Transportation Study of the Pearson Airport Area

Executive Summary

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CONTENTS

1 PROJECT SUMMARY ........................................................................................................ 3
   Introduction .................................................................................................................... 3
   Recommended Initiatives .............................................................................................. 4
   Summary ....................................................................................................................... 11

2 STUDY PURPOSE ......................................................................................................... 13

3 STUDY AREA BACKGROUND AND CONTEXT ............................................................... 15

4 EXISTING AND FUTURE CONDITIONS AND MARKETS .............................................. 16
   Existing Conditions and Markets .............................................................................. 16
   Future Conditions and Markets ................................................................................ 18
   Needs and Opportunities ......................................................................................... 19

5 SHORT-TERM SOLUTIONS .......................................................................................... 20
   Transit Service Optimization ..................................................................................... 20
   Non-service/Other Improvements ............................................................................ 22

6 MEDIUM-TERM AND LONG-TERM SOLUTIONS ......................................................... 25
   Evaluation Methodology ......................................................................................... 25
   Base Case .................................................................................................................. 26
   Long-list Projects and Evaluation (Stage 1 evaluation) ............................................. 26
   Short-list Projects and Evaluation (Stage 2 evaluation) ......................................... 29
   Project Development and Compatibility ................................................................ 31
   Comparison of Needs and Opportunities with Solutions ...................................... 31

7 IMPLEMENTATION & NEXT STEPS .......................................................................... 33
   Phasing ....................................................................................................................... 33
Executive Summary

FIGURES

Figure 1.1 Short-term Initiatives ........................................................... 6
Figure 1.2 Medium-term Initiatives ........................................................ 8
Figure 1.3 Long-term Initiatives ............................................................ 10
Figure 1.4 Recommended Initiatives Map ........................................... 12
Figure 2.1 Study Timeline .................................................................. 13
Figure 3.1 Study Area ....................................................................... 15
Figure 4.1 Public Transit Services to and within the Airport Area .......... 17
Figure 5.1 Pearson Airport Regional-level Links .................................. 21
Figure 5.2 Airport Area Local-level Links ........................................... 22
Figure 6.1 Forecast Change in Mode Share ........................................... 31

TABLES

Table 1.1 Recommended Initiatives ..................................................... 11
Table 4.1 Key Market Segment Characteristics .................................. 18
Table 6.1 Long-list of Projects ............................................................ 26
Table 6.2 Short-list of Projects ............................................................ 28
Table 6.3 Projects that Achieve Objectives for Study Area in a Reasonable Manner (Recommended Projects) ........................................ 30
Table 6.4 Projects that Should be Considered for Wider Regional Benefits Beyond Study Area) ................................................................. 30
Table 6.5 Projects Meeting the Needs and Opportunities ....................... 32
Table 7.1 Implementation Progress and Next Steps ................................. 35

All photos are by Steer Davies Gleave, unless stated otherwise
1 Project Summary

Introduction

The Transportation Study of the Pearson Airport Area has three main components:

- A detailed analysis of existing and future forecast conditions in the Study Area, used to identify the key needs and opportunities.
- A short-term optimization and implementation plan, covering measures that could potentially be implemented within the next budget cycle, and delivered within the next few years.
- Development, evaluation, and implementation planning for medium and long-term options, designed to cover the period beyond the next few years.

The results from each component were provided to Metrolinx and stakeholders through a series of three Working Papers, and amended following feedback. The three Working Papers together comprise the in-depth Technical Report, delivered to Metrolinx. This Executive Summary provides a summary of the main findings and required actions from the Study.

The Study complements the Regional Transportation Plan for the Greater Toronto and Hamilton Area (GTHA), The Big Move (Metrolinx, 2008), which advocates for “seamless transit travel” across the GTHA. The Big Move included nine ‘Transformative Actions’, one of which is to “deliver high-order transit connectivity to the Pearson Airport District from all directions”. The Study also provides a response to that.

The Pearson Airport Study Area includes the employment lands within 10km of Toronto Pearson International Airport, plus the airport itself. It includes parts of the Cities of Brampton, Mississauga and Toronto, and covers approximately 150km². In addition to the employment uses, it contains limited amounts of hospitality/entertainment and residential uses. The Pearson Airport Area has the region’s second largest concentration of jobs (after downtown Toronto), and is crucial to the economy of the region and province.

Travel to the Pearson Airport Area is dominated by auto use, and the transportation network reflects that. The result is limited transportation options for airport passengers, airport employees, and non-airport employees. Although goods movement was considered, it was not the focus of this study.

The Study addresses the transportation issues affecting the Pearson Airport Area. It provides a comprehensive, objective, and phased framework for the development of a transportation network strategy that improves access to Pearson Airport and the surrounding area in the short-term, medium-term and long-term, primarily by public transit, and also by other non-car modes.
Executive Summary

Recommended Initiatives

The recommended initiatives were developed through an evidence-based assessment and evaluation approach, including interactive stakeholder engagement. Stakeholders included municipalities, transit agencies, the Greater Toronto Airport Authority (GTAA), Metrolinx and key employers and organisations in the Pearson Airport Area.

The Study identified three principal transportation needs:

1. **More attractive transit service**
   - Travel time by transit is generally significantly longer than by car
   - The pedestrian environment makes access to transit stops difficult

2. **Integrated transit services**
   - Few routes run across municipal borders
   - Schedules are not coordinated between routes, resulting in a lack of connections
   - Fares are not integrated between the Toronto Transit Commission (TTC) and other transit operators

3. **Improved connectivity by transit and active transportation**
   - Area transit is not well-connected to key trip origin areas, particularly in the City of Toronto and York Region
   - Committed future rapid transit projects still leave gaps in the rapid transit network
   - Pedestrian and cycling infrastructure is lacking

The Study delivers a series of solutions that address these needs by progressively enhancing the quality and extent of the transit and non-car transportation provision to the Pearson Airport Area. The initiatives are presented as a Strategy for moving forward:

1. **Short term**: high-priority initiatives that could be initiated within the next budget cycle and completed before 2021
2. **Medium-term**: could be done by 2021
3. **Long-term**: could be done by 2031
**Short-term Initiatives**
Throughout the Study period, the project team worked closely with transit agencies in the area (the TTC, Mississauga’s MiWay, Brampton Transit, and GO Transit) to develop a series of local bus service and network improvements to, from and within the Pearson Airport Area.

High-priority service improvements include:

- Quicker service between Square One and Pearson Airport, and
- A new cross-border service along Dixie Road between the Mississauga Transitway and Bramalea GO station.

These would be accompanied by a revised local service network, with reduced transit travel times, increased connectivity and improved neighbourhood access.

