



# **Regional Transportation Plan Update**

Development Services Committee

April 8, 2008

# Presentation Overview

1. Metrolinx Background
2. The Metrolinx Regional Transportation Plan (RTP) Process
3. 'Green Papers'
4. Discussions around Staff comments
5. Next Steps

# Metrolinx Background

- Greater Toronto Transportation Authority (GTTA) established in late 2006, recently adopted the name ***Metrolinx***.

## **Legislative Mandate**

- To provide leadership in the coordination, planning, financing and development of an integrated, multi-modal transportation network that conforms with transportation policies of growth plans prepared and approved under the Places to Grow Act, 2005, and complies with other provincial transportation policies and plans;
- To act as the central procurement agency for the procurement of local transit system vehicles, equipment, technologies and facilities and related supplies and services on behalf of Ontario municipalities; and
- To be responsible for the operation of the GO Transit system and the provision of other transit services.

# Metrolinx Goals

- A. An Integrated Transportation Plan (the RTP) by Fall 2008
  - Metrolinx hired IBI Group as the primary consultant for development of the RTP
- B. A Funding Model for a Sustainable Transportation System by Fall 2008
  - Develop a Funding Model
  - As the Province's authority for funding transportation system investments, Metrolinx will ensure that these investment decisions are strategic and fulfill the objectives of the RTP
- C. Assume Other Mandated Leadership Roles
  - Facilitate resolution of inter-regional transportation problems
  - Assume responsibility for GO Transit operations over time
  - Assume role in coordinating procurement
  - Develop an integrated fare card system
  - Play a leadership role in transportation
- D. Good Governance and Organizational Excellence of the GTTA Board
- E. Successful Partnerships and Stakeholder Relations
  - Work with the Province as a Key Partner, collaborate with municipal partners and pursue federal involvement

# **Metrolinx Board**



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**Peter Smith,  
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**Roger Anderson  
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**Gary Carr  
(Halton)**



**Fred Eisenberger  
(Hamilton)**



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**Adam Giambrone  
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**Norm Kelly  
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**David Miller  
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**Hazel McCallion  
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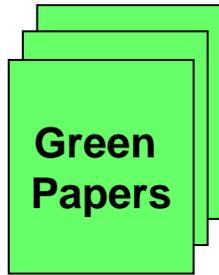
**William Fisch  
(York)**

# RTP Background

- The RTP will be a critical document in improving transportation throughout the GTA and setting priorities for implementation
- RTP is intended to be a long- range strategic transportation plan that:
  - Integrates transportation across the entire GTA and Hamilton Area
  - Integrates with transit-supportive land use
  - Addresses all modes of transportation
- One key output will be the required priority setting for all of the projects identified in the June 2007 MoveOntario rapid transit announcement.

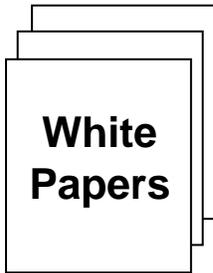
# Regional Transportation Plan (RTP)

JAN 2008



## 'Green Papers'

- Discussion documents that outline the challenges and array of options available for improving the transportation system
- Best practices from around the world
- Each green paper presents three scenarios and levels of involvement by Metrolinx (Status quo, Incremental and Bold)
- Comments due early April 2008



## 'White Papers'

- Finalize the preferred strategic scenarios
- Establish a vision for the GTHA Regional Transportation Plan
- Based on public and stakeholder input, the white papers will form the foundation for the RTP
- Comments due May 2008
- Presentation by Metrolinx to DSC scheduled for May 2008

JUNE 2008



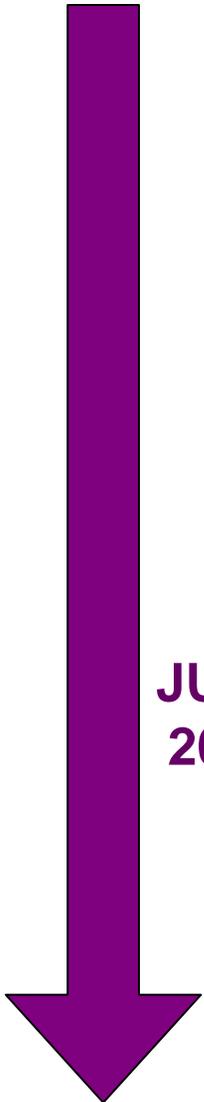
## 'Draft RTP'

- Strategic, long term vision for a coordinated transportation system
- Guideline for infrastructure investment decisions



**FINAL  
RTP**

SEPT 2008



# **Green Papers**

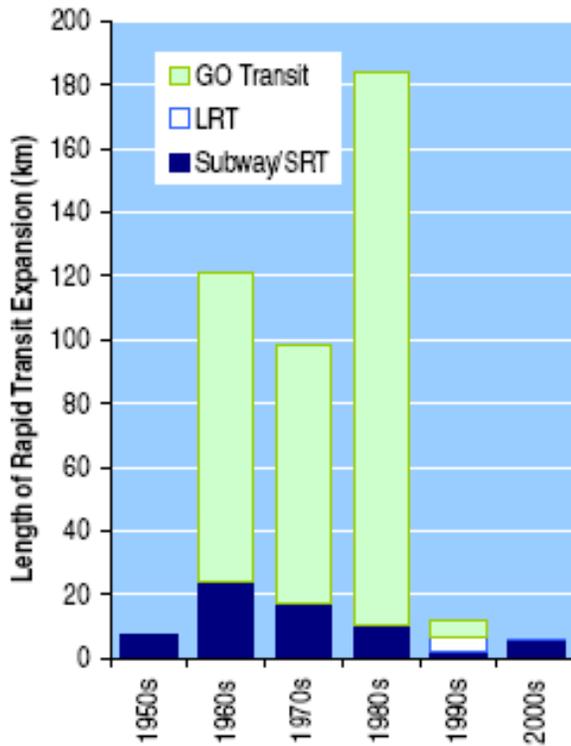
- 1. Towards Sustainable Transportation**
- 2. Mobility Hubs**
- 3. Active Transportation**
- 4. Transportation Demand Management**
- 5. Moving Goods and Services**
- 6. Roads and Highways**
- 7. Transit**



