



# Towards the Next Regional Transportation Plan

Freight Day

University of Toronto

Peter Paz, Manager of Regional Partnerships

HEALTH May 14, 2014 4:03 pm

## Better public transit in the GTHA: Our health depends on it

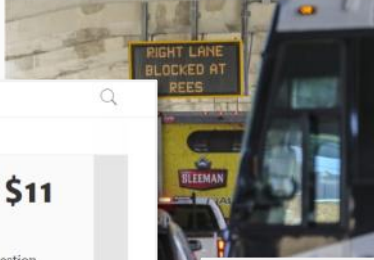
By Carey Marsden

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PLAY VIDEO



A study from the C.D. Howe Institute estimates that congestion is costing the GTA twice as much as previously thought. (RICHARD LAUTENS / TORONTO STAR) | ORDER THIS PHOTO



Building communities that support greater walking, cycling and public transit use would result in an improvement in health in the Greater Toronto-Hamilton Area, a report says. (CBC)



# Addressing the GTHA's transportation challenges



# WHO IS METROLINX

Metrolinx was created in 2006 by the Province of Ontario as the **first Regional Transportation Agency** for the Greater Toronto and Hamilton Area (GTHA).

## PLAN



## BUILD



## OPERATE



# What is Metrolinx's mandate?



1. Regional transformation
2. Plan, build, and operate
3. Create connections

# THE BIG MOVE

TRANSFORMING TRANSPORTATION IN THE  
GREATER TORONTO AND HAMILTON AREA



**METROLINX**  
LINKING PEOPLE TO PLACES • ON Y YA

An agency of the Government of Ontario

# 2008

*“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





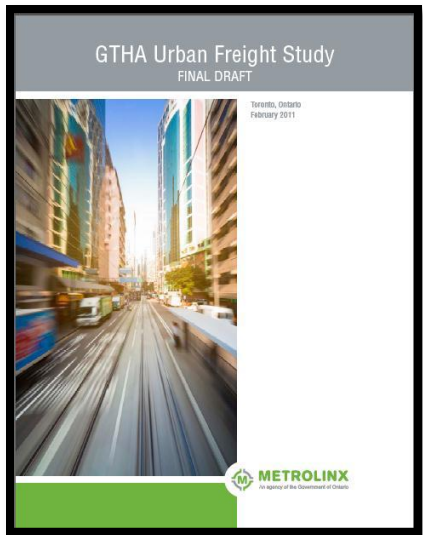


**Rapid transit will change everything**



**Goods Movement**

# Strategy #9 – Improve Goods Movement within the GTHA



## GTHA URBAN FREIGHT ACTION PLAN

- Objective **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
- Objective **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
- Objective **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
- Objective **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
- Objective **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

Complete/Continuous		32%
In Progress		62%
To be Initiated		7%

\* Based on *The Big Move Baseline Monitoring Report, Appendix B: Inventory of Initiatives, 2013 (with updates)*

# Review of The Regional Transportation Plan

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.

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

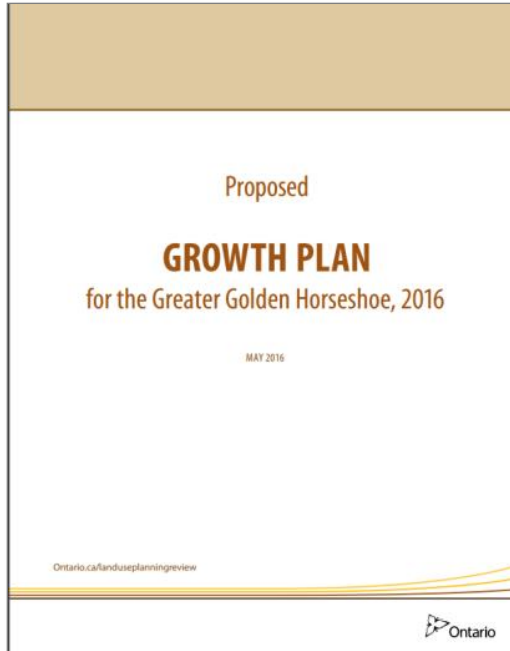
- Evaluate and incorporate evidence-based research, new analysis and innovative approaches
- Assess progress, change and the impacts of committed provincial investments on the region's transportation system
- Continue to strengthen our relationships with stakeholders by advancing and aligning the provincial, 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

