

November 28, 2016

Lisa Salsberg
Metrolinx
97 Front Street West
Toronto, ON
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RE: Halton Area Municipalities Coordinated Comments on the Regional Transportation Plan Review Discussion Paper

Dear Lisa Salsberg;

Over the past few months, staff from Halton Region, the City of Burlington, the Town of Halton Hills, the Town of Milton, and the Town of Oakville have been invited to meet with our counterparts at Metrolinx on a number of projects and initiatives. These discussions have taken place at the Municipal Planning Leaders Forum, the Transit Leaders Forum, and through project-specific meetings such as the Municipal Technical Advisory Committee for the Regional Transportation Plan (RTP) Review, the May and October 2016 meetings regarding Station Access Planning, and the June 2016 meeting regarding the New Station Analysis.

Following these meetings, staff from Halton, Burlington, Halton Hills, Milton and Oakville have worked together to develop a common, shared set of comments on the RTP Discussion Paper, New Station Planning, Station Access, and future communications with Metrolinx. Each municipality will be sharing these comments with our respective councils, either through a report or a memo, and the staff reports and minutes from those meetings will be shared with you when they are available. The reports and/or memos to our councils may also include comments that are specific to the individual municipality.

The comments that are provided with this letter represent the common views of municipal staff from Halton, Burlington, Halton Hills, Milton and Oakville, our understanding of our common goals for our communities and of the unique characteristics or conditions of these communities, and our desire to work together and promote policies, practices and projects that will benefit all of Halton Region. Select high level comments from Halton Municipalities are also attached to this letter followed by detailed chart comments that were provided by staff upon reviewing the RTP Discussion Paper.

We would also like to take this opportunity to encourage more two-way communication between Metrolinx and our municipalities. We also encourage Metrolinx to engage in greater consultation with municipalities and local transit providers. This includes providing time for municipalities and local transit providers to review and digest materials and to take them back to consult with other departments within their organizations. Often it seems like we are given very little time to respond because materials are provided at, or just before a meeting, and the subsequent Board meeting where the issue will be discussed closely follows the meeting with the municipalities. The RTP and GO Station Access Plan are just two examples of initiatives that require us to consult with multiple departments within our organizations prior to providing

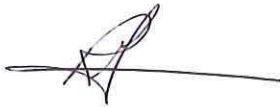


fulsome comments back to Metrolinx. We would like to see this addressed in future consultation exercises.

We recognize that it can be challenging to get all municipalities to send staff to the Metrolinx offices for meetings, and appreciate the opportunity to participate by teleconference. However, we ask that teleconferences be options, rather than the only way to participate. We note that the meeting on October 18, 2016 regarding the GO Station Access Plan was conducted by teleconference only and that we have been asked to limit the number of speakers from each municipality. At the May 2016 meeting, we had representatives from multiple departments within each organization in attendance, and we feel that this is important for us and for Metrolinx, to allow for a robust discussion. Holding this type of meeting by teleconference exclusively limits the conversation and the feedback that we are able to provide during the meeting itself.

In closing, Halton Region, the City of Burlington, the Town of Halton Hills, the Town of Milton and the Town of Oakville are committed to working together to provide Metrolinx with feedback that represents the common viewpoints of our municipal staff. We look forward to working collaboratively with Metrolinx as the important plans discussed above are finalized and the initiatives within them move to implementation.

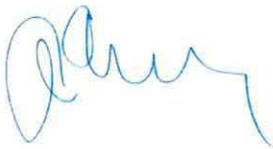
Respectfully submitted,



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Introduction

Senior staff from Halton Region, the City of Burlington, the Town of Halton Hills, the Town of Milton, and the Town of Oakville, have worked together to develop a common, shared set of comments on the RTP Discussion Paper. Following the coordinated comments are high-level comments raised by Halton area municipalities. An appendix that contains detailed comments and answers to the discussion questions is also attached to this letter.

Coordinated Comments from Halton Area Municipalities

Comments regarding the *Discussion Paper for the Next Regional Transportation Plan* (RTP Discussion Paper) are organized under the themes of Coordination and Harmonization, Strategic Plan vs. Policy Plan, and Development and Growth – Lands Abutting GO Stations.

Coordination and Harmonization

With many Provincial policies and plans currently under review, it is important that the goals and actions of the RTP are aligned with the intensification objectives of the Growth Plan. Similarly, the RTP needs to be harmonized with other Provincial plans and studies, including the MTO Multi-modal Transportation Plan. Direction and strategy from the Provincial level needs to be consistent and coordinated.

Equally important is coordination with municipal plans and policies. We recognize that the RTP, Growth Plan, and other Provincial plans and policies are written at a higher level so that they can cover the broader regional and provincial needs. However, they also need to reflect that municipalities have their own characteristics that make them, and their planning and transportation needs, unique. A “one-size-fits-all” solution will not work for each and every municipality, and the RTP needs to reflect the readiness of municipalities to support the recommendations within the plan. The development of the RTP should include a review of municipal plans and capital forecasts to understand when municipalities will be in a position to implement/support RTP recommendations from their policy, constructability, and financial perspectives, at a minimum. This will present opportunities to harmonize transportation planning across jurisdictions and create seamless mobility between municipalities. Details on anticipated implementation timing for the various projects identified in the RTP will be also important.

Many things have changed since *The Big Move* was released, and we can anticipate that change will continue to occur, and likely at a faster rate, through the lifetime of the next RTP. Regional Express Rail (RER) will transform travel demand and the location of growth in the Region. We therefore recommend that the RTP (and/or Implementation Plan) include a plan for monitoring the RTP progress and mechanisms to update and change the Plan if and as necessary. The impact of changing technologies must also be considered as part of this plan as the impact will be significant and over time will transform how we travel.



Strategic Plan vs. Policy Plan

The RTP is not a Provincial policy document in the same way the Growth Plan is. Although the RTP 'actions' are documented as 'policies' in the Discussion Paper the RTP remains a strategic, action-oriented plan. Additional text should be added to the Discussion Paper (and to the RTP itself) to clarify where and how the RTP fits in the Provincial policy spectrum. The RTP needs to set out provincially important components of the network (policy framework), and provide more information on how this relates to MTO's multi-modal plan for the Greater Golden Horseshoe.