# Green Paper #1 Towards Sustainable Transportation



# What's the Problem?

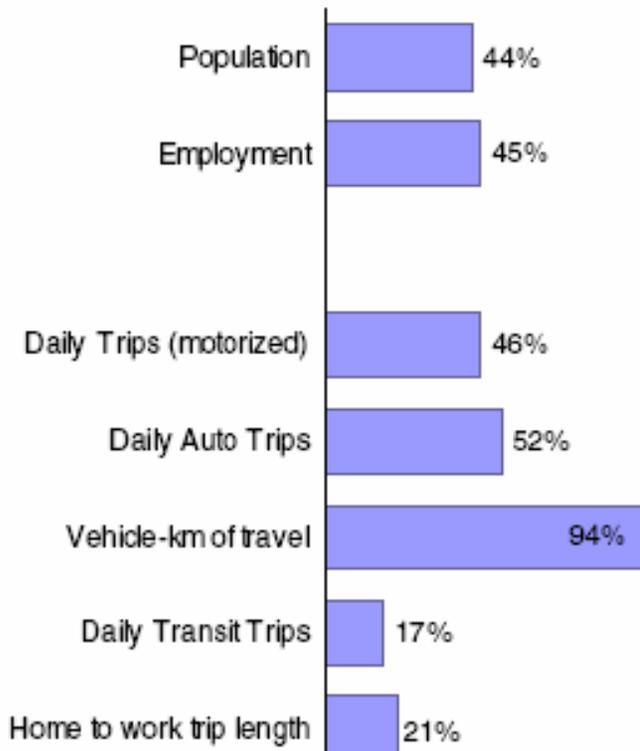


**HISTORIC RAPID TRANSIT EXPANSION IN THE GTHA**

- Region's transportation system has not kept pace with demand
- Subway, streetcar bus and commuter rail services are at/near capacity with resulting crowding and poor reliability
- Travel times on roads are increasing – accidents/weather cause further delays
- Road network in urbanized areas is now largely built out with limited opportunities to add capacity
- Toronto's rapid transit network is now merely average compared to other major metropolitan areas

