

# Greater Golden Horseshoe Multimodal Transportation Plan

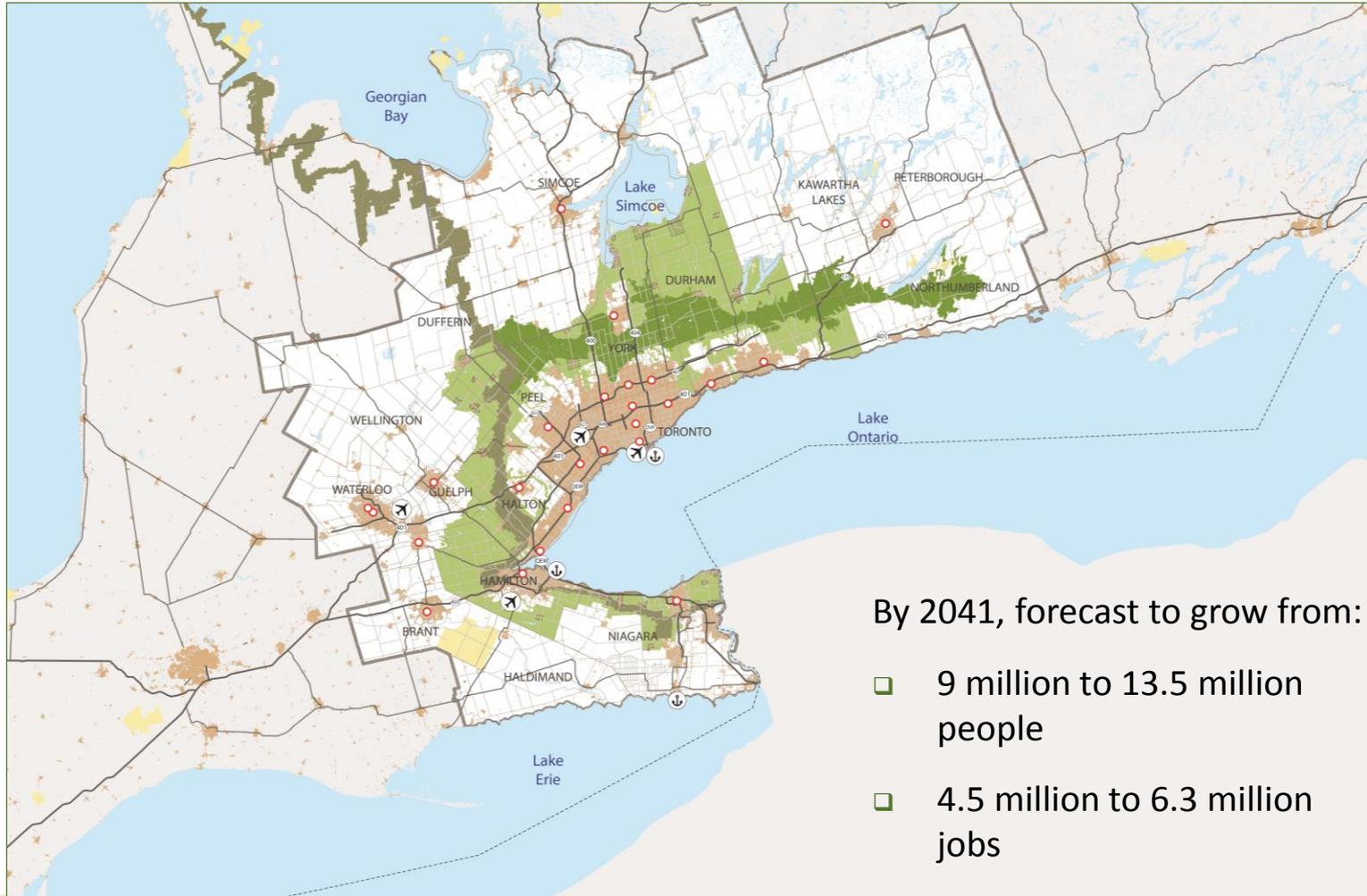


**GTAA Consultative Committee**

May 17, 2017

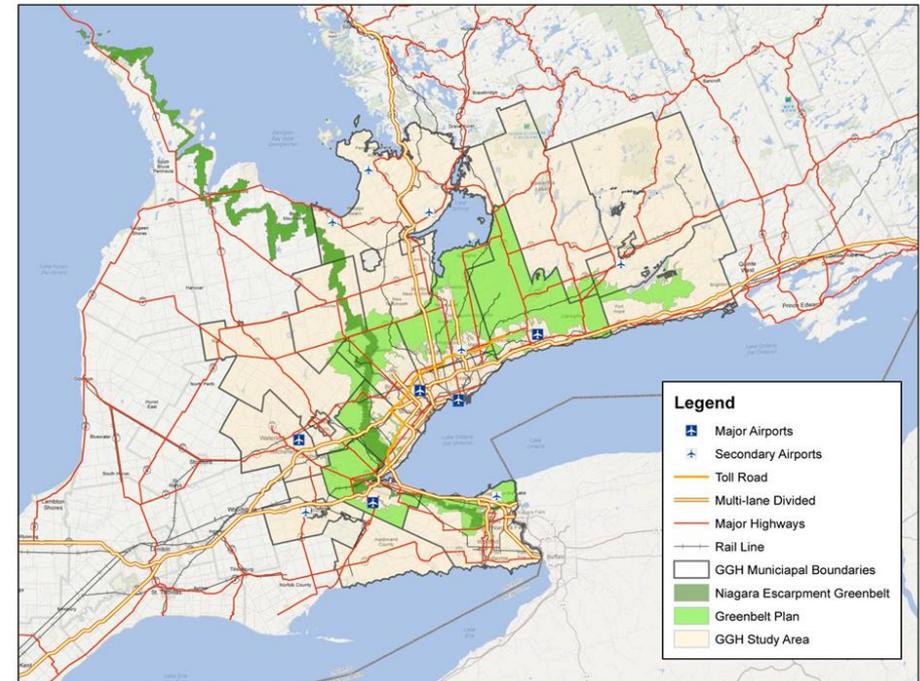
# Context

# Rapid Growth in the Greater Golden Horseshoe



# Goods Movement

- ❑ The GGH generates two-thirds of Ontario's GDP<sup>1</sup>
- ❑ 25.4 billion passenger vehicle km and 3 billion commercial vehicle kilometres traveled in 2010<sup>2</sup>
- ❑ \$791 billion commodity value of transported goods (2012<sup>3</sup>)



<sup>1</sup> The Growth Plan for the Greater Golden Horseshoe; <sup>2</sup> 2010 Ontario Traffic Volume Information System; <sup>3</sup> 2012 Commercial Vehicle Survey

