



# Transportation Study of the Pearson Airport Area

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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:

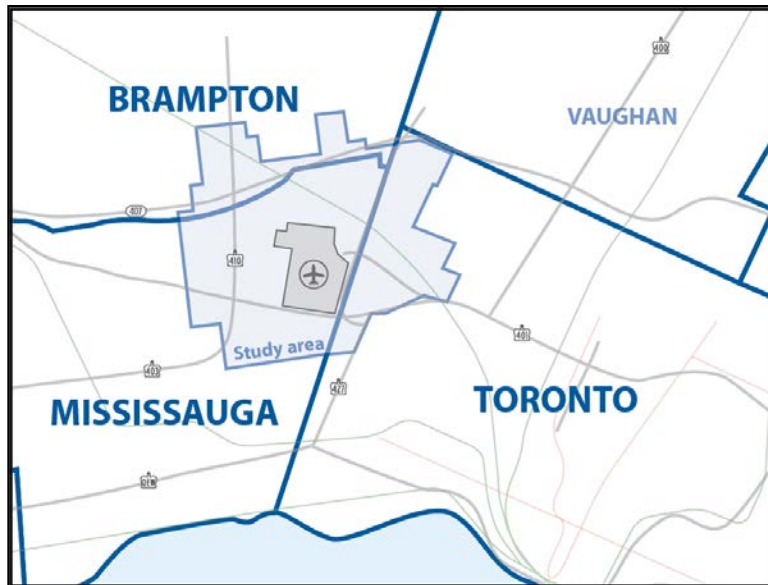
- Improve access to the airport and surrounding employment areas in the short, medium and longer term, primarily by *public transit* but also by other *non-car modes*
- Build on transit investments underway, including the Mississauga Transitway
- Build on UP Express which is coming on stream in Spring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

## BIG MOVE #2





High-order transit connectivity to the Pearson Airport District from all directions



# Study Area



Study area includes parts of Brampton, Mississauga, Toronto

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

# 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

Technical Advisory Committee (TAC)

SAC #1

\* Strategic Advisory Committee

SAC #2

Stakeholder Session  
#1

SAC #3

Stakeholder Session  
#2

## 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

Strategic Advisory Committee (SAC)	Technical Advisory Committee (TAC)	Stakeholders
Reviewed study objectives, process, and evaluation criteria and provided support and strategic-level input	Reviewed study at key milestones to provide expert perspectives and detailed local understanding	Provided the study team with insight on local challenges and opportunities
<b>Membership:</b> Leslie Woo (Metrolinx), Jennifer Keesmaat (Toronto), Marilyn Ball (Brampton), Martin Powell (Mississauga), Eileen Waechter (GTAA), Chris Upfold (TTC)	<b>Membership:</b> Staff representatives from the municipalities and local transit agencies, GTAA, MTO, Metrolinx, Peel Region, York Region and Smart Commute Pearson	<b>Membership:</b> 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

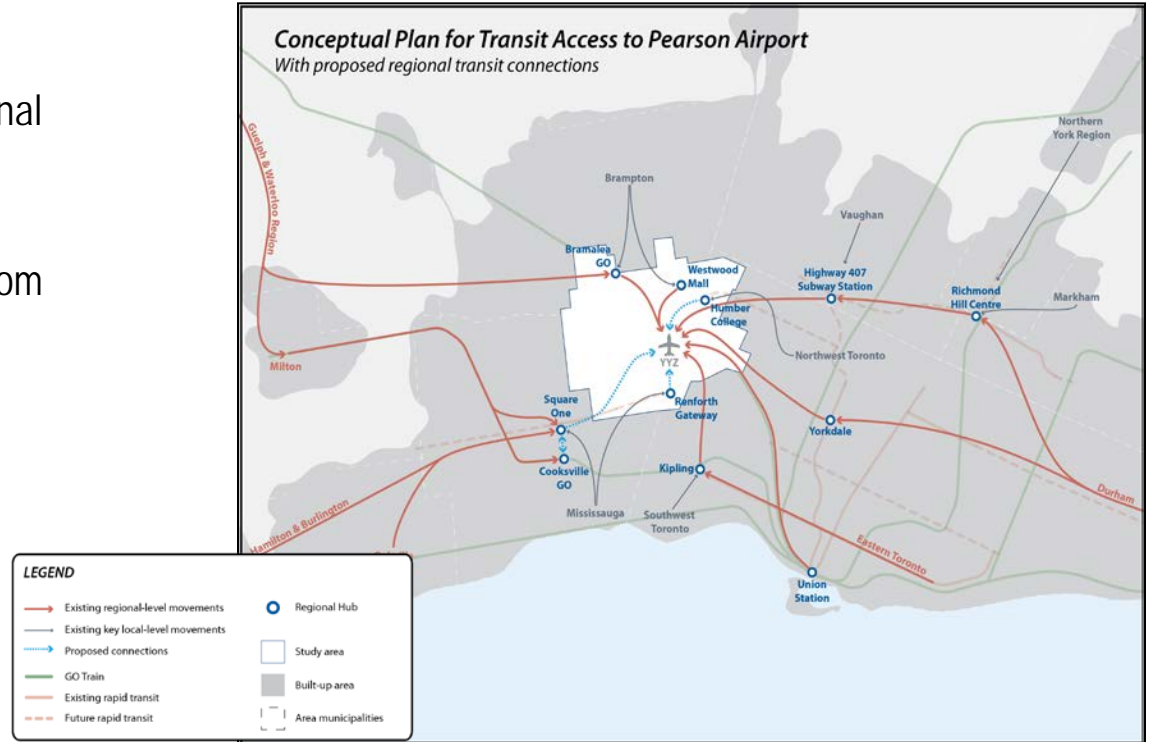
\* Short term projects are those that can be implemented within 1-2 years and have relatively low costs