# Travel Behaviour

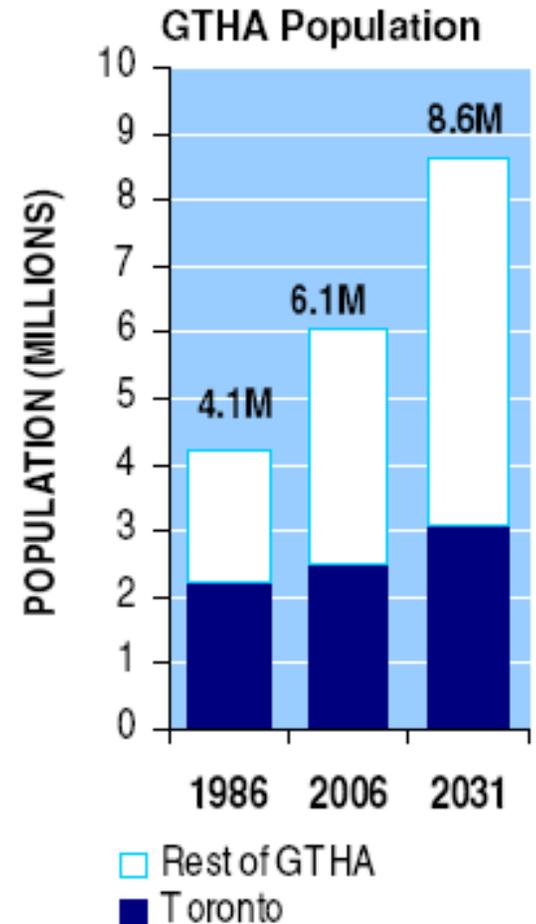
## KEY TRENDS, 1986 - 2006



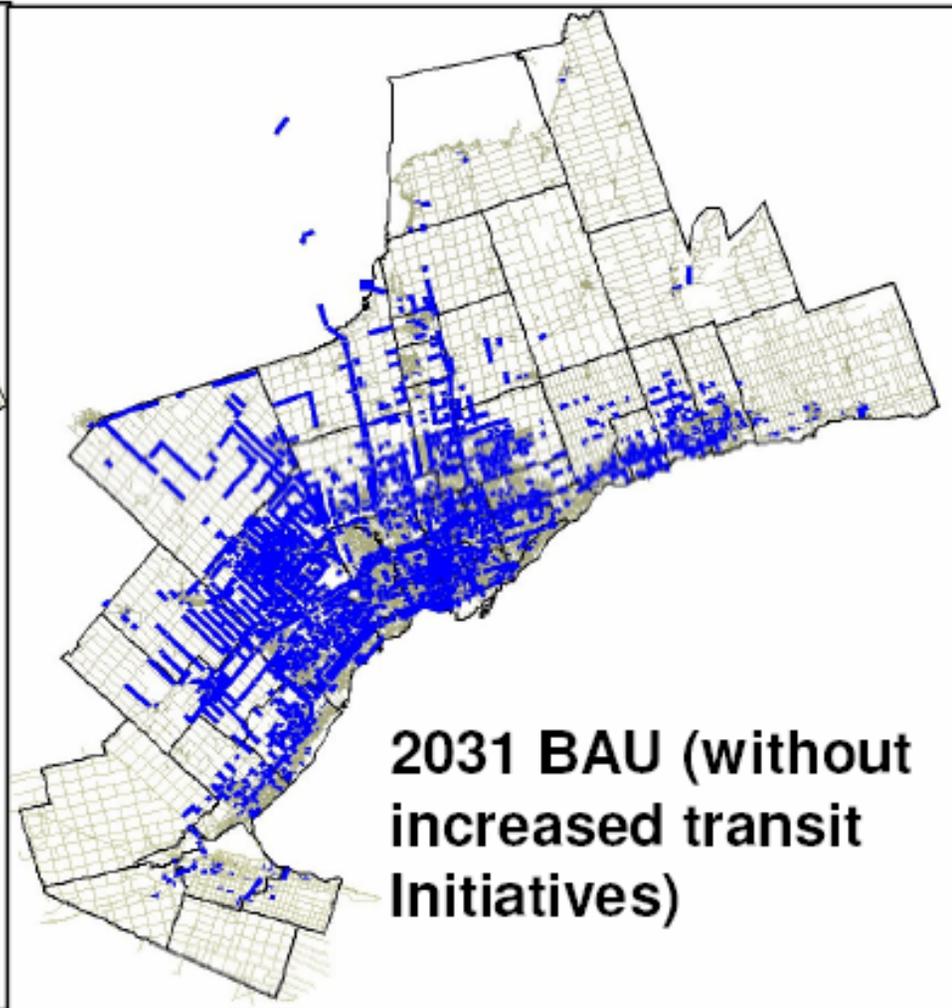
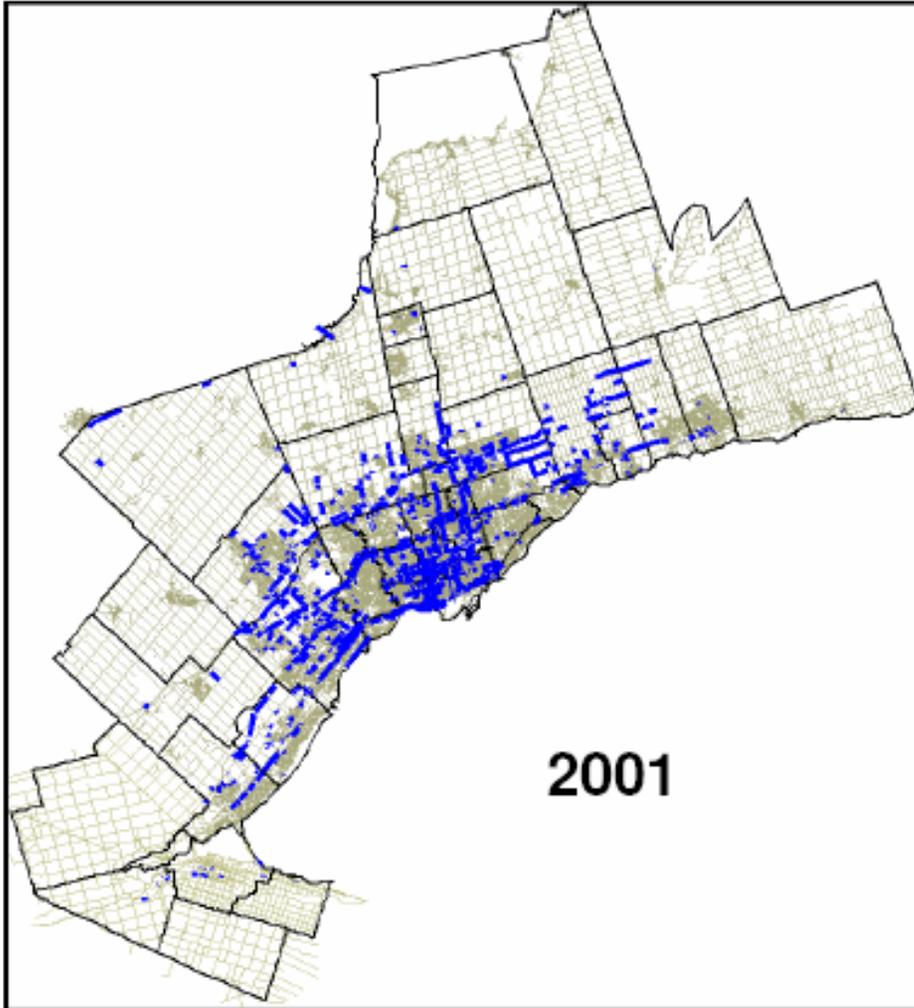
- ▶ Residents are travelling more, travelling further and relying more on their cars
- ▶ Commuter travel made by walk/cycle/transit dropped from 31% to 24% in last two decades
- ▶ Auto vehicle-kilometres have almost doubled
- ▶ Older communities have more sustainable transportation patterns than newer suburban communities, but majority of growth in suburban areas

# Population Growth

- ▶ Six million residents and growing
- ▶ Fourth largest metropolitan area in North America
- ▶ 100,000 new residents each year
- ▶ 8.6 M people in 2031 – larger than metropolitan Chicago or London (UK) are today
- ▶ 2.5 M growth in next 25 years is greater than current population of Greater Vancouver and twice current population of Ottawa-Gatineau



# Areas of Severe Congestion



# **Changing the Future: Shaping a Strategic Response**

- ▶ RTP marks the beginning to develop a vastly improved, sustainable transportation system
- ▶ RTP will take the perspective of the “customer” – traveller, citizen
- ▶ Little choice but to change
- ▶ Blueprint for change will include:
  - Seamless, cost-effective, environmentally friendly transportation system
  - Communities planned to facilitate walking, cycling and transit
  - Unprecedented reinvestment in public transit
- ▶ With everyone’s commitment, the GTHA will remain one of the world’s most attractive and successful city-regions



# Green Paper #2

## Mobility Hubs



# What is a Mobility Hub?

- Vital connection points in a transit-oriented metropolis
- Mobility Hub criteria
  - Hosts one or more modes of higher-order transit
  - Is considered for enhanced transit service
  - Has an inter-regional destination or draw
  - Has market demand to attract supportive levels of mixed-use, intensive development
  - Has land available for different types of development in and around mobility hub
  - Is strategically located within the GTHA
  - Is a unique visitation or tourism destination
  - Exhibits potential for place-making
- Various levels of Mobility Hubs
  - Primary (Central Toronto, Subway centres, Urban growth centres)
  - Secondary (Emerging Town or City centres, one or more transit stations (Langstaff, Markham Centre and Cornell), unique destinations such as universities )
  - Tertiary (Gateways/ Intermodal stations, Higher-order stations)
- Successful mobility hubs **DEPEND** on supportive land-use concentrations and planning