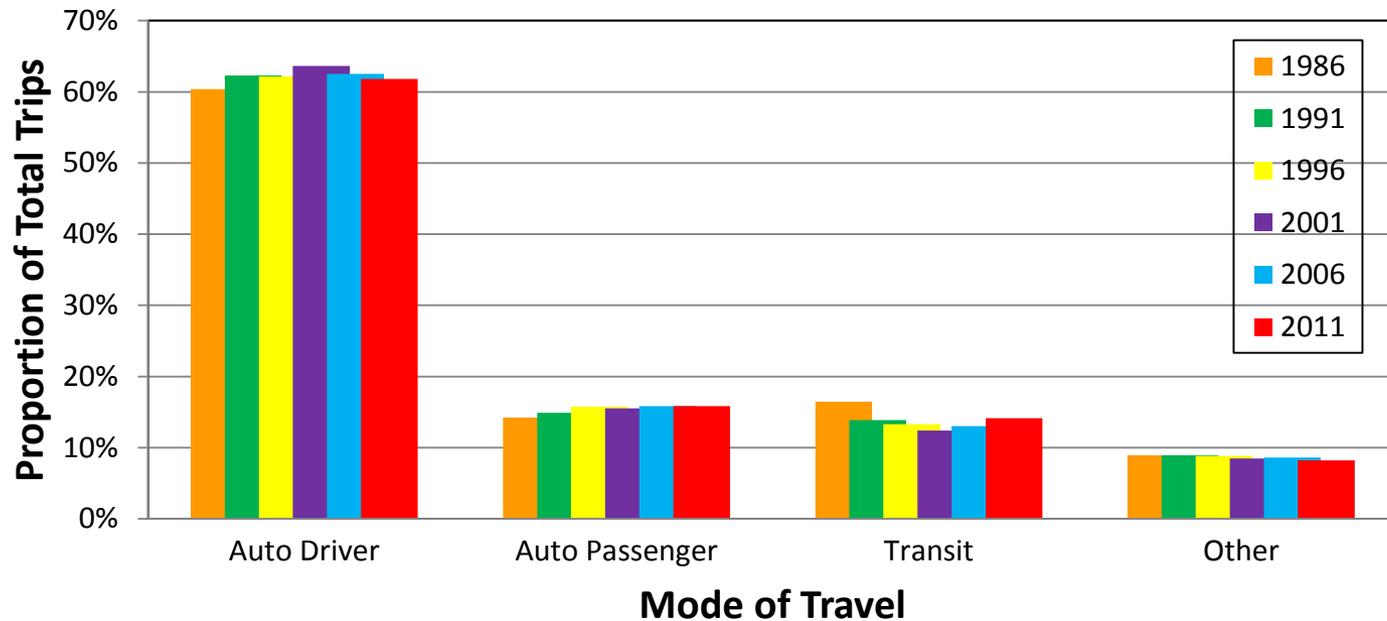
# Urban Structure

Urban development patterns since the 1950s have left the region with many communities where:

- ❑ there is a spatial separation between the places where people live, work, shop and play
- ❑ transit is difficult to deliver to low density settlement areas
- ❑ high dependence on the automobile
- ❑ low density development consumes prime farmland and green spaces



## All Trips by Mode GTHA Residents



- ❑ Over 60% trips are made by auto drivers; Low transit mode split
- ❑ A total average of ~18,000,000 weekday passenger trips were made in 2011

# The result on the road and the environment...

- ❑ Congestion is estimated to cost the GTHA \$15 billion annually by 2031
- ❑ Transportation is the highest greenhouse gases emitting sector in Ontario





**THIS TRUCK IS THE LEADER**

Learn more at [Volvogroup.com](http://Volvogroup.com)

**VOLVO**

**KRONE**

**PNO**

XCZ 885

**THIS TRUCK IS CONNECTED TO THE NEXT TRUCK**

LEADING TRANSPORT SOLUTIONS BY VOLVO GROUP

**THE FUTURE IS AHEAD OF YOU**

Learn more at [Volvogroup.com](http://Volvogroup.com)

**VOLVO**

**KRONE**

**PNO**

TKX 184

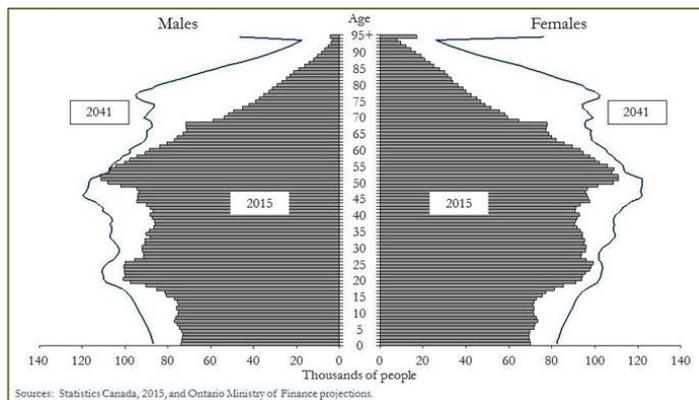
**VOLVO**

**PNO**

**Future Trends**

# Environmental, Economic and Social Drivers for Change

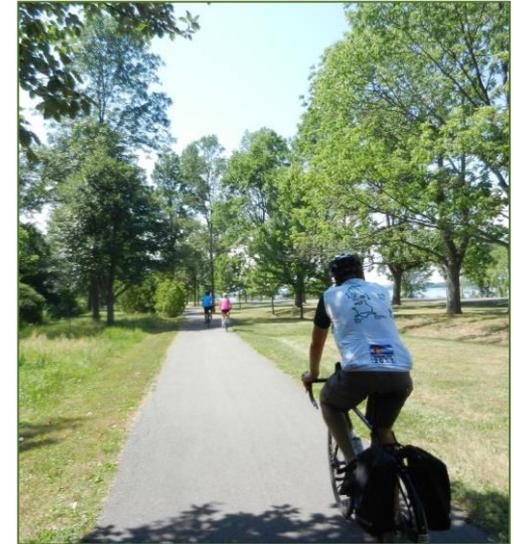
- ❑ Climate Change
- ❑ Increasing and Aging Populations
- ❑ Rapid Tech Advancement - in particular the broad adoption of automation
- ❑ Urbanization - increased density and migration to urban centres
- ❑ Global Geopolitical Volatility
- ❑ Rising Emerging Markets