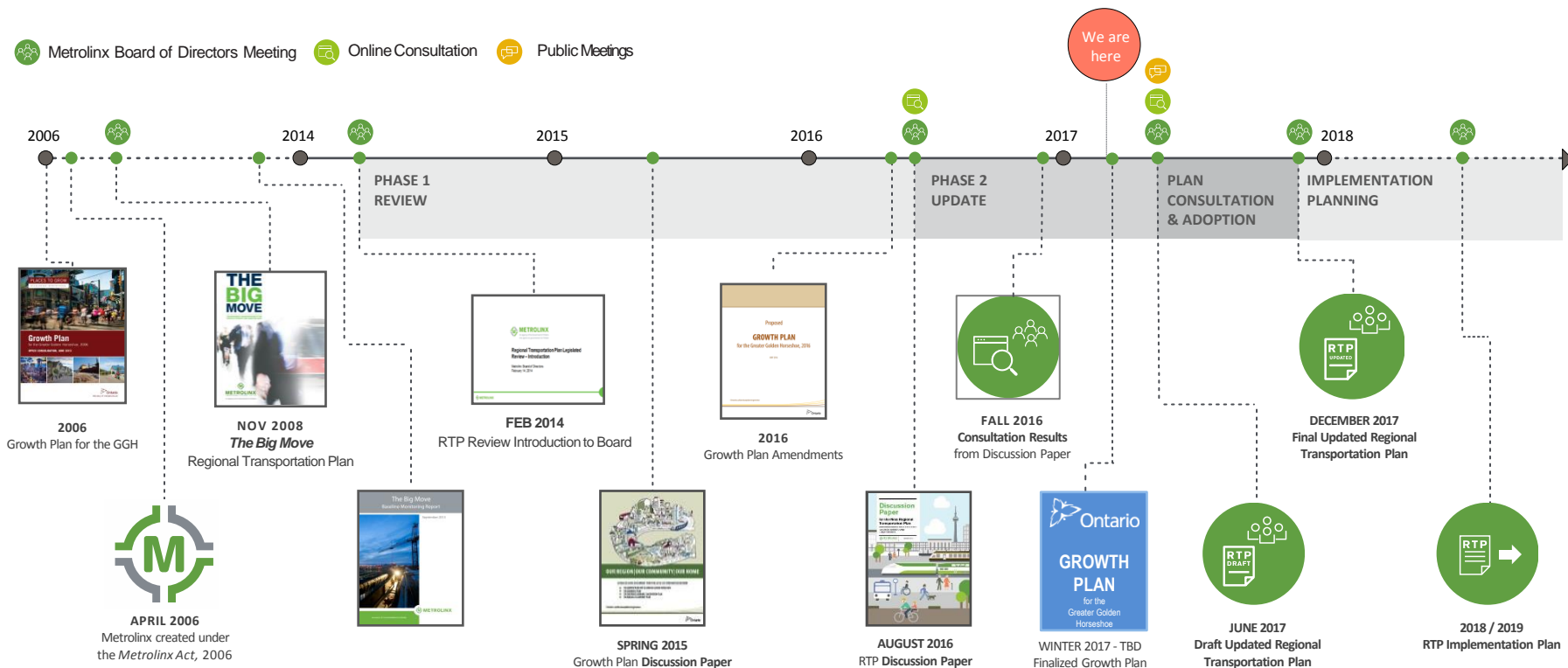


# Coordination with the Growth Plan



# Timeline

 Metrolinx Board of Directors Meeting 
  Online Consultation 
  Public Meetings



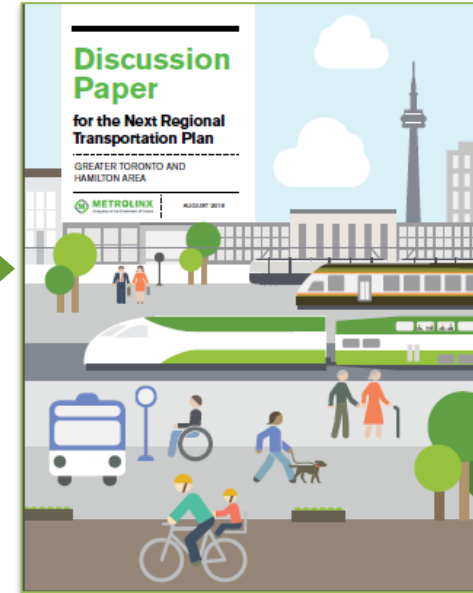


## Technical Background Papers

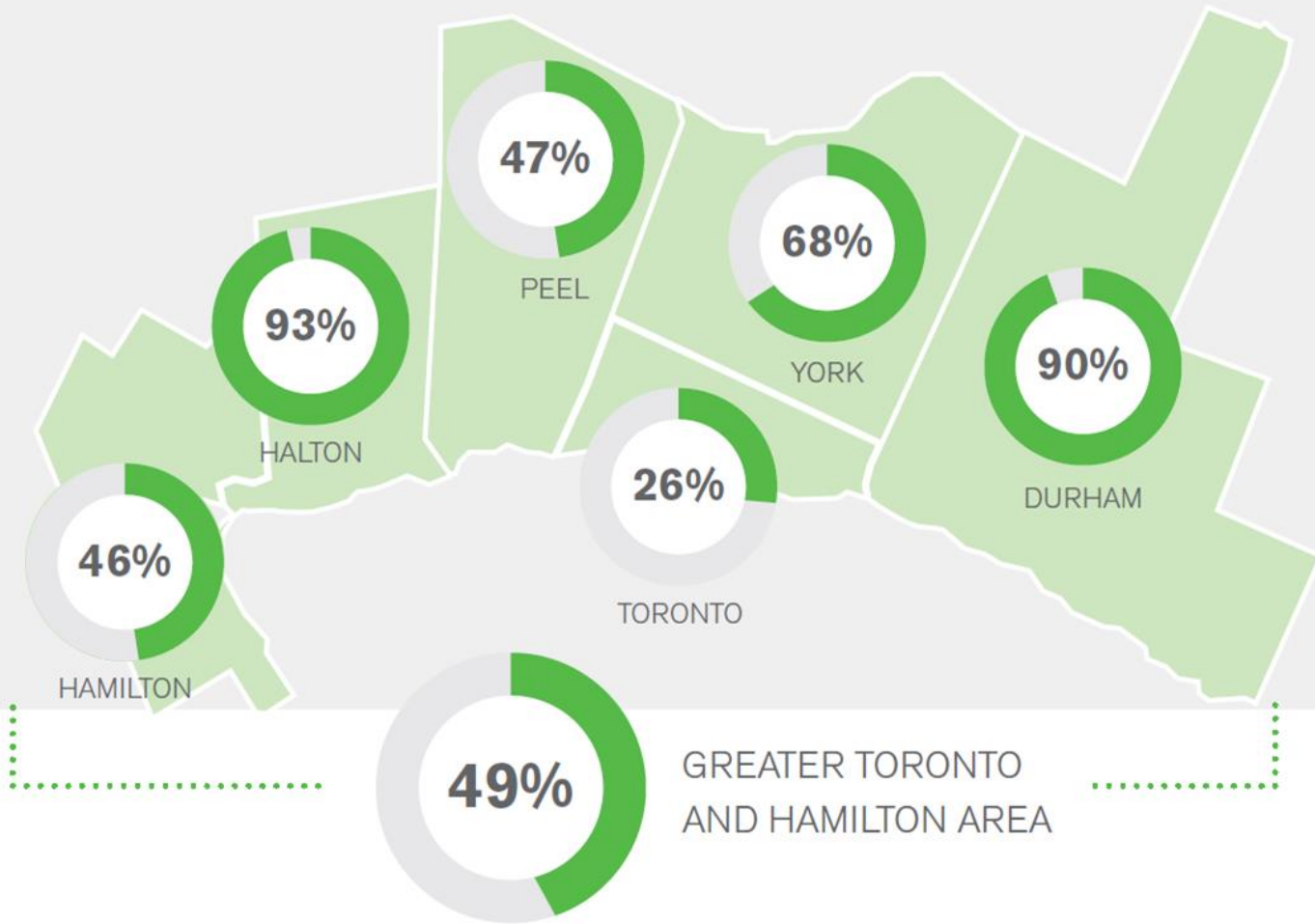
- Active Transportation Needs and Opportunities
- Goods Movement Issues and Opportunities
- Mobility Hub Profiles and Indicators
- New Mobility Services Trends and Implications
- Social Equity Analysis
- Transit Needs and Opportunities
- Transportation Demand Management Needs and Opportunities
- Screening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