Other high-priority improvements include:

- Transit vehicle priority measures that would make transit services quicker and more reliable
- Enhanced infrastructure to improve access to the network and provide a better environment for passengers, such as better sidewalks and cycling infrastructure, more bus shelters and improved information at bus stops within the Pearson Airport terminal buildings

There are funding challenges with many of the short-term and more local initiatives. Budgets are limited and there are competing priorities. Despite this, transit agencies are working together to develop and implement some of these initiatives.

Figure 1.1 shows the short-term initiatives, the gaps they address and the market group they serve. The map shows the geographical extent of the projects, where they can be clearly shown.
Executive Summary

FIGURE 1.1 SHORT-TERM INITIATIVES

<table>
<thead>
<tr>
<th>Solutions</th>
<th>Gaps addressed</th>
<th>Markets served</th>
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<tbody>
<tr>
<td>Cross-boundary services on Dixie Rd &amp;</td>
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<tr>
<td>Hurontario-Main corridors</td>
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<tr>
<td>Cross-boundary high-quality links</td>
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<td>to Pearson Airport</td>
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<td>Pearson Airport transit vehicle access</td>
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<td>Transit information improvements</td>
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<td>Local bus network changes</td>
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<td>Transit stop infrastructure</td>
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<td>Cycleway / cycle parking</td>
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<td>Sidewalk and pedestrian crossings</td>
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<td>Transit vehicle priority measures</td>
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<td>Promotion of active modes</td>
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MART SEGMENTS
- Non-airport employees
- Airport employees
- Airport passengers

GAPS
- Transit service is not attractive
- Services are not integrated
- Connectivity by transit and active transportation is poor
**Executive Summary**

**Medium-term Initiatives**

The medium-term initiatives (those that could be completed by 2021) provide more extensive access to the Airport Area through the expansion of current services. They also serve as interim measures in advance of the more substantial infrastructure projects recommended for the longer-term.

Recommended medium-term service projects include:

- Significant increase in transit frequency on local bus routes to benefit all users through shorter travel times and greater convenience for travel to, from and within the Pearson Airport Area.
- Introduction of 15-minute service on the Kitchener and Milton GO Rail corridors to help improve the connectivity of the Pearson Airport Area to all parts of the GTHA. Metrolinx is exploring this as part of its Regional Express Rail (RER) program.

Recommended medium-term infrastructure projects include:

- A new UP Express station at Mount Dennis to create an interchange with the (funded) Eglinton Crosstown LRT line.
- Interim BRT service along the Eglinton corridor from the Crosstown terminus to Pearson Airport. This will deliver a significant portion of longer term infrastructure project benefits within a much shorter timeframe.
- A transit-only bridge across Highway 401, linking Renforth Gateway to Pearson Airport. This will improve transit access to the Renforth Gateway and the Airport Corporate Centre.
- Continued roll-out of Brampton’s Züm network to reduce journey times to the Pearson Airport area and elsewhere. Planned services include an Airport Road route serving Pearson Airport at Viscount Station.

Figure 1.2 shows how these medium-term service and infrastructure initiatives are expected to benefit a wider geographical area compared to the short-term initiatives.

Other medium-term initiatives include on-going improvements to active transportation measures and non-service enhancements to transit, including sidewalks, information services, bus shelters and cycle network infrastructure and fare integration.

Metrolinx is currently studying fare integration and its associated issues. Fare integration would benefit a significant number of trips to the Airport Area, particularly those crossing the TTC service boundaries.
Executive Summary

FIGURE 1.2 MEDIUM-TERM INITIATIVES

<table>
<thead>
<tr>
<th>Solutions</th>
<th>Gaps addressed</th>
<th>Markets served</th>
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<tr>
<td>Base bus frequency increase</td>
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<td>Bridge over Hwy 401 by Renforth</td>
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<td>Higher GO frequency</td>
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<td>All planned Züm services</td>
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<td>UP Express corridor station at Mt. Dennis</td>
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<td>Fare Integration</td>
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<td>Eglinton express bus</td>
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MARKET SEGMENTS
- Non-airport employees
- Airport employees
- Airport passengers

GAPS
- Transit service is not attractive
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- Connectivity by transit and active transportation is poor
Executive Summary

*Long-term Initiatives*

The measures proposed in the short-term and medium-term are expected to make a significant improvement to transit access to the Pearson Airport Area.

For the long-term, there is one primary recommendation:

1. Extend the Eglinton Crosstown LRT to Pearson Airport via the Renforth Gateway.

In the interim, this gap should be addressed by a BRT service. (NB: the City of Toronto’s “SmartTrack” concept was not considered as part of this Study; Metrolinx is working with the City to develop the concept within the context of Regional Express Rail).

Figure 1.3 shows how the proposed Eglinton LRT extension creates an important network connection, extending the airport transit market significantly eastward beyond the Airport Area, and builds on the initiatives proposed in earlier stages of the study.
Executive Summary

**FIGURE 1.3  LONG-TERM INITIATIVES**

<table>
<thead>
<tr>
<th>Solutions</th>
<th>Gaps addressed</th>
<th>Market segments</th>
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<tbody>
<tr>
<td>Eglinton LRT extension</td>
<td>Gaps not attractive</td>
<td>Non-airport employees</td>
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<td>Services not integrated</td>
<td>Airport employees</td>
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<td></td>
<td>Connectivity by transit and active transportation is poor</td>
<td>Airport passengers</td>
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**Land Use Considerations**

The medium-term and long-term analyses included land use assumptions from the Province’s *Growth Plan for the Greater Golden Horseshoe* (2006). If actual or forecast land uses differ from these assumptions, then recommendations may need to be re-considered. In particular, major changes along the Finch West corridor may create a case for extending the Finch West LRT to Pearson Airport, and potential developments in the Woodbine area may affect overall transit demand to the area.
Summary

The outcome of this Study is a comprehensive, integrated and phased strategy to improve transit access to the Pearson Airport Area. It recognises that the solutions must be a combination of small-scale, low-cost initiatives and more ambitious capital-intensive infrastructure projects. Active transportation and policy initiatives such as fare integration are also important parts of the strategy.

TABLE 1.1 RECOMMENDED INITIATIVES

<table>
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<tr>
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GAPS
- Transit service is not attractive
- Services are not integrated
- Connectivity by transit and active transportation is poor

MARKET SEGMENTS
- Non-airport employees
- Airport employees
- Airport passengers
Executive Summary

Figure 1.4 shows the routes and corridors of the recommended solutions, where applicable. (The map does not show area-wide solutions such as fare integration.)