# **Metrolinx's Candidate** **Mobility Hubs in York Region** **and North Toronto**

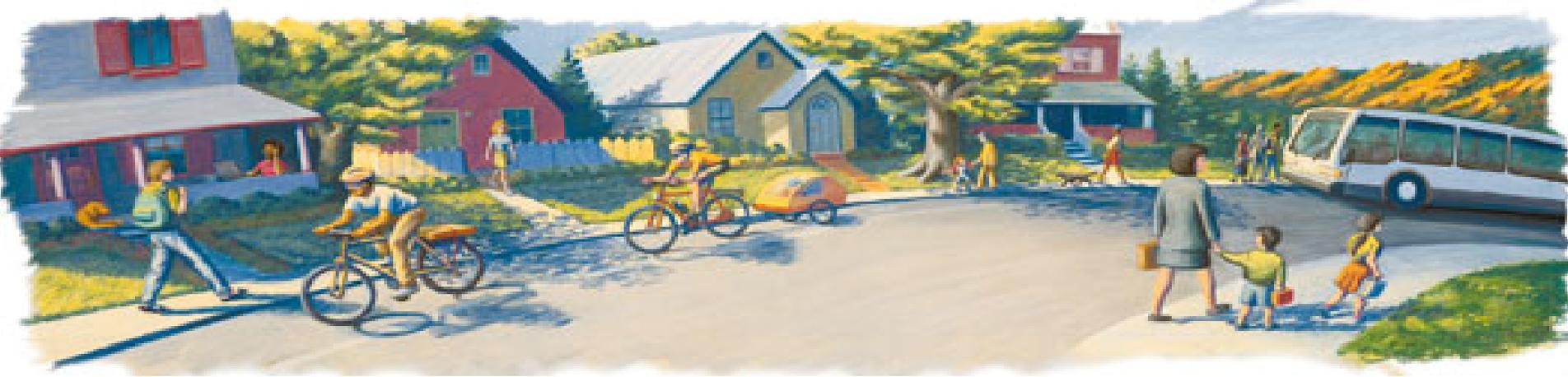
- Markham/Markville Centre
- Newmarket Centre
- Richmond Hill/Langstaff Gateway
- Vaughan Corporate Centre
- Don Mills Station

# Markham Comments:

## Mobility Hubs

The paper needs to be amended to include Mobility Hubs in:

- Box Grove / Cornell
- Mount Joy
- Milliken – GO/Steeles
- Steeles/CP Havelock
- Future subway stations and Highway 407 Transitway stations
- Metrolinx should clarify Don Mills and Markville mobility hubs
- Other Mobility Hubs as identified through the Region of York and Markham's Transportation Studies and our Growth Management Strategy



# Green Paper #3

## Active Transportation



# What is Active Transportation (AT)?

- Any form of *human-powered* transportation for commuter and recreational travel:
  - Walking, cycling, wheeling, in-line skating, skateboarding, etc
- A KEY characteristic of a sustainable transportation system

# Key AT Objectives for RTP

- Make AT safer and more comfortable by reducing physical barriers and improving community design and infrastructure
- Increase public awareness of the benefits of AT and break down social barriers
- Make cycling, walking or wheeling a **REALISTIC *first choice for travel***, wherever possible.

# **Potential Role for Metrolinx in AT**

- Funding Programs
- Policy Support
  - Land use supportive of AT
- Education and Outreach
- Legislative Changes
  - Changes to Highway Traffic Act to accommodate AT
- Targeted AT Infrastructure Improvements

# **Markham Comments:** **Active Transportation**

- Need commitment for long term funding of integrated AT infrastructure as identified in Markham's Transportation Strategic Plan (MTSP); and Cycling and Pathways Master Plans



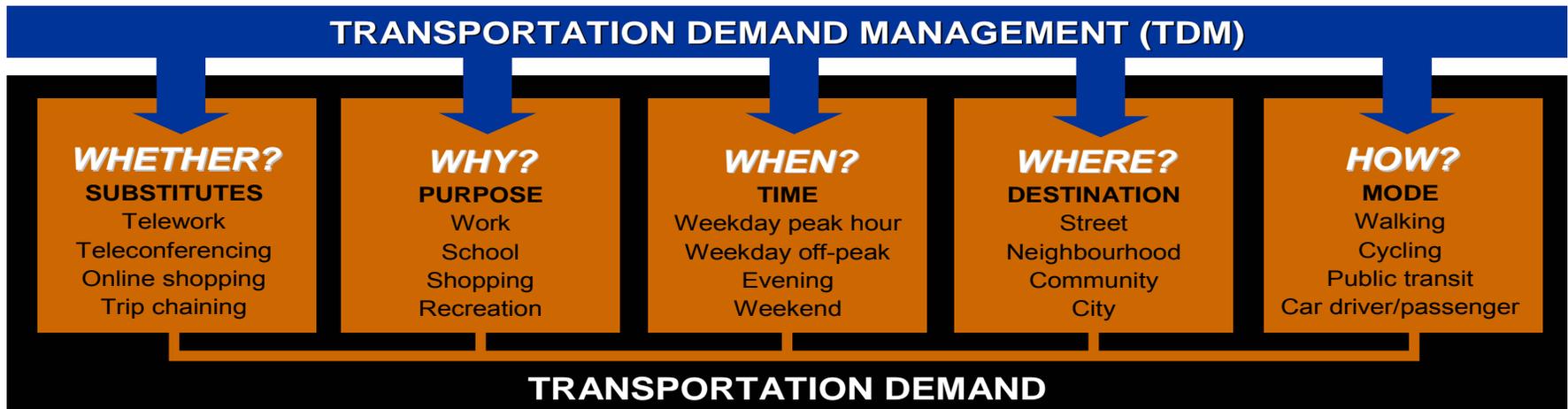
# Green Paper #4

# Transportation Demand Management



# What is TDM?

- TDM is the use of policies, programs, services and products to influence *whether, why, when, where* and *how* people travel
- An essential element of sustainable mobility systems
- Complemented by supportive land use practices and improvements to transportation supply
- Conceptually, TDM has two general approaches:
  - **Education, promotion and outreach**
  - **Incentives and disincentives**



