Transportation Study of the Pearson Airport Area

Leslie Woo, Chief Planning Officer

Metrolinx Board of Directors
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Executive Summary

- Toronto's Pearson Airport area is the region's second largest employment concentration. However, the area is not well served by transit.

- In support of Big Move #2 - High-order transit connectivity to the Pearson Airport District from all directions - Metrolinx has undertaken the Transportation Study of the Pearson Airport Area to:
  - Understand existing and future needs for transit to the airport and surrounding employment lands.
  - Identify short, medium and long term strategies to improve transit options to the area, building on existing and projects underway.

- Strategies focus on service operations/optimization, infrastructure and policy and regulatory improvements.

- Metrolinx has already begun to work with the municipalities and transit agencies serving the area to address short term opportunities.

- Coordination across and contributions from all levels of government and the GTAA are required to implement the recommendations of the study.
Study Background

The Pearson Airport area:
- Largest job concentration in the GTHA after downtown Toronto
  - 40,000 people employed at Canada’s busiest airport
  - 245,000 jobs in the surrounding areas
  - 41% increase in jobs expected within the study area by 2031
- The airport moves 33M passengers annually and 500,000 tonnes of cargo
  - 92% increase in airport passengers expected by 2031

**Study objective:**
- Improve access to the airport and surrounding employment areas in the short, medium and longer term, primarily by **public transit** but also by other **non-car modes**
- Build on transit investments underway, including the Mississauga Transitway
- Build on UP Express which is coming on stream in Spring 2015

**BIG MOVE #2**
High-order transit connectivity to the Pearson Airport District from all directions
### Study Area

**Map:**
- Study area includes parts of Brampton, Mississauga, and Toronto.

#### Market Group

<table>
<thead>
<tr>
<th>Event</th>
<th>Market Group</th>
<th>Airport Employees</th>
<th>Surrounding Area Employees</th>
<th>Airport Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of all trips to the study area</td>
<td>Peel &amp; Western Toronto</td>
<td>7%</td>
<td>67%</td>
<td>26%</td>
</tr>
<tr>
<td>% of trips on transit</td>
<td>Peel &amp; Western Toronto</td>
<td>17%</td>
<td>8%</td>
<td>7.8%</td>
</tr>
<tr>
<td>Typical peak travel time</td>
<td>Peel &amp; Western Toronto</td>
<td>AM Rush</td>
<td>Brampton &amp; Mississauga</td>
<td>All Day</td>
</tr>
<tr>
<td>Typical origins</td>
<td>Peel &amp; Western Toronto</td>
<td>Before AM Rush</td>
<td></td>
<td>Dispersed</td>
</tr>
</tbody>
</table>

**Notes:**
- Market Group
  - Peel & Western Toronto
  - Brampton & Mississauga
Project Timeline & Consultation

- **Needs & Opportunities**
  Aug 2013 - Jan 2014

- **Short Term Optimization**
  Dec 2013 – Apr 2014

- **Medium & Long Term Solutions**
  Mar – Oct 2014

- **Final Reporting**
  Early 2015

**Stakeholders**
Businesses and organizations invited twice to provide input and share their local knowledge of the study area

**Strategic Advisory Committee**
Senior municipal and transit agency representatives met three times throughout the process to review major deliverables

**Technical Advisory Committee**
Representatives of municipalities, local transit agencies, GTAA, MTO & Smart Commute Pearson met five times throughout the process to provide input and share data
## Consultation

<table>
<thead>
<tr>
<th>Strategic Advisory Committee (SAC)</th>
<th>Technical Advisory Committee (TAC)</th>
<th>Stakeholders</th>
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<tr>
<td>Reviewed study objectives, process, and evaluation criteria and provided support and strategic-level input</td>
<td>Reviewed study at key milestones to provide expert perspectives and detailed local understanding</td>
<td>Provided the study team with insight on local challenges and opportunities</td>
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**Membership:**
Leslie Woo (Metrolinx), Jennifer Keesmaat (Toronto), Marilyn Ball (Brampton), Martin Powell (Mississauga), Eileen Waechter (GTAA), Chris Upfold (TTC)