FIGURE 1.4 RECOMMENDED INITIATIVES MAP
2 Study Purpose

The Transportation Study of the Pearson Airport Area assessed the various needs and opportunities for travel to Pearson Airport and the surrounding area, and evaluated short-, medium- and long-term measures to improve non-car access. The Study is based on the work done over five phases, beginning in August 2013, as shown in Figure 2.1.

FIGURE 2.1 STUDY TIMELINE

- **Phase 1** covered the project inception and **Phase 5** covered final reporting, including the **Modelling Report**, **Consultation Summary** and **Technical Report**. Phase 1 and 5 are not discussed further in this document.

- **Phase 2** included a detailed analysis of existing and future forecast conditions in the Study Area which was used to identify the key needs and opportunities. These needs and opportunities were used in subsequent phases to ensure the proposed solutions are appropriate.

- **Phase 3** created the short-term optimization and implementation plan. In the context of this study, “short-term” covers measures that potentially can be individually implemented by the municipalities or transit agencies within the next budget cycle, and could all be delivered within the next few years.

- **Phase 4** developed a long list of potential options for the medium and long-term and the methodology for evaluating them. The projects were then evaluated further based on this methodology. Short listed projects were tested for potential synergies or conflicts.
Executive Summary

The results of Phases 2, 3 and 4 were each reported in a Working Paper. These drew on input from Metrolinx staff and various stakeholders, and were then combined to form the Technical Report. This Executive Summary contains a high-level summary of the Technical Report, outlining the study’s process, findings and recommendations.

Steer Davies Gleave has worked closely with Metrolinx and stakeholders to ensure that the study considered the full spectrum of issues in the Study Area. The consultation process included three groups representing external parties:

- The Strategic Advisory Committee was comprised of senior staff from Metrolinx, the TTC, and the Cities of Toronto, Mississauga, and Brampton. This group met at the beginning, middle and end of the study, and provided high-level guidance.
- The Technical Advisory Committee was comprised of representatives from key organisations, including municipalities, transit agencies, the GTAA, and MTO. This group met regularly through the study, providing input into the work for each phase and reviewing each Working Paper.
- Stakeholders from employers and other organisations within and around the Study Area. The stakeholder sessions provided study updates and opportunities for input.

The study team also met with transit agency staff, as required, to review and understand the details of their organization’s on-going work and planned projects. The Working Papers were then refined in response to those discussions and staff feedback.

The Technical Report and related background material is available on request to Metrolinx.
3 Study Area Background and Context

Lester B. Pearson International Airport is the busiest airport in Canada. The airport and surrounding area has the second highest concentration of jobs in the GTHA (approximately 280,000 jobs in total, with 35,000 at the Airport itself and 245,000 in the surrounding area); however, transit trips by employees and airport passengers is low. This study, which considered all transportation activity in the area, focused on effective measures to improve transit services and non-car access in the short-, medium- and long-term to, from, and within the Study Area.

The Study Area, shown in Figure 3.1, spans three municipalities (Brampton, Mississauga, Toronto), creating a challenging environment for transportation planning and project implementation due to there being multiple planning authorities, transit operators and fare structures.

Provincial, regional and municipal agencies have recognized the need to improve transit access to the area in their policies. For example, the Metrolinx regional transportation plan, The Big Move, advocates seamless transit travel, and this Study recommends various measures that would support that goal in and around the Study Area. Further, The Big Move has “high-order transit connectivity to the Pearson Airport District from all directions” as one of its key objectives, and this study evaluates various proposals to support that objective.
4 Existing and Future Conditions and Markets

A detailed analysis of existing and forecast future conditions was used to identify the key needs and opportunities for the Study Area to ensure appropriate solutions. The solutions put forward are regional in scope - they will have positive impacts throughout the GTHA despite the fact that the Airport Area includes only three local municipalities.

Existing Conditions and Markets

Land Use

The Study Area includes some of the largest employment lands in each of the three municipalities (Brampton, Mississauga and Toronto). The land uses are dominated by light industrial and logistics. There are smaller amounts of airport-related uses, offices (particularly Rexdale and the Airport Corporate Centre), and hospitality/entertainment.

Improving access to the area overall is expected to generate positive economic benefits for each of the municipalities.

Transportation Supply

Transit trips across municipal boundaries are challenging. For instance, in the Study Area they generally require transfers between service providers with uncoordinated schedules, making trips longer. While 18 percent of current trips to the Study Area can be made in less than 30 minutes by transit, 87 percent of current trips can be made in less than 30 minutes by car. Car users have access by highway, but there is a lack of rapid transit serving the Study Area.

Cross-boundary trips also involve additional costs to users, such as when transferring between transit operators. The TTC does not have fare agreements with its neighbours so trips using the TTC and another transit agency cost approximately twice as much as those between other adjacent municipalities. Metrolinx is currently working on a regional approach to transit fares.

Figure 4.1 shows the existing transit services in the Study Area.
Although there is reasonably good local transit service to Pearson Airport, the existing road access ramp layout is a significant impediment to transit vehicle access and efficient service, forcing buses to take indirect routes into the Airport.

There are no bikeways in the Brampton portion of Study Area, and limited, disconnected provision in Mississauga and Toronto around and within the Study Area; cycling to the airport terminal buildings is effectively impossible. There is a lack of cycle parking at workplaces and other destinations throughout the Study Area.

There is no safe pedestrian access to any of Pearson Airport’s terminals. Brampton and Toronto arterial roads in the Study Area have sidewalks, but Mississauga’s often lack sidewalks in important locations such as to-and-from bus stops.

Transportation Demand
Transportation demand patterns were examined for three market segments:

- Airport Passengers (26 percent of trips to the Study Area)
- Airport Employees (7 percent of trips to the Study Area)
- Non-Airport Employees (67 percent of trips to the Study Area)

The three primary market segments have distinct travel patterns (as shown in Table 4.1), and hence potentially require different solutions.
**Executive Summary**

### TABLE 4.1  KEY MARKET SEGMENT CHARACTERISTICS

<table>
<thead>
<tr>
<th>Market Segment</th>
<th>Airport Passengers</th>
<th>Airport Employees</th>
<th>Non-Airport Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Main origin areas</strong></td>
<td>Throughout GTHA; cluster in downtown Toronto</td>
<td>Peel region and western Toronto</td>
<td>Clusters in Brampton and Mississauga</td>
</tr>
<tr>
<td><strong>Destination</strong></td>
<td>Airport terminals</td>
<td>Entire Pearson Airport property</td>
<td>Rest of Study Area</td>
</tr>
<tr>
<td><strong>Time of travel to</strong></td>
<td>Throughout the day</td>
<td>Largely before AM rush hour</td>
<td>Largely during AM rush hour</td>
</tr>
<tr>
<td><strong>the Study Area</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>Transit mode share</strong></td>
<td>7.8%</td>
<td>17.0%</td>
<td>8.0%</td>
</tr>
</tbody>
</table>

Almost two-thirds (61 percent) of trips to the Study Area cross a municipal boundary; improving transit mode share for this group may require increased inter-agency coordination.

