Greater Golden Horseshoe Multimodal Transportation Plan

Freight Day Symposium
University of Toronto

March 1, 2017
Growth in the Greater Golden Horseshoe (GGH)

By 2041, forecast to grow from:

- 9 million to 13.5 million people
- 4.5 million to 6.3 million jobs
The GGH generates two-thirds of Ontario’s GDP.  

25.4 billion passenger vehicle km and 3 billion commercial vehicle kilometres traveled in 2010.  

$791 billion commodity value of transported goods (2012).  

An average of 18,000,000 weekday passenger trips in 2011.  

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Environmental, Economic and Social Drivers

- Climate Change
- Increasing and Aging Populations
- Rapid Tech Advancement - in particular the broad adoption of automation
- Urbanization - increased density and migration to urban centres
- Global Geopolitical Volatility
- Rising Emerging Markets
Transportation Challenges

- Congestion is estimated to cost the GTHA $15 billion annually by 2031
- Transportation is the highest greenhouse gases emitting sector in Ontario
A New Approach
Meeting the Challenge - a New Approach

Current Conditions

Integrated Plan

Transportation/Multimodal System

Land Use/Urban Form

Future Scenarios

Informed by:
- global economy
- technology trends
- environmental trends
- demographics

Future Vision

Compact urban form

Sub-centres

Max mobility

Zero carbon

New Approach:
- Assess wide range of potential futures
- Plan towards 30-35 year land use and transportation objectives
- Build in resilience to adapt to multiple futures

Traditional Approach:
- Project growth out 20-25 years
- Build to support projected travel demand
MTO’s Objectives for the GGH Plan

- **Improve integration** between land use and transportation planning, and connections beyond the GGH, including border crossings, airports, ports and rail.

- **Provide clear overarching direction** for major transportation investments, integrate and align area-specific plans, and provide greater certainty for municipal and agency partners.

- **Set a vision** for internal policy and specific MTO interests across all modes (e.g., highway and transit expansion, goods movement network, corridor protection).

- **Assess scenarios** to achieve healthier communities, such as modal shift targets, greenhouse gas emission reductions.

- **Support future legislative and regulatory analysis** to accommodate new technologies and mobility policy.
Developing the GGH Transportation Plan

2016

FOUNDATION
(Existing Conditions, Trends and Outlooks)

2017

SCENARIO ANALYSIS & VISIONING (2071+)

2018

SYSTEM ANALYSIS, STRATEGY & PLAN DEVELOPMENT
(2041, 2051)

GGH TRANSPORTATION STRATEGY & PLAN

VISION 2071+

2051 Optimal Network Policy & Priorities
Consultation and Engagement

- **Partner ministries** - Inter-ministry Directors Committee and staff working group
- **Metrolinx** - Joint MTO-Metrolinx Coordinating Committee
- **Municipalities** - Municipal Technical Advisory Committee (TAC) with 21 upper and single-tier municipalities in the GGH
- **Indigenous People and Communities** - Indigenous Partners Forum; Councils/Chiefs and staff; Communities
- **Freight Advisory Committee** – Businesses, organizations and agencies in freight transportation sectors
- **Other Stakeholder Groups** - Transit service providers, user groups, environmental groups, etc.
- **General Public**
Scope of Freight component

- Goods movement will be a major and integral component of the GGH Plan, looking at:
  - All modes (road, rail, air, marine)
  - All types of goods movement:
    - Urban and intra-regional
    - Inter-regional
    - Long distance (starting, ending or passing through the GGH)
    - Cross-border and international

- Will look at potential infrastructure, as well as policies and priorities

- Build on and work with initiatives and plans by the federal government, MTO, Metrolinx, municipalities and GGH facility owners
Many initiatives - Need for Coordination

- **MTO**
  - Setting freight related policies (Growth Plan and PPS) at provincial level
  - Providing guidance (e.g., Freight-Supportive Guidelines)
  - Develop long-term strategic plan (GGH Transportation Plan) for future goods movement network:
    - Future network development with forecast for 2041 and 2051
    - Focuses on inter-regional, inter-provincial and international goods movement in all modes (road, rail, marine and air)

- **Metrolinx**
  - Regional Transportation Plan review looks at urban freight movement within the GTHA
  - Strategic network identifies hierarchy of existing GTHA road/rail corridors for potential conflicts with proposed RTP rapid transit improvements, inform priority-setting for short-term improvements

- **Municipalities**
  - Some municipalities (Peel, York, Durham) have developed strategic goods movement networks
  - Others have developed goods movement strategies or have included goods movement in their Transportation Master Plans
Thank You!

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Visit GGH Study Website at
www.GGHTransport2051.ca