We support the development of an Implementation Strategy for the RTP. We recommend that the implementation plan be a strategy and not simply guidelines so that the steps, timelines, budgets, and responsibilities for the projects identified in the RTP are clearly outlined, and that the local context be considered and reflected in the plan. This strategy should also address the complexity of development adjacent to transit stations (including adjacent to GO Stations).

A transition plan should be part of the Implementation Strategy as well. There are many steps involved in moving from the situation today which includes an abundance of parking at GO Stations such as Oakville, to a true Mobility Hub. The Implementation Strategy should set out how we transition from where we are today to where we want to be by providing strategies to address the interim condition between now and full RTP implementation. For example, the Implementation Strategy should help us move from a car-focused region to higher use of transit and active transportation. How do we address the demand for parking while building the service levels and infrastructure required to support transit and active transportation access to GO Stations and until intensification around GO Stations takes place? As part of this, the RTP should look at mixed-use opportunities (which may include parking at certain GO Stations), not just at parking and parking strategies. The Implementation Strategy should also define the role of Metrolinx and local municipalities and identify local transit improvements needed to support GO RER and planned growth in MTSAs, Mobility Hubs, and Urban Growth Centres. Committed funding for local transit connections should also be included in the RTP.

In terms of options for getting to GO, we would like to see a higher priority given to local transit and active transportation with additional parking capacity considered as a last option. Before investing in single-purpose parking garages, other options need to be evaluated and ruled out. The RTP should examine services such as car-sharing or partnerships with local taxis or ridesharing services to improve access to stations without local transit service. It is also important to note that at the GO stations, municipalities are building the local infrastructure for transit supportive land uses and densities. Local and Regional streets will be designed to service this growth and not parking garages and surface parking lots.

We recommend that the RTP focus on inter-regional connectivity between Urban Growth Centres (UGCs) and Major Transit Station Areas first, rather than being Toronto-centric. A web of connections and routes throughout the Greater Golden Horseshoe should be included. As part of the establishment of routes and connections, a greater assessment of first and last mile needs, including ways to reduce the demand for parking expansion and allow for development at and adjacent to GO Stations should be included.



The RTP and the Implementation Strategy should provide the basis for strategic decision-making by the municipalities and by the Province. This should be a Plan we all look to for developing mobility solutions for our municipalities in our roles as part of the larger region.

Development and Growth – Lands Abutting GO Stations

The Province of Ontario owns significant amounts of land around, and adjacent to, GO Stations. These use of these lands have an impact on the types and amounts of residential, commercial and mixed use development around GO Stations. We would like to see this recognized in the RTP.

The RTP should commit to planned growth in Major Transit Station Areas, Mobility Hubs, and Urban Growth Centres through transit service improvements. This includes exploring opportunities for mixed use developments and partnerships with private sector. Development adjacent to transit stations can be complex. This too should be addressed in the RTP, including a discussion of the reasons for the complexity and ways to overcome those development hurdles. Within this section, a discussion of the need for infrastructure capacity (including, but not limited to active transportation, local transit, road, water, and wastewater infrastructure) to support the expected density and development at these sites should be included. In many cases, the infrastructure may be sized for the existing land uses, and therefore additional funding may be required to meet the new infrastructure needs.



Municipality-Specific Comments

Mobility Hub/MTSA Planning

- Burlington has identified all three of Burlington's GO Stations (Burlington, Appleby and Aldershot) as Mobility Hubs and all station areas are currently part of a Master Planning process to achieve new mixed use neighbourhoods with transit supportive densities and seamless integration of travel modes. The new RTP should identify all three station areas as Mobility Hubs and all land use analysis to support the RTP should be based on transit supportive densities to support Regional Express Rail.
- In the Burlington context, MTO Regulations present a barrier to Mobility Hub development. Metrolinx can play a valuable leadership role to achieve RTP Mobility Hub goals, remove barriers and coordinate with the Ministry of Transportation. Extensive and free parking at GO stations generates considerable peak hour traffic which will hinder Burlington's ability to successfully develop effective Mobility Hubs as a result of MTO capacity threshold policies.
- The Town of Halton Hills has identified opportunities for high density residential to meet the Town's Growth Plan intensification targets to 2031 near both the Acton and Georgetown GO stations which aligns with the RTP. However any incremental expansion of parking in these locations must not undermine the ability of the Town to meet the intensification targets. The Go Station Secondary Plan in Georgetown assumes shared underground parking with high density development and designates the GO North parking lot for high density residential development.
- The expansion of off-peak (two-way all-day) GO Rail service to the Georgetown and Acton GO Stations on the Kitchener line is critical the Town of Halton Hills' transportation and growth objectives to 2031 and beyond.
- Commitment towards reassessing the strategic importance of new GO Stations in Milton, specifically at Trafalgar Rd/Derry Rd and Tremaine Rd/Steeles Ave. As identified in the 2013-2017 Milton Transit Master Plan, these new stations would collectively enhance the mobility hub concept and further support adjacent transit supportive uses at the current Milton GO Station. The development of the Trafalgar GO Station in particular remains significant to ensure associated growth plan standards are in place upon planning and development of the Derry Green business park.
- The omission of infrastructure to support forecasted growth in Halton to 2041 raises concerns for the development of timelines and implementation of two-way, all day GO Rail service to Milton
- The RTP should provide clear implementation directions with respect to any strategies or policies which will allow the plan to move forward. For instance, there should be clear direction to support the need for integrating people with places, moving people to centres and along corridors – where people work and live, which is in line with the provinces land use policies.
- The RTP should identify a plan or strategy to work with municipalities to establish a more efficient use of publicly owned lands surrounding the GO Station. These could include Metrolinx looking at parking areas more strategically, finding ways to partner



with municipalities to unlock the potential of their lands by investing in hard infrastructure, as well as assessing transit infrastructure which can serve the areas.