Transit mode share amongst Non-Airport Employees depends more on their origin (place of residence) than on their destination within the Study Area; inter-municipal trips have significantly lower transit mode share than trips within one municipality.

Transit use by Airport Employees who live in Toronto is far higher than for those who live in Mississauga or Brampton; Airport Employees living in Peel Region form a large untapped market for transit.

The travel needs of Airport Passengers are unique within the context of the GTHA. Consequently, a review of best practices at other airports was carried out. It showed that Pearson Airport has one of the lowest transit mode shares of its peers for trips to the airport by passengers. Even with the introduction of UP Express service, the transit mode share will still lag behind leading global airports. Airport passengers’ mode choice is affected by why they are flying (trip purpose), rather than to where they are flying.

### Future Conditions and Markets

**Land use**

Land use within the Study Area is expected to remain employment-oriented. The Official Plans and associated polices for all three municipalities continue to support the employment-orientated nature of the Study Area. Employment levels are expected to increase, accompanied by a shift from logistics and light industry to office and business parks.

**Transportation Supply**

Funded rapid transit projects will only serve the edges of the Study Area, plus Pearson Airport. Consequently, they will not directly address the needs of Non-Airport Employees. Constructing
the high-priority unfunded projects in The Big Move will provide benefits, but still leave a significant gap in connectivity.

Transportation Demand
The overall geographic distribution of trip origins and destinations is forecast to remain broadly similar to existing conditions, but all three market segments are forecast to experience considerable growth between now and 2031.

The transit mode share is forecast to increase across all market sectors, with larger increases for trips involving Toronto. However, personal vehicle remains the dominant transportation mode.

Needs and Opportunities
The most significant conclusions regarding needs and opportunities are listed below.

There are three main ‘needs’ in the existing transportation network:

- More attractive transit service
  - Travel time by transit is generally significantly longer than by car
  - The pedestrian environment makes access to transit stops difficult

- Integrated transit services
  - Few routes run across municipal borders
  - Schedules are not coordinated between routes, resulting in a lack of connections
  - Fares are not integrated between the Toronto Transit Commission (TTC) and other transit operators

- Improved connectivity by transit and active transportation
  - Area transit is not well-connected to key trip origin areas, particularly in the City of Toronto and York Region
  - Committed future rapid transit projects still leave gaps in the rapid transit network
  - Pedestrian and cycling infrastructure is lacking
Executive Summary

5  Short-Term Solutions

The existing needs and opportunities were used to inform the short-term solutions to optimize the existing transit network, along with an implementation plan. This section presents a range of short-term improvements. “Short-term” covers initiatives that can be realistically included in the next budget cycle.

Transit Service Optimization

Two conceptual service plans were created; the first covers trips specifically to Pearson Airport from across the region and the second covers trips to/from/within the Airport Area. The conceptual plans do not include ‘turn-by-turn’ routings, as these will be developed by the transit agencies.

The networks were designed to require minimal changes in resource requirements for the local transit agencies. They were also designed to integrate well with the existing transit network outside the Study Area.

- **Service Concept 1** covered access to Pearson Airport. Airport Passengers and Airport Employees tend to come from a wide area. Consequently, this service concept focuses on improved regional-level connections to Pearson Airport.
- **Service Concept 2** covered access to the broader Airport Area. Employees in this area tend to originate relatively closer to the Study Area. Consequently, this service concept focuses on local transit services within the Airport Area, and their connections to the extended transit network.

The following sections describe the service concepts and their benefits in more detail.

**Service Concept Part 1: Access to Pearson Airport**

Pearson Airport has high-quality direct connections to various transit hubs, including Kipling subway station and the Richmond Hill Centre. However, it lacks connections to several key regional-level transit hubs. Specifically, there are no direct high-quality links connecting the Airport to Square One, the Renforth Gateway, or Humber College. Providing these connections will increase transit use, particularly for both airport employees and passengers.

A direct connection from Square One should be the top priority, as it is the second-busiest regional transit hub in the GTHA (after Union Station).

Figure 5.1 shows existing (red lines) and missing (blue lines) regional-level hub connections to Pearson Airport. New links are proposed for the latter.
FIGURE 5.1 PEARSON AIRPORT REGIONAL-LEVEL LINKS

Service Concept Part 2: Access to the Airport Area

The conceptual plan for service to the Airport Area envisions services into the Study Area using four existing local transit hubs: Humber College, Westwood Mall, Bramalea GO station and the Renforth Gateway. These hubs are supplemented by two high-frequency corridors (Hurontario/Main and Dixie), with continuous service along their length, and running across the municipal border.

Focusing services on a small number of hubs and corridors helps minimize the number of transfers. Consequently, the proposed changes to the local transit network would generally reduce journey times, particularly for those making inter-municipal trips.

Figure 5.2 shows the transit hubs and high-frequency corridors, along with conceptual service links from them to the surrounding areas that will penetrate neighbourhoods currently poorly served by transit.
Executive Summary

**FIGURE 5.2  AIRPORT AREA LOCAL-LEVEL LINKS**

![Map of airport area local-level links]

**LEGEND**
- Local Hub
- Conceptual service to local employment areas from local hubs and the Dixie and Hurontario corridors
- Study area
- Municipal boundary
- GO Train
- Existing rapid transit
- Future rapid transit
- Highway

**Costs and Benefits of Service Concepts**
Both parts of the proposed network changes were forecast to bring significant increases in ridership (particularly across municipal borders) and revenue, with little incremental capital or marginal operating cost for local transit agencies. The total number of transit trips to the Study Area was forecast to increase by about 5 percent, and the number of inter-municipal transit trips to increase by more than 10 percent.

**Non-service/Other Improvements**
A wide range of measures other than changes to public transit service patterns were investigated. These measures would all have the potential to improve transit user experience and increase transit mode share.

**Infrastructure**
Potential infrastructure enhancements were limited to those that could be individually implemented in the next budget cycle, and collectively could be implemented within the next few years. The following initiatives are not presented in order of priority.

**Transit signal priority**
Transit signal priority allows transit vehicles to automatically trigger minor changes to traffic signal phasing, resulting in transit vehicles being less likely to encounter red lights. This increases average vehicle speed, reducing costs and increasing ridership.
The City of Brampton and City of Mississauga are both rolling out new traffic control systems that will allow for transit signal priority at any signalised intersections in their portions of the Study Area. These municipalities should include transit agencies’ priorities when rolling out traffic control systems.