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# Short Term Service Recommendation: Airport Access through Regional Hubs

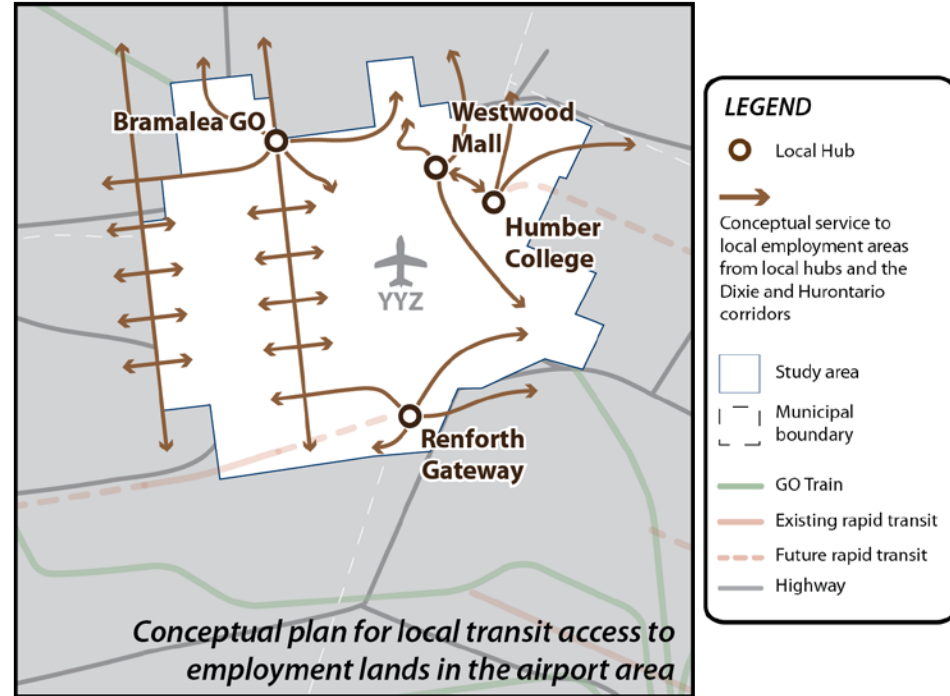
- Fast, direct connections to Pearson Airport should be provided from regional hubs
- Focus on four regional hubs that facilitate regional trips to the airport from major centres around the GTHA:
  - Square One
  - Humber College
  - Renforth Gateway
  - Cooksville GO



