Towards the Next Regional Transportation Plan

Freight Day
University of Toronto
Peter Paz, Manager of Regional Partnerships
Better public transit in the GTHA: Our health depends on it

By Carey Hindsen

Congestion cost may be up to $11 billion for GTA, study says

A new study using a new method says Toronto has been underestimating congestion costs

Toronto suffers worst "traffic stretch" in Canada

New study puts Toronto at the top of 14 cities when it comes to the gap between an ideal trip time and stop-and-go reality.

Longer life: The public health argument for better transit

Active transportation allows residents to build exercise into each day, report says.
Addressing the GTHA’s transportation challenges
Metrolinx was created in 2006 by the Province of Ontario as the **first Regional Transportation Agency** for the Greater Toronto and Hamilton Area (GTHA).
What is Metrolinx’s mandate?

1. Regional transformation
2. Plan, build, and operate
3. Create connections
“In 25 years, the GTHA will have an integrated transportation system that enhances our quality of life, our environment and our prosperity”
Billions in construction projects
Regional Express Rail: $13.5 billion over 10 years
Rapid transit will change everything
Goods Movement
Strategy #9 – Improve Goods Movement within the GTHA

GTHA URBAN FREIGHT
ACTION PLAN

1. BUILD COLLABORATION & SUPPORT
   Action 1: Strengthen and collaborate with multi-sectoral forums
   Action 2: Establish an inter-governmental freight committee
   Action 3: Improve and coordinate public outreach on urban freight

2. IMPROVE FREIGHT INFORMATION
   Action 4: Improve data sharing on freight vehicles, routes and activities
   Action 5: Establish a GTHA urban freight data collection program

3. INCREASE TRANSPORTATION NETWORK EFFICIENCY
   Action 6: Develop and protect a strategic GTHA truck network
   Action 7: Harmonize truck route standards and mapping
   Action 8: Investigate intelligent lane utilization and truck-only lanes
   Action 9: Explore opportunities to move freight on transit

4. ENHANCE PLANNING & DEVELOPMENT
   Action 10: Develop freight supportive land-use guidelines
   Action 11: Support development of innovative freight hubs
   Action 12: Improve access to existing intermodal facilities
   Action 13: Plan and protect complementary land uses near major freight hubs

5. IMPROVE OPERATIONAL PRACTICES
   Action 14: Use technology to optimise and manage the movement of goods
   Action 15: Explore opportunities for flexible freight delivery times
   Action 16: Enhance incentives to encourage off-peak deliveries
   Action 17: Implement reserved curbside delivery options

Urban Freight Forum
Implementing The Big Move

Ten Strategies of The Big Move

1. Build a Comprehensive Regional Rapid Transit Network
2. Enhance and Expand Active Transportation
3. Improve the Efficiency of the Road and Highway Network
4. Create an Ambitious TDM Program
5. Create a Customer-First Transportation System
6. Implement an Integrated Transit Fare System
7. Build Communities that are Pedestrian, Cycling and Transit-Supportive
8. Plan for Universal Access
9. Improve Goods Movement within the GTHA and With Adjacent Regions
10. Commit to Continuous Improvement

- Since The Big Move, Metrolinx and its partners have been working at a rapid pace to deliver improvements to public transit, active transportation and road networks
- Most projects are in progress.

STATUS OF THE BIG MOVE’S 92 ACTIONS & POLICIES

<table>
<thead>
<tr>
<th>Status</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete/Continuous</td>
<td>32%</td>
</tr>
<tr>
<td>In Progress</td>
<td>62%</td>
</tr>
<tr>
<td>To be Initiated</td>
<td>7%</td>
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</table>

*Based on The Big Move Baseline Monitoring Report, Appendix B: Inventory of Initiatives, 2013 (with updates)*
Metrolinx is required to review the GTHA multimodal regional transportation plan under the Metrolinx Act (2006) at least every ten years, in alignment with Ontario’s Growth Plan for the Greater Golden Horseshoe.

A review of The Big Move at this time allows Metrolinx to:

- Evaluate and incorporate evidence-based research, new analysis and innovative approaches
- Assess progress, change and the impacts of committed provincial investments on the region’s transportation system
- Continue to strengthen our relationships with stakeholders by advancing and aligning the provincial, regional and local priorities that together can achieve the shared vision for the GTHA’s transportation system.

The Corporation shall, at least every 10 years after subsection (1) comes into force, complete a review of the transportation plan required by clause (1) (a) and make any necessary changes to the transportation plan to ensure that it complies with the prescribed provincial plans and policies in accordance with clause (2) (d). 2006, c. 16, s. 6 (4).
Path to the Next RTP
Coordination with the Growth Plan
Timeline

2006

- APRIL 2006: Metrolinx created under the Metrolinx Act, 2006

- NOV 2008: The Big Move Regional Transportation Plan

2014

- FEB 2014: RTP Review Introduction to Board

2015

- PHASE 1 REVIEW

2016

- PLAN CON�ULTATION & ADOPTION

- FALL 2016: Consultation Results from Discussion Paper

- 2016: Growth Plan Amendments

2017

- PHASE 2 UPDATE

- WINTER 2017: Finalized Growth Plan

- DECEMBER 2017: Final Updated Regional Transportation Plan

2018

- JUNE 2017: Draft Updated Regional Transportation Plan

- 2018 / 2019: RTP Implementation Plan

- We are here

Timeline:

- 2015: Growth Plan Discussion Paper

- 2016: Growth Plan Discussion Paper

- 2017: Growth Plan Discussion Paper

- 2018: Growth Plan Discussion Paper

Timeline:

