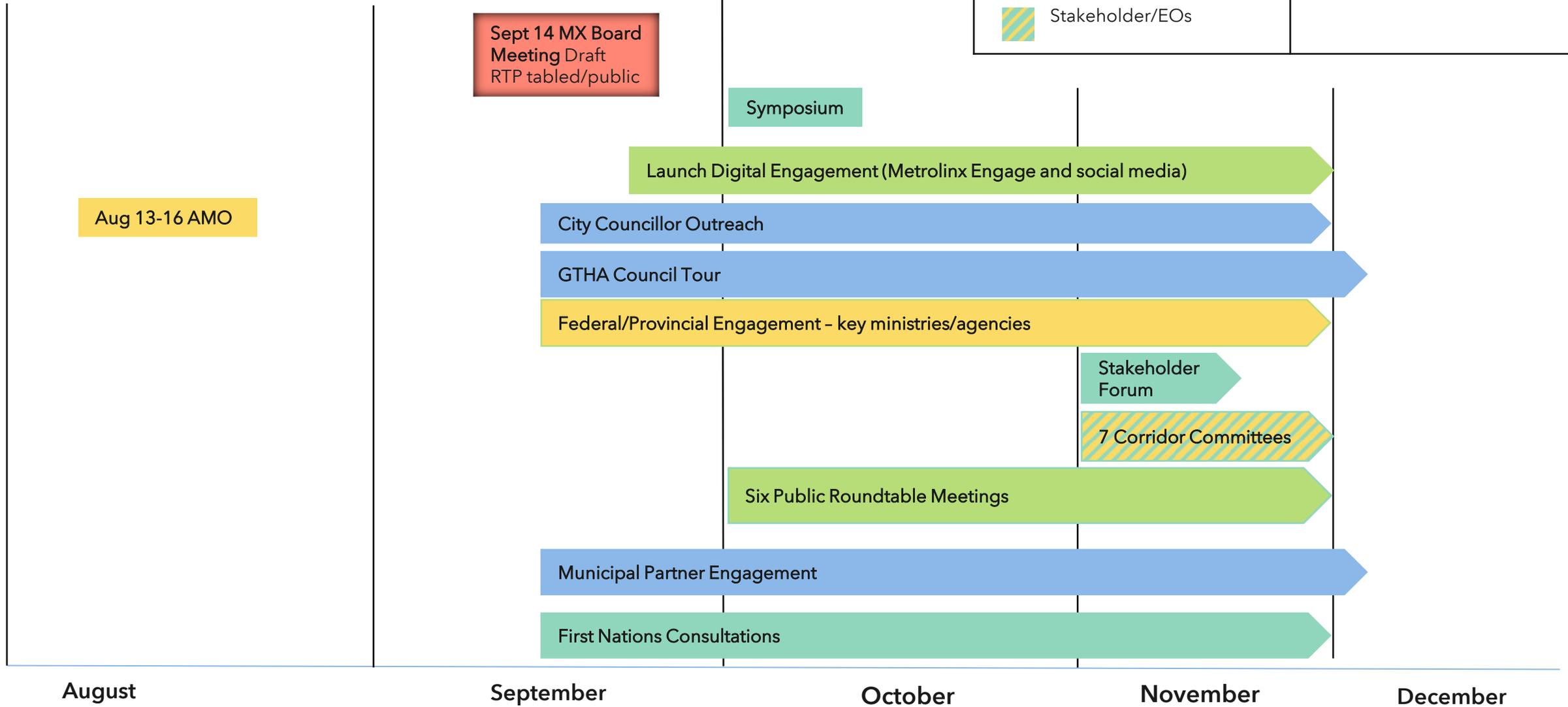
FUNDING THE PLAN

**Financial sustainability -
New ways of financing, funding and generating revenue**

RESIDENTS REFERENCE PANEL ON THE REGIONAL TRANSPORTATION PLAN



DRAFT 2041 RTP ENGAGEMENT TIMELINE 2017



FALL 2017

Public Consultation

Tell us what you think!

www.metroinxengage.com

Draft Final Plan

December 2017

RECOMMENDATION

- THAT, as described in the Chief Planning Officer's September 14, 2017 report (the "Report") and subject to the Board's comments and any minor copy-editing and final formatting of content and document design, the Board direct staff to prepare the Draft 2041 Regional Transportation Plan (the "Draft Plan") (Appendix A to the Report) for public consultation;
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- And THAT staff report back to the Board at its meeting of December 2017 on the input received and present a Draft Final RTP for consideration;
- And THAT the Board extend its thanks to the members of the Residents Reference Panel for their significant contributions to the development of the Draft Plan.



