Transportation Innovation Zones September 2020 Stakeholder Workshops

How we incorporated the results of the stakeholder workshops into the Draft Transportation Innovation Zones Framework

Below is a summary of key recommendations heard from participants in the September 2020 Transportation Innovation Zones Stakeholder Workshops and how these suggestions were incorporated into the TIZ Framework document.

Read the complete workshop results reports and draft Framework document at **toronto.ca/tiz**

What we heard from workshop participants	How this feedback is incorporated in the draft TIZ Framework TIZ Framework section reference
Participants are interested in seeing a wide range of technology tested in the TIZ. The most mentioned technology categories were electrification/GHG reduction, integrated mobility, and technologies that assist municipal services/operations. The technologies with the highest level of agreement from participant ratings were vulnerable road user protection and accessibility.	The technology categories most mentioned by workshop participants are generally in scope for the TIZ. Themes for Challenges-based Calls for Application will be selected based on a number of criteria and factors. Open Calls for Application will allow third parties to propose trials as well. **See 2.1 Technologies, 3.4 Open Calls for Application at Exhibition Place, 4.1 Choosing the challenge themes**
Participants would like to see the TIZ program encourage broad collaboration among stakeholders, industry, academics, and others across the region.	The TIZ program will encourage collaboration by: interactions between trial participants and the City during trials, establishing a Steering Committee that includes local academic institutions, and connecting trial participants to evaluation partners. Other collaboration mechanisms may emerge without the direct involvement of the City. **See 3.3 Infrastructure to support testing, 5.1 Application process, 7 Governance and engagement**
Participants are strongly interested in having TIZ testing be linked to solving real-world challenges of relevance to the City of Toronto and Torontonians.	Themes for Challenge-based Calls for Application will be chosen based on three criteria (solves real problems, needs real-world testing, and environment matches the solution) along with several other factors. **See 4.1 Choosing the challenge themes**
When faced with the pros and cons of open calls versus more narrow, challenge-based calls for application, many participants suggest striking a balance, and some suggest offering both formats.	Both Open Calls and Challenge-based Calls for Application will be offered. **See 3.4 Open Calls for Application at Exhibition Place, 4 Transportation Innovation Challenges**

Participants would like to see an application interface and process that is streamlined, fast, predictable, and accessible.	The City will commit to reviewing and respond to applications in a timely, predictable manner by developing template Agreements and processes in advance of Calls. There will be opportunities for feedback and discussion between the City and applicants during the review process. **See 5.1 Application Process**
When considering the evaluation process for trials, many participants would like to see the trials be measured against the ability of the technology to meet the City's existing goals, for example, evaluating technologies for whether they: • Provide a benefit to the social fabric of the city for any group • Increase social mobility and equity • Assist in shifting people away from single occupant vehicles • Increase the public good and benefit the end user • Contribute to reducing GHG emissions and the environment	Monitoring and evaluation will take place on three levels: technical performance, public realm, and program evaluation. The evaluation criteria most mentioned by workshop participants fall largely in the second category. **See 7 Monitoring and evaluation, Table 1 – Monitoring and evaluation plan**
Participants would like to see the program be transparent, and some suggested that consistent key performance indicators be used across all trials in order to be able to effectively monitor and evaluate.	Draft key performance indicators are outlined in the Transportation Innovation Framework. These indicators will be refined by the City using the results and learning from the first Challenge-based trial. **See Table 1 – Monitoring and evaluation plan**
Participants would like to see stakeholders, particularly people with disabilities and other marginalized groups, be involved in the program – particularly in the evaluation of trials.	The Steering Committee and Trial advisors will include expertise on accessibility and other key perspectives. Annual reports on the TIZ Program will be published publicly. An online public event will be held each year to discuss the results and to discuss how the program is serving the broader needs of the City and its residents. The City will also publish public reports on each trial. **See 7 Governance and engagement**