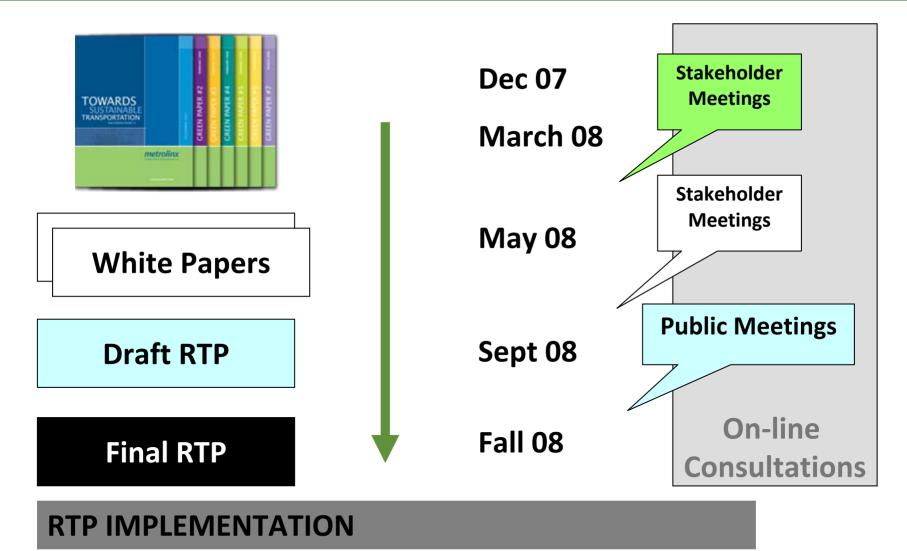


DRAFT

Regional Transportation Plan for the Greater Toronto and Hamilton Area

Leslie Woo General Manager, Policy and Planning September 30, 2008

Developing The RTP





The Case for Change:

- Global forces are framing transportation challenges
 - Climate change
 - Shifting Economies
 - Declining Resources
 - Aging demographics
 - Migration to Cities
- Cost of doing nothing is huge Congestion alone is escalating close to \$6B annually in the GTHA
 The status quo is not sustainable



A Comprehensive Approach Needed

- A bold, transformational transportation system is needed
- All pieces must work together to encourage a significant change in behaviour
- A successful plan will require ambitious policies and programs
- A strong foundation has been laid



GTHA - A Region under Transformation

- 6 million people today
- 8.62 million people by2031
- 30 municipal jurisdictions
- 8,242 km2 (3,182 sq. mi)

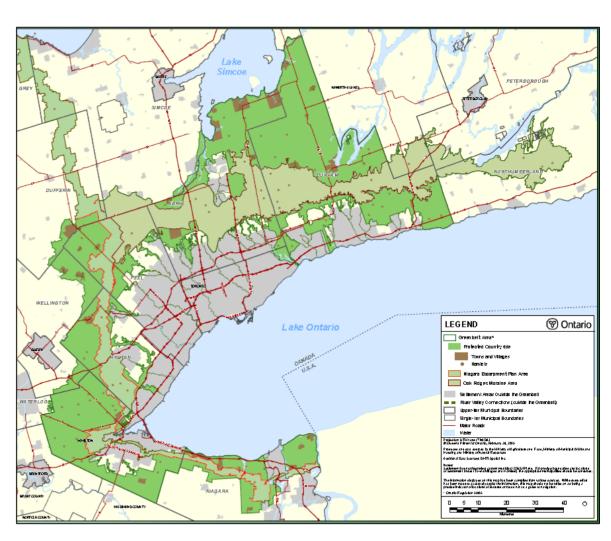




The Greenbelt Plan

- *Protects 1.8 million acres of sensitive land from development for:
 - water and air
 - local food production
 - recreation opportunities, incl. trails and parks

