



THE BIG MOVE:

Transforming Transportation in the Greater Toronto and Hamilton Area

Draft Metrolinx Regional Transportation Plan

**Rapid Transit Public/Private Partnership Steering
Committee**

October 16, 2008

15 Strategic Directions

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 Traveller First

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



15 Strategic Directions

Build Communities that Make Travelling 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



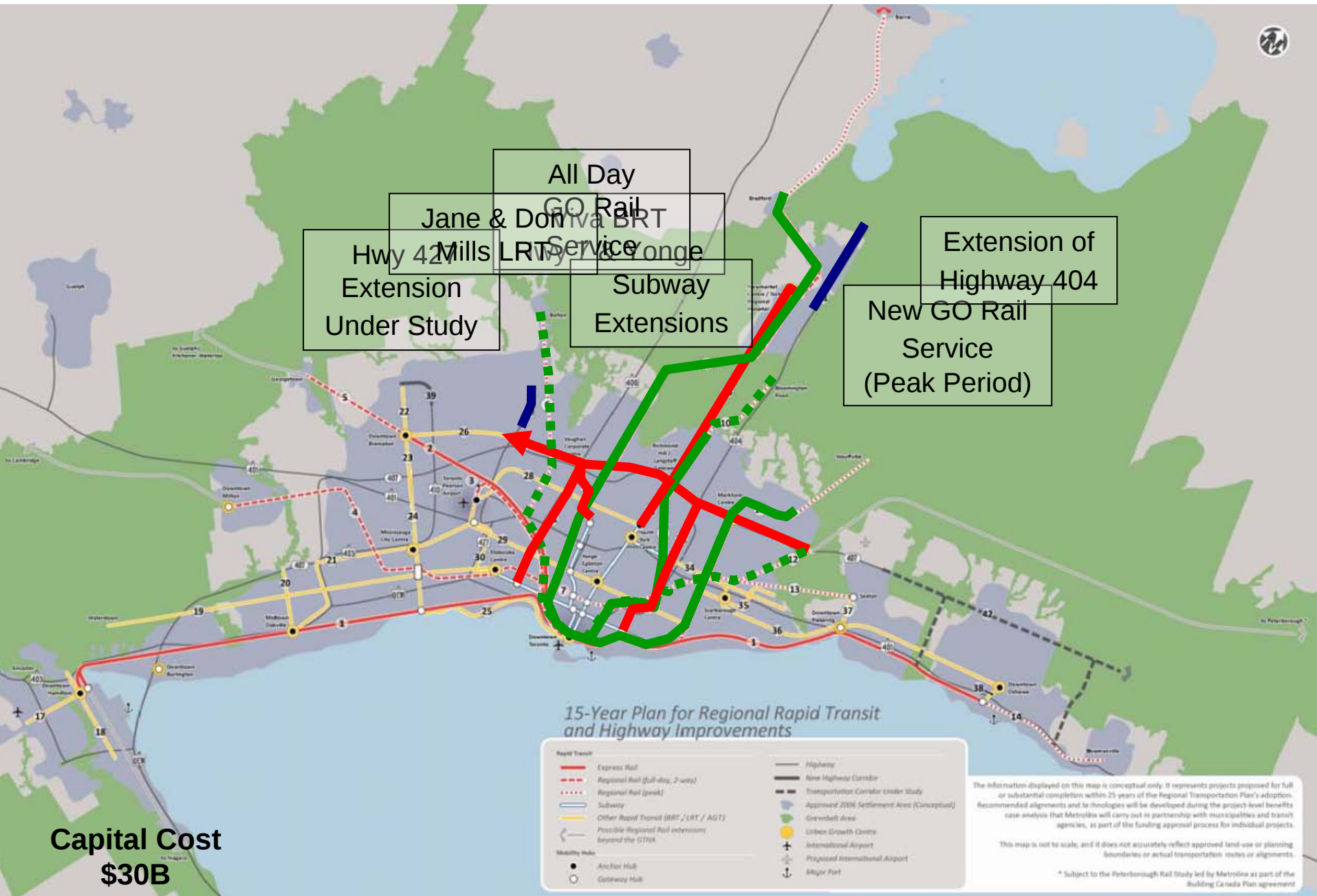
Eight Big Moves

The Big Moves are recommendations that will have the largest, most transformational impacts on the GTHA transportation system:



1.	A fast, frequent and expanded regional rapid transit network.	See SD#1 Action 1
2.	A complete walking and cycling network with bike-sharing programs.	See SD#2 Actions 1 and 2
3.	An information system for travellers, where and when they need it.	See SD#6 Action 1
4.	A region-wide integrated transit fare system.	See SD#7 Action 1
5.	A system of connected mobility hubs.	See SD#9 Action 1
6.	High-order transit connectivity to the Pearson Airport district from all directions.	See SD#9 Action 8
7.	A comprehensive strategy for goods movement.	See SD#13 Action 1
8.	An Investment Strategy to provide stable and predictable funding.	See SD#15 Action 1

