



1.0 SCREENING OF ALTERNATIVES (TASK 13)

1.1 Introduction

The alternative improvements presented at the three Phase I public consultation centres (Leaside Community Gardens; Pleasantview Community Centre and Rosedale United Church), together with others identified by the public provided the basis for a formal “long list” of alternatives to be developed and subjected to the screening process. The Study Work Program provided for the Consultant Team to develop the screening criteria and undertake the initial screening, and to present and discuss the results with the City’s Project Team, which includes representation from the TTC, GO Transit and York Region.

1.2 Screening by the Consultant Team

A two staged screening process was initially developed as depicted graphically in **Figure 1** (the “green” sheet). Eight screening criteria were identified as listed on **Table 1** (the “mauve” sheet). The first 3 criteria were considered to be critical criteria and alternatives had to successfully address all 3 of these criteria in order to pass the first stage. The 3 key criteria were the following:

1. Transportation Service;
2. Land Use and Transportation Policy; and
3. Physical and Operational Feasibility.

The second stage screening applied to the 5 remaining criteria. At the screening stage of evaluation, it was considered appropriate to rate the alternatives subjectively using a poor/moderate/good rating scheme.

The results of the Stage 1 screening of alternatives by the Consultant Team are summarized in **Table 2** (the “blue” sheets) attached to the Screening Workshop minutes in **Appendix A**.

The Stage 2 screening performed by the Consultant Team did not produce the desired outcome of a substantially shorter list. Recognizing that many of the alternatives on the long list were not “stand-alone” alternatives, the Consultant Team packaged the alternatives into project-oriented initiatives in an attempt to identify a limited number of strategies for more detailed Phase 2 study analysis. The results of the “packaging of alternatives” by the Consultant Team is summarized in **Table 3** (the “yellow” sheets) attached to the Screening Workshop minutes in **Appendix A**.

1.3 April 29, 2003 Screening Workshop

The materials described in the preceding section were made available to members of the Project Team at the April 29, 2003 workshop. Members of the Consultant Team led the Project Team through the logic of the screening process and their preliminary conclusions. A number of revisions to the screening criteria, the definition of the alternatives, and the assessments were made as a result of the broader input of the Project Team. This resulted in **Revised Tables 2 and 3**, which are refined versions of the “blue” and “yellow” sheets in **Appendix A** respectively.

1.4 Identification of Major Initiatives

Subsequent to the April 29, 2003 Screening Workshop, the Consultant Team met again in an attempt to develop more focused initiatives for Phase 2 analysis. This resulted in identification of the following “major initiatives”.