# A New Approach

# A New GGH Transportation Plan

- ❑ The *Greater Golden Horseshoe (GGH) Multimodal Transportation Plan* is Ontario's first comprehensive study of its kind.
- ❑ The GGH Transportation Plan is intended to:
  - ❑ Improve integration between land use and transportation planning, and connections beyond the GGH, including border crossings, airports, ports and rail
  - ❑ Provide clear overarching direction for major transportation investments, integrate and align area-specific plans, and provide greater certainty for municipal and agency partners
  - ❑ Set a vision for internal policy and specific MTO interests across all modes (e.g., highway and transit expansion, goods movement network, corridor protection)
  - ❑ Assess scenarios to achieve healthier communities, such as modal shift targets, greenhouse gas emission reductions
  - ❑ Support future legislative and regulatory analysis to accommodate new technologies and mobility policy



# Planning Informed by Scenario Analysis and Land Use Vision

**Current Conditions**



**Integrated Plan**

**Land Use/  
Urban Form**

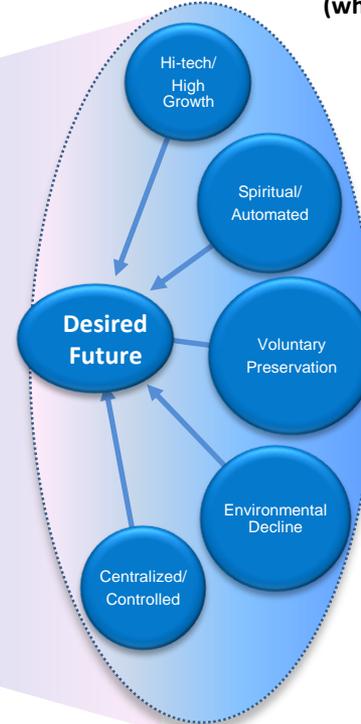


**Transportation/  
Multimodal System**



**Extreme Future Scenarios  
(what-if hypotheses)**

- Informed by:
- global economy
  - technology trends
  - environmental trends
  - demographics



**New Approach:**

- Assess wide range of potential futures
- Plan towards 30-35 year land use objectives and desired future
- Build in resilience to adapt to multiple futures

12 Today

2041

2051

2071

# Project Overview

## Main deliverable:

- ❑ 2051 Plan, including vision, objectives, infrastructure and policy/program actions/priorities

## Interim and associated deliverables:

- ❑ Project website ([GGHTransport2051.ca](http://GGHTransport2051.ca))
- ❑ Context papers (Socio-economic, Transportation, Environment)
- ❑ Long range goals and objectives
- ❑ Strategic foresight: horizon scan, 2071 futures
- ❑ 2071 Vision
- ❑ 2041 HOV-HOT networks
- ❑ 2041 system analysis and gap analysis
- ❑ 2051 system analysis: challenges, opportunities and options