15-Year Plan for Regional Rapid Transit and Highway Improvements



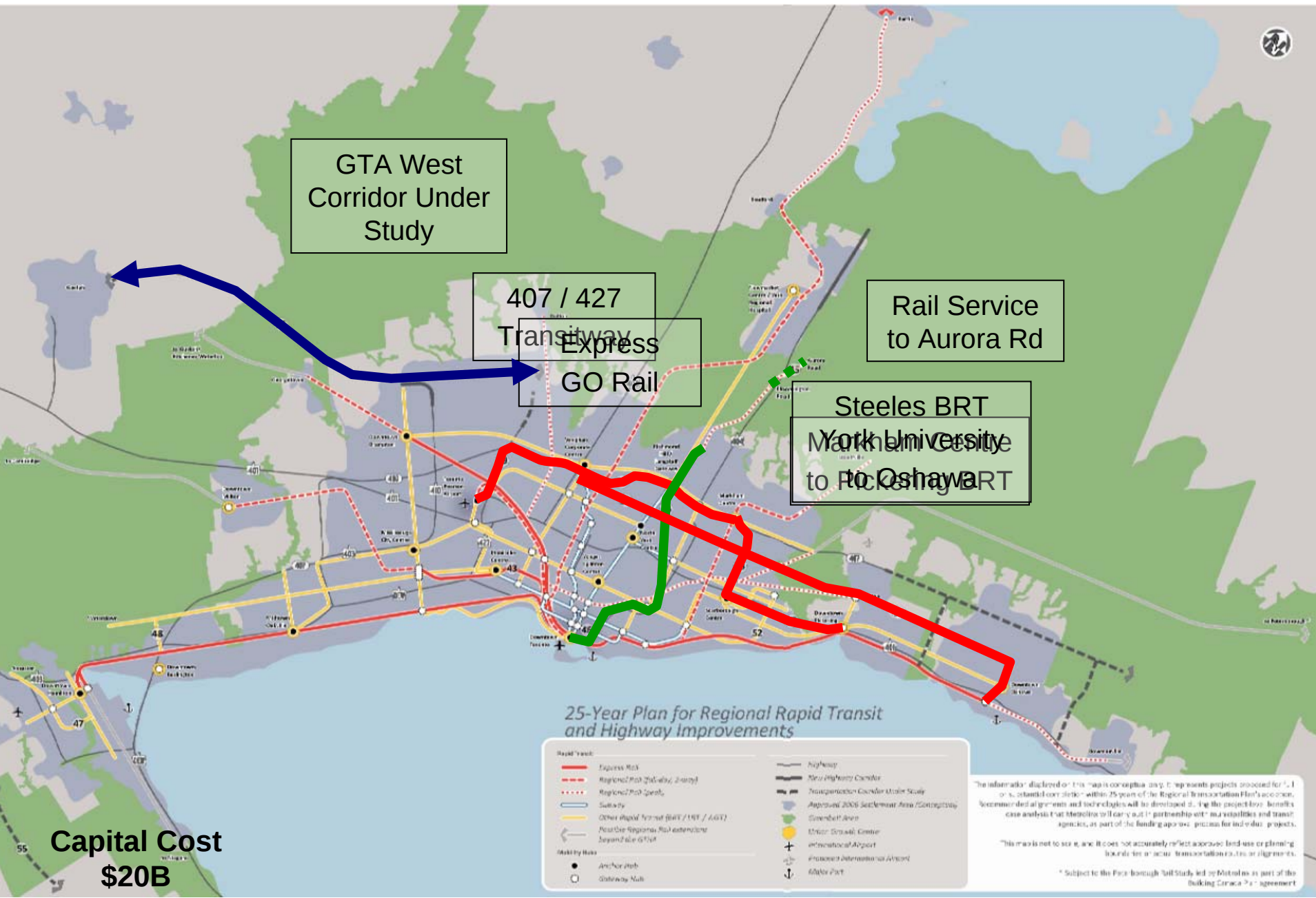
The First 15 Years

The RTP identified 15 top priorities for early implementation. York Region projects include:

1. VIVA Highway 7 and Yonge Street through York Region
2. Spadina subway extension to Vaughan Corporate Centre
3. Yonge subway extension to Richmond Hill and capacity improvements
4. Improvements to existing GO Rail services and extension of GO Rail service to Bowmanville



25-Year Plan for Regional Rapid Transit and Highway Improvements



What can be Achieved in 25 Years?