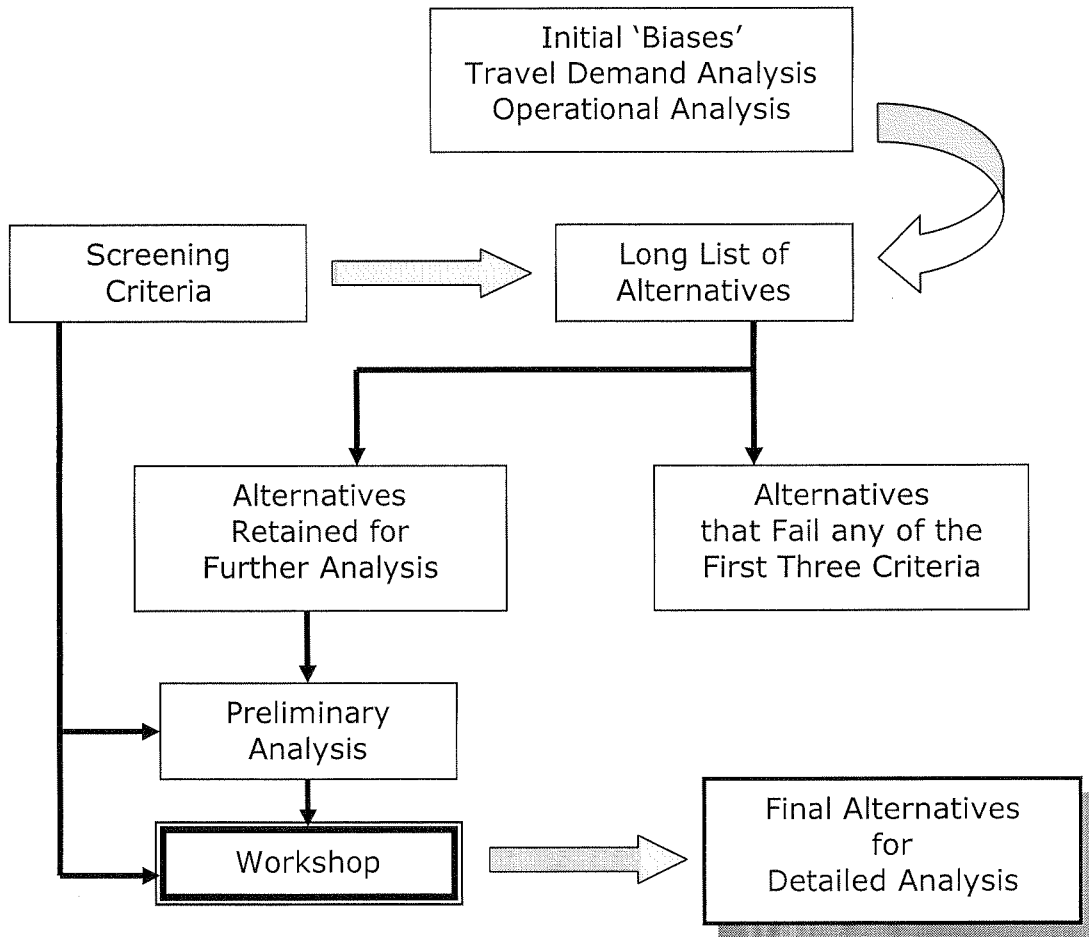
- Richmond Hill GO Rail Improvements;
- Don Mills Bus Rapid Transit;



- Improved Cross York Region Boundary Transit;
- Don Valley Parkway Improvements;
- Surface Transit Priority Treatments;
- Supportive Intelligent Transportation Systems (ITS) and Other Initiatives to Improve System Utilization; and
- Supportive Travel Demand Management (TDM) and High Occupancy Vehicle (HOV) Initiatives.

In the case of the latter 3, it was recognized that more detailed proposals would be developed, assessed and prioritized, once specific improvements associated with the first 4 initiatives had been identified.

Figure 1
Preliminary Screening Process



**Table 1
Screening Criteria**

Criteria	Sub-components
1. Transportation Service	<ul style="list-style-type: none"> <input type="checkbox"/> Increase in passenger carrying capacity by both transit and/or automobile <input type="checkbox"/> Enhanced transit service relative to predominant demand patterns <input type="checkbox"/> Increased efficiency in the use of existing facilities
2. Land Use & Transportation Policy	<ul style="list-style-type: none"> <input type="checkbox"/> Supports intensification as per City's Official Plan <input type="checkbox"/> Reduces automobile dependency <input type="checkbox"/> Contributes to more sustainable transportation
3. Physical & Operational Feasibility	<ul style="list-style-type: none"> <input type="checkbox"/> Availability of right-of-way <input type="checkbox"/> Proven technology <input type="checkbox"/> Ease of enforcement <input type="checkbox"/> Demand on professional and technical resources
4. Impacts on Communities	<ul style="list-style-type: none"> <input type="checkbox"/> Noise <input type="checkbox"/> Safety <input type="checkbox"/> Effects on emergency services <input type="checkbox"/> Heritage <input type="checkbox"/> Traffic infiltration <input type="checkbox"/> Effects on general accessibility <input type="checkbox"/> Opportunities for and effects on walking and cycling
5. Impacts on the Natural Environment	<ul style="list-style-type: none"> <input type="checkbox"/> Air pollution <input type="checkbox"/> Greenhouse gas emissions <input type="checkbox"/> Water quality <input type="checkbox"/> Preservation of green space
6. Economic Impacts	<ul style="list-style-type: none"> <input type="checkbox"/> Equitable distribution of costs and benefits <input type="checkbox"/> Opportunities for and effects on employment
7. Costs	<ul style="list-style-type: none"> <input type="checkbox"/> Capital <input type="checkbox"/> Operation, Maintenance and rehabilitation
8. Ease and Timing of Implementation	<ul style="list-style-type: none"> <input type="checkbox"/> Community and political acceptability <input type="checkbox"/> Legislative requirements <input type="checkbox"/> Cooperation among jurisdictions <input type="checkbox"/> Temporary disruptions in service <input type="checkbox"/> Effects on cash flows (costs relative to available revenues)