Station Access

- Burlington supports RTP goals, objectives and actions to strengthen Metrolinx leadership and support in implementing active transportation infrastructure to access GO stations and reduce parking demand. The QEW is currently a significant barrier to station access via walking or cycling in Burlington. The RTP should identify implementation funding to support dedicated pedestrian and cycling crossings of major highways, and other initiatives to support active transportation (E.g. bikes on trains in rush hour, bike share in Burlington, parking lot design to improve environment for pedestrians, bike repair stations, etc.).
- The Discussion Paper references All Mode Access to Stations. It is important in low-transit mode share areas such as Halton Hills that station access continues to include parking at GO stations, while growing other modes incrementally.
- The Discussion Paper references the proposed policies in the Growth Plan as a tool to assist with connecting land use planning and transit, which is good for new and emerging nodes and corridors (i.e. strategic growth areas). However, consideration should also be given to how connectivity and access to transit in low density established residential areas that have historically been car-oriented can be improved.
- The RTP should identify a plan or strategy to work with municipalities to establish a more efficient use of publicly owned lands surrounding the GO Station including:
 - Looking at ways to increase the density around Station Areas, which are also mobility hubs, i.e. invest in air rights, uncouple the costs of parking from the train / bus ticket which would allow more people to find alternative ways to get to stations, and make use of existing local transit options;
 - Working with municipalities to develop comprehensive station area parking strategies that address appropriate municipal parking ratios and strategies for Metrolinx to reduce or transition existing parking spaces.

Goods Movement

- The RTP should provide more information on goods movement and how the RTP vision will co-exist with other provincial transportation network/system priorities
- The omission of infrastructure to support forecasted growth in Halton to 2041 raises concerns for the development of a strategy to enhance goods movement

Context Sensitivity

- The plan recognizes that a variety of strategies will be required for different transit markets. The RTP should build on this point by identifying tangible tools and strategies appropriate for each transit market to serve its current user base while building towards the future vision. (I.e. Oakville, and Halton Region should be recognized as Urban & Growing, or at least "Emerging", focusing on intensifying urban areas and transit-oriented development principles)



Appendix: Discussion Question Answers and Detailed Comments

Discussion Paper for the Next Regional Transportation Plan City of Burlington Staff Comments	
Toward a shared vision of the future (Discussion Paper Section 3.1)	
Question 1a	Do the Vision, Goals and Objectives resonate with you and the 2041 future you would wish for?
	Responses
Support of Vision, Goals and Objectives	The vision, goals, and objectives resonate with the City of Burlington , as the six proposed goals highlight a broad range of transportation issues facing the Greater Toronto and Hamilton Area. Specifically, Goal D could be strengthened to not just support compact urban development but encourage it.
QUESTION 1b	Did we miss anything?
	Responses
Implementation	An objective to support implementation, including project management, execution and funding
Prioritize Mobility Hubs	An objective to recognize and support municipal efforts at non-anchor/non-gateway hubs.
Governance and Coordination	An objective to support better coordination, planning and governance between ministries, Metrolinx and municipalities
Broader Greater Golden Horseshoe	Kitchener-Waterloo (and Cambridge, Guelph, Niagara, Barrie, etc). In order to align with the vision of the Growth Plan for the Greater Golden Horseshoe (GGH), the RTP Vision should consider the GTHA and connections to the broader GGH areas identified in the Growth Plan.
QUESTION 1c	Does anything belong in another policy or document?
	Responses
	No comments



Opportunities for better transit and transportation (Discussion Paper Section 3.2)	
QUESTION 2a	Do the areas of focus for the next RTP make sense to you?
	<i>Responses</i>
General Support for Areas of Focus	The areas of focus address issues that the Greater Toronto and Hamilton Area are facing today. The City of Burlington is pleased to see that the areas of focus are diverse in nature and offer a holistic approach to establishing the transportation vision for the Greater Toronto and Hamilton Area until the year 2041.
New and Existing Stations: Parking	Burlington supports the proposed direction to ensure the RTP further supports development of GO stations as important hubs for daily activity and not simply departure points. The City of Burlington is completing Area Specific Plans for all 4 Mobility Hubs (including 2 provincially designated hubs, and the Aldershot and Appleby GO stations) to achieve increased densities in line with the proposed Growth Plan. Addressing the existing parking lots and facilities near this stations is critical to the success of the Area Specific Plans. GO Rail Station parking supply and parking lot expansions are contradictory to supporting Growth Plan transit-oriented development and to supporting the Mobility Hubs vision of the RTP.
All Mode Access to Stations	<p>The RTP should include details for when an implementation plan will be provided that identifies Metrolinx role, committed funding and timeframes to support local transit service improvements for planned growth in Major Transit Station Areas, Mobility Hubs, and Urban Growth Centres. Metrolinx needs to be a partner in local transit for the GO/Integrated regional network to be a success. Committed funding needs to support local service to integrate with GO service.</p> <p>Burlington supports RTP goals, objectives and actions to strengthen Metrolinx leadership and support in implementing active transportation infrastructure to access GO stations and reduce parking demand. The QEW is currently a significant barrier to station access via walking or cycling. The RTP should identify implementation funding to support dedicated pedestrian and cycling crossings of major highways, and other initiatives to support active transportation (E.g. bikes on trains in rush hour, bike share in Burlington, parking lot design to improve environment for pedestrians, develop one car share network in Burlington, bike repair stations).</p>



Increased Emphasis	The Discussion Paper for the Next Regional Transportation Plan has introduced a bold vision, along with a number of diverse goals and objectives meant to produce a transportation blueprint for the region over the coming decades. Although the discussion paper has touched on a number of transportation aspects, we feel that the following areas of focus are lacking in emphasis: competitiveness of alternate modes of transportation with single-occupancy vehicles; the role of active transportation in reducing auto mode share; the impact of an aging demographic and the associated mobility challenges that may arise as a result; and the provision for aggressive Transportation Demand Management policies and measures. We feel that the next Regional Transportation Plan has the potential to enact long-term behavioural change, should there be a strong emphasis on active transportation and TDM measures. Such an approach would provide balance to the traditionally capital-intensive approach taken by Metrolinx in the past.
QUESTION 2b	Are there other opportunities or challenges you want the plan to consider?
	Responses
Sensitive Land Uses	Challenge - Metrolinx could play a leadership role in addressing issues related to coordinating rail corridors with increased residential/sensitive land uses to achieved Mobility Hub objectives
Coordinating Service - Schedules	Challenge - GO Schedules change with insufficient notice to local transit providers to coordinate local services to meet those trains. Better planning is required to notify of service changes, and funding is required to support local transit agencies to meet GO schedules. Coordinated transit schedules will alleviate the need for the cost of providing and maintaining additional parking spaces. Need to consider system wide impacts of schedule changes.
Coordinating Service - Fares	Challenge - Coordinating service between all service providers and ensuring seamless integration for passengers, especially with regards to fare collection and pricing. How will Metrolinx facilitate municipal councils to increase their participation?
RER Pricing	Challenge - With RER, how will municipalities leverage this service as part of their own network, with the current pricing structures which deter short trips (1-3 stations).
GO Parking	Challenge - Ensuring that GO station parking becomes a premium service, rather than facilitating short first mile & last mile trips where there are transit options available.
Coordinating GO Planning and Operations	Challenge - Improving communication and coordination between GO operations, real estate and planning decisions. Increased alignment will improve impacts to municipal operations and decision making.