# Engagement and Workplan

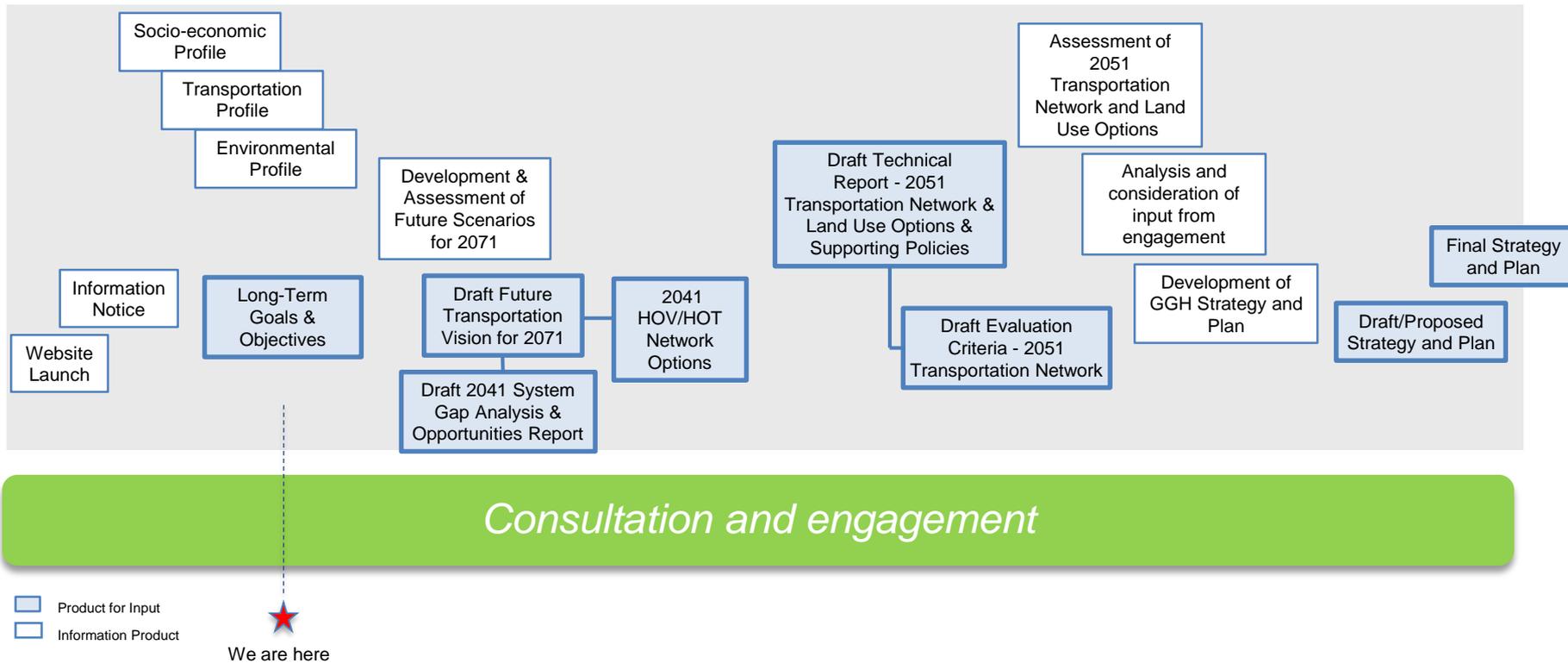
# Consultation and Engagement

- ❑ **Partner ministries** - Inter-ministry Directors Committee and staff working group
- ❑ **Metrolinx** - Joint MTO-Metrolinx Coordinating Committee
- ❑ **Municipalities** - Municipal Technical Advisory Committee (TAC) with 21 upper and single-tier municipalities in the GGH
- ❑ **Indigenous People and Communities** - Indigenous Partners Forum; Councils/Chiefs and staff ; Communities
- ❑ **Freight Advisory Committee** – Businesses, organizations and agencies in freight transportation sectors
- ❑ **Other Stakeholder Groups** - Transit service providers, user groups, environmental groups, etc.
- ❑ **General Public**

# Coordination with Metrolinx RTP

- ❑ The GGH Plan will look at a broader transportation system across the GGH with an emphasis on multimodal, inter-regional transportation connections and needs within and beyond the GTHA
- ❑ The GGH Plan will look at longer-term horizons beyond 2041 and will provide municipalities and Metrolinx with strategic directions on transportation planning in a broader geography
- ❑ In the GTHA, the GGH Transportation Plan will build on many of the policies and strategies in the Regional Transportation Plan (RTP) particularly for transit. MTO is working closely with Metrolinx in the development of the GGH Multimodal Transportation Plan and the RTP update.