## Options for Action: Some Bold Initiatives

- ★ Free transit passes for most employees & students
  - ▶ Employer transit benefits are tax-exempt
  - ▶ Emergency ride home offered at larger workplaces
  - ▶ Part-time telework is routine
  - ▶ Schools rationalized to minimize travel
  - ▶ Region-wide branding & individualized marketing
  - ▶ Single integrated online travel planner
- ★ Tolls on provincial highways & arterials, revenue used for transportation
- ★ Distance-based vehicle registration & insurance
- ★ Parking reform: Most paid, zoning maximums, no surface lots near rapid transit, commercial tax, employee cash-out

# Markham Comments: Transportation Demand Management

- Supportive of most Bold Initiatives
- Further discussion are needed regarding the highlighted initiatives ★
- Need commitment for long-term funding for TDM/TMA initiatives

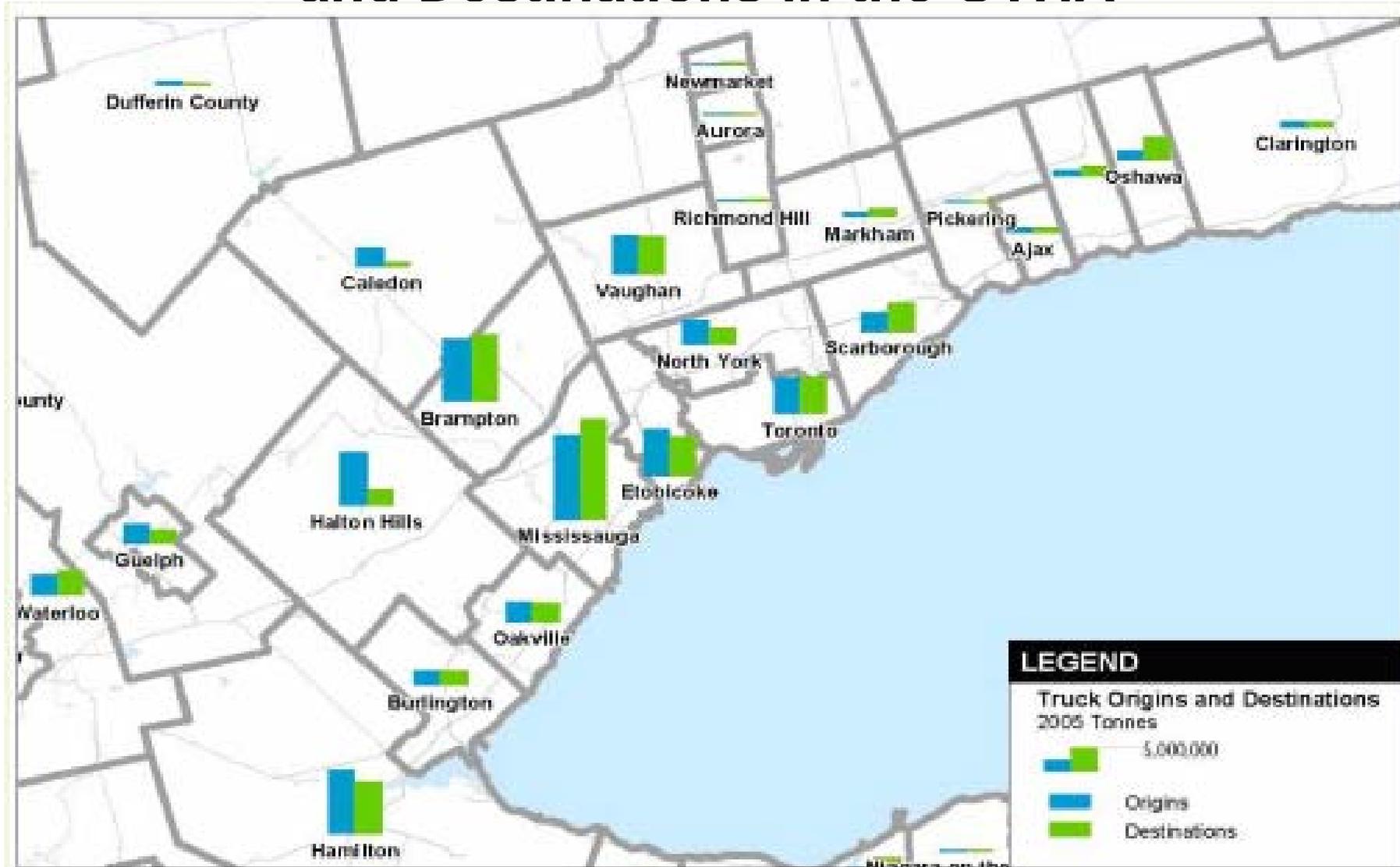


# Green Paper #5

## Moving Goods and Services

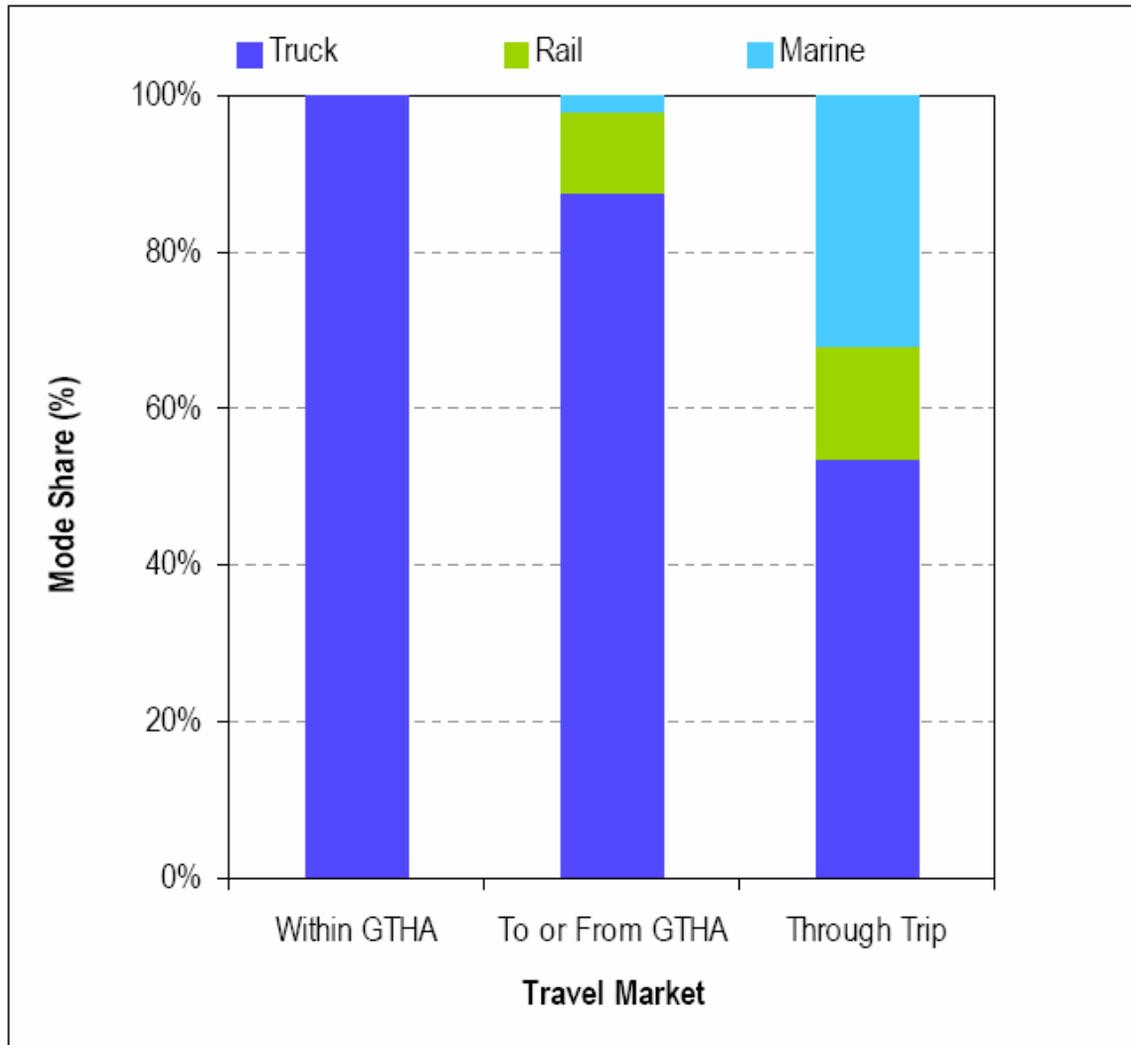


# Comparing Long-Distance Truck Trip Origins and Destinations in the GTHA



# Moving Goods & Delivering Services

## Goods movement by mode



**Goods movement and Roadway Infrastructure are