## 2

## Short Term Service Recommendation: Airport Area Access through Local Hubs and Corridors

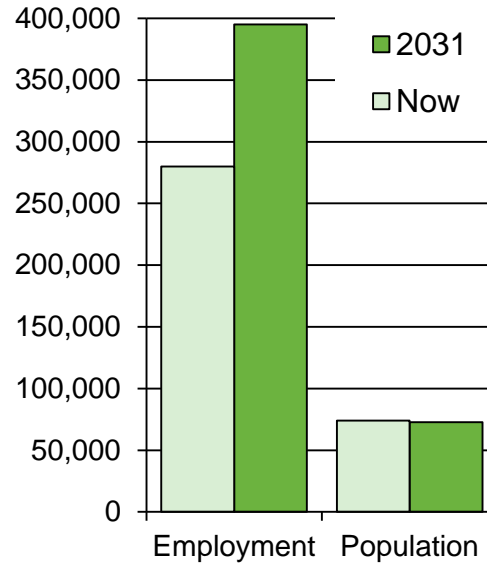
- Network of local hubs and corridors with last mile connections to places of employment
- Focus on service from four local hubs and two corridors:
  - Bramalea GO Station
  - Humber College
  - Skymark/Renforth Gateway
  - Westwood Mall
  - Dixie Road Corridor
  - Hurontario- Main Street Corridor
-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



