

THE HALTON PARTNERS TRANSPORTATION PLAN

GTТА BOARD

July 27, 2007



THE HALTON PARTNERS

- Halton Region
 - Burlington, Halton Hills, Milton and Oakville
 - four distinct communities;
 - distinct urban areas and large rural areas
 - distinct transportation needs
- Inter-regional and Intra-regional transit
 - important role in the growth of all communities
- Goods Movement
 - Major aggregate resource location
 - Significant goods movement



EXISTING TRAVEL TRENDS

Travel Mode	24 Hour	Period	AM	Peak	Period	
	2001	1996	1986	2001	1996	1986
Auto Driver	74%	73%	71%	68%	68%	69%
Auto Pass.	15%	16%	15%	12%	12%	10%
Local Transit	1%	1%	2%	1%	2%	3%
Go Transit	3%	2%	2%	6%	5%	5%
Walk / Cycle	4%	5%	6%	7%	8%	8%
Other	3%	3%	3%	5%	6%	5%

EXISTING TRAVEL TRENDS

- 2006 TTS data will be available soon
 - trends since 2001
 - Extensive urban expansion since 2001
- Rural Halton
 - travel trend perspective
 - Growing truck and pedestrian/cycling conflicts
- Southern Ontario Gateway Committee data
 - Corridor truck traffic increases 1995 to 2000
 - 55% on Hwy 401
 - 32% on QEW



EXISTING TRAVEL TRENDS

- Trend Observations:
 - Increasing GO Transit ridership
 - Increasing single passenger auto usage
 - Population growth higher than Local Transit ridership growth
- What do the Observations tell us?
 - Go Transit – build it they will come
 - Single Passenger Auto - break the “**vicious cycle**” of growth
 - Improve the competitiveness of transit versus auto
 - Change / Evolve current thinking
 - Requires improved interconnectivity with neighbouring municipalities

FUTURE TRAVEL TRENDS

- Altering the course of future travel demands
 - Increased transit ridership
 - Enhanced connectivity (inter / intra regional)
 - Increased attractiveness of transit
 - Result will be a reduction of single passenger auto use
 - Multi modal goods movement
- The added challenge for all GTA/H Regions
 - Intensification targets present unique transportation problems for each of the existing communities



HALTON'S MAJOR CHALLENGES

Altering Trends / Public Awareness

- Influencing travel behaviour

Transit & Alternative modes

- Social Marketing - Create the competitive edge

Gridlock / Congestion

- Exploit the land-use link
 - Live / work relationships, cycle / walk opportunities
- Enhanced local transit services
- Enhanced GO Transit service levels
- System improvements that support alternate modes
 - HOV lanes on Provincial highways and Arterial roads



HALTON'S MAJOR CHALLENGES

Making Connections / Enhanced transit connectivity

- Convenient, affordable, attractive and efficient transit
- Effective transit connections between Growth centres (hubs)
- Local transit
 - North/South & East/West within Halton
 - Enhanced connections to Hamilton & Peel
- Enhanced Go Transit Services
 - All rail corridors, all Radial routes across the GTAH
- The GTTA Role
 - Looking beyond the GTAH
 - GTA-Niagara, GTA West - not just highway options
 - North Rail Connection to K/W – London
- Goods movement issues



HALTON'S MAJOR CHALLENGES

Growth

<u>Year</u>	<u>Population</u>	<u>Employment</u>
2006	439,200	230,700
2021	628,900	340,000
2031	780,000	390,000

Sustainable Halton process to determine where, when and how the Region will grow to the Year 2031 (Expansion & Intensification)

HALTON'S MAJOR CHALLENGES

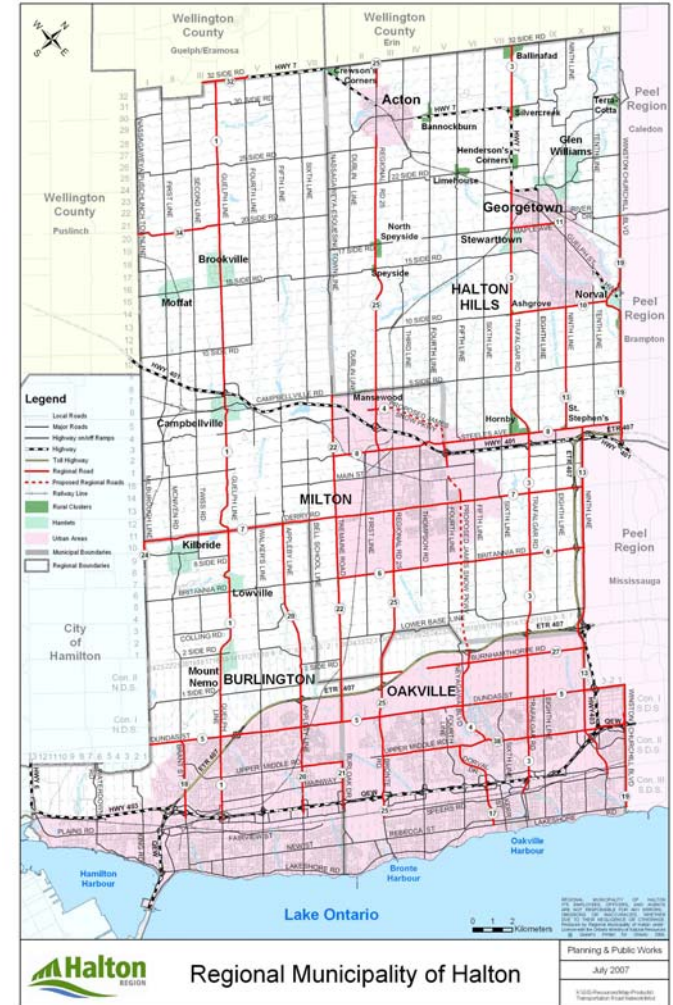
Funding

- Sustainable Operating and Capital Funding
- Significant cost of municipal projects
 - Significant grade crossings (rail, water, major roadways)
 - Escalating costs of infrastructure projects and fleet
- Development Charges
 - Scope of services
 - Service level average
- How do we make 'Transit First' achievable and affordable?