## Partnerships with University Researchers

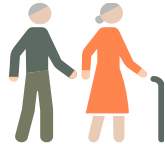
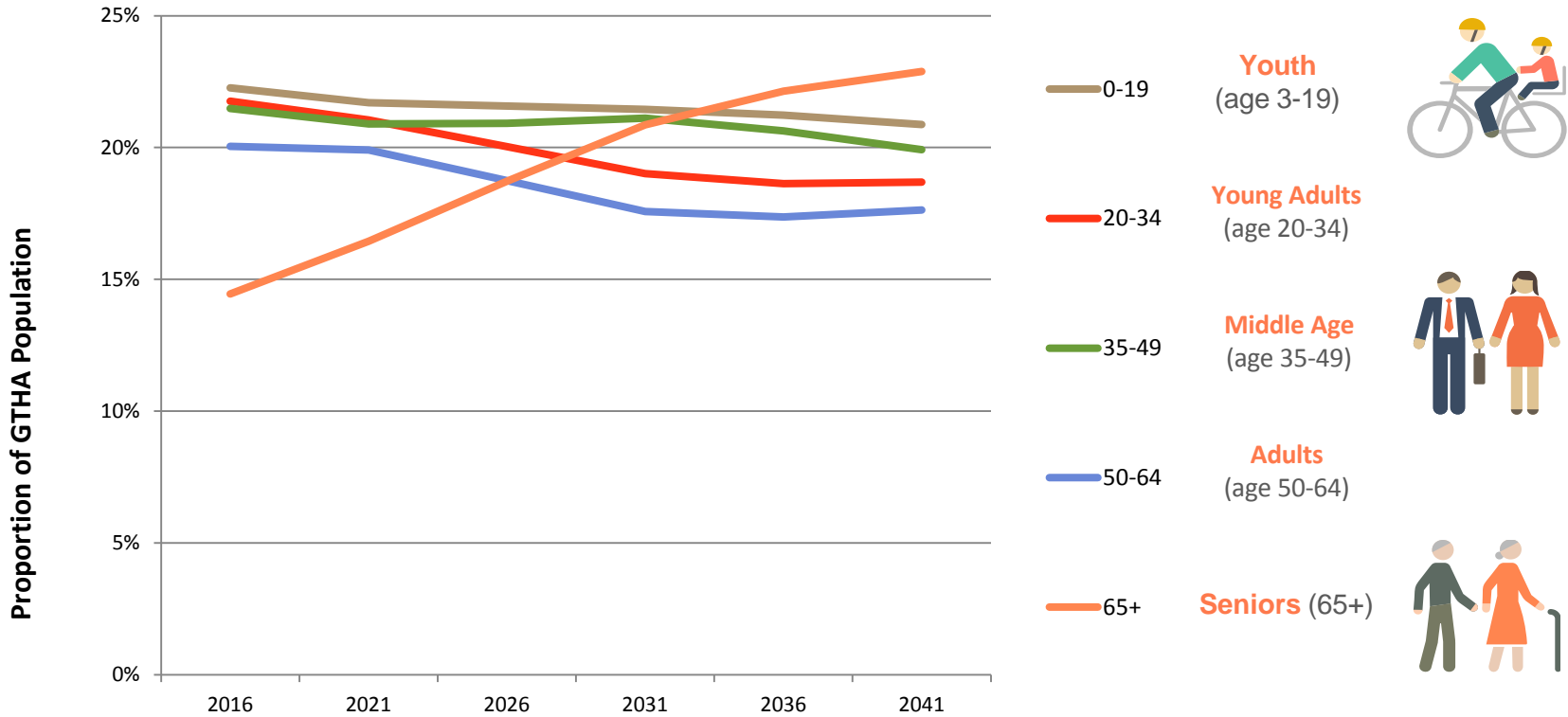
- Access to Regional Transit
- Journeys to School and Work
- Factors Influencing Transit Use
- Regional Intermodal Demand Modelling
- Transportation Demand Management
- Transit Equity
- Health and Transit Access
- Walkability at GO Stations
- Barriers to Active Transportation
- Children's Independent Mobility
- Shared Economy