❑ Average distance travelled by car each day per person 26 km to 19 km



❑ Per cent of people who live within two km of rapid transit 42% to 75%



❑ Total length of rapid transit service in the GTA 500 km to 1,650 km



❑ Approximate length of dedicated bicycle lanes in the GTA 1,400 km to 9,000 km



❑ Proportion of morning rush hour trips taken by transit 16.5% to 26.2%

Beyond 25 Years

Priority projects for analysis beyond 2033 include:

- ❑ new rapid transit service in York Region along Major Mackenzie Drive, with additional north-south connections to the Highway 7 corridor;
- ❑ additional rapid transit along Highway 407;
- ❑ east-west Express Rail connecting Oakville, Mississauga, Vaughan, Richmond Hill, Markham and Pickering;
- ❑ additional capacity along the Yonge subway line or in the Richmond Hill Express Rail corridor to provide relief to the Yonge subway; and
- ❑ extension of all-day two-way regional rail service to additional communities.



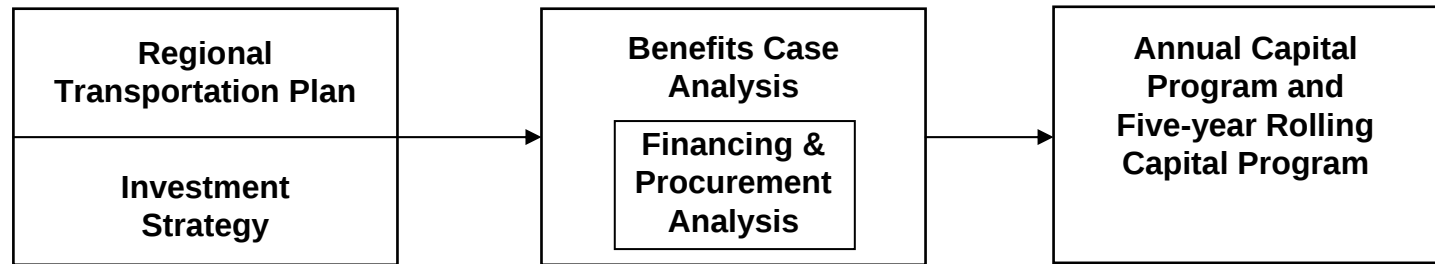
Is the RTP Consistent with Regional Policy and Direction?



- ✓ Early priority for all Rapid Transit Corridors in York
- ✓ Centres and Corridors Strategies and TOD Strategy
- ✓ Strong support and funding to implement Pedestrian and Cycling Master Plan
- ✓ Ongoing support for Smart Commute and TDM Strategies
- ✓ Long Term Benchmarking and monitoring - expanded TTS Survey
- ✗ Bradford By-Pass - Not in

How will the RTP be Implemented?

Infrastructure



Policies and Directions

- ☐ Province adopt the RTP as the Regional Transportation Plan for the GTHA
- ☐ Legislate Municipal plan conformity – Official Plan and TMP
- ☐ 10-Year review
- ☐ Metrolinx to identify responsible agency for actions

General Comments

1. General agreement with RTP
2. Local TMP's have been done in more detail
3. Roles and responsibilities



Transit Comments



4. Markham N/S Link vs. Don Mills/Leslie LRT
5. Extension of Richmond Hill GO Rail line in 1 phase vs. 2
6. Major Mackenzie BRT/LRT corridor needed sooner
7. Need true transit fare integration
8. Show the recommended “F” configuration in Newmarket and East Gwillimbury
9. More information required on rapid transit corridors
10. RTP should recognize role of transit priority network

Planning/Policy Comments



11. RTP vs. local TMP's
12. Rapid transit connections beyond the GTHA
13. Protection of corridors
14. Provincial land for transportation projects
15. 5-year vs. 10-year capital program
16. Using DC's for active transportation and TDM projects

Highway/Goods Movement Comments



17. Clarify Provincial vs. Metrolinx responsibilities
18. Further new or extended highways (Bradford Bypass, Highway 427, Highway 404, GTA West Corridor)
19. Definition of GTHA road network
20. Correction of maps to show Highway 404 to Ravenshoe
21. Correction of map legend for “New Transportation Corridors Under Study”
22. Identify highways as part of Strategic Goods Movement Network

Active Transportation Comment

23. More detail on implementation of walking and cycling networks



Next Steps



- ❑ Stakeholder and public consultation

Oct / Nov 2008



- ❑ Final RTP Adoption

November 2008



- ❑ Schedule of Consultation
(Richmond Hill)

Oct 20, 2008

