



# Draft Goals and Objectives

The Ministry of Transportation of Ontario (MTO) is developing a Transportation Plan for the Greater Golden Horseshoe (GGH). A series of draft long-term goals and objectives for the GGH transportation plan has been prepared to inform the development and assessment of transportation options for the way people and goods move throughout the region. This document provides a description of the eight draft goals and objectives developed to date.

## HEALTHY

**A transportation system that supports active, safe and healthy living.**

### OBJECTIVES

- The transportation system supports walking and cycling, reducing dependence on personal vehicles
- The system is designed to optimize users' personal security across the region and throughout the day
- The transportation system's impact on air quality is reduced
- All users can easily access recreational opportunities such as parks and trails
- The transportation system minimizes accidents and injuries

## EQUITABLE

**A transportation system that serves all users.**

### OBJECTIVES

- Reliable and frequent transit services can be accessed by all users regardless of age, income, or ability
- Reliable and frequent transit services are available to all users regardless of where they live
- The transportation system provides efficient access to services such as colleges and hospitals
- Decisions regarding the transportation system are made in an open and collaborative manner considering community input
- Reliable, frequent and accessible transit services are available to people with disabilities
- Signage and way finding across the transportation system recognizes areas of cultural, ecological and spiritual significance

## ENVIRONMENTALLY SUSTAINABLE

**A transportation system that protects the environment.**

### OBJECTIVES

- The transportation system supports reduced energy use and reductions in greenhouse gas emissions
- The preservation of valuable resources, natural areas and wildlife is prioritized in planning and use of the transportation system
- Impacts on prime agricultural lands are minimized in planning and use of the transportation system
- Indigenous knowledge is considered in decision making throughout the life cycle of projects

## ECONOMICALLY RESPONSIBLE

**A transportation system that is cost effective and affordable.**

### OBJECTIVES

- Transportation investments make efficient use of financial resources
- The transportation system is affordable to operate and maintain
- A full range of costs and benefits are considered when making transportation investments (e.g., health impacts, economic competitiveness, social equity, environmental impacts, etc.)

## RESILIENT

**A transportation system that can adapt to future change.**

### OBJECTIVES

- The transportation system is designed and constructed to manage the risks associated with climate change (e.g., changing engineering standards so infrastructure can withstand more extreme weather events)
- The transportation system supports and makes use of digital connectivity, big data and new technology
- The transportation system is designed to provide multiple route options in case of emergency

## PROSPEROUS

**A transportation system that supports economic growth and job creation.**

### OBJECTIVES

- The transportation system promotes global travel, goods movement and competitiveness by linking people and businesses to airports in the region
- Major employment areas are supported by a full range of transportation options
- Congestion is reduced, enabling people to accomplish more because they spend less time on travel
- People and businesses have reliable and predictable travel times so that they can plan their day
- The transportation system supports business and trade by ensuring efficient travel times to, from and through gateways to the region (ports, airports, border crossings)

## INTEGRATED

**A transportation system that is coordinated with land use and supports communities that provide convenient access to jobs, services, housing and transportation options.**

### OBJECTIVES

- Transit services are supported by appropriate densities of people and jobs (e.g., areas with large populations are served by rapid transit like light rail or subways)
- People live in complete communities where access to services, jobs and recreation is close and convenient
- People have easy access to jobs and multiple transportation options to get there
- Major goods movement related industries are supported by an efficient multi-modal system of roads, rail, ports and airports

## CONNECTED

**A transportation system that efficiently connects people, places and goods.**

### OBJECTIVES

- People and goods are able to move efficiently with minimal delay
- It is easy to travel across the region by transit, and connections between the transit systems are seamless
- There is a high level of transit service that is easy for people to get to
- A well connected road and highway network supports the movement of people and goods throughout the region
- A regional network supports high occupancy vehicle use (e.g. carpooling, transit)
- It is easy to travel between urban and rural areas by a range of transportation options (road, transit, cycling, water, rail, etc.)
- People are able to easily use multiple types of transportation in a single trip (e.g., Ridesharing to a GO station, taking the train, and using bike share to get from the train to work)
- There is a continuous and connected pedestrian and cyclist network at both the local and regional scales

**Let us know what you think! The Ministry is currently conducting a survey to understand what is important to you and get your feedback on these draft goals and objectives.**

**The survey can be accessed at <https://www.gghtransport2051.ca>**

**Alternatively you can send an email to [contact@gghtransport2051.ca](mailto:contact@gghtransport2051.ca)**