DRAFT 2041 REGIONAL TRANSPORTATION PLAN

**FOR THE GREATER TORONTO
AND HAMILTON AREA**

Draft for Review by the
Metrolinx Board of Directors
September 14, 2017

NOTE: This version of the Draft 2041 Regional Transportation Plan is provided for review by the Metrolinx Board of Directors at its September 14th 2017 meeting . This version has not been approved or endorsed by the Metrolinx Board of Directors and is not the official Draft for consultation. The official Draft 2041 Regional Transportation Plan for consultation will be available shortly after the Board Meeting at: www.metrolinx.com/theplan



Message from the Chief Planning Officer

These are remarkable times for transportation in the Greater Toronto and Hamilton Area (GTHA). More than \$30 billion is being invested in rapid transit infrastructure over the next eight years.

Led by Metrolinx, the Eglinton Crosstown Light Rail Transit (LRT) is under construction in the City of Toronto and Viva/YRT Bus Rapid Transit (BRT) is being built in York Region. By the end of 2017, the extension of the Yonge-University Subway to Vaughan Metropolitan Centre will be complete.

The decades-long call for a permanent and fast rail link between Lester B. Pearson International Airport and downtown Toronto was answered with the completion of the UP Express train in time for the 2015 Pan Am/Parapan Am Games.

The Regional Express Rail program, our most ambitious program yet, will transform GO Transit and the region with frequent, two-way all-day rail service, more than doubling the number of riders by 2031.

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Union Station - the hub of the regional transit network - is undergoing a major expansion in order to meet the needs of the 200,000 people who use it now every workday and the greater number who will use it in the future.

Across the Greater Toronto and Hamilton Area, fare payment has been modernized with the PRESTO fare card.

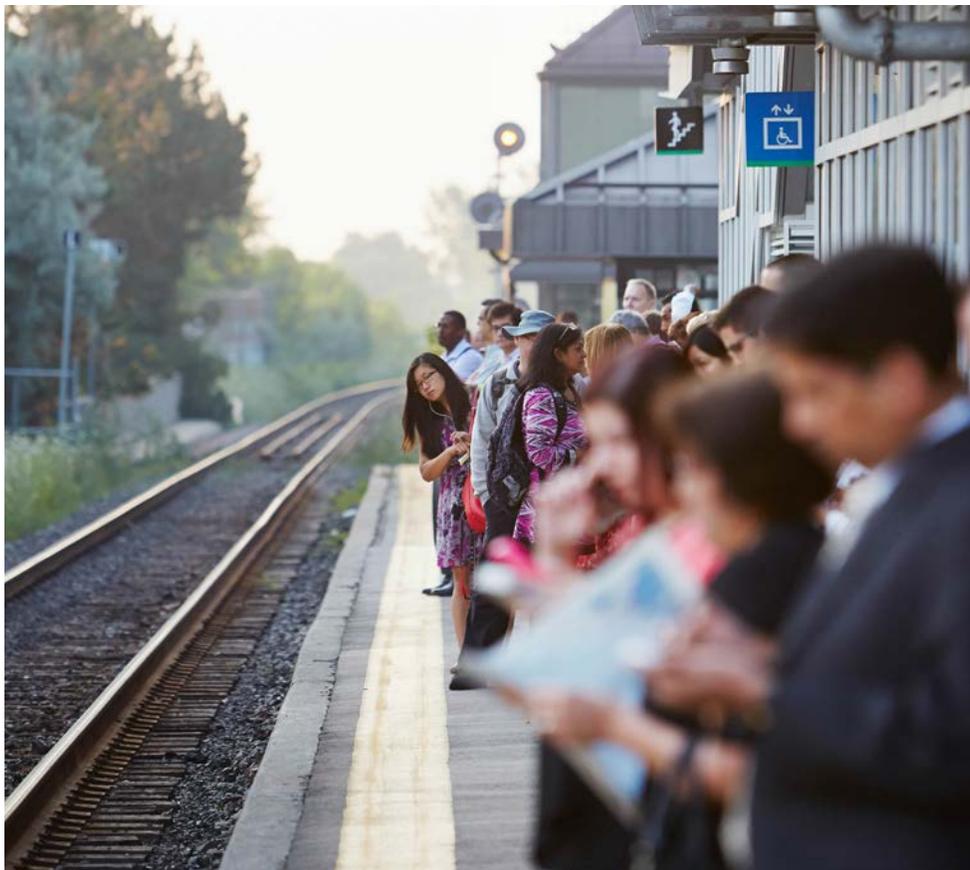
The work of building an integrated transportation system for the GTHA is truly underway.

