



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:

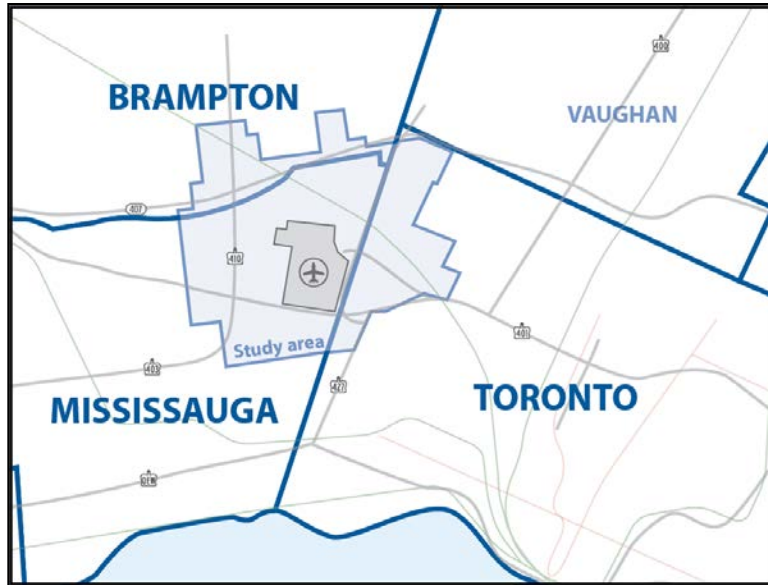
- Improve access to the airport and surrounding employment areas in the short, medium and longer term, primarily by *public transit* but also by other *non-car modes*
- Build on transit investments underway, including the Mississauga Transitway
- Build on UP Express which is coming on stream in Spring 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	7%	67%	26%
 % of trips on transit	17%	8%	7.8%
 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
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*

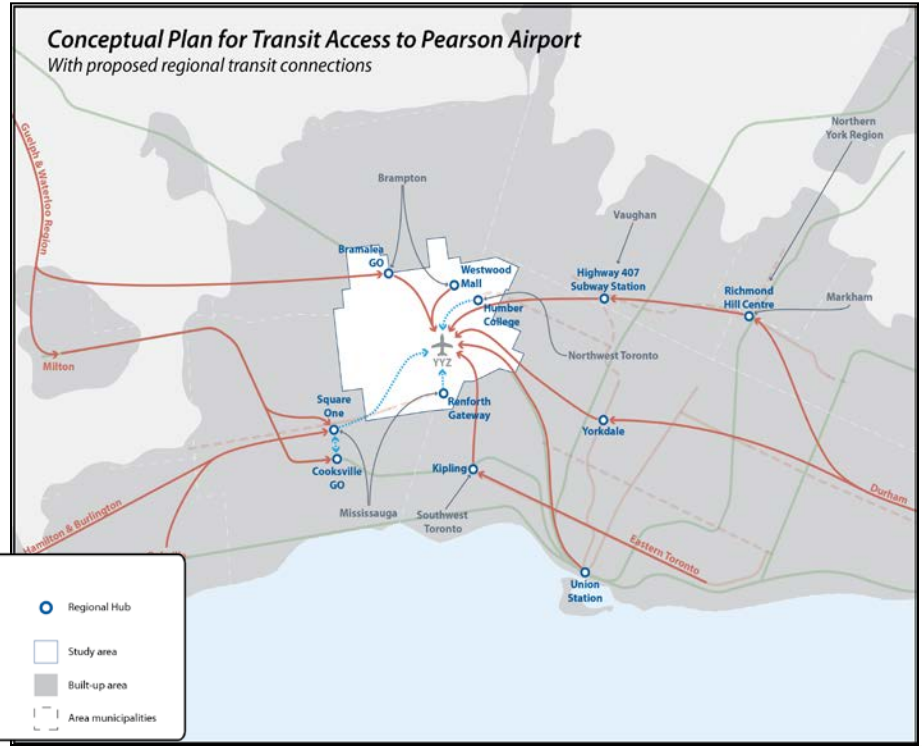
- Recommended **non-service improvements** include:
 - Fare integration (TTC/MiWay) to better service Airport Corporate Centre
 - Improvements to passenger information about transit options, particularly at Pearson Airport
 - Small-scale infrastructure improvements such as shelters and sidewalks
 - Improve 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

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Short Term Service Recommendation: Airport Access through Regional Hubs