interrelated in the GTHA context**

# Moving Goods and Delivering Services

## Objectives of Metrolinx

- Improve efficiency of goods movement within and across the region, and to major domestic and international markets
- Must address quality of life and environmental sustainability objectives, while ensuring continued economic growth
- Reduce conflicts between freight and passenger demands on transportation infrastructure (Hagerman/Rail/Rail)
- Influencing land use and location decisions
- Designating and protecting corridors
- Recognize multiple stakeholders

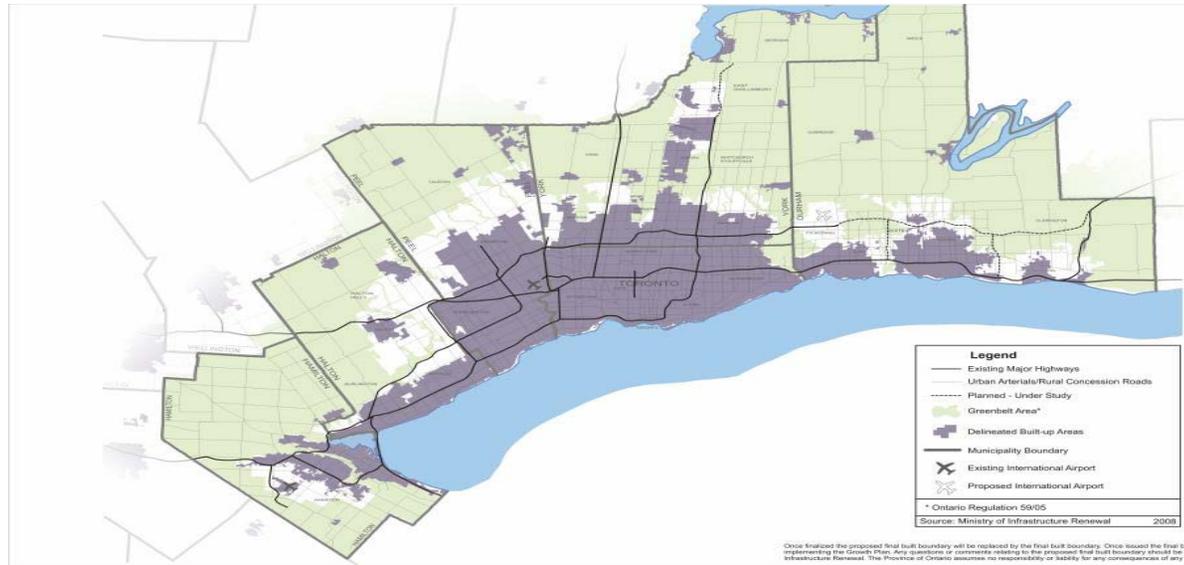
# Markham Comments: Moving Goods and Services

- Metrolinx needs to identify bottlenecks and missing corridors and identify a plan to address such
- Metrolinx should identify the weakness in linkage between the supplier and consumer and address them.
- In addition to regional freight centres such as the Airport and Intermodal freight stations there may be a need for smaller/intermediate facilities in the GTA. Metrolinx should address the efficiency of mega distribution centres versus smaller local centres
- How will Goods and Services delivery be provided to Pickering Airport