- Spring 2015

- August 2016

- Winter 2017

- Autumn 2018
Technical Background Papers

• Active Transportation Needs and Opportunities
• Goods Movement Issues and Opportunities
• Mobility Hub Profiles and Indicators
• New Mobility Services Trends and Implications
• Social Equity Analysis
• Transit Needs and Opportunities
• Transportation Demand Management Needs and Opportunities
• Screening Process
• Draft Updated Vision, Goals & Objectives
• Land Use Context

Partnerships with University Researchers

• Access to Regional Transit
• Journeys to School and Work
• Factors Influencing Transit Use
• Regional Intermodal Demand Modelling
• Transportation Demand Management
• Transit Equity
• Health and Transit Access
• Walkability at GO Stations
• Barriers to Active Transportation
• Children’s Independent Mobility
• Shared Economy
PROJECTED POPULATION GROWTH RATE 2011 - 2041

- Peel: 47%
- York: 68%
- Durham: 90%
- Halton: 93%
- Hamilton: 46%

Greater Toronto and Hamilton Area: 49%
GTHA Population Growth by Age

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Proportion</th>
</tr>
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<tbody>
<tr>
<td>0-19 (Youth)</td>
<td>20%</td>
</tr>
<tr>
<td>20-34 (Young Adults)</td>
<td>20%</td>
</tr>
<tr>
<td>35-49 (Middle Age)</td>
<td>20%</td>
</tr>
<tr>
<td>50-64 (Adults)</td>
<td>20%</td>
</tr>
<tr>
<td>65+ (Seniors)</td>
<td>20%</td>
</tr>
</tbody>
</table>

- **Youth (age 3-19)**
- **Young Adults (age 20-34)**
- **Middle Age (age 35-49)**
- **Adults (age 50-64)**
- **Seniors (65+)**
Future Travel Demand (a.m. peak)*

**Total Trip Growth**

AM PEAK TRIPS (MILLIONS)

<table>
<thead>
<tr>
<th>Year</th>
<th>AUTO</th>
<th>TRANSIT</th>
<th>ACTIVE</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>71%</td>
<td>19%</td>
<td>10%</td>
<td>100%</td>
</tr>
<tr>
<td>2001</td>
<td>74%</td>
<td>16%</td>
<td>10%</td>
<td>100%</td>
</tr>
<tr>
<td>2011</td>
<td>73%</td>
<td>18%</td>
<td>9%</td>
<td>100%</td>
</tr>
<tr>
<td>2031</td>
<td>71%</td>
<td>18%</td>
<td>11%</td>
<td>100%</td>
</tr>
</tbody>
</table>

**Total Auto Vehicle km Travelled**

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Auto Vehicle km Travelled</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>17.6 M</td>
</tr>
<tr>
<td>2031</td>
<td>24.0 M</td>
</tr>
</tbody>
</table>

**Auto Vehicle km Travelled / Person**

<table>
<thead>
<tr>
<th>Year</th>
<th>Auto Vehicle km Travelled / Person</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>2.09</td>
</tr>
<tr>
<td>2031</td>
<td>2.02</td>
</tr>
</tbody>
</table>

* Note: 2031 data assume implementation of currently funded rapid transit network.
Home and Work Location: 1991 - 2031

- Within Downtown
- To Downtown
- Within Rest of Toronto
- Between Regional Municipalities and Rest of Toronto
- Within any Regional Municipality
- Between Regional Municipalities
Employment Growth: 2006 - 2041

• 2016 data are estimated
• Office Employment data: Hemson Consulting Ltd.
• 2031 – 2041 Total Employment Data: Growth Plan for the GGH, schedule 3
The Geography of Work

Legend

Core Employment, 2011
- Less dense
- More dense
1 Dot = 100 Jobs

- Municipal boundary
- Megazone
- SKID
- Toronto Core
- City Centre
- Airport
- Road
- 2006 Built boundary

Source: Neptis Foundation 2016
Goods Movement in the Next Plan
Several key areas covered in this paper:

- What should be the vision for goods movement in the GTHA?
- What is the state of the goods movement system in the GTHA, and how is it used?
- What changes have occurred since Metrolinx’s Goods Movement Status Update was completed?
- What are the global best practices in goods movement policy of relevance to the GTHA?
- What demographic and economic trends are likely to impact the nature and volume of goods movement in the GTHA over the next 10 years?
- What progress has been made on goods movement in the GTHA since 2008 and should any updates be made to the Urban Freight Action Plan?
1. Managing congestion
   • Overwhelmingly the most important issue for the private sector
   • Goods movement vehicles shoulder a disproportionate share of the economic burden of congestion

2. Managing land use compatibility
   • Reduce conflicts: incompatible land uses, freight sprawl vs. compact development, conflicts in shared use of corridors

3. Reducing the environmental impact of goods movement
   • Fuel use, GHG emissions, air pollutants, noise, vibration

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From *Urban Goods Movement Background Discussion Paper – CPCS/DKCI (2016)*
Metrolinx commissioned goods movement data plan, to support modelling and planning needs (Phase I – 2013)

Phase II (2016): Refresh the 2013 plan in light of new data and priorities, and help Metrolinx and its partners move forward with implementation

This work complements parallel work in support of goods movement component of RTP Review

Also considered as part of Phase II:
- Key Performance Indicators (where are we?)
- Models, analysis and forecasting (where are we headed, and what do we need?)
The Big Move was focused on ‘catching up’ after years of underinvestment.

The next RTP will emphasize strategies that further leverage infrastructure investments.
The NEXT Plan: Strengthening Connections

- Congestion management strategies
- Active Transportation
- Safe complete streets
- Parking strategies
- Urban freight
- Expanded TDM
- Public education
- Supporting sustainable regional growth
- Frequent transit service
- System management
- New mobility options
- Rapid Transit expansion

Source: Neptis Foundation 2016