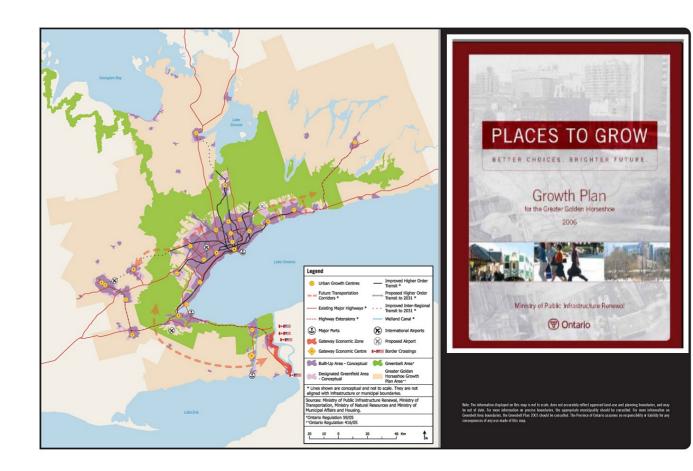






The GGH Growth Plan

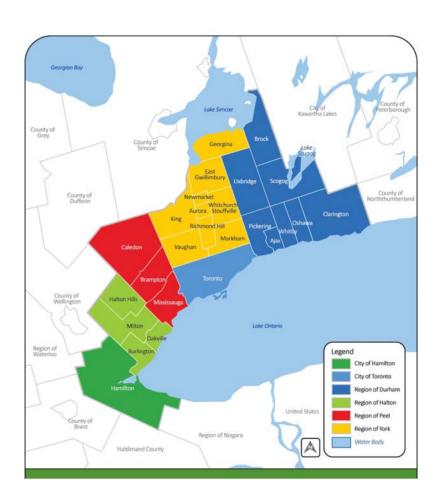
- Places to Grow legislation
- Management of future growth to 2031
- 25 urban growth centres
- Density targets to encourage revitalization as vibrant, transitoriented nodes





Metrolinx

- Created by the 2006
 Greater Toronto
 Transportation Authority
 Act
- A provincial agency managed by a Board of representatives
 - 2 provincial appointees
 - 9 regional or municipal appointees







THE BIG MOVE

Vision

An integrated transportation system for our region that enhances prosperity, sustainability and quality of life.

- A high quality of life comfort, reliability, choice, attractive, safe
- A thriving, healthy and protected environment smaller carbon footprint, ecosystem approach, conserving land
- * A strong, prosperous and competitive economy functional, integrated, efficient, fiscally sustainable, secure



5 RTP Themes - 15 Strategic Directions – 100 Actions

Increase Choices for Travel:

- SD#1 Build a Comprehensive Regional Rapid Transit Network
- SD#2 Promote Active Transportation
- SD#3 Improve the Efficiency of the Road and Highway Network
- SD#4 Consider all Modes of Transportation

Reduce Demands on the Transportation System:

SD#5 Create an Ambitious Transportation Demand Management Program

Meet the needs of the traveler first:

- SD#6 Create a Customer-First Transportation System
- SD#7 Implement an Integrated Transit Fare System



5 RTP Themes - 15 Strategic Directions – 100 Actions

Build Communities that make traveling easier

- SD#8 Build Communities That are Pedestrian, Cycling and Transit-Supportive
- SD#9 Develop a System of Mobility Hubs
- SD#10 Focus Growth and Development Along Transportation Corridors

Commit to continuous improvement:

- SD#11 Improve Transportation Understanding Through Research and Innovation
- SD#12 Plan For Universal Access
- SD#13 Improve Goods Movement Within the GTHA and With Adjacent Regions
- SD#14 Develop a National Strategy for Transportation in Urban Regions
- SD#15 Develop an Investment Strategy to Ensure Sustainable Funding For Transportation Infrastructure and Supporting Programs