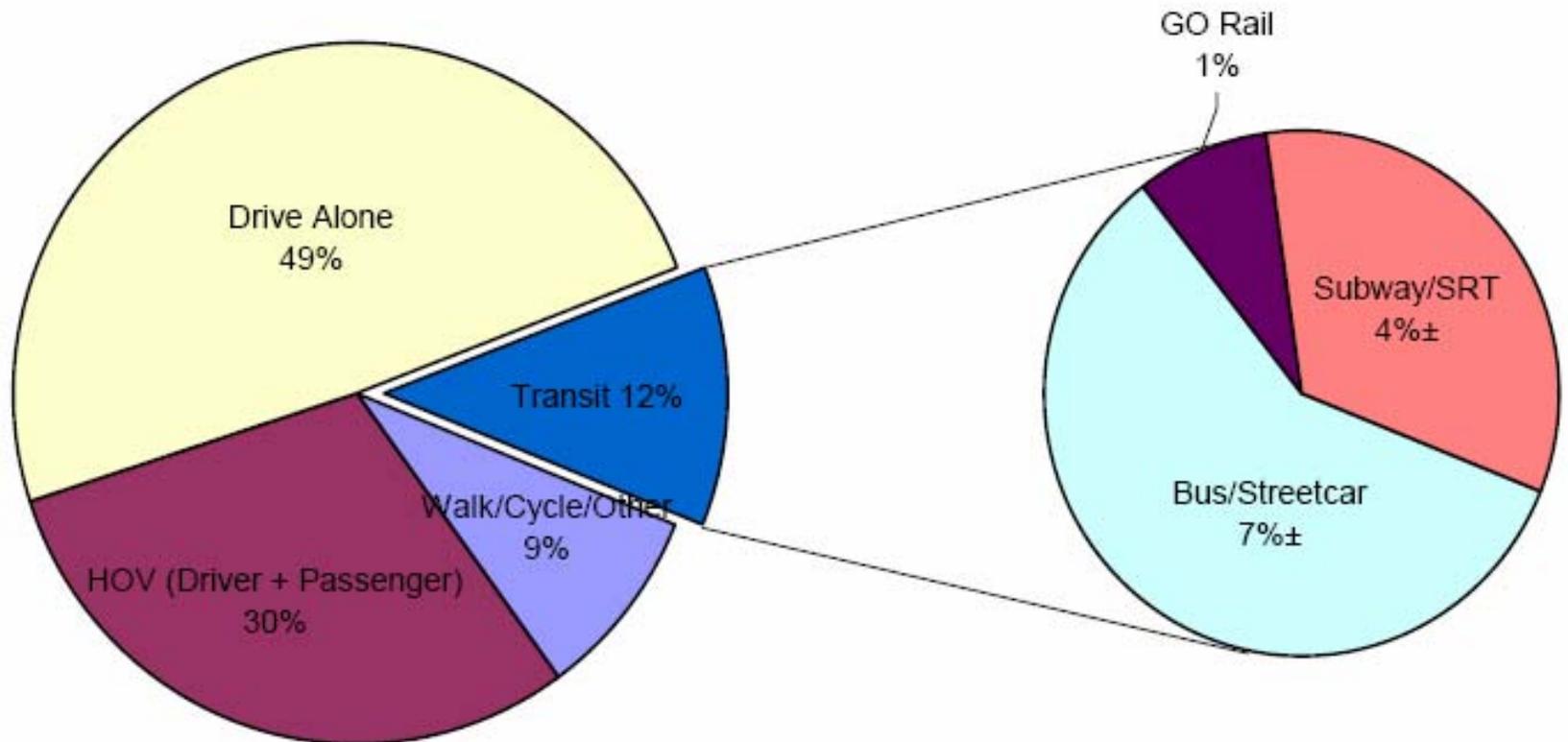
# Green Paper #6

## Roads and Highways



Once finalized the proposed final full boundary will be replaced by the final full boundary. Once issued the final full boundary must be implemented in the Growth Plan. Any questions or comments relating to the proposed final full boundary should be directed to the Minister Infrastructure Renewal. The Province of Ontario assumes no responsibility or liability for any consequences of any law made of this the

# GTHA Reliance on Roads and Highways



# Our Current Roads and Highways

- Backbone of existing transportation system
- 95% of 12 million daily trips (including transit) depend on road system
- Current system is overloaded with Single Occupancy Vehicles ( $\pm$  90% of car travel on highways)
- Congestion is limiting competitiveness, degrading the environment and reducing quality of life
- Limited opportunities for expansion

# Key Issues on Our Roadways

- Incorporation of improved transportation information systems (example: real time traffic and transit information)
- HOV network on existing roads and highways
- Goods movement bottlenecks
- Gaps in system
- Traffic demand constantly exceeding supply (consideration of road pricing scenarios to manage demand)

# **Metrolinx Objectives for GTHA**

## **Roads and Highways**

- Optimize the utilization of existing infrastructure
- Meet the long-term needs of GTHA travelers
- Maximize capacity of existing infrastructure to move people and goods
- Enhance modal choices offered to GTHA travelers
- Support land-use policies
- Reduce environmental impact of road transportation
- Provide a safe, pleasant, convenient and attractive experience for all road users