LONG LIST OF ALTERNATIVES AND KEY SCREENING CRITERIA

Revised Table 2

	Alternative	Applications	Applicable Objective			Preliminary Rating*			Overall Conclusion
			Greater Transit Use	Higher Vehicle Occupancy	Add'l. Vehicular Capacity	1 Transport Service in DVC	2 Land Use & Transport Policy	3 Physical & Operational Feasibility	
GO TRANSIT Commuter Rail									
1	Expanded Peak Service (as per 2021 Plan)	a) Stouffville	✓			good	good	good	TMP
		b) Richmond Hill	✓			good	good	good	TMP
		c) Bradford	✓			good	good	good	TMP
		d) Lakeshore East	✓			good	good	moderate	TMP
2	Expanded Parking at Existing GO Stations	a) outside the DVC	✓			good	moderate	not sure	TMP
		b) within the DVC	✓			good	moderate	not sure	✓
3	New City Stations on Existing GO Lines	a) Stouffville line at Ellesmere/SRT	✓			poor	good	not sure	delete
		b) Kennedy/subway	✓			good	good	good	TMP
		c) Richmond Hill line at Don Mills (n. of Lawrence)	✓			good	good	not sure	✓
4	Realignment of Richmond Hill (would accommodate new Leaside station)	a) Green Belt connection	✓			special study area	good	not sure	short list
		b) Leaside Spur	✓			good	good	not sure	✓
5	Rail Extensions (as per 2021 Plan) with new stations and additional parking	a) Bradford line to Barrie	✓			poor	moderate	good	delete
		b) Richmond Hill line to Vandonf	✓			good	moderate	good	TMP
6	Improved GO/TTC Interchanges	a) Oriole GO/Sheppard subway	✓			moderate	good	good	TMP
OTHER TRANSIT									
7	Expanded Peak Service on Existing Routes	a) TTC	✓			good	good	good	✓
		b) YRT	✓			good	good	good	✓
8	Revised/New Services	a) TTC	✓			good	good	good	✓
		b) YRT	✓			good	good	good	✓
9	Reduced/Integrated Fares	a) Reduced TTC	✓			good	good	good	park
		b) Integrated TTC/YRT	✓			good	good	moderate	park
10	Transit Signal Priority (wherever service frequency exceeds minimum criteria)	a) Don Mills/Overlea	✓			good	good	good	✓
		b) Victoria Park	✓			good	good	good	✓
		c) Bayview S. of Eglinton	✓			moderate	good	good	✓
		d) Richmond/Adelaide	✓			poor	good	good	park
		e) Wellington/Front	✓			poor	good	good	park
		f) complimentary east-west routes	✓			moderate	good	good	✓