Vehicular Traffic Near GO Stations	Challenge - The impact of taking regional vehicular traffic through neighbourhoods to access a GO station needs to be further analyzed. New compact neighbourhoods are being built surrounding the mobility hubs and should not be designed (both streets and parking) to accommodate peak vehicular traffic, but rather, be designed to achieve transit and active transportation objectives. It is apparent that transit investments are required at the front end of mobility hub area planning.
Active Transportation	Challenge - There is an opportunity to enact transportation measures which target specific trip segments, such as trips under 5 kilometers, which can be cycled or walked. Metrolinx has the opportunity to positively influence travel mode share for targeted transportation segments, without requiring large capital budgets. Continuation and emphasis on Metrolinx funding for smaller scale active transportation projects (E.g. bikes on trains in rush hour, bike share in Burlington, parking lot design to improve environment for pedestrians, bike repair stations).
Modeshare	Challenge - To achieve a significant modal shift. Figure 24 (Growth in total morning peak trips) indicates that this plan is only planning on maintaining the existing modeshare between active, transit and auto. Given that the number of trips is expected to increase dramatically and a large investment in transportation infrastructure is needed, why not aim higher? We're only planning to keep the status quo rather than actually make a shift.
Aging Demographics	Challenge - The RTP should consider the region's aging demographics. There is the risk that older adults may eventually experience an unplanned transition from vehicular travel to alternative modes of transportation, for a variety of reasons. Such unplanned transitions may negatively impact older adults' quality of life and ability to comfortably, conveniently, and safely move across the region. The RTP's recognition of these transitions can help develop a transportation plan and ultimately network that will be capable of accommodating users of all ages and abilities.
Bus Terminals	Add clarity around "Major Bus Terminals"



QUESTION 2c	Do you have specific local transit or transportation situations that will benefit from a more regional lens?
	Responses
First Mile Last Mile	<p>An area where local and regional connections and integration need to be addressed is the areas of “first mile/last mile” and active transportation across the region, particular at major transit stations. In order for “first mile/last mile” solutions to work in a local transit context, transfer times must be coordinated between routes and modes, to facilitate a seamless transit experience. Such a solution must also incorporate adequate transfer times between different vehicles and modes in order to accommodate users of all ages and abilities, as well as ensuring transfer locations are safe and accessible.</p> <p>There is still a lot of work to be done with respect to integrating and aligning the regional GO Transit network with local transit systems. GO Transit stations are predominantly comprised of parking lots, with minimal active transportation infrastructure on-site or within their vicinity. These stations, through the Mobility Hubs process and with the support of Metrolinx, need to be integrated within the surrounding urban fabric in order to function as true mobility hubs. Metrolinx and the municipalities need to work together to ensure that local active transportation networks and transit services are integrated with regional transit stations.</p>
Local Transit Infrastructure	<p>Burlington we have 3 GO stations, and struggle with maintaining connections to GO trains due to our low levels of service. That being said, these stations are some of the busiest stations on the LSW line, and could have even higher riders if local transit was frequent enough to connect to every potential train. How would this plan support growing regions and ensure that the proper transit infrastructure is in place before we repeat design and transportation mistakes like in other larger municipalities.</p>
MTO Regulations	<p>Currently MTO Regulations are a barrier to Mobility Hub development. Metrolinx can play a valuable leadership role to achieve RTP Mobility Hub goals and to remove barriers. Free parking at GO stations generates considerable peak hour traffic which will hinder Burlington’s ability to successfully develop effective Mobility Hubs as a result of MTO capacity threshold policies.</p>
Carshare	<p>The development of a coordinated carshare program to support GO stations in Burlington.</p>
New Stations	<p>Metrolinx is considering the creation of new GO stations. Any additional GO Stations should be planned to be transit and pedestrian oriented, not parking lot focused.</p>



QUESTION 2d	Looking beyond 2031, what should the RTP include to ensure that transportation expansion continues to meet regional growth to 2041?
	<i>Responses</i>
Burlington GO Stations: Transit Supportive Densities	Area Specific Plans for all Burlington GO stations will identify and plan for transit supportive densities. Figure 8 does not include the projected densities for all Burlington GO stations. Transit supportive densities for Regional Express Rail should be assumed when considering transit expansion to 2041 at all Burlington stations, and where other municipalities are taking actions to implement Mobility Hubs
Update Identified Burlington Mobility Hubs	The Discussion Paper notes that the RTP offers an opportunity to review and refine the criteria for the designation of mobility hubs and to consider updates to the list of mobility hub locations in view of new rapid transit plans or development activities. The City of Burlington has identified Appleby and Aldershot GO stations as locally designated Mobility Hubs. Area Specific Planning to achieve a mobility hubs vision in keeping with The Big Move, including transit supportive densities and seamless integration of modes, is targeted for completion by 2019. As a result all Burlington stations should be identified as Mobility Hubs in the next Regional Transportation Plan.
Opportunities for regional integration and collaboration (Discussion Paper Section 3.3)	
QUESTION 3a	Have we identified the key areas for improved regional/local integration and connectivity?
	<i>Responses</i>
General Support	Yes, overall Burlington supports the initiatives noted in this section. The City's Official Plan and Transportation Plan are both currently under review and will align with many of the suggested approaches noted in the discussion paper, including; an emphasis on improving active transportation, integrated land use and transportation planning, a changing view on the role of roads, complete streets, transportation demand management and updated parking standards. Measures such as improved regional trip-planning, wayfinding, the PRESTO payment card and Mobility Hubs all contribute to improved regional/local integration, which have been addressed in the proposed goals.
Focus on Intraregional Trips	Given the fact that municipalities which currently have a lower share of ridership will be the ones which will be experiencing most of the future transit growth, and that most of the trips that are going to be occurring are to be intraregional rather than interregional, why are most of the upgrades and improvements still Toronto centric?