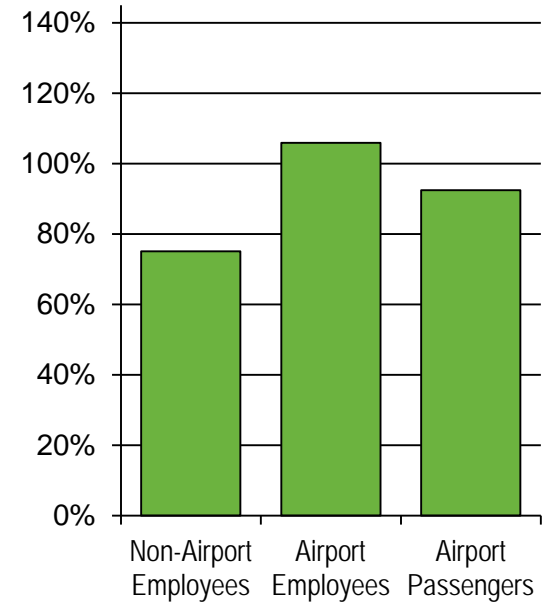
# Future Conditions and Markets

- 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**

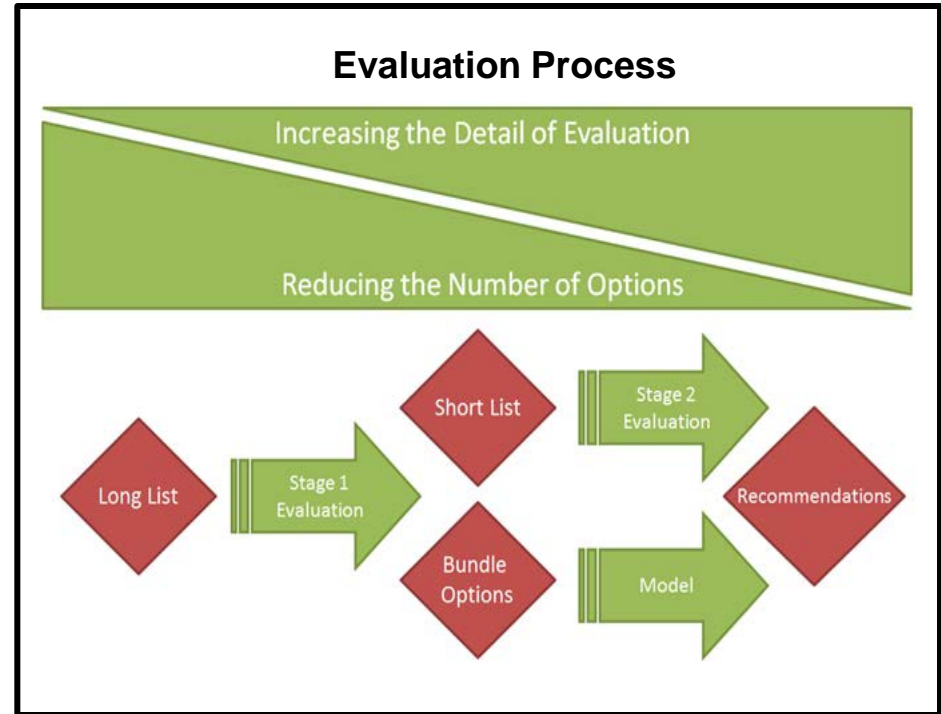


**Trip Increase to 2031 (AM Peak)**








# 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

	Initiatives currently underway	New Recommendations	Markets Served
Fare Integration	<ul style="list-style-type: none"> <li>Metrolinx study of Fare and service integration underway</li> </ul>	<ul style="list-style-type: none"> <li>Consider fare integration between TTC and MiWay to serve Airport Corporate centre</li> </ul>	
Higher GO Frequency (15 min service)	<ul style="list-style-type: none"> <li>Provincial commitment</li> <li>Metrolinx planning underway to implement RER</li> </ul>	<ul style="list-style-type: none"> <li>Ensure RER/SmartTrack analysis considers airport area impacts</li> </ul>	
Eglinton Extension & Mt Dennis Interchange	<ul style="list-style-type: none"> <li>Eglinton LRT EA complete to Pearson Airport</li> <li>Protecting for UP Express interchange at Mt Dennis</li> <li>City of Toronto, in partnership with Metrolinx, conducting feasibility study for SmartTrack on Eglinton West</li> </ul>	<ul style="list-style-type: none"> <li>Assess feasibility of bridge over 401 to support LRT and BRT</li> <li>Proceed with UP Express Station at Mt Dennis</li> <li>Work with City of Toronto to assess feasibility of rail vs LRT in Eglinton corridor</li> <li>Implement Eglinton express bus/BRT in medium term</li> </ul>	
Base Bus Frequency Increase	<ul style="list-style-type: none"> <li>Mississauga and Brampton updating their plans</li> </ul>	<ul style="list-style-type: none"> <li>Prioritize routes and corridors for higher frequency</li> <li>Promote and market service enhancements</li> </ul>	
Zum Service (Brampton)	<ul style="list-style-type: none"> <li>Brampton has applied for Federal funding for Airport Road route</li> </ul>	<ul style="list-style-type: none"> <li>Continue to expand the full Zum bus network</li> </ul>	



Surrounding Area Employees






Airport Employees



Passengers

*(continued on following slide)*

# Summary of Medium and Long Term Recommended Options

	Initiatives currently underway	New Recommendations	Markets Served
<b>Transit Stop Infrastructure</b>	<ul style="list-style-type: none"> <li>Limited state of good repair initiatives underway in select locations</li> </ul>	<ul style="list-style-type: none"> <li>Prioritize low cost/high priority improvements as part of annual budgets</li> <li>Should set timeline for providing improvements</li> </ul>	
<b>Transit Vehicle Priority Measures</b>	<ul style="list-style-type: none"> <li>Mississauga and Brampton have plans for transit intersection priority at all signalized intersections</li> </ul>	<ul style="list-style-type: none"> <li>Mississauga and Brampton should investigate locations where bypass lanes and transit-only lanes will be effective</li> <li>Toronto should identify locations for intersection priority</li> <li>Further multi-lateral coordination for vehicles crossing municipal borders</li> </ul>	
<b>Active transportation projects</b>	<ul style="list-style-type: none"> <li>Municipalities have plans underway for some infrastructure improvements</li> <li>Smart Commute initiatives</li> </ul>	<ul style="list-style-type: none"> <li>Prioritize low cost/high priority improvements as part of annual budgets</li> <li>GTAA should investigate feasibility of providing active transportation links for employees and passengers</li> </ul>	



Surrounding Area Employees



Airport Employees

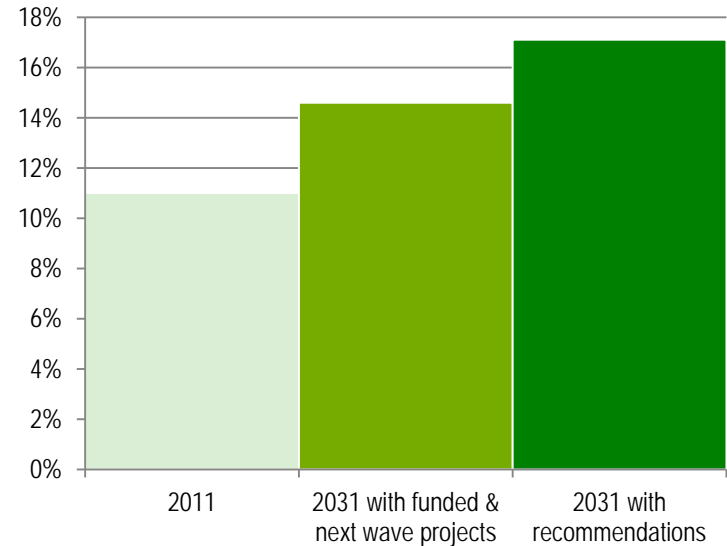


Passengers

# 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  
(all trips to study area)**



# 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