When the Province of Ontario created Metrolinx as a new regional transportation agency in 2006, a generation of underinvestment in transit had resulted in a transportation crisis. Travellers in the region wanted action to address congested roads and highways, gridlocked urban streets, unreliable and inconvenient transit, and a lack of safe and well-maintained bikeways and sidewalks. With the release in 2008 of the region's first ever transportation plan, *The Big Move*, Metrolinx set out a common vision for the region and a blueprint of how to transform transportation.

The ambitious expansion of transit in the GTHA is the largest in North America today. But the

job is far from over. By 2041, over 10 million people will live in the region. That is comparable to the number who currently live in Paris or London. We need to plan for a future characterized not only by continued population and employment growth, but also by changing demographics (including an ageing population), the changing nature of work, new transportation technologies and services, and the impacts of climate change.

In short, we cannot stop. Our plan for moving forward - the Draft 2041 Regional Transportation Plan - calls for governments to move beyond *The Big Move* to put people's needs at the core of planning and operations. We need to increase the capacity to move people around the region. But as the transportation network in the GTHA becomes more extensive and complex, travellers'



expectations will rise and transit infrastructure alone will not be sufficient to meet the needs of a growing region. Transit providers need to broaden the focus to address not just the **quantity**, but the **quality** of transit service for travellers. That means making transit more accessible, frequent, reliable, safe, comfortable and convenient.

As the only body with a regional mandate, Metrolinx is in a unique position to plan, build, operate and connect transportation in the GTHA. But we cannot do this alone. The transportation system of the future will be extensive, complex and interconnected. Implementation will require new approaches to financing and new approaches to collaborative decision-making in the region. Working with our federal, provincial and municipal partners, the private sector and stakeholders, we can create an integrated transportation system for 2041, one that is focused on delivering the best traveller experience possible.

This Draft 2041 Regional Transportation Plan is being shared to gather broad public input that can be further considered for the final Plan. It represents the choices that need to be made to create a transportation system that supports a high quality of life, a prosperous economy and a protected environment for the next 25 years. We will be actively listening to inform the development of the final Plan.