QUESTION 3b	Are there other areas where local and regional connections and integration need to be addressed?
	<i>Responses</i>
Provincial Highway Barriers to Active Transportation	The City of Burlington supports actions to increase walking and cycling. Current MTO guidelines require widening of highway crossings to support cycling infrastructure. The MTO's Transportation Plan should address these barriers and coordinate with the objectives of the RTP. The QEW presents a major barrier to station access using active transportation methods. Provincial funding is required to achieve safer, dedicated active transportation crossings of the QEW, achieving key active transportation linkages to station areas.
First Mile Last Mile	Burlington is supportive of Metrolinx's intention to improve "first-mile/last-mile" connections at GO stations, and to design stations to protect for future transit oriented development. The RTP should incorporate the local vision for all existing and potential new GO stations within the City of Burlington, which includes a move away from suburban style parking facilities, towards achieving the "first-mile/last-mile" connections and transit oriented development objectives noted. Integration between Metrolinx planning and operations is required to ensure station updates align with the long term vision.
Coordinate Regional Transit	Metrolinx can provide leadership and support to improve coordination between local municipalities to deliver local and regional connections.
QUESTION 3c	Where are the opportunities to improve regional collaboration to better support the implementation of the RTP? Are new tools required?
	<i>Responses</i>
Collaboration and Implementation	Metrolinx should continue to facilitate the transportation discussion between municipalities to better integrate the regional transportation network through the Next Regional Transportation Plan. Even with the creation of Metrolinx in 2006, transportation barriers continue to exist and municipalities (lower- and upper-tier) continue to function independent of one another. Metrolinx leadership in achieving collaboration amongst agencies and addressing complex governance structures is supported. A detailed RTP implementation plan is required that identifies roles, funding and timeframes.
QUESTION 3d	How should regional equity be addressed in the next RTP and subsequent Implementation Plan? How should issues of transit equity and access be addressed?
	<i>Responses</i>
Minimum Level of Service	Possible consideration of a guaranteed minimum level of transit services across the region.



Opportunities for new mobility (Discussion Paper Section 3.4)	
QUESTION 4a	How should the RTP focus on emerging influences including carsharing, on-demand services and autonomous vehicles?
	<i>Responses</i>
Autonomous Vehicles	Metrolinx, and all levels of government, should develop policy frameworks that promote the shared use of autonomous vehicles (over private ownership). Autonomous vehicles have the potential to reduce costs and improve efficiency in public transit systems, however public transit, particularly heavy rail, metro and BRT systems, will be required to transport large volumes of people to major nodes.
Private Contracting	Explore possible private contracting to better serve employment areas connecting to GO facilities.
Car-sharing and On-demand Services	Car-sharing and on-demand services (e.g. Uber) can play a role in “first mile/last mile” to GO stations. Car-sharing and on-demand services have the potential to reduce automobile ownership and single-occupancy vehicle usage, though they could be counter-productive by attracting former users of public transit and active transportation. There needs to be a willingness to consider on-demand services as complementary, rather than competitively.
	Given that metrolinx has the capital for large scale projects, why not develop a similar organization for the implementation of this method to connect low density areas to major transportation hubs here in the region? You've developed your own trip planner (triplinx), why not a Uber for a GTAH context?



Discussion Paper for the Next Regional Transportation Plan

Town of Oakville Staff Comments

Chapter	Page/ Figure	Passage/Section	Comment
Executive Summary	2	<i>An Implementation Plan is identified as a next step to the RTP</i>	This plan should be developed with municipalities, not by Metrolinx on its own.
The Next Plan	Figure 7		It would be helpful to understand where Metrolinx sees each municipality falling in this grid and to compare that with where the municipalities see themselves.
The Next Plan	27	<i>Metrolinx is also working with local transit providers and municipalities to make it easier to reach stations by other modes, to reduce the reliance on more parking spaces at GO stations as ridership grows with GO RER service enhancements.</i>	“Working with” as it relates to working with local transit providers and municipalities needs to also include funding. Work that is on the road network, off of GO station property, might be important to improving station access.
The Next Plan	31	<i>Mobility Hubs</i>	Need clearer guidance or implementation plan to evolve mobility hubs, whether this includes efforts and/or financial investments, would be helpful to bring areas to fruition by 2041 horizon year.
The Next Plan	33/34	<i>Land Use Planning and Design</i>	Health benefits regarding active transportation should be highlighted rather than buried in Planning Section. It is an important aspect to help encourage behaviour change.
The Next Plan	38	<i>Increasing Effectiveness</i>	More details regarding how municipalities can implement regulations requiring TDM in large work places and ways to encourage developments to include TDM-supportive infrastructure would be helpful to see in the report (RTP)
The Next Plan	39	<i>Parking Strategies</i>	Agree that parking availability plays a role in making car ownership more attractive and that reducing parking requirements for residential developments is one tool to reduce car ownership, but it is not the only factor. The report should also reference the need for transitional plans for policies to help make that shift and to deal with the gap between when development happens and when new services and/or infrastructure to support having fewer cars is in place. We are still seeing many homes in North Oakville for example with more cars than parking spaces, even though there is less parking available on each lot than in other places in Oakville.



