

# Part K

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2.3.4.	Urban mobility data
2.3.5.	Parking, pickup and drop-off, and loading/unloading spaces
2.3.7.	Inform real-time trip choices
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4.3.3.	Water pollution
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4.4.7.	Capacity to adapt to shocks
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5.3.3.	Low-carbon fuels
5.3.4.	Renewable power for electric mobility
5.4.1.	Life cycle GHG into business cases
6.8.1.	Space allocation and prioritization principles
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6.8.2.	Streets management framework
8.2.1.	Equity, diversity, and inclusion in public agencies

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1.2.1.	Transit-oriented regional growth
1.2.2.	Accessible and barrier-free transit system
2.2.1.	Land use needs of goods movement, industrial, and agricultural land users
3.1.1.	Rental housing adjacent to transit
3.4.5.	Transportation workforce
4.2.4.	Welcome and secure on shared transportation and transit
4.2.6.	Training for walking, biking, transit skills
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5.3.1.	EV charging network for light-duty vehicles
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6.3.1.	Barriers to accessibility, equity, and inclusion
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4.4.6.	Transportation resiliency strategy
4.4.7.	Capacity to adapt to shocks
4.4.8.	State of good repair
5.3.4.	Renewable power for electric mobility
6.2.1.	Update Regional Transportation Strategy regularly
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7.1.3.	Transition to longer-term funding source
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Persons with Disabilities	
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1.1.5.	Shared micromobility
1.2.2.	Accessible and barrier-free transit system
2.1.5.	Transit priority planning and design
3.2.5.	AVs to support low-income individuals in remote locations
4.1.4.	Prioritize protection for road users with the least physical protection
4.1.5.	Active transportation facilities
4.1.7.	Vibrant, comfortable, inviting, and inclusive public spaces
4.2.1.	Wayfinding
4.2.2.	Room to move and sit on transit
4.2.4.	Welcome and secure on shared transportation and transit
4.2.6.	Training for walking, biking, transit skills
5.1.3.	Smaller, zero-emission freight vehicles
6.2.3.	Innovate with purpose
6.3.1.	Barriers to accessibility, equity, and inclusion
6.3.2.	Regional Social Equity Strategy
6.3.3.	Engagement practices
6.3.4.	Incorporate social equity into planning and network design



6.4.1.	Data for planning, monitoring, and evaluating
6.4.2.	Equity lens in decision-making
6.5.1.	Annual reporting
6.7.6.	People-first technology approach
6.8.1.	Space allocation and prioritization principles
6.8.2.	Streets management framework
8.2.1.	Equity, diversity, and inclusion in public agencies

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4.3.2.	Air emissions
4.3.3.	Water pollution
4.3.4.	Tree canopy and greenery
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4.1.8.	Training and awareness for drivers
4.1.11.	Advanced Drivers Assistance Systems (ADAS)
4.1.12.	Deployment of AVs

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Actions	Short description
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1.1.4.	Bikeways
1.1.5.	Shared micromobility
1.2.1.	Transit-oriented regional growth
1.2.3.	Frequent local fixed-route transit service
2.2.1.	Land use needs of goods movement, industry, and agriculture
2.3.1.	Network of local streets
2.3.10.	TDM programming
2.3.11.	TDM in multi-family and commercial buildings
3.1.1.	Rental housing adjacent to transit
3.1.3.	Parking management
3.2.3.	Secure bike charging and parking in multi-family and rental buildings
3.4.1.	Access to local shopping
4.1.7.	Vibrant, comfortable, inviting, and inclusive public spaces
4.3.7.	Reduce neighbourhood partition and social isolation
5.2.1.	Access to micromobility
5.3.1.	EV charging network for light-duty vehicles

Business/Commute Trip Reduction	
Actions	Short description
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1.4.3.	Mobility-as-a-Service
2.2.1.	Land use needs of goods movement, industry, and agriculture
2.2.2.	Consolidation of goods and deliveries
2.2.3.	Road capacity
2.3.2.	Network of regional roads
2.3.7.	Inform real-time trip choices
2.3.8.	Integrated pricing and fares between mobility providers
2.3.9.	Commute trip reduction programs
2.3.10.	TDM programming
2.3.11.	TDM in multi-family and commercial buildings
3.1.3.	Parking management
3.3.1.	Funding for transportation system
3.4.1.	Access to local shopping
3.4.2.	Access to local jobs
3.4.3.	Access to markets, suppliers, customers, and workers
3.4.7.	Piloting and innovation
4.1.7.	Vibrant, comfortable, inviting, and inclusive public spaces



4.3.2.	Air emissions
5.1.1.	Energy-efficient modes
5.2.1.	Access to micromobility
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5.3.1.	EV charging network for light-duty vehicles
5.4.1.	Life cycle GHG into business cases
5.4.2.	Carbon value for decision-making
5.4.4.	Upstream emissions