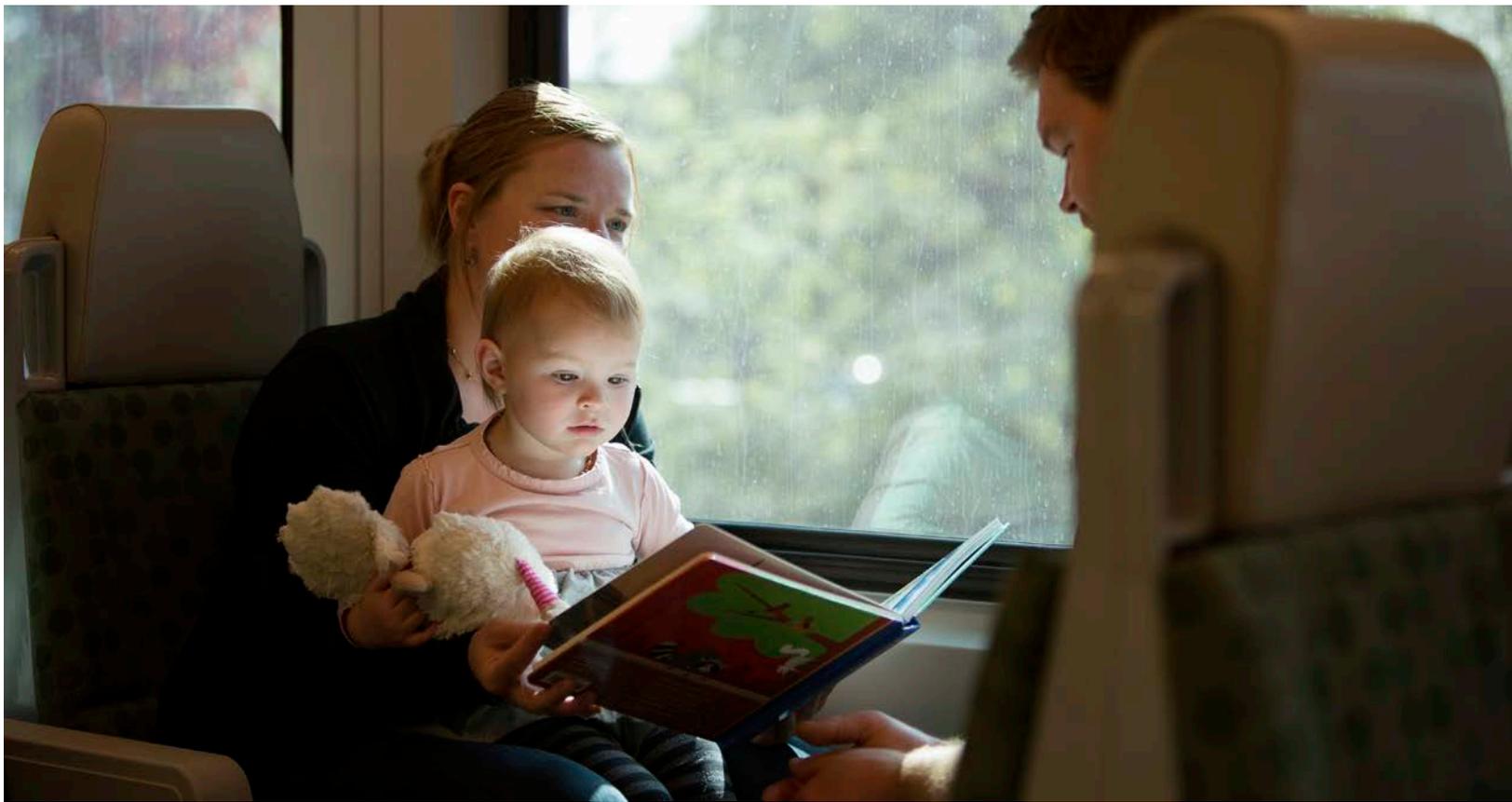
We would like to thank the Metrolinx Board of Directors for its guidance, the Provincial government for entrusting Metrolinx with this important mandate, and the many municipal officials, civic organizations, educational institutions and citizens who are taking the time to participate in this important public dialogue.



Leslie Woo
Chief Planning Officer

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Executive Summary

The Greater Toronto and Hamilton Area is one of the fastest growing regions in North America. Its dynamic economy and diverse population attract about 110,000 new residents every year and predictions are that in 25 years - by 2041 - more than 10 million people will live here. The region will look and feel very different than the region of today, just as today feels different from the region of 25 years ago. Keeping our growing and changing region moving - getting people and goods to where they need to go - will be ever more vital for the regional economy, the quality of life of those who live here, and the natural environment. To succeed in a much more complex, interconnected and challenging environment will require not only new transportation infrastructure, but also new transportation services and new ways of working together.

The Draft 2041 Regional Transportation Plan (Draft 2041 RTP) 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, one that will serve the needs of residents, businesses and institutions until 2041. The Vision for the RTP in 2041 is that:

“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.”