The Next Plan	Page 40/41/42	Sustainable Funding	<p>Metrolinx should take a lead role in managing parking effectively at stations. Recognize that Station Access Plan leans in the direction of minimizing new parking facilities; however, management of existing parking is essential which may include increasing reserve parking spaces, paid parking, etc. In this regard, Metrolinx should take the lead role in starting the conversation with the appropriate agencies (i.e. MTO) to determine the impact and benefits of doing so.</p> <p>What will Metrolinx's role be in addressing the governance issues around on-demand services and TNCs? What will their role be in addressing the "dramatic increase" in transit service needed, the need to find ways to fund the required increase in operating costs, and the fact that operating costs are rising faster than ridership? What will Metrolinx do to put in place the new legal framework mentioned to allow value capture to be a funding tool?</p> <p>The new plan should address both capital and operational needs of local service to match proposed capital investments in the new plan and optimize such investments.</p> <p>Even with the funded network, trips from Halton by transit will take twice as long as by car. This illustrates one of the biggest barriers to the behavior change needed to meet the RTP goals. If it is going to take someone twice as long to take transit to their destination, powerful tools will be needed to convince them to do so.</p> <p>It would be interesting to see how the population and jobs within 5 minutes of transit overlap. How many people who live within 5 minutes of transit also work within 5 minutes of transit? Knowing that will help understand how many people truly can take transit to work on a regular basis.</p>
Appendix 1	Figure 34		
Appendix 1	Figure 34		

General Comments

- The RTP should provide clear implementation directions with respect to any strategies or policies which will allow the plan to move forward. For instance, there should be clear direction to support the need for integrating people with places, moving people to centres and along corridors – where people work and live, which is in line with the provinces land use policies.
- The RTP should identify a plan or strategy to work with municipalities to establish a more efficient use of publicly owned lands surrounding the Go Station. Some key considerations that Metrolinx should examine are:



- o looking at their vast parking areas more strategically, to find ways to partner with municipalities to unlock the potential of their lands by investing in hard infrastructure, as well as transit infrastructure which can serve the areas;

- o looking at ways to increase the density around Station Areas, which are also mobility hubs, i.e. invest in air rights, uncouple the costs of parking from the train / bus ticket which would allow more people to find alternative ways to get to stations, and make use of existing local transit options;

- o work with municipalities to develop comprehensive station area parking strategies that address appropriate municipal parking ratios and strategies for Metrolinx to reduce or transition existing parking spaces.

- The plan recognizes that a variety of strategies will be required for different transit markets. The RTP should build on this point by identifying tangible tools and strategies appropriate for each transit market to serve its current user base while building towards the future vision. (I.e. Oakville, and Halton Region should be recognized as Urban & Growing, or at least "Emerging", focusing on intensifying urban areas and transit-oriented development principles)

- The Discussion Paper references the proposed policies in the Growth Plan as a tool to assist with connecting land use planning and transit, which is good for new and emerging nodes and corridors (i.e. strategic growth areas). However, consideration should also be given to how connectivity and access to transit in low density established residential areas that have historically been car-oriented can be improved.

- The RTP should provide more information on goods movement and how the RTP vision will co-exist with other provincial transportation network/system priorities (i.e. - how will Oakville roads be affected by the potential CN intermodal facility in Milton).

Discussion Question	Comment
Toward a shared vision of the future	
<i>Did we miss anything?</i>	Need to recognize that even if the percent of trips by car stays the same, the number of car trips can increase dramatically. How much (in percent or in numbers) do things need to change by in order to keep congestion at today's levels (or to improve it)?
Opportunities for better transit and transportation	
<i>Are there other opportunities or challenges you want the plan to consider?</i>	<p><u>Challenges</u></p> <p>Behavior change - Without this, we will not see the mode shifts we need to achieve the RTP goals. How do we change behavior, especially long-standing, ingrained behavior?</p> <p>Local service meeting regional expectations - Local transit service providers will have</p>



<p><i>Do you have specific local transit or transportation situations that will benefit from a more regional lens?</i></p> <p><i>Looking beyond 2031, what should the RTP include to ensure that transportation expansion continues to meet regional growth to 2041?</i></p>	<p>difficulty meeting the regional expectation and goals unless more operational considerations regarding implementation and financial investment are addressed.</p> <p><u>Opportunities</u></p> <p>With Presto and work with fare integration, more inter-regional transit should be considered to help alleviate some congestion issues. Previous RTP is focused on trips to/from PD1. Employment nodes are scattered throughout region and how we service these areas needs to be addressed.</p> <p>Oakville GO Station, as the second busiest station on the lakeshore west line, plays an important role. Also increased density at and around go stations</p> <ul style="list-style-type: none"> • Define tools to require TDM as part of development applications and for large employers • Implementation plan and funding strategy • Plan to improve opportunities for growth to pay for growth services and infrastructure
<p>Opportunities for regional integration & collaboration</p>	
<p><i>Are there other areas where local and regional connections and integration need to be addressed?</i></p> <p><i>Where are the opportunities to improve regional collaboration to better support the implementation of the RTP? Are new tools required?</i></p>	<ul style="list-style-type: none"> • More on go station and service connection options based on different distances to stations and different development types. <p>Develop priorities and/or criteria for making decisions about funding, supporting projects of regional significance</p>
<p>Opportunities for new mobility</p>	
<p><i>How should the RTP focus on emerging influences including car-sharing, on-demand services and autonomous vehicles?</i></p>	<ul style="list-style-type: none"> • Define what Metrolinx will do with respect to need for revised legislation and funding • Define benefits and risks municipalities and residents should be aware of.



Discussion Paper for the Next Regional Transportation Plan

Halton Region Staff Comments

Categories/themes

Land Use
Transportation
Health
Financial
General Structure

Chapter	Page	Passage	Comment
Executive Summary	2	<i>Since 2008, great progress has been made, with 94% of The Big Move actions and policies completed/continuous or in progress</i>	94% of projects are completed or underway but many have been announced and no construction work has been done to date
Thinking as One Region	11	<i>It outlines the policies, infrastructure and services required to meet shared goals like managing congestion, improving the commuting experience, limiting emissions and intensifying development</i>	The RTP will contain strategies not policies
Thinking as One Region	11	<i>The Ontario Ministry of Transportation has also commenced a process to develop a long-term multi-modal transportation plan for the broader Greater Golden Horseshoe region, that will build on the RTP and the Growth Plan, and look ahead at the transportation challenges and opportunities for 2051 and beyond.</i>	How will the RTP fit into the MTO plan? It's a different scale and timeframe but there is potential for significant overlap in terms of vision and direction.
Examples of the Big Move in Action	14-15	-	Contains projects that were undertaken by transit agencies independently and without financial support from Metrolinx
Expansion of the Rapid Transit System	17	-	Dundas Street BRT is included as under development by 2025 More specific timing or priority of RER investments would be helpful
Proposed Updated Vision, Goals, and Objectives	23	<i>1. People have appropriate, realistic options to move easily and reliably from place to place, 5. Transit offers affordable access to jobs, services and major destinations, and is competitive for most trips., 16. Travel times are predictable and reasonable.</i>	These objectives sound similar and not exclusive
Proposed Updated Vision, Goals, and Objectives	23	<i>5. Transit offers affordable access to jobs, services and major destinations, and is competitive for most trips, 7. Walking and cycling are attractive and realistic choices for most trips.</i>	Transit, walking, and cycling cannot be competitive and realistic choices for all trips. Might differentiate between distances