*Rating Scheme: Poor / Moderate / Good

	Alternative	Applications	Applicable Objective			Preliminary Rating*			Overall Conclusion
			Greater Transit Use	Higher Vehicle Occupancy	Add'l. Vehicular Capacity	1	2	3	
						Transport Service in DVC	Land Use & Transport Policy	Physical & Operational Feasibility	
11	Reserved Transit lanes ALL with enhanced enforcement (wherever service frequency exceeds minimum criteria)	a) Don Mills/Overlea	✓			good	good	moderate	✓
		b) Eglinton E.	✓			good	good	moderate	✓
		c) Victoria Park	✓			good	good	moderate	✓
		d) Bayview	✓			poor	good	moderate	delete
		e) DVP (with queue jump lanes)	✓			good	good	not sure	✓
		f) Richmond/Adelaide	✓			good	good	moderate	park
		g) Wellington/Front	✓			moderate	good	moderate	park
		h) Sheppard E.	✓			good	good	moderate	✓
		i) Finch E.	✓			good	good	moderate	✓
		j) Steeles E.	✓			good	good	moderate	✓
		k) Pape	✓			good	good	moderate	✓
12	Additional Commuter Parking	a) Don Mills Station	✓			good	moderate	not sure	✓
		b) Leslie Station	✓			good	moderate	not sure	✓
		c) Finch Hydro Corridor at Don Mills	✓	✓		good	good	good	✓
		d) York Region at Hwy. 404 Interchanges	✓	✓		good	good	good	TMP
13	Advanced Transit Info. (corridor or City-wide)	real time trip planning and information	✓			good	good	good	consider with other transit initiatives
14	Transit Queue Jump Lanes (wherever service frequency exceeds minimum criteria)	a) Don Mills/Overlea	✓			good	good	moderate	✓
		b) Leslie at Eglinton	✓			good	good	moderate	✓
		c) Eglinton	✓			good	good	moderate	✓
		d) Victoria Park	✓			good	good	moderate	✓
		e) DVP (with enhanced transit service)	✓			good	good	moderate	✓
		f) Sheppard E.	✓			good	good	moderate	✓
15	Alternative Service Delivery	a) subscription bus services	✓			good	moderate	good	✓
		b) shuttle buses by groups of employers	✓			good	moderate	good	✓
		c) improvements to/expansion of premium express service	✓			moderate	good	good	✓
16	City Rapid Transit	a) Sheppard East Subway Extension	✓			good	good	good	TMP
		b) Redway/Bayview Extension	✓			special study area	good	moderate	short list
		c) Don Mills/Overlea	✓			good	good	moderate	✓
		d) Eglinton	✓			good	good	moderate	TMP
		d) Finch hydro corridor	✓			good	good	moderate	TMP

*Rating Scheme: Poor / Moderate / Good

	Alternative	Applications	Applicable Objective			Preliminary Rating*			Overall Conclusion
			Greater Transit Use	Higher Vehicle Occupancy	Add'l. Vehicular Capacity	1 Transport Service in DVC	2 Land Use & Transport Policy	3 Physical & Operational Feasibility	
17	Inter-Regional Rapid Transit	a) Markham-Don Mills Station	✓			good	good	moderate	✓
		b) North Yonge BRT	✓			moderate	good	moderate	TMP
18	Express Bus Service on Hwy. 404/DVP	a) GO BRT proposal to Castle Frank Station	✓			good	good	moderate	✓
		b) YRT	✓			good	good	good	✓
HIGHER VEHICLE OCCUPANCIES									
19	Road Pricing/Tolls	a) City-wide	✓	✓		good	good	not applicable	park
		b) Central Area	✓	✓		good	good	not applicable	park
		c) DVP (full or partial)	✓	✓		good	good	not applicable	park
		d) DVP HOT lanes	✓	✓		good	good	not sure	✓
20	Increased Parking Costs	a) increased assessment of parking lots	✓	✓		good	good	not applicable	park
		b) higher fees in City lots & on-street	✓	✓		good	good	not applicable	park
		c) parking taxes	✓	✓		good	good	not applicable	park
21	TDM Initiatives	a) carpool lots		✓		good	good	good	✓
		b) preferred parking rates & locations		✓		good	good	moderate	✓
		c) Consumers TMA (ridesharing, etc.)				good	good	good	✓
		d) new/expanded TMAs				good	good	good	✓
22	Improved Enforcement wrt parking, HOV, and reserved transit lanes	a) advanced IT applications	✓	✓	✓	good	good	moderate	✓
		b) use of digital and video cameras				good	good	moderate	✓
23	Expanded Network of HOV Lanes	a) Hwy. 404	✓	✓		good	good	good	TMP
		b) DVP (with or without tolls)	✓	✓		good	good	moderate	✓
		c) City Arterials	✓	✓		moderate	good	moderate	✓
24	New roads and Widenings with transit/HOV lanes	a) Redway Extension (new 2-4 lane roadway)	✓	✓		special study area	moderate	moderate	short list
		b) hydro corridor (Don Mills to Victoria Park)	✓	✓		good	moderate	moderate	✓
		c) Bayview Extension	✓	✓		good	moderate	moderate	✓
		d) DVP 6 to 8 lanes	✓	✓		good	moderate	poor	delete
		e) Don Mills N. of Finch 4 to 6 lanes	✓	✓		good	moderate	good	✓
		f) Victoria Park S. of Ellesmere 4 to 6 lanes	✓	✓		good	moderate	good	✓
		g) Victoria Park N. of Sheppard	✓	✓		good	moderate	good	✓
		h) Leslie N. of Sheppard 4 to 6 lanes	✓	✓		poor	moderate	good	delete