GO Transit vehicles currently would not benefit from any transit signal priority systems. Consequently, Metrolinx should investigate the interoperability of systems to ensure that GO Transit vehicles can benefit from the various transit signal priority systems in their service area.

**Rail/road grade separations**

The existing at-grade crossings on Torbram Road are an impediment to high-quality transit service in the area. The City of Mississauga is replacing these at-grade crossing with bridges. Construction is set to begin in 2015.

**Pearson Airport transit vehicle access**

Transit vehicles must take a circuitous, time-consuming path to access the passenger terminals at the Airport, increasing their costs and deterring transit use through lengthened travel times. The Greater Toronto Airports Authority (GTAA) should balance improved transit vehicle access with the potential negative effects on private transportation service providers.

Metrolinx should continue to coordinate efforts to improve transit vehicle access to the Pearson Airport passenger terminals through regular discussions with the GTAA, Peel Region, and the relevant transit agencies.

**Bus stops and pedestrian access**

Across the Airport Area there are widespread issues with bus stops, related amenities, lack of sidewalks, and the general pedestrian environment. Municipalities should have a long-term goal of addressing those issues through on-going work programs.

The Dixie Road corridor should be the first target for improvement in Mississauga and Brampton, given the service pattern recommended in the previous section.

Further, the bus waiting area outside Pearson Airport Terminal 1 is unpleasant, with a lack of shelter from the heat and cold, poor lighting and a ‘wind tunnel’ effect caused by the shape of surrounding buildings. As this is the focal point for Pearson Airport’s transit services, the GTAA should set a timeline for addressing the Terminal 1 bus waiting area.
Executive Summary

bus waiting area issues. Adding bus shelters or other enclosures should be a priority given that the relatively low cost will help to create immediate benefit.

Information Provision
There are significant benefits to be gained from better information provision, including making it easier for people to take transit.

Transit maps
Local transit maps for the Study Area should show all transit services within a municipality with equal prominence, irrespective of service provider (where they do not do so already). Further, GO Transit needs to provide an effective network-wide map of its services, and also show local connections to other GO Transit routes on individual route maps and how they connect with local transit. Fixing these issues would be a low-cost, high-impact improvement, and would benefit all transit riders.

Bus stops
Information is generally lacking at the bus stops of most transit agencies, and the information that is provided has room for improvement. Transit agencies should provide better static information, including route information, connections, departure times and journey times to key destinations. There should be a longer-term aim of providing real-time information at all bus stops.

Airport Terminals
Transit services are not clearly advertised inside the passenger terminals at Pearson Airport, nor is there good wayfinding to appropriate exits from the buildings. Consequently, the GTAA should incorporate the issues identified here into their on-going wayfinding review, as well as other passenger service improvement initiatives.

Private Shuttle Buses
Private shuttle buses provide a potential means for direct service between major transit hubs and destinations within the Airport Area (such as hotels, entertainment and employment), improving ease of access.

The Greater Toronto Hotels Association and its private sector members should work with the transit agencies to develop a more efficient and complementary service between Pearson Airport and the hotels. Metrolinx should actively encourage the private sector to fund such services.

Active Transportation
Municipal walking and cycling plans contain a wide range of beneficial enhancements, including additional sidewalks and a network of bikeways in the Study Area. However, it is unlikely that these can all be implemented within a short-term timeframe.

Consequently, municipalities should prioritise their active transportation investment into those areas with the greatest potential, using objective criteria such as trip length and density.
6 Medium-Term and Long-Term Solutions

The short-term solutions were used as a foundation for the medium-term and long-term solutions. Medium-term solutions are those that could be implemented by 2021; long-term solutions could be implemented by 2031. After designing a suitable evaluation methodology, a wide-ranging list of potential options was developed. The projects were evaluated as described below.

Evaluation Methodology

A two-stage evaluation methodology was designed to test the medium- and long-term projects against the overall study objective:

“To improve access to the airport and surrounding employment area in the short, medium and longer term, primarily by public transit but also by other non-car modes.”

The first stage of the evaluation process was high-level and primarily qualitative. In this stage a long list of 42 projects were evaluated. This resulted in a short-list of projects for the second stage of evaluation.

The second stage of the evaluation was more quantitative, modelling short-listed projects using the Greater Golden Horseshoe Model (GGHM), where applicable. The GGHM used the base-case scenario assumptions described below. A more detailed evaluation of capital costs was also done for the short-listed projects. This eventually produced a bundle of recommended projects. The GGHM model is described in more detail in Modelling Report.

The evaluation methodology used was Metrolinx’s standard evaluation framework, with criteria specific to the study where appropriate. As part of the consultation process, the evaluation results were reviewed by TAC members.
Executive Summary

Base Case

The base case for the analysis, or Business-as-Usual (BAU) case, considered all of the existing infrastructure and services, plus funded and “Next Wave” Big Move projects which would potentially impact the Study Area:

**Funded**
- Union-Pearson Express
- Toronto-York Spadina Subway Extension
- Mississauga Transitway
- Eglinton Crosstown LRT
- Finch West LRT

**Next Wave**
- Brampton Queen BRT
- Dundas Street BRT
- Hurontario-Main LRT
- GO Rail two-way, all-day service (half-hourly)

Long-list Projects and Evaluation (Stage 1 Evaluation)

Projects on the long list drew on existing proposals, plus suggestions from stakeholders and the study team. Any project that could have a positive effect on transit mode share for the Study Area was included in the long-list; there was no filtering of projects to be assessed based on perceived merit.

The long list was organized into three broad groups:
- Policy and regulation
- Service operations/optimization
- Infrastructure

Table 6.1 provides information on each of the projects on the long-list.