Proposed Updated Vision, Goals, and Objectives	23	-	Goals are contradictory regarding freight movement and safe and attractive cycling and pedestrian facilities
Building the Plan	24	<i>This plan development process will inventory a wide variety of programs, policies and projects, including projects that have not been initiated to date from The Big Move; ideas from provincial and municipal partners, stakeholders and the public; as well as those that are generated internally through Metrolinx's research and development</i>	These projects that are evaluated should have Metrolinx involvement and not be items that municipalities and operators would undertake on their own. Also evaluating for priority is important
Building the Plan	24	<i>The evaluation criteria will be both qualitative and quantitative, and will be designed to capture changes that can positively influence travel outcomes (e.g. reduced journey times, improved transit access) or quality-of-life (e.g. reduced emissions, improved safety or physical activity)</i>	Will the goals and objectives be used to create these evaluation criteria?
Leveraging the Transit Investment	25	<i>While considering the need for additional infrastructure, the updated Regional Transportation Plan will focus more on the need to make the best possible use of the region's transit assets and maximize the return on prior investments.</i>	Priority needs to be chosen between service extension to smaller markets and increased frequency on existing infrastructure
New and Existing Stations	25	<i>Since 2008, parking at GO stations has grown by 19,000 spaces to a total of 72,000 spaces system wide, making Metrolinx the largest parking provider in North America.</i>	At odds with goals for intensification and walkable station areas
Potential Transit Solutions for Different Markets in the GTHA	26	-	These same contextual solutions should be applied to mobility hubs and major transit station areas
All Mode Access to Stations	27	<i>Convenient station access for pedestrians, cyclists, transit customers, drivers and carpoolers is a key to making GO RER service a success.</i>	A networked approach to this is important that considers a large area not just immediately adjacent to stations and including plans already in place from municipalities
All Mode Access to Stations	27	<i>Metrolinx is also working with local transit providers and municipalities to make it easier to reach stations by other modes, to reduce the reliance on more parking spaces at GO stations as ridership grows with GO RER service enhancements. That is, to optimize the investment in GO RER and maximize potential ridership, it will be necessary to increase the station access transit mode share. An important part of achieving this goal will be providing bus facilities at GO stations, and transit priority measures on and off the station sites</i>	A list of stations where development is more attractive than parking expansion would be beneficial. Improving transit mode share will also require land use policy that directs growth to corridors and nodes beyond transit facility improvements.



Creating Connectivity	27	<i>or by servicing emerging corridors with high transit ridership potential</i>	Should also focus on increased service to high ridership corridors
Re-enforcing the Growth Plan	27	<i>Strengthens policies around complete communities, sets density targets for major transit station areas, identifies priority corridors (which align with committed and funded projects), includes policies to improve the design of transit stations and station areas and promotes transit service integration</i>	Need more discussion on the role that Metrolinx and GO play in increasing service while recognizing that municipalities are responsible for planning increased densities in accordance with transit service increases
Offering a More Integrated and Intuitive Transit Experience	28	<i>The streamlining of cross-boundary transit trips, which today are complicated by different routes, schedules, fares and hours of services between adjacent communities, will help to advance this goal</i>	Metrolinx could consider operating or capital funding of local transit trips that cross municipal borders to promote connectivity
Moving People Not Just Cars	30	<i>Shifting the focus to moving as many people as possible (rather than vehicles) would give priority to transit vehicles, resulting in more efficient operations, higher speeds, greater reliability, and ultimately, increased ridership</i>	Pedestrian and Cyclist movement should also be considered in the function of a road
Accelerating Action	31	<i>The next RTP offers an opportunity to review and refine the criteria for the designation of mobility hubs, and to consider updates to the list of mobility hub locations in view of new rapid transit plans or development activities</i>	Different categories of mobility hubs would better reflect local context (i.e) different goals for Union Station and Burlington GO but have same designation
Overcoming Barriers Through Infrastructure	33	<i>Missing links and other obstacles create discontinuous networks and prevent people from walking or biking, even for short trips</i>	Agree that infrastructure is an extremely important part of increasing travel by active transportation and especially for the first and last mile to access stations
Land Use Planning and Design	33	<i>The provincial requirement to intensify existing communities and reduce greenfield development supports active transportation, because increasing the density and mix of development can encourage shorter trips that are easy to make on foot or by bike.</i>	Density is important but design is also important. Also, greenfield development is mandated to be more intense and thus more transit-supportive



	34	<i>In recent years, many organizations have identified the health benefits of physical activity, which has become more challenging to undertake for many reasons: the nature of work has changed and generally become more sedentary; greater numbers of people are living in low-density, carbased neighborhoods; and often, the relatively low number of stores, parks, schools, community facilities and job opportunities that can be reached by walking or cycling leads to fewer opportunities for physical activity</i>	Agree with recognizing health impacts associated with land use planning such as active transportation and transit access to amenities and needs
Land Use Planning and Design	34	<i>Metrolinx is looking closely at improving “first-mile/last-mile” connections at GO stations to complement GO RER service expansion, as well as designing stations to protect for future transit oriented development.</i>	Through increased density or by improving walking, cycling, and transit connections?
Promoting Active Travel by Children and Youth	34	<i>Researchers believe that this reduction in active, independent movement is detrimental to the health and development of young people. It may also be shaping their future travel habits in unsustainable ways.</i>	Halton initiatives such as Active and Safe Routes to School are crucial to enhancing physical activity among children
A Changing View of the Role of Roads	35	<i>At the same time, it is important to balance the mobility function of roads with their role as public spaces. There is growing recognition that roads need to be sensitive to their context, and support adjacent residential or commercial activities.</i>	Metrolinx does not have jurisdiction over local roads and cannot enforce design guidelines. The RTP should mention some streets need to be changed and some should remain for goods movement use (as in a Strategic Network). Also in conflict with many goods movement objectives
Vision Zero	35	<i>A movement attracting recent attention in the region is Vision Zero, an international initiative based on the concept that no one should be killed or seriously injured while using the road transport system</i>	This should include a discussion of what this looks like for municipalities in the GTHA
Managed Lanes	37	<i>The benefits of HOV lanes for transit vehicles and carpoolers across the region could be accelerated by increasing both the scope and pace of their implementation</i>	Enforce a regional HOV lane plan on arterial roads that could support GO Bus Service and work with MTO/municipalities to determine the best place for managed lanes