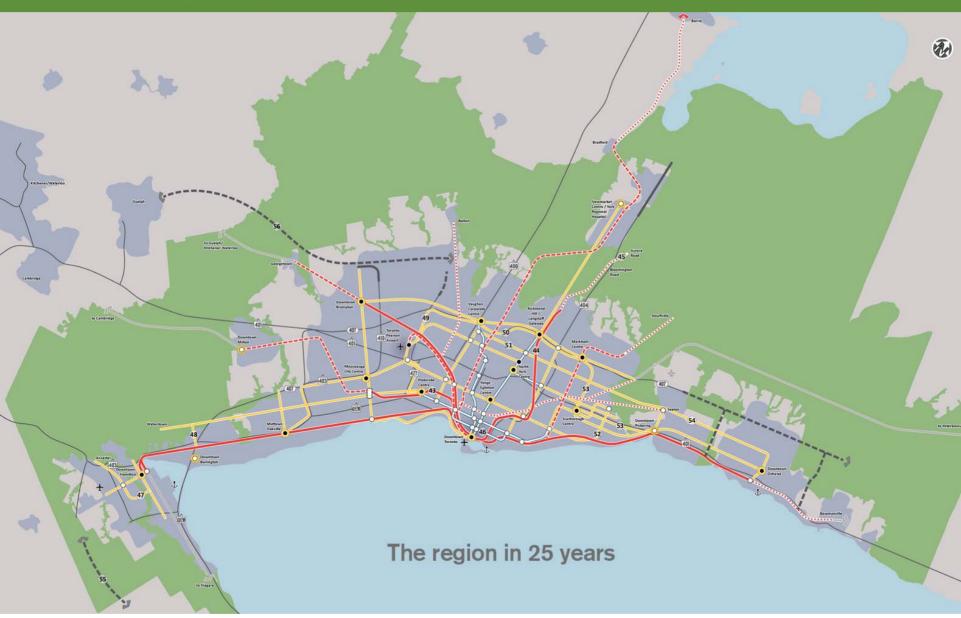


A fast, frequent and expanded regional rapid transit network

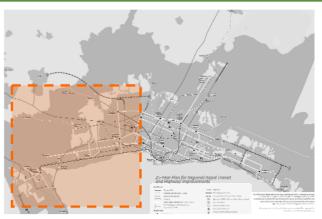


West Coast Main Line, United Kingdom

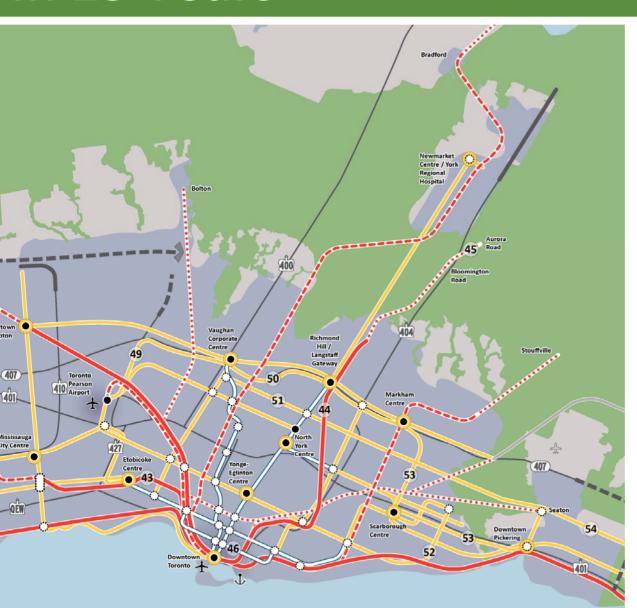


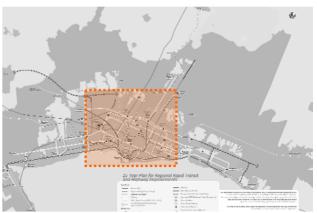
















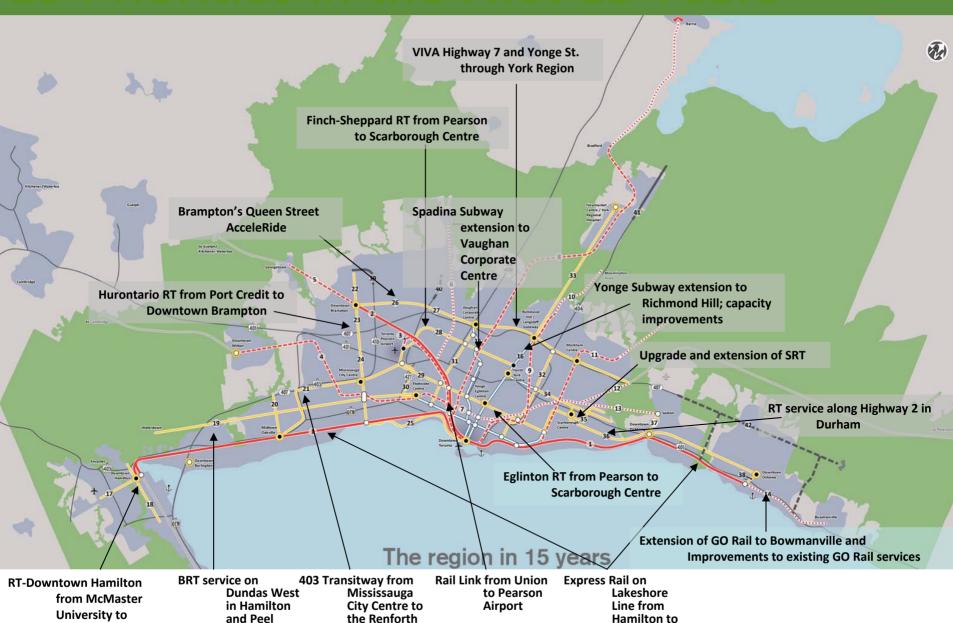




5 Priorities in the First 15 Years

Gateway

Centennial Parkway



Oshawa

High-order transit connectivity to the Pearson Airport district from all directions



Heathrow Express, London, U.K.