# Key Milestones, Deliverables and Proposed Meetings



# Current Status

## Technical Work

- ❑ Draft foundational study reports (socio-economic, transportation, environmental) prepared – under review by municipalities and partner ministries
- ❑ Horizon scan and foresight workshops held for the development of five distinct future narratives
- ❑ Sketch model developed for assessing 2071 scenarios
- ❑ Preliminary long-term Goals & Objectives developed
- ❑ Draft Evaluation Criteria and Measure of Effectiveness (MOEs) developed
- ❑ HOV-HOT network development underway with long list of options developed

## Engagement

- ❑ Municipal TAC established with the first meeting held on March 8, 2016
- ❑ Inter-ministry Directors Committee established with the first meeting held in September 2016
- ❑ Study website launched on November 8, 2016 - [www.GGHTransport2051.ca](http://www.GGHTransport2051.ca)
- ❑ Indigenous Partners Forum established and first meeting scheduled on February 6, 2017
- ❑ Freight Forum/Advisory Committee formed with first meeting on March 3, 2017
- ❑ Joint MTO-Metrolinx Committee established with regular bi-weekly meetings

# Next Steps

- ❑ Spring/Summer 2017
  - ❑ Posting and seeking input on the long-term goals and objectives
  - ❑ Posting of background reports on socio-economic, transportation and environmental profiles
  
- ❑ Fall/Winter 2017
  - ❑ Posting of draft future transportation vision for 2071
  - ❑ Plus posting of other technical materials

# Thank You!

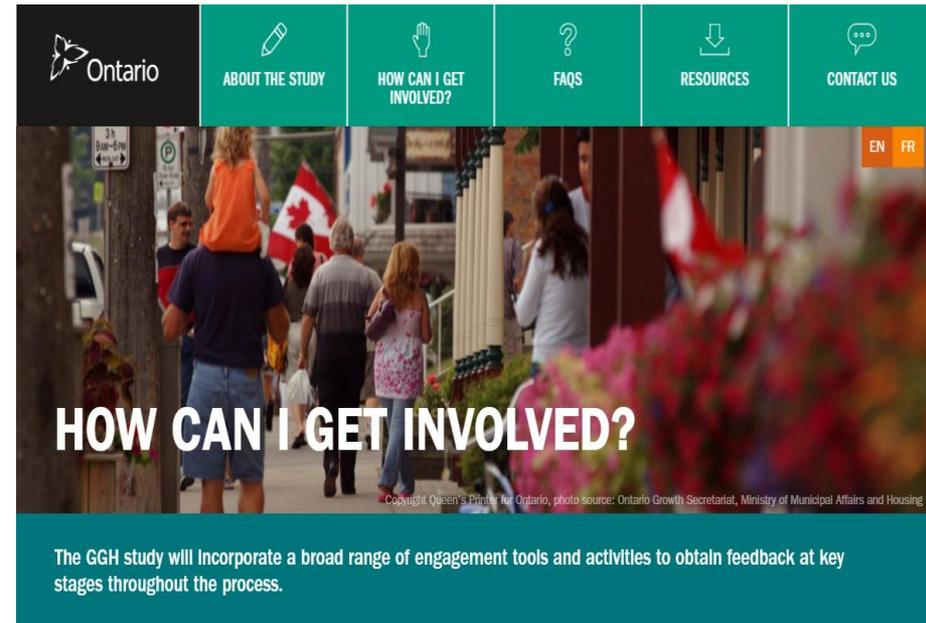
For more information, please contact:

Jin Wang, Team Lead  
416-585-7246  
[jin.wang@ontario.ca](mailto:jin.wang@ontario.ca)

Michael Casey, Manager, Provincial Planning Office  
416-585-7255  
[michael.casey@ontario.ca](mailto:michael.casey@ontario.ca)

Tija Dirks, Director, Transportation Planning Branch  
416-585-7238  
[tija.dirks@ontario.ca](mailto:tija.dirks@ontario.ca)

Or visit GGH Study Website at  
[www.GGHTransport2051.ca](http://www.GGHTransport2051.ca)



The screenshot shows the top navigation bar of the GGH Study Website. The navigation menu includes the Ontario logo, 'ABOUT THE STUDY', 'HOW CAN I GET INVOLVED?', 'FAQS', 'RESOURCES', and 'CONTACT US'. Below the navigation bar is a featured article titled 'HOW CAN I GET INVOLVED?' with a background image of people walking on a street. The article text reads: 'The GGH study will incorporate a broad range of engagement tools and activities to obtain feedback at key stages throughout the process.'