The goals of the Plan are to achieve strong connections, complete travel experiences and sustainable communities.

The Draft 2041 RTP was developed by Metrolinx and builds on the success of the first Regional Transportation Plan - The Big Move - that was released in 2008. The Big Move catalysed today's massive investment in rapid transit that has led to the completion of eight major transit projects:

- UP Express (Union Station - Pearson International Airport);
- Highway 7 Bus Rapid Transit (Yonge - Unionville GO);
- Davis Drive Bus Rapid Transit (Yonge - Newmarket GO);
- Mississauga Transitway (Winston Churchill - Orbiter); and
- Four GO Transit extensions (on the Kitchener, Barrie, Richmond Hill, and Lakeshore West lines).

A further 16 transit projects are In Delivery, which means that they are either in the engineering design stage or under construction.

There is little doubt that The Big Move moved the yardsticks significantly for regional transportation, but the work is far from done. In a region that will continue to grow at a rapid rate, it is vital for the region's communities, economy and the natural environment to further build out the transportation system - to increase the capacity to move people around the region. It is also important to make the best possible use of transportation assets and to provide the best traveller experience possible. All this requires that funding and decision-making approaches meet the needs of a maturing region.

The Draft Plan goes beyond (and is different from) The Big Move in that it puts **traveller needs at the core of planning and operations.**



This will be done through:

- providing even more people with transit that is fast, frequent and reliable;
- integrating fares and services to allow people to move seamlessly across the region;
- designing communities, transit stations and mobility hubs to support transit use and active transportation;
- anticipating and preparing for integrated mobility systems that use emerging transportation technologies and business models;
- using parking demand strategies to encourage car sharing and the use of modes other than the car;
- addressing the beginning and end of a traveller's journey - the first and last mile;
- optimizing the use of roads and highways to support transit and goods movement; and
- embedding design excellence in transit planning.

To achieve the 2041 Vision and Goals, the Draft Plan is organized around five Strategies that drive action.

Strategy #1: Complete the Delivery of Current Regional Transit 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 to transform the existing GO rail system from a commuter-focused service into a regional express system with frequent all-day and two-way 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 the planning and design stage) will extend the reach of convenient transit via subway, Bus Rapid Transit, Light Rail Transit and GO Transit.

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

A Frequent Rapid Transit Network will connect more people in the region with the places they want to go and provide an attractive alternative to driving. Priority Bus Corridors and Regional Express Buses will provide fast and frequent transit services to the parts of the region that are remote from rail, Light Rail Transit, Bus Rapid Transit and subway service. Meeting travellers' needs to 2041 will require further expansions to GO Regional Express Rail, other surface transit systems and subways.

Strategy #3: Optimize the Transportation System

Optimizing the transportation system in the GTHA means making the most of what we have. First, this means integrating fares and service across the region so travellers can move seamlessly from one transit system to another without paying double fares. Traveller experience will be enhanced as transit services are provided for the "first and last mile" of every trip. Integrated mobility services will allow travellers to access a fully coordinated and enhanced suite of travel options from different providers. The transportation system will provide universal, barrier-free access. An enhanced HOV (High Occupancy Vehicle) system will support faster, more reliable bus service and help make carpooling more attractive. Roads and highways will be managed to support transit use.

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 2041 RTP 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.