3. A region-wide integrated transit fare system



Singapore

Author: CK Go Places

METROLINX

3. A region-wide integrated transit fare system





4. An information system for travellers, where and when they need it





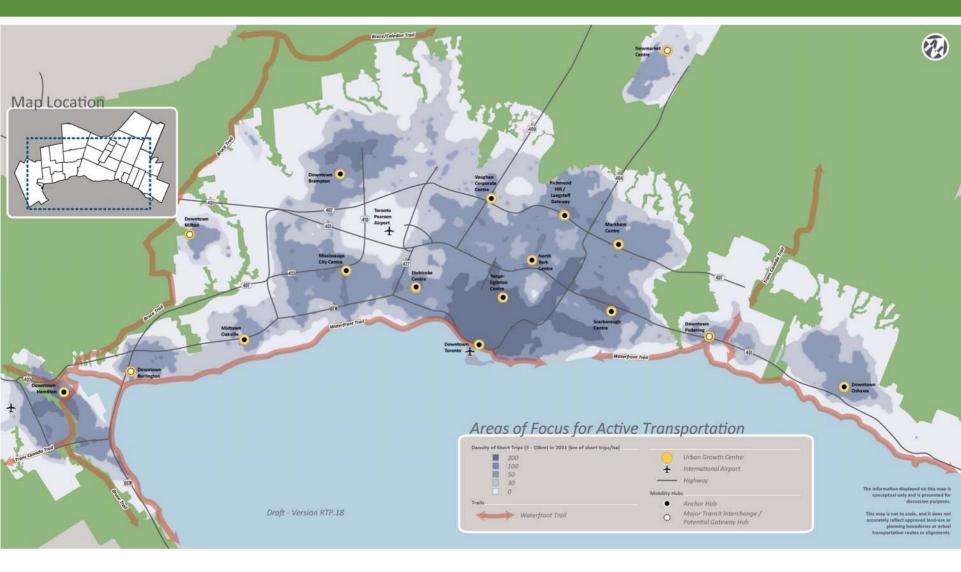
5. A complete walking and cycling network with bike-sharing programs





Paris, France

Areas of focus for Active Transportation





. A complete walking and cycling network with bike-sharing programs



Barcelona, Spain



6. A comprehensive strategy for goods movement



Vancouver, B.C.

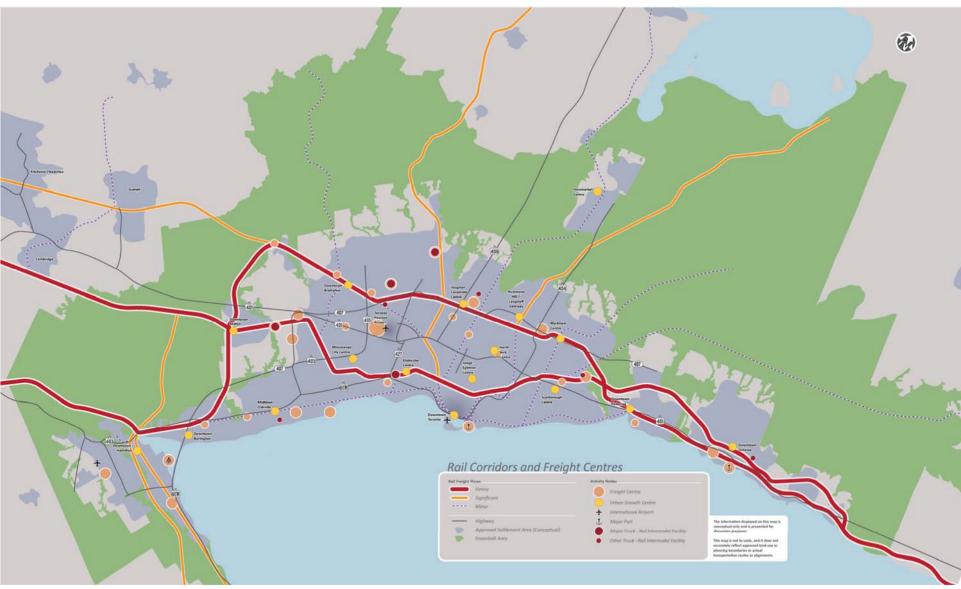
6. A comprehensive strategy for goods movement