# PROJECTED POPULATION GROWTH RATE 2011 - 2041



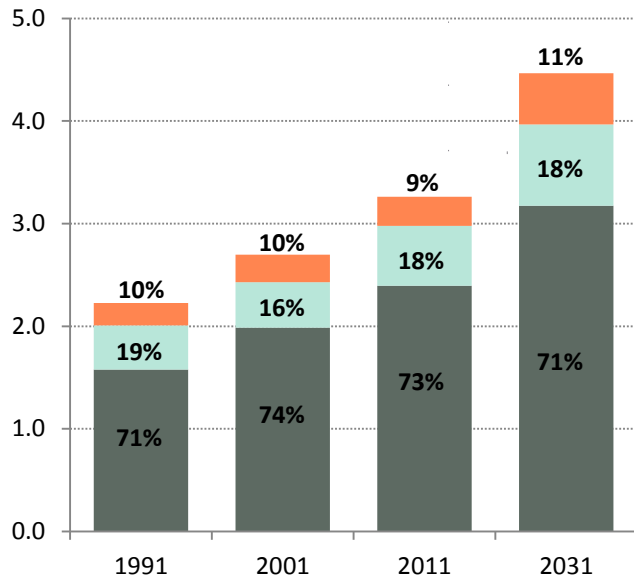
# GTHA Population Growth by Age



# Future Travel Demand (a.m. peak)\*

## Total Trip Growth

AM PEAK TRIPS (MILLIONS)