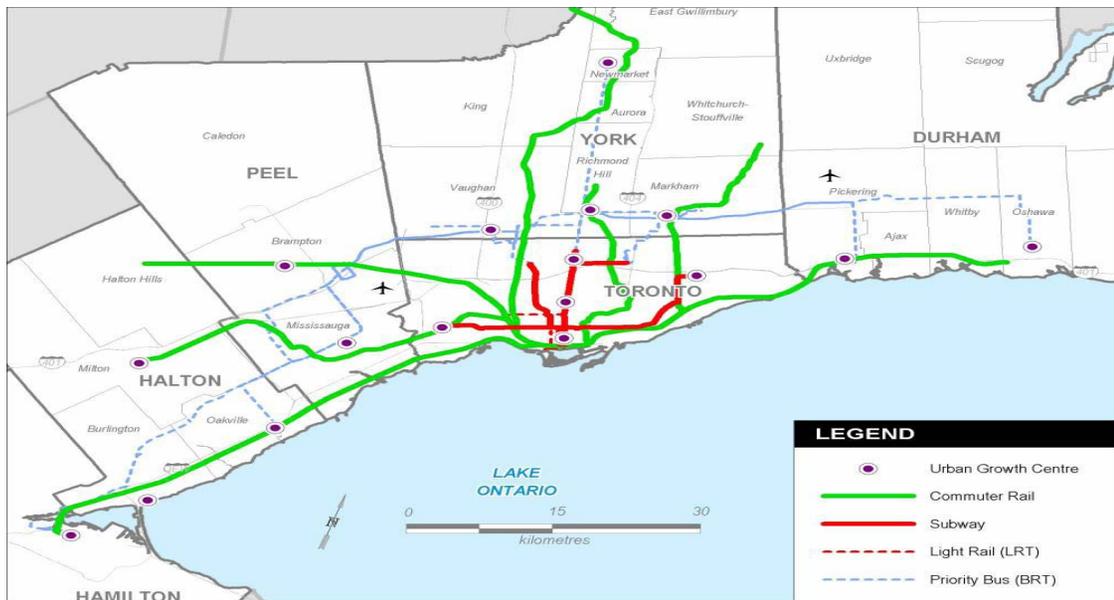
# Markham Comments:

## GTHA Roads and Highways

- Metrolinx to identify shortfall in road capacity and identify potential improvements
- Identify discontinuity in road network and develop strategies to allow connectivity for all modes of travel
- Metrolinx should prepare and prioritize a list of candidate corridors that require an overall congestion management solutions;
  - including TDM, HOV, Transit, new infrastructure, roadway widening, extension, road pricing, information and technology etc.
- Impact on Regional arterials and Town collector roads with tolling 400 series highways has to be evaluated.
- Metrolinx should act as a forum where municipal jurisdictional and other issues of interregional connectivity could be resolved.



# Green Paper #7 Transit



# Transit - Introduction

- Projected growth based on the current auto-orientation is not sustainable
- Achieving goal of sustainable mobility will require a first-class transit system
- Substantial transit expansion, transit-oriented land use, shifts in pricing of other modes are urgently required to provide competitive mobility choices
- Green Paper presents key attributes and possible features of a future transit system within a bold vision for the GTHA

# Transit –Three Alternative Futures

- Three approaches have been discussed in the paper:
  - A. Current trends (Status Quo with approved projects)
  - B. Incremental
  - C. Bold
- Approaches represent possible phasing for transit improvements to transform system from Trends to Incremental to a Bold vision
- RTP expected to include elements of all three transit approaches, integrated with other plan elements from other Green Papers

## **A) Trends Approach (Status Quo)**

- Business as usual
- Committed road and rapid transit projects
- Transit share remains low in suburban areas
- Traffic congestion continues to worsen, with most transit vehicles delayed in traffic and overcrowding common in peak periods

## **B) Incremental Approach**

- Includes MoveOntario 2020 projects with improved local service and more seamless delivery
- More frequent and reliable service and greater focus on customer service
- Growing public awareness and support for transit

# Transit - Bold Approach

- Seamless and unified service providing a comprehensive web throughout the region
- MoveOntario 2020 plus Regional Express Network (Super Metro) and additional subway, LRT and BRT
- Bold supportive policies (e.g. road pricing, parking charges, etc.)
- Transit main mode in urban areas and an attractive alternative in suburban area
- GTHA a transit-friendly region with changes in public attitudes and travel behaviour
- Capital cost, supported by revenue streams from road pricing and other user charges

# Transit - Bold Approach

Over and Beyond MoveOntario 2020. Includes both the Trends and Incremental Alternatives plus significant additional transit infrastructure investments



# **MoveOntario 2020 Projects in Markham** **(Projects included in the ‘Green Paper’ and subject to the review of Metrolinx)**

- 10. GO Richmond Hill rail line capacity expansion from Union Station to Richmond Hill
- 12. GO Stouffville rail line capacity expansion from Union Station to Stouffville and extension of the line to Uxbridge
- 16. New GO rail line on the Havelock line from Agincourt to Pickering
- 22. GO Bus Rapid Transit on Markham Road from Highway 407 in Markham to Highway 401
- 29. Yonge subway line extension north from Finch station to Highway 7 (Langstaff)
- 30. VIVA Markham North-South Link from Markham Centre to Don Mills station
- 37. Yonge Bus Rapid Transit busway from Finch station to Steeles Avenue
- 46. VIVA Yonge Street from Steeles Avenue to Highway 7 (Langstaff)
- 42. Don Mills Road Light Rail Transit from Steeles Avenue to the Bloor-Danforth subway
- 50. VIVA Highway 7 from Yonge Street (Langstaff) to Cornell



# Toronto Transit City Light Rail Plan

- existing subway
- existing light rail

# Markham Comments: Transit

- 1) Markham is well positioned for transit and transit oriented development
- 2) Municipal and Regional input is vital for prioritization of links and transit technology (BRT vs. LRT)
- 3) Need to protect property (ROW) now for future transit services
- 4) Sustainable funding sources required
- 5) Protect a new transit corridor East/West between 16<sup>th</sup> Avenue and Elgin Mills.
- 6) Add Highway 404 HOV extension to Elgin Mills Road
- 7) Need to identify the Highway 407 Transitway
- 8) Need to review necessity of BRT from Finch to Highway 7 with a subway extension
- 9) Need for Steeles rapid transit route from Yonge Street to Havelock / Steeles transit hub
- 10) Protect a North/South transit route on Markham Road to connect to SRT at Sheppard Avenue
- 11) Provide for other transit route as identified in the Region of York and Town's transportation studies

# Next Steps:

- Submission of Markham comments on Green Papers to Metrolinx by April 11 2008
- Presentation by Metrolinx on white paper to DSC scheduled for May 2008

## ← Markham's Comments

- Staff input in Metrolinx technical advisory groups

## ← Markham's Comments

- Presentation by Metrolinx/Town of Markham staff on draft RTP to Development Services Committee in August/September 2008

JAN 2008



JUNE 2008

SEPT 2008