Strategy #5: Prepare for an Uncertain Future

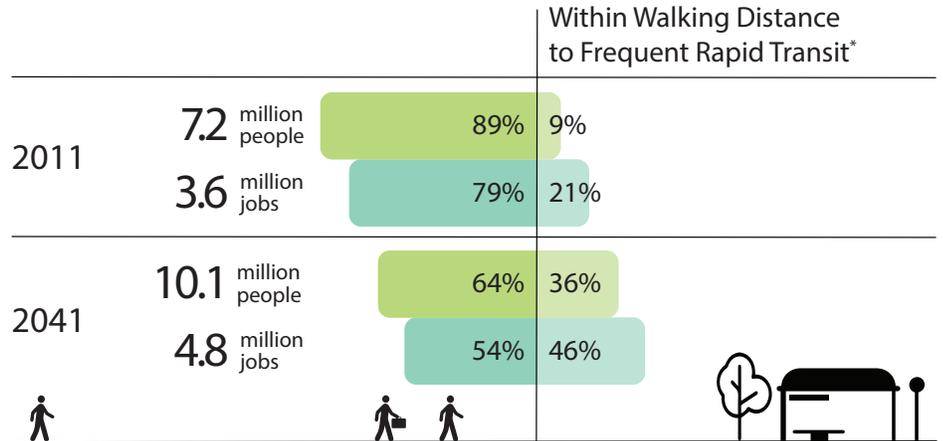
We live in a time of constant and accelerated change, and need to address this in planning for transportation in the future. A provincial framework will provide guidance for the evaluation and regulation of new transportation technologies, such as automated vehicles and shuttles. Regional coordination 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 emissions. Transit providers will partner with the private sector to drive innovation in mobility.

How will the Plan make a difference?

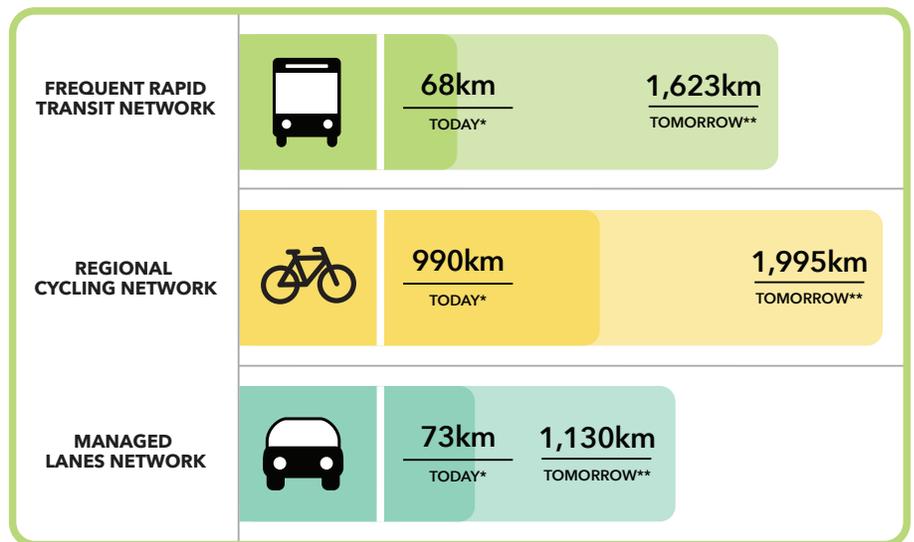
The implementation of the Draft 2041 RTP will have a profound and positive impact on travellers. Compared to today it will:

- increase the length of frequent rapid transit routes by more than 20 times;
- put more than triple the number of residents and double the number of jobs within walking distance of frequent rapid transit;
- stabilize and in many cases improve transit travel times;
- introduce a Regional Cycling Network that will double the length of dedicated cycling facilities in the GTHA;
- double the number of walking and cycling trips; and
- move towards a goal 60% of school trips being made by walking and cycling.

Implementation of the Plan will increase access to rapid transit and improve its reliability, comfort and convenience. This will be particularly important for elderly, low income and other socio-economic groups that rely heavily on public transportation. Implementation of the Plan will improve competitiveness and productivity in the GTHA by connecting workers to employers and providing access to more markets.



*Walking Distance is 400 m from Priority Bus, BRT and LRT lines, and 800 m from Subway and 15-minute GO stations



* existing ** planned for 2041

Making it Happen

The Final RTP 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 2041 RTP will require **more regional** mechanisms to coordinate transportation planning and investment and a regional approach to long-term funding.

Next Steps

The publication of the Draft 2041 RTP will mark the beginning of a consultation period that will extend through late fall of 2017. During the consultation period, Metrolinx will reach out to the public through its website, social media, public roundtables and events across the region.

A Final Draft of the Regional Transportation Plan will be informed by refined technical work and feedback from municipal partners, stakeholders and the public. It will be presented to the Metrolinx Board of Directors at its December 2017 meeting.