## Total Auto Vehicle km Travelled

17.6 M

2006

24.0 M

2031



33%

## Auto Vehicle km Travelled / Person

2.09

2006

2.02

2031



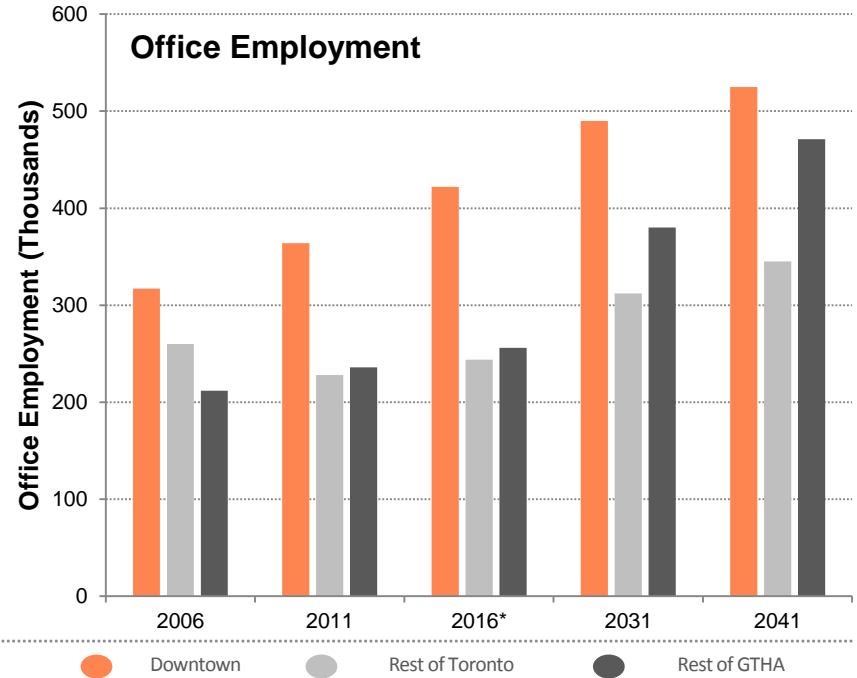
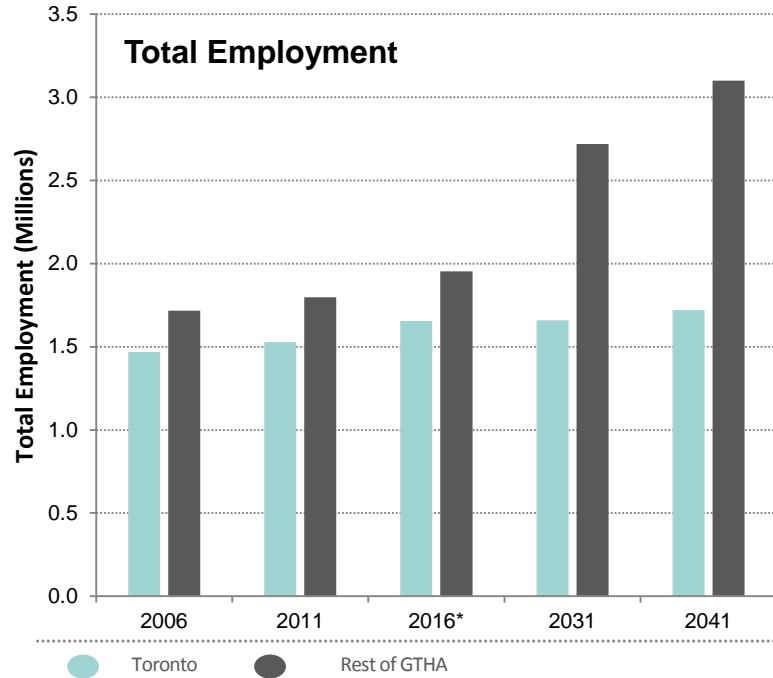
3%

● AUTO ● TRANSIT ● ACTIVE

\* Note: 2031 data assume implementation of currently funded rapid transit network.