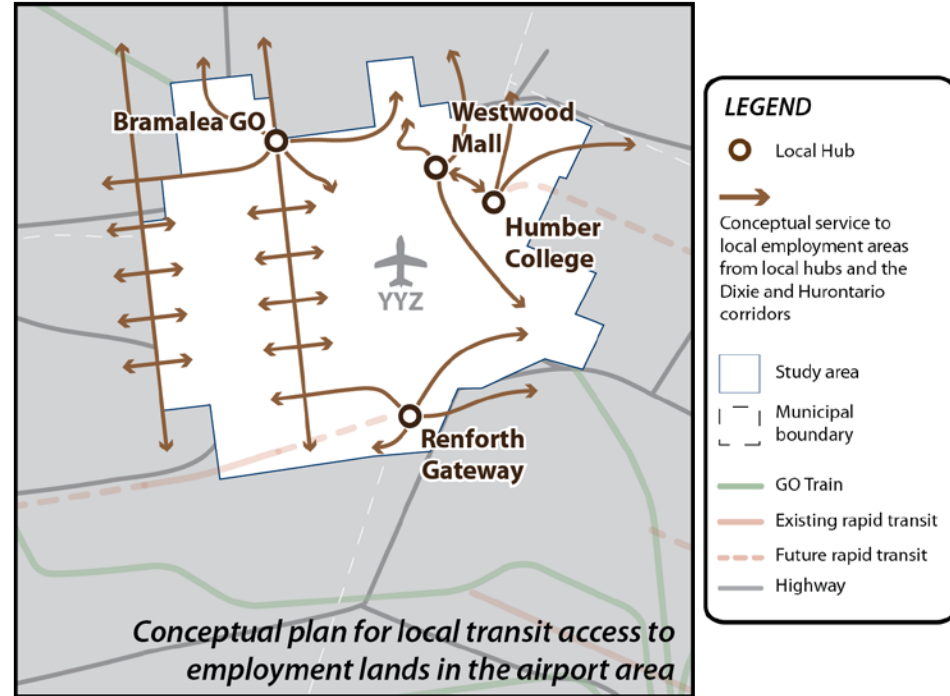
- Fast, direct connections to Pearson Airport should be provided from regional hubs
- Focus on four regional hubs that facilitate regional trips to the airport from major centres around the GTHA:
 - Square One
 - Humber College
 - Renforth Gateway
 - Cooksville GO



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

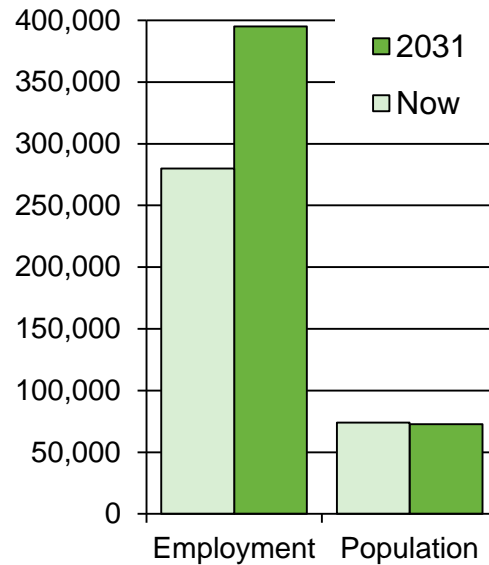
- Network of local hubs and corridors with last mile connections to places of employment
- Focus on service from four local hubs and two corridors:
 - Bramalea GO Station
 - Humber College
 - Skymark/Renforth Gateway
 - Westwood Mall
 - Dixie Road Corridor
 - Hurontario- Main Street Corridor
- GO Transit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