**Membership:**
Staff representatives from the municipalities and local transit agencies, GTAA, MTO, Metrolinx, Peel Region, York Region and Smart Commute Pearson

**Membership:**
Representatives from organizations and businesses within the study area

* Participating organizations listed in Appendix I
Needs & Opportunities

Current Conditions & Needs

Transit coverage & frequency: Good coverage but low frequency. Road layout impedes quick service to Airport

Capacity: Spare capacity for all services to the study area and the airport

Fares: Many cross boundary trips require paying a second fare

Privately operated services: Primarily target airport passengers

Active transportation: Patchy provision of bikeways and sidewalks in the study area

Urban form: Low density development and limited transit and pedestrian oriented amenities

Key Gaps & Opportunities

Transit service is not sufficiently attractive: Travel time by transit is generally significantly longer than by auto; access from transit stops to destinations often poor

Services are not integrated: There is a lack of schedule & fare coordination and few routes extend a considerable distance across municipal borders

Transit connections serving the area could be improved:

- New connections to more points in the region could complement new services including UP Express and the Mississauga Transitway
- Projects in planning phases such as SmartTrack and Eglinton Phase 2 may present opportunities for improved connectivity
- Effective local services needed for ‘last’ mile connections within the study area
Short Term Recommendations*

- Recommended **non-service improvements** include:
  - Fare integration (TTC/MiWay) to better service Airport Corporate Centre
  - Improvements to passenger information about transit options, particularly at Pearson Airport
  - Small-scale infrastructure improvements such as shelters and sidewalks
  - Improve bus access to Airport from Airport Road
  - Transit signal priority / queue jump lanes
  - Implement approved rail and road grade separations
  - Improving connections to employers through Smart Commute, SustainMobility and others.

- Recommended **service improvements** include two optimization concepts:
  1. High-quality links to Pearson Airport from regional hubs
  2. Improved access to employment areas from local hubs and major corridors

* Short term projects are those that can be implemented within 1-2 years and have relatively low costs
Short Term Service Recommendation: Airport Access through Regional Hubs

- Fast, direct connections to Pearson Airport should be provided from regional hubs
- Focus on four regional hubs that facilitate regional trips to the airport from major centres around the GTHA:
  - Square One
  - Humber College
  - Renforth Gateway
  - Cooksville GO
Short Term Service Recommendation: Airport Area Access through Local Hubs and Corridors

- Network of local hubs and corridors with last mile connections to places of employment
- Focus on service from four local hubs and two corridors:
  - Bramalea GO Station
  - Humber College
  - Skymark/Renforth Gateway
  - Westwood Mall
  - Dixie Road Corridor
  - Hurontario- Main Street Corridor
- GO Transit and local transit authorities are working with recommended service models and considering changes as part of their regular planning process
Future Conditions and Markets

- The study area’s position as the biggest employment area outside downtown Toronto will continue.
- Future geographic distribution of trips will be similar to existing conditions.

Job and Population Growth

Trip Increase to 2031 (AM Peak)
Medium & Long-Term Solutions

- Projects were evaluated according to 6 goals to consider the broader impacts beyond just financial costs, and to show trade-offs amongst the various goals:
  - Transportation
  - Financial
  - Environmental
  - Economic Development
  - Community
  - Deliverability
- Many of the medium- and long-term solutions build on the foundation set by the short-term strategies.
## Summary of Medium and Long Term Recommended Options