*Rating Scheme: Poor / Moderate / Good

	Alternative	Applications	Applicable Objective			Preliminary Rating*			Overall Conclusion
			Greater Transit Use	Higher Vehicle Occupancy	Add'l. Vehicular Capacity	1 Transport Service in DVC	2 Land Use & Transport Policy	3 Physical & Operational Feasibility	
INCREASED VEHICULAR CAPACITY & BETTER SYSTEM UTILIZATION									
25	New roads and Widening without transit/HOV lanes	a) Redway Extension (new 2-4 lane roadway)			✓	special study area	moderate	moderate	short list
		b) DVP 6 to 8 lanes			✓	good	poor	poor	delete
		c) Don Mills N. of Finch 4 to 6 lanes			✓	good	poor	good	delete
		d) Victorial Park S. of Ellesmere 4 to 6 lanes			✓	good	poor	moderate	delete
		e) Victoria Park N. of Sheppard			✓	good	poor	good	delete
		f) Leslie N. of Sheppard 4 to 6 lanes			✓	moderate	poor	good	delete
26	Interchange/Intersection Physical Improvements	a) DVP/401/404			✓	special study area	moderate	not sure	short list
		b) major intersections along Don Mills (as DVP diversion route)			✓	moderate	moderate	moderate	✓
		c) major intersections along Leslie (as DVP diversion route)			✓	moderate	moderate	moderate	✓
		d) major intersections along Victoria Park (as DVP diversion route)			✓	moderate	moderate	moderate	✓
27	Advanced Real Time Traffic Information	a) variable message signs on connecting arterials			✓	moderate	moderate	good	✓
		b) radio advisories			✓	moderate	moderate	good	✓
		c) dial-in & Web services			✓	moderate	moderate	good	✓
28	Ramp Metering	DVP			✓	moderate	moderate	not sure	✓
29	Expanded Restrictions for On-Street Parking - 7-10 a.m. - 3 - 7 p.m.	a) Bayview S. of Eglinton			✓	good	moderate	good	✓
		b) Eglinton W. of Laird			✓	moderate	moderate	good	✓
		c) Richmond/Adelaide			✓	good	moderate	good	✓
		d) Wellington/Front			✓	moderate	moderate	good	✓
30	Integrate RESCU/COMPASS & Expand RESCU	a) variable message signs on 401			✓	moderate	moderate	good	✓
		b) variable message signs on east-west arterials			✓	moderate	moderate	good	✓
31	Expand SCOOT Operations	a) Victoria Park			✓	good	good	good	✓
		b) Leslie			✓	good	good	good	✓
		c) Bayview S. of Eglinton			✓	good	good	good	✓
		d) east-west arterials			✓	good	good	good	✓

*Rating Scheme: Poor / Moderate / Good



Table 3: Revised Table 3 – Strategies A, B, C

STRATEGY A – INCREASE TRANSIT USE

FOCUS 1: IMPROVE GO RAIL SERVICES (DOWNTOWN MARKET)

a) Richmond Hill Service

Alternative Measures	Stage 1 Screening Cross Reference	Screening Recommendation
(i) expanded peak frequency	1b	TMP
(ii) expanded parking at existing stations (Cummer & Oriole)	2b	short-list
(iii) improved service integration with Sheppard subway at Oriole station	6a	TMP
(iv) new station at Don Mills Road	3c	short-list
(v) realignment to CP North Toronto & Don Branch	4a, 4b	short-list

FOCUS 2: IMPLEMENT HIGHER ORDER TRANSIT

a) Don Mills/Overlea (2-Way Corridor Market)

Alternative South End Routings	Stage 1 Screening Cross Reference	Screening Recommendation
(i) Leaside Bridge/Pape or Broadview (existing TTC network market)	17c	short-list
(ii) Millwood/Redway/Bayview Extension (new mid-town/downtown market)	17b	short-list