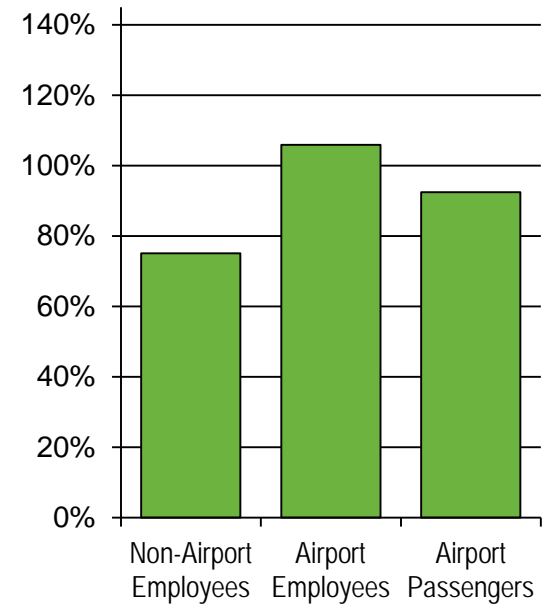
Future Conditions and Markets

- 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

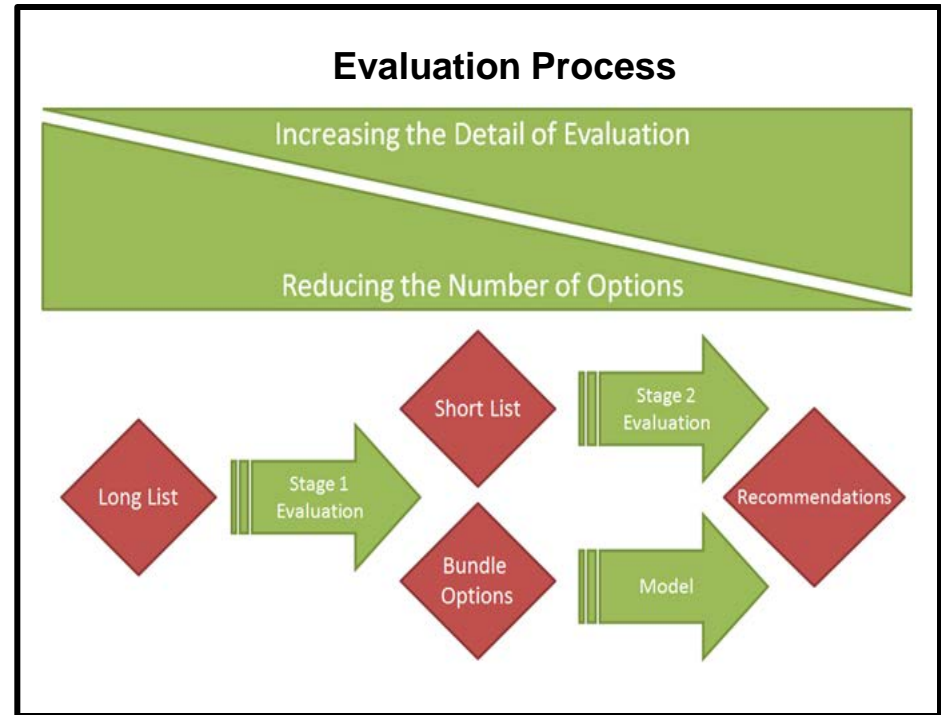


Trip Increase to 2031 (AM Peak)








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"> Metrolinx study of Fare and service integration underway 	<ul style="list-style-type: none"> Consider fare integration between TTC and MiWay to serve Airport Corporate centre 	
Higher GO Frequency (15 min service)	<ul style="list-style-type: none"> Provincial commitment Metrolinx planning underway to implement RER 	<ul style="list-style-type: none"> Ensure RER/SmartTrack analysis considers airport area impacts 	
Eglinton Extension & Mt Dennis Interchange	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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 	
Base Bus Frequency Increase	<ul style="list-style-type: none"> Mississauga and Brampton updating their plans 	<ul style="list-style-type: none"> Prioritize routes and corridors for higher frequency Promote and market service enhancements 	
Zum Service (Brampton)	<ul style="list-style-type: none"> Brampton has applied for Federal funding for Airport Road route 	<ul style="list-style-type: none"> Continue to expand the full Zum bus network 	



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
Transit Stop Infrastructure	<ul style="list-style-type: none"> Limited state of good repair initiatives underway in select locations 	<ul style="list-style-type: none"> Prioritize low cost/high priority improvements as part of annual budgets Should set timeline for providing improvements 	
Transit Vehicle Priority Measures	<ul style="list-style-type: none"> Mississauga and Brampton have plans for transit intersection priority at all signalized intersections 	<ul style="list-style-type: none"> 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 	
Active transportation projects	<ul style="list-style-type: none"> Municipalities have plans underway for some infrastructure improvements Smart Commute initiatives 	<ul style="list-style-type: none"> 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

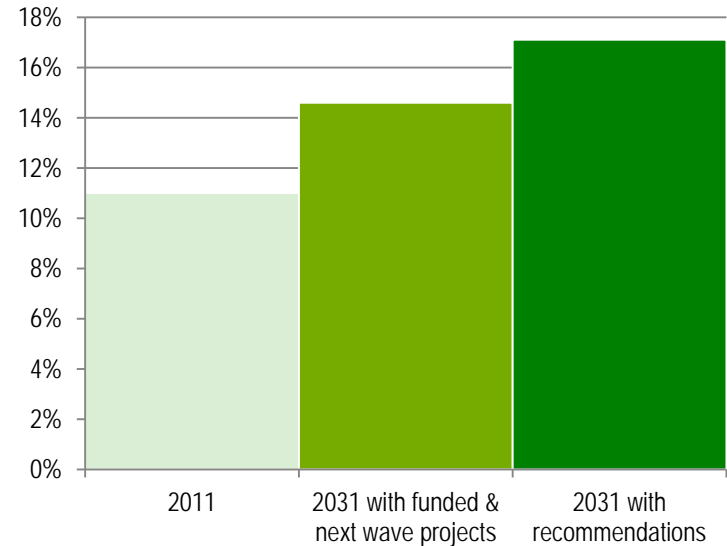


Passengers

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
(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