<table>
<thead>
<tr>
<th>Initiatives currently underway</th>
<th>New Recommendations</th>
<th>Markets Served</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fare Integration • Metrolinx study of Fare and service integration underway</td>
<td>• Consider fare integration between TTC and MiWay to serve Airport Corporate centre</td>
<td></td>
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<tr>
<td>Higher GO Frequency (15 min service) • Provincial commitment • Metrolinx planning underway to implement RER</td>
<td>• Ensure RER/SmartTrack analysis considers airport area impacts</td>
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<tr>
<td>Eglinton Extension &amp; Mt Dennis Interchange • Eglinton LRT EA complete to Pearson Airport • Protecting for UP Express interchange at Mt Dennis • City of Toronto, in partnership with Metrolinx, conducting feasibility study for SmartTrack on Eglinton West</td>
<td>• Assess feasibility of bridge over 401 to support LRT and BRT • Proceed with UP Express Station at Mt Dennis • Work with City of Toronto to assess feasibility of rail vs LRT in Eglinton corridor • Implement Eglinton express bus/BRT in medium term</td>
<td></td>
</tr>
<tr>
<td>Base Bus Frequency Increase • Mississauga and Brampton updating their plans</td>
<td>• Prioritize routes and corridors for higher frequency • Promote and market service enhancements</td>
<td></td>
</tr>
<tr>
<td>Zum Service (Brampton) • Brampton has applied for Federal funding for Airport Road route</td>
<td>• Continue to expand the full Zum bus network</td>
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| **Transit Stop Infrastructure** | • Limited state of good repair initiatives underway in select locations | • Prioritize low cost/high priority improvements as part of annual budgets  
• Should set timeline for providing improvements | Surrounding Area Employees, Airport Employees, Passengers |
| **Transit Vehicle Priority Measures** | • Mississauga and Brampton have plans for transit intersection priority at all signalized intersections | • Mississauga and Brampton should investigate locations where bypass lanes and transit-only lanes will be effective  
• Toronto should identify locations for intersection priority  
• Further multi-lateral coordination for vehicles crossing municipal borders | Surrounding Area Employees, Airport Employees, Passengers |
| **Active transportation projects** | • Municipalities have plans underway for some infrastructure improvements  
• Smart Commute initiatives | • Prioritize low cost/high priority improvements as part of annual budgets  
• GTAA should investigate feasibility of providing active transportation links for employees and passengers | Surrounding Area Employees, Airport Employees, Passengers |
Benefits of Recommended Projects

- Total annual ridership increase from recommended projects is 30M/year (2.5% mode shift)
  - Estimate is conservative - does not take into account all policy and small scale infrastructure projects which have not been modelled
- Good compatibility and synergies among the projects
- The study recommends a phased approach to implementation that forms a logical progression from short-term to medium- and long-term
  - Promotes both long-term solutions and short-term adjustments to optimize and improve existing service
  - Short- and medium-term proposals enable and build towards longer term projects

![Transit mode share](chart.png)
Next Steps

• Finalize study report and post on the Metrolinx website - Spring 2015
• Continue to advance discussions to implement short term recommendations
• Consider fare and service integration quick win to better serve Airport Corporate Centre with transit in short term and medium term
• Advance planning to connect Renforth Gateway to the Airport and area
• Advance planning to connect Humber College area, including links to the Airport area
• Use study findings as input to update of the Regional Transportation Plan
• Use study findings as input to the feasibility study for SmartTrack on the Eglinton West corridor
  • The City, in partnership with Metrolinx, will be conducting a feasibility study, including public consultations starting in summer 2015, to assess options for this corridor
Appendix I: Participating Stakeholder Organizations*

- Atlific Hotels
- BA Group
- Casebank Technologies
- Colliers
- Comfort Hotel Airport North
- Crowne Plaza Toronto Airport
- Delta Meadowvale
- Delta Toronto Airport West
- Greater Toronto Hotel Association
- Greenberg Consulting Inc. (behalf of Woodbine Racetrack)
- Hampton Inn and Suites
- Healthcare of Ontario Pension Plan (HOOPP)
- Holiday Inn Toronto International Airport
- Humber College
- Live Work Learn Play
- Marriott Toronto Airport
- Polaris Realty Ltd.
- Pratt & Whitney Canada Corp
- Radisson Suite Hotel
- Residence Inn Toronto Airport
- Royal Equator Inc.
- Sheraton Gateway Toronto
- The International Centre
- Toronto and Region Conservation Authority (TRCA)
- Vista Cargo
- Westin Bristol Place Toronto Airport Hotel
- Westmont Hospitality
- Woodbine Entertainment Group
- TAC Members

*Other organizations in the Study Area were invited but did not attend