Alternative Measures

(iii) signal priority	10a, 10c	short-list
(iv) queue jump lanes	14a	short-list
(v) reserved lanes	11a, 11l	short-list
(vi) exclusive right-of-way	13a, 13b	short-list
(vii) extend Redway Road, widen Bayview Extension, widen Don Mills north of Finch	24a, 24b, 24d	short-list
(viii) additional commuter parking	12a, 12c	commuter parking

b) Markham to Sheppard Subway (2-Way Inter-Regional Corridor Market)

Alternative Routings	Stage 1 Screening Cross Reference	Screening Recommendation
(i) Victoria Park/Sheppard	16a	short-list
(ii) Gordon Baker/Finch or Finch Hydro/Don Mills	16a	short-list

Alternative Measures

(iii) signal priority	10a, 10b, 10f	short-list
(iv) queue jump lanes	10a, 10d, 10f	short-list
(v) reserved lanes	11a, 11c, 11h, 11j, 11k	short-list
(vi) exclusive right-of-way	16a	short-list
(vii) hydro corridor roadway, widen Don Mills north of Finch, widen Victoria Park north of Sheppard	24b, 24e, 24g	short-list



FOCUS 3: EXPAND BUS NETWORK

a) Hwy. 404/DVP Express Service (Corridor & Mid-Town Market)

Alternative Measures	Stage 1 Screening Cross Reference	Screening Recommendation
(i) HOV lanes	18a, 18b, 22	short-list
(ii) shoulder reserved bus lanes	11e, 18a, 18b, 22	short-list
(iii) queue jump lanes	11e, 14e	short-list
(iv) commuter parking	12c	short-list
(v) HOT lanes on DVP	19d	short-list

b) Subscription Bus Service (Outside City to Corridor Market)

Alternative O/D Pairs (to be identified) Alternative Measures	Stage 1 Screening Cross Reference	Screening Recommendation
(i) HOV lanes	15a, 11e, 22	short-list
(ii) shoulder reserved lanes	11e	short-list
(iii) queue jump lanes	11e	short-list

c) Employer Operated Shuttle Buses (Sheppard Subway to Corridor Market)

Alternative Employment Areas	Stage 1 Screening Cross Reference	Screening Recommendation
(i) Consumers Road	15b, 10f, 11h, 14d, 14f, 21c	short-list
(ii) Other employment areas (including Parkway/ Finch, Duncan Mill, Flemington Park/ Leaside, Rainside and Bermondsey)	15b, 10, 11, 14, 21d	short-list

d) Improved and/or Expanded TTC Premium Services (Corridor to Downtown/Mid-town Market)

Alternative Measures	Stage 1 Screening Cross Reference	Screening Recommendation
(i) improved pm peak hour service on existing routes	15c, 10, 11, 14	short-list
(ii) new routes	15c, 10, 11, 14	short-list

e) New/Revised Bus Services

(i) YRT (Markham and R.H. to Sheppard subway market)	8b	short-list
(ii) TTC	8a	short-list

FOCUS 4: IMPLEMENT TRANSIT PRIORITY ON EXISTING TTC ROUTES

Alternative Routes	Stage 1 Screening Cross Reference	Screening Recommendation
a) Don Mills/Overlea	10a, 11a, 14a, 22, 24e	short-list
b) Victoria Park	10b, 11c, 14d, 22, 24f, 24g	short-list
c) Eglinton East	10f, 11b, 14c, 22	short-list
d) Sheppard East	10f, 11h, 14f, 22	short-list
e) Finch East	10f, 11j, 22	
f) Steeles East	10f, 11k, 22	

DON VALLEY CORRIDOR TMP – APPENDIX B (Interim Report No. 2)



Alternative Measures (for all routes)	Stage 1 Screening Cross Reference	Screening Recommendation
(i) queue jump lanes	14a, 14c, 14d, 14f	short-list
(ii) signal priority	10a, 10b, 10f	short-list
(iii) reserved lanes	11a, 11b, 11c, 11h	short-list
(iv) road widenings	24e, 24f, 24g	short-list
(v) increased enforcement	22	short-list