HALTON'S ASSETS

Our transportation network

- ~ 3200 lane km of Roads (arterials, collectors)
- ~ 235 km of provincial highway (QEW, Highways 401, 403, 407, Highway 7 and Highway 6)
- ~ 531 km of bike lanes
- Rail Lines (Freight and Passenger)
- GO Transit Rail Lines
 - Lakeshore West, Milton and Georgetown
- GO Bus - 407 BRT, Lakeshore, Milton and Georgetown
- Carpool lots on Hwy 6/407/401/QEW
- Air Park & waterfront



HALTON'S ASSETS

Transit Provider	Peak Period Vehicles	Annual Service Hours	Annual Revenue Passengers	Annual Operating Costs	Revenue /Cost Ratio
Burlington	52	124,350	1,672,787	\$10,006,524	38%
Oakville	69	149,540	2,414,691	\$10,206,826	39%
Milton	4		86,038	\$1,161,193	14%
Total	125		4,173,516	\$21,374,543	



HALTON'S ASSETS

- Lake Shore West GO Rail Line (all day services)
 - Stations - Aldershot, Burlington, Appleby, Bronte and Oakville
 - Annual trips 13,339,400 (2005)
- Milton GO Line (am/pm peak service)
 - Annual trips 5,861,800 (2005)
- Georgetown GO Line (am/pm peak service)
 - Annual trips 3,589,000 (2005)
- GO Transit Bus Service (all day service)
 - Annual trips 7,192,900



HALTON'S ASSETS

Gateway Location

- The opportunity of location
 - Key connection to points East and West (SW Ontario, USA, Eastern GTA)
 - Three Urban growth centres
 - Carpool lots on Highway 407 / 401 / QEW & Hwy 6
 - Freight connections (rail, water, road)
 - East /West / North/South connectivity to surrounding areas
 - GO centres / Transit supportive land use
 - Local Transit Connections – potential for enhancement



MAJOR INITIATIVES AND PLANS

The Halton Partners Transit Future:

- Rely on continuous improvements to the GO Transit
 - Toronto centred rail and bus services
 - GTAH radial system development and enhancement, connecting Halton to the broader GTA and the GGH
- Strengthening our transit systems
 - Improved levels of service
 - Increased connectivity within Halton and with Hamilton and Peel



MAJOR INITIATIVES AND PLANS

- GO service improvements
 - GO Rail Lakeshore West capacity enhancements
 - GO Milton rail capacity and service enhancements
 - GO Georgetown rail capacity and service enhancements
 - GO BRT along Highway QEW / 403 / 407 corridors
- Further service expansions West
 - Niagara / Hamilton / Georgetown / Guelph
 - GTA Niagara and GTA West must include transit
- North Mainline Connection
 - Connectivity to areas west of GTAH



MAJOR INITIATIVES AND PLANS

- Mid-Halton Corridor
- Oakville GO Station / Mid-Town Core
- Trafalgar Road Corridor
- Bronte Road / Regional Road 25 Corridor
- Appleby Line Corridor
- Plains Road Corridor
- Waterdown Connections



MAJOR INITIATIVES AND PLANS

Active Transportation

- Smart Commute Halton
 - launched in June 2006
 - To date eliminated 2,000 auto trips and eight tonnes of greenhouse gas emissions
- Pedestrian Infrastructure
- Cycling Infrastructure
 - On-road and off-road multi use facilities



MAJOR INITIATIVES AND PLANS

Sustainable Halton

- Response to Places to Grow
- 780,000 people and 390,000 jobs by 2031
- Linking land use planning with the transportation and infrastructure planning
- Plan to achieve complete & liveable communities



THE BARRIERS

Time for significant solutions not small fixes

- Timely enhancements to Go Transit capacities and service levels
 - Rail corridors, Radial corridors, Beyond the GTAH
- Sustainable Operating and Capital Financing Solutions
 - Costs address physical barriers (roads, waterways, escarpment etc)
 - Development Charges to transit and roads
- Goods Movement Solutions
- The challenge of changing peoples travel habits
 - TDM, Active Transportation, increased transit attractiveness
- EA reform
 - Approvals must be streamlined

The GTTA's Opportunity in Halton is now:

Near Term Priorities

- Consistent with the MoveOntario 2020 concepts
 - GO Rail Lakeshore West capacity expansion
 - GO Milton rail capacity expansion
 - GO Georgetown rail capacity expansion
- GO BRT along Highway QEW / 403 / 407 corridors
- Enhanced linkages with Hamilton / Peel / Guelph
- Mid-Halton corridor Implementation
- Trafalgar Corridor Implementation
- Waterdown Transit