**TABLE 6.1 LONG-LIST OF PROJECTS**

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policy and regulation</strong></td>
<td></td>
</tr>
<tr>
<td>Fare integration</td>
<td>Integrate fares between TTC and GO, and between TTC and other agencies.</td>
</tr>
<tr>
<td>Time of day fares</td>
<td>Promote off-peak transit usage through lower fares</td>
</tr>
<tr>
<td>Free transit</td>
<td>Remove transit fares for trips to a specified area</td>
</tr>
<tr>
<td>TDM plan</td>
<td>Create comprehensive travel demand management plans for passengers, airport employees, and non-airport employees</td>
</tr>
<tr>
<td>Promotion of active modes</td>
<td>Encourage use of active transportation through use of marketing and measures such as improved workplace facilities and other incentives.</td>
</tr>
<tr>
<td>Car parking policy</td>
<td>Review municipal parking policies in Study Area, including current rules regarding minimum parking provision.</td>
</tr>
<tr>
<td>Car-pooling incentives</td>
<td>Introduce incentives to employees at Pearson Airport and elsewhere to promote the use of car-pooling</td>
</tr>
<tr>
<td>Project</td>
<td>Description</td>
</tr>
<tr>
<td>---------</td>
<td>-------------</td>
</tr>
<tr>
<td><strong>Service operations/optimization</strong></td>
<td></td>
</tr>
<tr>
<td>Züm busways</td>
<td>Create busways for Züm services</td>
</tr>
<tr>
<td>UP Express towards Brampton</td>
<td>Extend UP Express services westward from Pearson to Brampton or Bramalea</td>
</tr>
<tr>
<td>Hwy 27 BRT</td>
<td>Create BRT service from Long Branch to Highway 7</td>
</tr>
<tr>
<td>All Züm lines</td>
<td>Implement Züm service on all corridors proposed by Brampton's Transport and Transit Master Plan.</td>
</tr>
<tr>
<td>Base bus frequency increase</td>
<td>Increase local transit service to minimum of 10-minute peak/15-minute off-peak service</td>
</tr>
<tr>
<td>Additional express buses</td>
<td>Consider revisions to existing routes and potential new routes along major corridors</td>
</tr>
<tr>
<td>Through-running GO lines</td>
<td>Operate (all-day) GO Train lines with through-running between Stouffville and Kitchener lines, and between Richmond Hill and Milton lines. This follows current practice for the Lakeshore East and Lakeshore West lines.</td>
</tr>
<tr>
<td>Extend all-day GO service</td>
<td>Extend all-day GO service to Kitchener and/or Milton</td>
</tr>
<tr>
<td>Higher GO Frequency</td>
<td>Increase the frequency of GO rail services (in addition to planned improvements), especially Kitchener line</td>
</tr>
<tr>
<td>Airport rail local/express service pattern</td>
<td>Premium non-stop Union-Pearson plus 'normal'-price all-stops service</td>
</tr>
<tr>
<td>UP Express towards Kennedy/Unionville</td>
<td>Extend UP Express services eastwards from Union along Lakeshore East/Stouffville line, as far as Kennedy Unionville</td>
</tr>
<tr>
<td><strong>Infrastructure</strong></td>
<td></td>
</tr>
<tr>
<td>Bridge over 401 by Renforth</td>
<td>Provide direct connection over Hwy 401 beside Renforth</td>
</tr>
<tr>
<td>GO busway</td>
<td>Route: Renforth-Etobicoke North-Langstaff-Unionville (-Pickering)</td>
</tr>
<tr>
<td>407 corridor GO train line</td>
<td>Route: Mt. Pleasant-Bramalea-CN line/Hwy 407 corridor-Unionville (to Pickering or to further along Hwy 407)</td>
</tr>
<tr>
<td>401 corridor GO train line</td>
<td>Route: Lisgar-401 corridor-Pickering. Stops include Hurontario, Dixie, Renforth</td>
</tr>
<tr>
<td>Milton GO line extension to Cambridge</td>
<td>Extend peak-only or all-day GO service to Cambridge</td>
</tr>
<tr>
<td>Bolton GO train line</td>
<td>Route: Union-Weston-Bolton (Or Union-York University-Bolton)</td>
</tr>
<tr>
<td>Eglinton LRT extension</td>
<td>Extend Eglinton LRT from existing western terminus to Pearson Airport</td>
</tr>
<tr>
<td>Finch West LRT extension</td>
<td>Extend Finch West LRT from funded western terminus (Humber College) to Pearson Airport</td>
</tr>
<tr>
<td>Finch LRT eastwards extension to Yonge</td>
<td>Connect the two subway lines via Finch.</td>
</tr>
<tr>
<td>Sheppard subway extension westwards</td>
<td>Extend of the Sheppard Subway west towards the University-Spadina line</td>
</tr>
<tr>
<td>Steeles West &amp; East LRT</td>
<td>Route: From Steeles Station (Yonge Subway extension) to Albion Rd (west), to Ninth Line (east).</td>
</tr>
<tr>
<td>UP Express corridor new stations</td>
<td>Add stops to UP Express services at existing or new GO stations. Potential locations include Mt Dennis and Etobicoke North.</td>
</tr>
</tbody>
</table>
Executive Summary

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>New GO Station on Barrie line at Eglinton</td>
<td>Add new GO Rail station at Eglinton and Caledonia, connecting to Eglinton LRT</td>
</tr>
<tr>
<td>Sidewalk and pedestrian crossing provision</td>
<td>Fill identified gaps in pedestrian facility provision in and around the Study Area</td>
</tr>
<tr>
<td>Cycleway provision</td>
<td>Provide cycleways in and around Study Area, using existing municipal plans as a basis</td>
</tr>
<tr>
<td>Transit stop infrastructure provision</td>
<td>Including shelters, real-time displays, information provision</td>
</tr>
<tr>
<td>Cycle parking provision</td>
<td>Secure parking at workplace/other key destinations in and around the Study Area</td>
</tr>
<tr>
<td>Transit only lanes</td>
<td>Bus-only lanes along appropriate roadways</td>
</tr>
<tr>
<td>Transit intersection priority</td>
<td>Late-running buses trigger slight change in signal phasing</td>
</tr>
<tr>
<td>Transit bypass lanes</td>
<td>Typically allow buses to do a thorough movement from a right-turn lane ahead of other traffic.</td>
</tr>
<tr>
<td>Personalised Rapid Transit</td>
<td>Pod-style links to airport terminals from car parks and/or Renforth Gateway</td>
</tr>
<tr>
<td>Subway to Pearson Airport</td>
<td>Extend Bloor-Danforth line from Kipling station to passenger terminals via Renforth Gateway</td>
</tr>
<tr>
<td>407 Transitway</td>
<td>Bus-only roadway alongside Hwy 407, with dedicated 'stations'</td>
</tr>
<tr>
<td>427 Transitway</td>
<td>Bus-only roadway alongside Hwy 427, with dedicated 'stations'</td>
</tr>
</tbody>
</table>

The long-list of projects covers a very wide range of costs and potential impacts (both positive and negative). Consequently, projects were divided into three groups, each with a different threshold for short-listing, based on time scale and project size, as shown in Table 6.2. This allowed a range of minor medium, major medium, and major long-term projects to make it to the short list of projects for more detailed evaluation.

**TABLE 6.2 SHORT-LIST OF PROJECTS**

<table>
<thead>
<tr>
<th>Project Size</th>
<th>Time Scale</th>
<th>Group</th>
<th>Threshold for short-listing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minor</td>
<td>Medium Term (2021)</td>
<td>Minor medium-term</td>
<td>Low</td>
</tr>
<tr>
<td>Major</td>
<td>Long Term (2031+)</td>
<td>Major long-term</td>
<td>High</td>
</tr>
</tbody>
</table>
Executive Summary

Each project was assessed qualitatively and scored on a five-point scale in these areas:

- Transportation
- Finance
- Environment
- Economic Development
- Community
- Deliverability

Those projects with a total score higher than the relevant threshold level were placed on the short-list. The scoring system and results were reviewed by stakeholders, with some minor modifications made in response to feedback.