STRATEGY B – INCREASE VEHICLE OCCUPANCY USE

FOCUS 1: INCREASE ENFORCEMENT OF EXISTING HOV LANES

Alternative Routes	Stage 1 Screening Cross Reference	Screening Recommendation
a) Don Mills/Overlea	22a, 22b	short-list
b) Eglinton East	22a, 22b	short-list

FOCUS 2: EXPANDED NETWORK OF HOV LANES

Alternative Approaches	Stage 1 Screening Cross Reference	Screening Recommendation
a) without new roadways/widenings	22, 23c	short-list
b) with new roadways/widenings	22, 23a, 23c, 24a-h	short-list
c) HOT lanes on DVP (high occupancy vehicles travel at no charge in toll lanes)	19d, 22, 23b	short-list

FOCUS 3: IMPLEMENT CAR POOL LOTS

Alternative Locations	Stage 1 Screening Cross Reference	Screening Recommendation
a) Finch hydro corridor at Hwy. 404	21a	short-list

FOCUS 4: NEW / EXPANDED TMAs

Alternative Locations	Stage 1 Screening Cross Reference	Screening Recommendation
a) Consumers	21c	TMP
b) expanded to include Parkway/Finch, Duncan Mill, Flemingdon Park/Leaside, Railside, Bermondsey	21d	short-list

Alternative Measures	Stage 1 Screening Cross Reference	Screening Recommendation
c) ridesharing programs	21b, 21c	short-list
d) alternative modes of travel	21c	short-list
e) variable work hours	21c	short-list



STRATEGY C – INCREASE VEHICLE CAPACITY AND/OR SYSTEM UTILIZATION

FOCUS 1: DVP/401 INTERCHANGE IMPROVEMENTS (SPECIAL STUDY AREA)

Alternative Measures	Stage 1 Screening Cross Reference	Screening Recommendation
a) DVP: Hwy. 401 – York Mills	26a	short-list
b) Hwy. 404 southbound widening and connection to westbound Hwy. 401 core lanes	26a	TMP

FOCUS 2: RAMP METERING AT DVP INTERCHANGES

Alternative Locations	Stage 1 Screening Cross Reference	Screening Recommendation
(to be determined)	28	short-list

FOCUS 3: DVP DIVERSION ROUTES

Alternative Route Segments	Stage 1 Screening Cross Reference	Screening Recommendation
a) Don Mills (Steeles to DVP)	26b, 24e	short-list
b) Leslie (Steeles to Eglinton)	26c	short-list
c) Eglinton East (Leslie to Bayview)	26, 29b	short-list
d) Bayview (Eglinton to Front)	26, 29a	short-list
e) Victoria Park (Steeles to Eglinton)	26d, 24f, 24g	short-list

FOCUS 4: EXPAND SCOOT APPLICATIONS

Alternative Routes	Stage 1 Screening Cross Reference	Screening Recommendation
a) Victoria Park	31a	short-list
b) Leslie	31b	short-list
c) Bayview	31c	short-list
d) East-west arterials	31d	short-list

FOCUS 5: INTEGRATE / EXPAND RESCU / COMPASS

Alternative Measures	Stage 1 Screening Cross Reference	Screening Recommendation
a) variable message signs on 401	30a	short-list
b) variable message signs on east-west arterials	30b	short-list



FOCUS 6: EXPANDED RESTRICTIONS FOR ON-STREET PARKING

Alternative Locations	Stage 1 Screening Cross Reference	Screening Recommendation
a) Bayview south of Eglinton	29a	short-list
b) Eglinton East west of Laird	29a	short-list
c) Richmond/Adelaide	29c	short-list
d) Wellington/Front	29d	short-list

FOCUS 7: ADVANCED REAL TIME TRAFFIC INFORMATION

	Stage 1 Screening Cross Reference	Screening Recommendation
a) variable message signs on connecting arterials	27a, 30b	short-list
b) radio advisories	27b	short-list
c) dial-in and web services	27c	short-list

FOCUS 8: ADVANCED REAL TIME TRANSIT INFORMATION

	Stage 1 Screening Cross Reference	Screening Recommendation
a) real time trip planning	13	consider with other transit initiatives
b) real time service information	13	