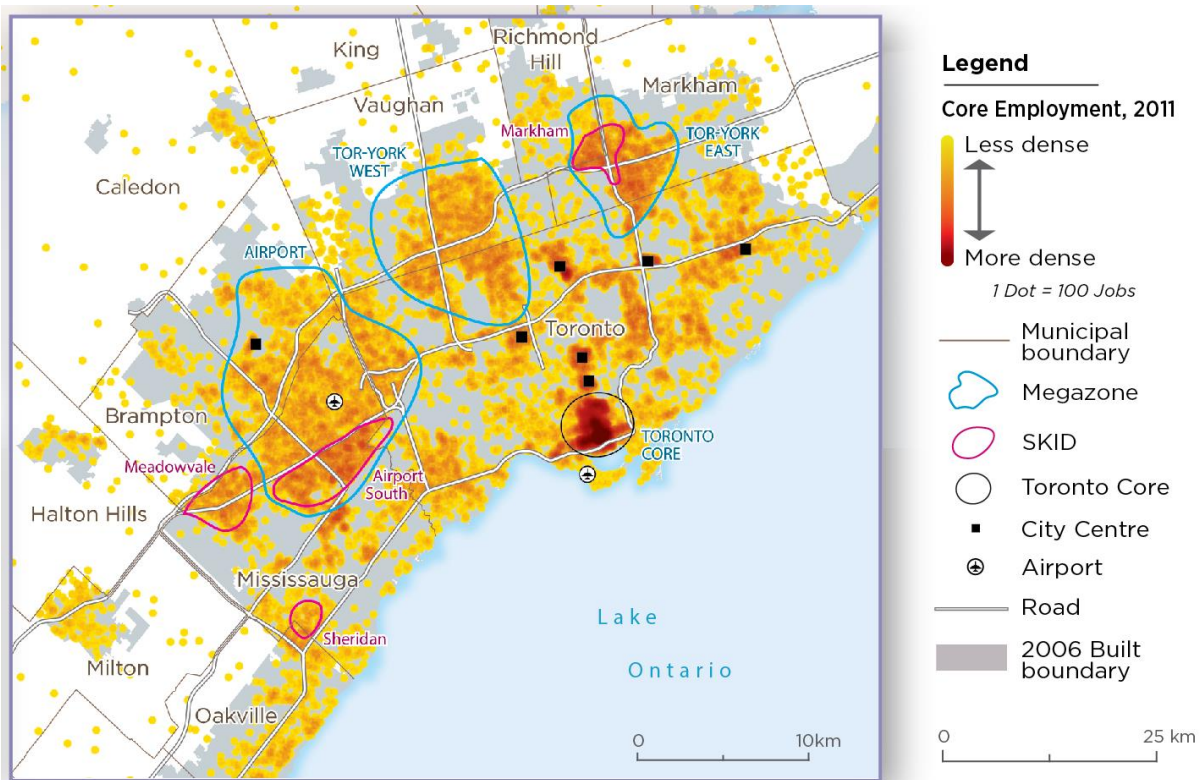


# Employment Growth: 2006 - 2041



- \*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



Source: Neptis Foundation 2016



**Goods Movement in the Next Plan**



# Urban Goods Movement Background Paper

## 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?



# Key Issues and Proposed Updates

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

Opportunity	In Action Plan	New action	Further action
<b>Strategic Direction 1: Build Collaboration and Support</b>			
1. Strengthen UFF's role, while continuing collaboration	✓		✓
2. Continue to work with inter-governmental committee	✓		✓
3. Continue and broaden outreach on urban freight	✓		✓
<b>Strategic Direction 2: Relieve Congestion for Goods Movement</b>			
4. Promote off-peak delivery	✓	✓	
5. Deploy operational / infrastructural priority measures (including LCVs)	✓	✓	✓
6. Prioritize goods movement corridors for investment		✓	✓
<b>Strategic Direction 3: Improve Land Use Compatibility</b>			
7. Encourage smart growth for freight	✓		✓
8. Apply Complete Streets approach	✓	✓	
9. Apply freight-supportive land use guidelines	✓		✓
10. Improve incorporation of goods movement into planning process	✓	✓	
<b>Strategic Direction 4: Reduce Environmental Impact of Goods Movement</b>			
11. Study urban distribution (consolidation) centres			✓
12. Study technological and regulatory initiatives (including road safety)		✓	✓
<b>Strategic Direction 5: Improve Goods Movement Data</b>			
13. Implement Urban Goods Movement Data Program Phase II	✓	✓	

From *Urban Goods Movement Background Discussion Paper* – CPCS/DKCI (2016)

# Urban Goods Movement Data (Phase 1 and 2)

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:

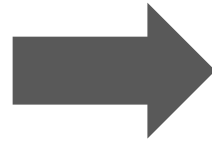
- Key Performance Indicators (where are we?)
- Models, analysis and forecasting (where are we headed, and what do we need?)



## Heavy Infrastructure Emphasis



The Big Move was focused on 'catching up' after years of underinvestment



## Balance of Priorities



The next RTP will emphasize strategies that further leverage infrastructure investments

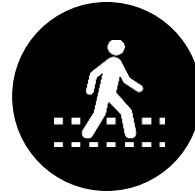
# The NEXT Plan: Strengthening Connections



Congestion management strategies



Active Transportation



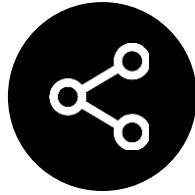
Safe complete streets



Parking strategies



Urban freight



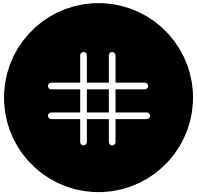
Expanded TDM



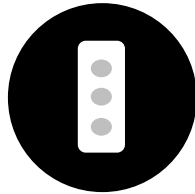
Public education



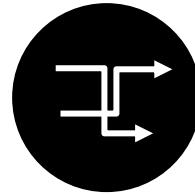
Supporting sustainable regional growth



Frequent transit service



System management



New mobility options



Rapid Transit expansion

Source: Neptis Foundation 2016

Source: Neptis Foundation 2016

**Thank You**