Improving Compatibility with Land Use	37	<i>Conflicts between goods movement and land use planning have become more acute as new residential and industrial developments extend the GTHA's urban boundary, and as redevelopment occurs in older neighbourhoods near freight-intensive areas.</i>	Protecting employment areas for office development and being supportive of freight is competing for scarce employment space near transit stations.
Increasing Effectiveness	38	<i>Smart Commute also collaborates with local partners to support active and sustainable school travel through program implementation (e.g. School Travel Planning pilot, Bike to School Day), regional coordination (e.g. Active and Sustainable School Transportation Regional Hub), strategy development and research</i>	TDM Strategies for places of work and schools are effective at maximizing the use of infrastructure but also can be used to educate on the benefits of physical activity. Also removes barriers to integrating physical activity into everyday activities
Designing for All Modes	38	<i>The region's urban form – that is, the buildings, street-blocks, and road patterns that make up the structure of the region – has an impact on how well the transportation system can support the economy, and particularly the knowledge economy which relies heavily on attracting the "creative class".</i>	Not sure specifically mentioning the creative class as sensitive to the transportation system is appropriate
Development Approvals	38	<i>For instance, municipalities can encourage developments that provide carpool parking, bicycle storage, showers and change rooms, and direct connections to nearby sidewalks and bus stops</i>	Frame as "municipal tools to encourage multimodal transportation" and give examples of what municipalities can do such as guidelines, studies, priorities. Encouraging isn't specific enough
Parking Strategies	39	<i>Ineffective parking management in private developments can easily undermine major public investments and prevent the achievement of regional transportation goals. Behavioural research has shown that the provision of free or heavily discounted parking at the workplace is one of the key factors in commuters deciding to drive to work, even when transit alternatives are available</i>	GO Transit and Metrolinx provide ample free parking to their customers and therefore encourage driving to GO Stations
Operational Considerations	41	<i>If transit agencies are going to increase service levels, particularly to match GO RER service levels, and leverage other investments in rapid transit infrastructure, solutions to funding enhanced operating costs will have to be found, including how partners work together to help manage operating costs that arise from strengthening regional-scale services</i>	Operational costs to support RER could be funded from the RER Program through a similar "quick wins" investment

Car-Sharing	42	<i>Research suggests car-sharing has the potential to reduce car ownership and car use, but parking supply is a constraint to its growth, and opportunity exists to adapt traditional parking provision and policies to optimize its use</i>	Shouldn't a decrease in car ownership and more shared rides result in a reduced need for parking?
Autonomous Vehicles	43	-	Give a summary of work being undertaken by MTO, Metrolinx and even industry to provide a call to action for policymakers on AV technology opportunities and
Embracing New Mobility Options	44	-	Will autonomous vehicles work against the targets for densification by enabling a low-density, sprawled built form
Employment in the GTHA	52	<i>At the same time, with the implementation of GO RER bi-directional service, there is an opportunity to cluster office growth outside the downtown core around suburban rail stations and in Urban Growth Centres served by this program.</i>	Office growth would be a key balance to support two way service as residential alone will continue to drive the "commuter" nature of the system
Travel Demand	53	<i>By 2031, the number of trips in the morning peak period is expected to grow to 4.5 million</i>	Forecasted growth in all-day trips would be interesting as RER will have the most drastic increase on the number of off-peak trips
Making Transportation and Land Use Work Together	55	<i>Greater density in new and established communities leads to more costeffective transit service, which in turn enables better service and higher ridership</i>	But which comes first? If initial transit service is initially poor then people will drive and behaviour will become engrained. Also density increases at Station Areas require better transit service
Targets for Density and Connectivity	56	<i>Very few of the 333 "major transit station areas" identified in official plans across the Greater Golden Horseshoe have achieved the densities recommended by the Ministry of Transportation's Transit- Supportive Guidelines</i>	Due to Metrolinx land use decisions, many MTSAs cannot achieve the targets set out in the Growth Plan
Making Transportation and Land Use Work Together	55	<i>Intensification is an opportunity to improve the mix of uses and density at the same time, while also making best use of transportation investments.</i>	Intensification around transit stations does not guarantee a favourable land use mix and residential land uses are discouraged in close proximity to freight corridors and industrial land uses in the PPS



Making Transportation and Land Use Work Together	55	<i>The Growth Plan envisions compact, mixed-use and transit-supportive communities where people can live, work and play through their lifetimes. It sets targets for municipalities to increase land use densities in established communities, urban growth centres, greenfield areas and around major transit stations.</i>	Mandated by Growth Plan and municipalities must plan accordingly for increased densities but commitments from Metrolinx to service increases are needed to support growth
Making Transportation and Land Use Work Together	56	<i>The Growth Plan and the Regional Transportation Plan work together to ensure that where and how the region grows, aligns with frequent and rapid transit.</i>	Inconsistent definition across the GTHA in terms of Frequent Transit
Different Markets Use Different Modes	57	<i>Several distinct travel markets exist within the GTHA, and different strategies will be needed to address the unique transportation challenges that each presents.</i>	A context specific approach that respects the differences between municipalities within the GTHA is important to providing the most appropriate transportation solutions
Trends in Transit Ridership	59	-	These should be highlighted and used to inform where action is required (i.e. to change a trend)
What is the impact on Climate Change	61	-	A breakdown of transportation-related emissions would be helpful as would an implications section that describes the impact on the natural environment from climate change

