

The CAV Readiness Plan for the Greater Toronto and Hamilton Area (GTHA) outlines how the public sector can prepare for a future with CAVs. A working Steering Committee comprised of MTO (lead agency), Metrolinx, City of Toronto, Region of Peel and WSP contributed in-kind and financial contributions. The Steering Committee applied for and was successful in receiving some federal funding through the program to Advance Connectivity and Automation in the Transportation System (ACATS). Over seventy (70) regional Stakeholders, consisting of public agencies, academic institutions, and industry organizations, were engaged through four full day workshops, surveys and document reviews to provide input and key insight on their transportation needs. The result was the delivery of the first regional CAV Readiness Plan in Canada that considered personal vehicles, transit and movement of commercial goods.



Capacity building, information gathering, brainstorming programs and reaching consensus on the way forward were critical pieces of this project. A CAV primer that provided background information on CAV technology and emerging transportation trends, including shared mobility services and connected and automated freight applications was developed at the project initiation. As the future is unclear as to how CAV will roll out, the team developed five (5) alternative future scenarios and eight (8) persona profiles which represented different types of CAV users.

Stakeholders were actively engaged through the four full day sessions and actively reviewed and developed material. The workshops were held at key milestones to keep Stakeholders involved and allow them to help shape the direction the team took throughout the project. Guest speakers (lawyers, Transport Canada, municipalities, MTO and private sector) were invited to share updates on their CAV-related initiatives during a “knowledge sharing” session.

The CAV Readiness Plan included approximately 200 guidelines, or tactics, spanning infrastructure, operational, institutional, public levers and pilot projects. The guidelines were developed from a bottom up perspective and aggregated into a top down view. The scenarios and personas were used to test the robustness of the guidelines, ensuring that they captured considerations that addressed the needs of various characteristics of the population (e.g. accessibility needs and safety needs of young children). The guidelines reflect needs of the current environment of ‘Few CAVs’ with pilot projects and platooning trials actively underway, as well as ‘Mixed CAV/Conventional Vehicles’ and ‘Primarily CAVs’. Five priority program areas were identified for the GTHA as well as the need for a mechanism to continue sharing information and working on a regional approach to preparing for CAVs. This resulted in the creation of the Smart Mobility Readiness Forum hosted by AVIN.

The Guidelines are easily transferable to other agencies and can serve as a checklist for becoming CAV Ready. The CAV Readiness Plan has gained recognition at both Canadian and international conferences, and requests for the report have been made by other government agencies across Canada.

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