**Short-List Projects and Evaluation (Stage 2 Evaluation)**

A total of 21 projects were taken forward for more detailed evaluation. Some projects were redefined following the long-list evaluation:

- **Steeles West & East LRT** was replaced with two variants: **Steeles West LRT** (which has LRT west of Yonge only) and **Steeles West & East LRT**; and
- An additional variant was introduced: UP Express corridor new station at Mt. Dennis.

Where feasible, the short-list projects were evaluated using the 2031 future year in the Greater Golden Horseshoe Model (GGHM). The model assumed funded and ‘Next Wave’ projects, as described in the BAU (Business as Usual) case. Full details of the modelling process were provided to Metrolinx in the *Modelling Report*.

The evaluation also considered a broad range of other quantitative and qualitative criteria, covering more items and providing more detail than the high-level evaluation across the five areas for the long-list evaluation. The addition of quantitative criteria helped provide objective comparisons.

The criteria included financial (e.g. capital and operating costs), transportation (e.g. journey time savings, change in transit ridership), environmental (e.g. reduction in emissions, impact on natural habitats), economic (e.g. development potential) and deliverability (e.g. stakeholder acceptability).

**Evaluation Results**

There were three possible outcomes for each of the short-listed projects:

- **Project achieves objectives for Study Area in a reasonable manner.**
  - The project is expected to improve non-auto mode share amongst trips to the Study Area to a degree that is appropriate given the costs and negative effects.
  - These projects were taken forward to the ‘option compatibility’ stage, to identify synergies and conflicts between projects.

- **Project should be considered for wider regional benefits beyond Study Area.**
Executive Summary

- The benefits for trips to the Study Area are limited, but may offer considerable benefits for other trips in the wider GTHA.
- These projects should be evaluated in more detail outside of this study.

Project benefits in Study Area are not commensurate with costs and negative effects.
- The benefits to the Study Area are too low given the costs and negative effects of the project.
- If land use or other fundamental inputs change, then these projects may be reconsidered in the future.

The projects that fell into the first two categories are listed in Table 6.3 and Table 6.4 respectively; all other projects fell into the third category.

TABLE 6.3 PROJECTS THAT ACHIEVE OBJECTIVES FOR STUDY AREA IN A REASONABLE MANNER (RECOMMENDED PROJECTS)

<table>
<thead>
<tr>
<th>Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1 - Fare integration</td>
</tr>
<tr>
<td>P5 - Promotion of active modes</td>
</tr>
<tr>
<td>S4 - All planned Züm services</td>
</tr>
<tr>
<td>S5 - Base bus frequency increase</td>
</tr>
<tr>
<td>S10 - Higher GO frequency</td>
</tr>
<tr>
<td>I1 - Bridge over Hwy 401 by Renforth</td>
</tr>
<tr>
<td>I8 - Eglinton LRT extension</td>
</tr>
<tr>
<td>I13.1 - UP Express station at Mt. Dennis</td>
</tr>
<tr>
<td>I16 - Sidewalk and pedestrian crossings</td>
</tr>
<tr>
<td>I17 - Cycleway provision</td>
</tr>
<tr>
<td>I18 - Transit stop infrastructure</td>
</tr>
<tr>
<td>I19 - Cycle parking provision</td>
</tr>
<tr>
<td>I20 - Transit-only lanes</td>
</tr>
<tr>
<td>I21 - Transit intersection priority</td>
</tr>
<tr>
<td>I22 - Transit bypass lanes</td>
</tr>
</tbody>
</table>

*Note that projects are not organized by priority

TABLE 6.4 PROJECTS THAT SHOULD BE CONSIDERED FOR WIDER REGIONAL BENEFITS BEYOND STUDY AREA)

<table>
<thead>
<tr>
<th>Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>P6 - Car parking policy</td>
</tr>
<tr>
<td>S11 - Airport rail local/express service pattern</td>
</tr>
<tr>
<td>I4 - 401 corridor GO line</td>
</tr>
<tr>
<td>I10 - Finch LRT eastwards extension</td>
</tr>
<tr>
<td>I12b - Steeles West &amp; East LRT</td>
</tr>
</tbody>
</table>

The change in transit ridership (from now to 2031) was modelled for the large-scale recommended projects as part of the evaluation process; the results are shown in Figure 6.1. It is expected that these numbers for transit mode shift are conservative since not all of the benefits of the recommended bundle are shown (due to model constraints).
Project Development and Compatibility

Analysis was carried out to determine whether any recommended projects (Table 6.3) had overlaps in their travel market that duplicated their benefits. Potential synergies between also investigated, with three found:

- The three measures relating to transit vehicle priority - transit intersection priority, transit bypass lanes, and transit-only lanes - form a logical progression for implementation.
- The bridge over Hwy 401 by Renforth is required for Eglinton LRT extension, but could be done sooner to support bus and BRT access to Pearson Airport.
- The use of a new station at Mt. Dennis for UP Express services would need to be re-evaluated after the Eglinton LRT is extended.

Overall, there are no overlaps between the recommended projects, except where the projects form a logical progression for implementation. There are considerable synergies between many of the projects.

Comparison of Needs and Opportunities with Solutions

Finally, the recommended solutions were checked against the major needs and opportunities identified earlier in Section 4. As summarised in Table 6.5, the recommended projects collectively address the major needs and opportunities.
### TABLE 6.5  PROJECTS MEETING THE NEEDS AND OPPORTUNITIES

<table>
<thead>
<tr>
<th>Solutions</th>
<th>Gaps addressed</th>
<th>Markets served</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cross-boundary services on Dixie Rd &amp; Hurontario-Main corridors</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Cross-boundary high-quality links to Pearson Airport</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Pearson Airport transit vehicle access</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Transit information improvements</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Local bus network changes</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Transit stop infrastructure</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Cycleway / cycle parking</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Sidewalk and pedestrian crossings</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Transit vehicle priority measures</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Promotion of active modes</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Base bus frequency increase</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Bridge over Hwy 401 by Renforth</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Higher GO frequency</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
<tr>
<td>All planned Züm services</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
<tr>
<td>UP Express corridor station at Mt. Dennis</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Fare integration</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Eglinton express bus</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Eglinton LRT extension</td>
<td>![Icon]</td>
<td>![Icon]</td>
</tr>
</tbody>
</table>

**GAPS**
- Transit service is not attractive
- Services are not integrated
- Connectivity by transit and active transportation is poor

**MARKET SEGMENTS**
- Non-airport employees
- Airport employees
- Airport passengers
7 Implementation and Next Steps

The results of the Transportation Study were presented to Metrolinx’s Board of Directors in March 2015. The Study findings will be used as input to update Metrolinx’s Regional Transportation Plan (The Big Move). They will also be used as input into the feasibility study for SmartTrack on the Eglinton West Corridor.