Copenhagen, Denmark



6. A comprehensive strategy for goods movement



7. A System of Connected Mobility Hubs





Madrid, Spain

7. A System of Connected Mobility Hubs



Frankfurt, Germany







8. An Investment Strategy to provide stable and predictable funding



Olympic Village Station, Vancouver



25 Years from Now

INDICATORS OF SUCCESS	TODAY	IN 25 YEARS			
Amount Driven					
Average distance travelled by car each day per person	26 km	19 km			
Transportation Choice					
 ◆Per cent of people who live within two km of rapid transit 	42%	75%			
•Approximate length of dedicated bicycle lanes in the region	1,400 km	9,000 km			
•Total length of rapid transit service in the region	500 km	1,650 km			
Time Spent Commuting					
•Per cent of commuters who can get to work in 45 minutes or less by transit	38%	52-56%			
•Per cent of commuters who can get to work in 45 minutes or less by car	60%	59-63%			
Average time spent commuting each day per person	82 minutes	77 minutes			
Convenience, Accessibility and Service					
•Per cent of people who can use an integrated fare card to pay for their transit trip	0%	100%			
•Per cent of transit vehicles that are accessible to persons with disabilities	58%	100%			
•Travellers' satisfaction with the transportation system	TBD	80 – 100%			



25 Years from Now

Use of Transit				
•Total number of transit trips taken every year	546 million	1.26 billion		
•Number of transit riders during the morning peak period	467,000	1.1 million		
•Proportion of morning rush hour trips taken by transit	16.5%	26.2%		
Walking and Cycling				
•Proportion of morning rush hour trips taken by walking or cycling	9.0%	12.5%		
Approximate percentage of school children 11 years of age or older who walk or cycle to school	32%	50%		
Environmental Impact				
•Annual greenhouse gas emissions from passenger transportation per person**	2.4 tonnes	1.5 tonnes		
•Annual fuel and electricity consumption from passenger transportation per person (in million Gigajoules)**	26.4	19.1		
•Number of occupants in the average private motor vehicle during the morning rush hour	1.15	1.32		



Costs

Capital Costs for New Regional Transit

15 Year Plan	16-25 Year Plan	Total	Annually	
\$30 Billion	\$20 Billion	\$50 Billion	\$2 Billion	

Capital costs for highway improvements = approx. \$5 billion, (include MTO capital program and the HOV network proposal, but not widening or extension of local roads).

Operating Costs

For transit, with full program implementation = approx. \$1.5 billion per year.

For roads and highways, = approx. \$230 million per year, (include O&M, rehabilitation & reconstruction for the 400-series highway and municipal limited-access highways. Other municipal roads costs not included).

Principles for Implementation

- Be bold
- Move quickly
- Get going on the Big Moves
- Don't ignore the "little things"
- Partnership and collaboration
- Lead by example
- Remain adaptable to opportunity



How it All Fits Together



Investment Strategy

Benefits Case Analysis

Financing & Procurement Analysis

Annual Capital Program and Five-year Rolling Capital Program



Status of RTP

RTP status is key to success

- Provincial status for Regional Transportation Plan for the GTHA
- Legislation requiring that planning and infrastructure investment decisions be consistent with directions



Roles and Responsibilities

Province of Ontario

- Alignment of Investments
- Establish a foundation for sustainable funding
- Legislative reforms
- Land use planning
- Environmental Assessment



Roles and Responsibilities

- Government of Canada
- Municipal Governments
- Non-Governmental Organizations
- Private Sector
- Academic Institutions
- Individuals



Role of Metrolinx

- Prioritizing investments
- Integrating services
- Implementing infrastructure projects
- Delivery of programs and pilot projects
- Establishing a rolling capital plan
- Setting common performance standards to:
 - Ensure that equitable levels of service
 - Maximize return on investments
- Linking land use and transportation planning
- Monitoring and reporting on progress
- Advocate for transforming transportation in GTHA



Next Steps:

October 08

Public meetings

- Week One Toronto, York; Peel;
- Week Two –Toronto; Halton; Hamilton; Durham

Stakeholder workshops

Online Consultations

TAG meeting

November 08

Final RTP to Metrolinx Board