The recommended projects form part of a phased strategy, with short-term projects facilitating and aiding the medium and long-term projects. The progress to date and recommended next steps are summarised in Table 7.1.

Metrolinx has begun work to set out follow-up tasks from this Study. The objectives of the next phase of work are as follows:

- Develop additional details for the recommendations arising from the Study.
- Assess how the various planned and proposed transportation elements associated with the Study Area will interact with one another, in order to create a seamless transportation network.

Transit agencies serving the study area have already started working on implementing some of the short-term projects, and work to implement these and the medium and longer-term projects will continue.

Metrolinx will work with key stakeholders in implementing the recommended projects. These stakeholders included the GTAA, the City of Toronto’s SmartTrack study team, local transit operators, municipalities and representatives from the Airport Corporate Centre and other employers. Metrolinx will also work with the GTAA as they begin discussions on the strategic options to accommodate air traffic growth across Southern Ontario.

Phasing

Most of the recommended projects are distinct - they are either implemented or they are not. However, two of the projects could have partial or intermediate implementations.

Transit Vehicle Priority Measures

Transit vehicle priority measures can be considered as a range of possible measures, from least to most transit-orientated (Transit intersection priority → Transit bypass lanes → Transit-only lanes). However, each measure can be implemented at any point after a ‘lesser’ measure is implemented.

Consequently, if municipalities plan to implement one measure at a given location in the long-term, they should consider implementing a ‘lesser’ measure at the same location in the short-term. (For example, building transit bypass lanes in a location with long-term plans for transit-only lanes). This will yield benefits more quickly.
Executive Summary

Eglinton LRT Extension
The Eglinton LRT extension might also be implemented with an intermediate solution. We recommend the City of Toronto and TTC investigate providing some form of BRT along the route of the Eglinton LRT extension. This could be just a limited-stop service serving only the future LRT stops, or a service with transit vehicle priority measures.
### TABLE 7.1 IMPLEMENTATION PROGRESS AND NEXT STEPS

<table>
<thead>
<tr>
<th>Project</th>
<th>Current status</th>
<th>Recommended next steps</th>
</tr>
</thead>
</table>
| **Short-term measures**        | ▪ Transit agencies have already starting implementing some of the short-term projects, including the cross-border Dixie corridor service | ▪ GTAA: plan to improve information provision and amenities for transit users, and improve transit vehicle access  
 ▪ Transit agencies: implement changes to transit maps, as detailed in the report; improve bus routeing per the service concepts, including the connection from Humber College to the Airport  
 ▪ Metrolinx: investigate potential standards for information provision at transit stops and assist in their implementation. |
| **Fare integration**          | ▪ Metrolinx conducting fare and service integration study                     | ▪ TTC/MiWay: Consider fare and service integration between TTC and MiWay to better serve the Airport Corporate Centre |
| **Active transportation projects** | ▪ Municipalities have plans underway for some infrastructure improvements  
 ▪ Smart Commute initiatives | ▪ Municipalities: prioritize low cost/high priority improvements as part of annual budgets  
 ▪ Municipalities: implement improvements detailed in their active transportation plans; work with land owners/employees to provide cycle parking  
 ▪ GTAA: investigate feasibility of providing active transportation links for employees and passengers |
| **Züm services (Brampton)**   | ▪ Brampton has applied for Federal funding for Airport Road route              | ▪ Brampton: Continue to expand the full Züm bus network                                  |
| **Base bus frequency increase** | ▪ Mississauga and Brampton updating their five-year plans  
 ▪ TTC and GO incorporating recommendations into their planning process | ▪ Transit agencies: Prioritize routes and corridors for higher frequency  
 ▪ Municipalities: Promote and market service enhancements |
### Executive Summary

<table>
<thead>
<tr>
<th>Project</th>
<th>Current status</th>
<th>Recommended next steps</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Higher GO Train frequency (15 min service)</strong></td>
<td>• Provincial commitment</td>
<td>• Metrolinx: Ensure RER/SmartTrack analysis considers effects on Pearson Airport area</td>
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<td></td>
<td>• Metrolinx planning underway to implement RER</td>
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<tr>
<td><strong>Bridge over Hwy 401 by Renforth Gateway</strong></td>
<td>• Included in Eglinton LRT EA</td>
<td>• Metrolinx: review location/alignment, and work stakeholders to ensure configuration meets their needs</td>
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<tr>
<td><strong>Eglinton LRT extension and Mt Dennis Interchange</strong></td>
<td>• Eglinton LRT EA complete to Pearson Airport</td>
<td>• GTAA: work with Metrolinx and stakeholders to determine potential alignments of the bridge and LRT into the Airport</td>
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<td>• Protecting for UP Express interchange at Mt Dennis Station</td>
<td>• Metrolinx: Proceed with UP Express Station at Mt Dennis</td>
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<td></td>
<td>• City of Toronto, in partnership with Metrolinx, conducting feasibility study for SmartTrack on Eglinton West</td>
<td>• Metrolinx / City of Toronto: work together to assess feasibility of rail vs LRT in Eglinton corridor; may require revisions to EAs</td>
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<td>• TTC/Metrolinx: Further planning to implement Eglinton express bus/BRT service along route of LRT extension</td>
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<td><strong>Transit stop infrastructure</strong></td>
<td>• Limited state of good repair initiatives underway in select locations</td>
<td>• Transit agencies: Prioritize low cost/high priority improvements as part of annual budgets</td>
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<td>• Transit agencies: Should set timeline for providing improvements</td>
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<td><strong>Transit Vehicle Priority Measures</strong></td>
<td>• Mississauga and Brampton have plans for transit intersection priority at all signalized intersections</td>
<td>• Mississauga and Brampton: investigate locations where bypass lanes and transit-only lanes will be effective</td>
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<tr>
<td><strong>Projects to be considered for wider regional benefits beyond the Study Area</strong></td>
<td><em>N/A</em></td>
<td>• Toronto: identify locations for intersection priority within the Study Area</td>
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<td>• Metrolinx: Promote multi-lateral coordination for vehicles crossing municipal borders</td>
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<td></td>
<td>• Metrolinx: investigate potential merits of studying these projects further (where this has not already been done).</td>
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</tbody>
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