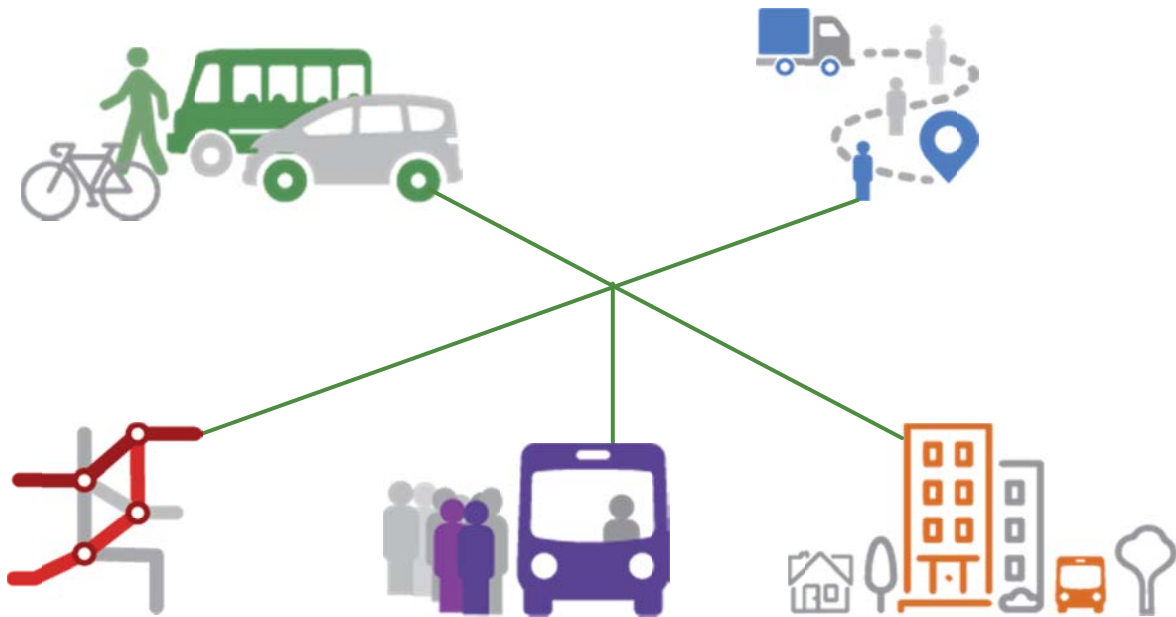


MOBILITY MANAGEMENT STRATEGY FOR HALTON



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Date of Report:

December 15, 2016

Executive Summary

Overview

As in many places in the Greater Toronto and Hamilton Area, recent growth has placed greater demand on the transportation system within and across Halton, including the provincial highway network and regional and local roadways. With population and employment in the region expected to more than double to 1,000,000 people and 470,000 jobs by 2041, travel patterns and changing demographics will present transportation challenges that will likely be exacerbated unless improvements are made to the entire transportation system going forward.

The purpose of this Mobility Management Strategy is to analyze the region-wide issues facing Halton—both those facing the region today and those that are likely to arise through 2041— and to develop the Mobility Management Strategy vision, goals and associated strategies to assist in guiding the evolution of the region’s immediate and longer-term transportation system.

The Mobility Management Strategy is intended to align with Regional Official Plan policies and timeframes, the Region’s Transportation Master Plan – The Road to Change (2031), Ministry of Transportation (MTO) plans as well as the Metrolinx Regional Transportation Plan (“Big Move” RTP) and Regional Express Rail (RER) plan, focusing on guiding the evolution of the region-wide transportation system over the next 25 years to 2041. The Strategy will provide Halton with a framework and key inputs that can be further positioned to influence and shape the development of other ongoing initiatives such as the update to Metrolinx Regional Transportation Plan, the implementation of Metrolinx’s GO Station Access Plan and Regional Express Rail Plan, and the MTO Greater Golden Horseshoe Multimodal Transportation Plan.

The Mobility Management Strategy will focus on mobility-as-a-service and increasing the modal share of public transit, as well as sustainable and active transportation modes, while considering the unique characteristics of all four local municipalities. The scope of the Mobility Management Strategy is broad and meant to generally consider the full range of transportation opportunities to support the needs of daily commuters and companies and agencies who transport people, while enhancing key corridors for the movement of goods and services throughout the region.

Strategy Approach and Considerations

In developing the Mobility Management Strategy, a focused review of the following key parameters and initiatives was undertaken to best position the Strategy within the overall regional and provincial transportation system context:

- i. An inventory of the existing transportation networks serving the Region and the local municipalities (i.e. provincial highways and major roadways; GO, VIA Rail and local municipal transit systems) as well as linkages to adjacent municipal transportation networks;
- ii. A review of current/projected region-wide growth and demographic characteristics, regional/inter-regional travel patterns and key destinations/attractions (urban growth centres, mobility hubs, employment lands, intensification areas, etc.), higher-order transit corridor opportunities and goods movement;

- iii. Provincial, regional and local transportation network initiatives (recently completed or in-progress) and planning policy framework which influences mobility and travel choices in Halton.

Mobility-as-a-Service Vision

This Mobility Management Strategy was developed on the premise of mobility-as-a-service. The spirit of this concept is that mobility options are no longer clearly divided between roadway and transit options, nor are transit options defined solely by fixed-route, fixed-guideway, or demand-responsive transit-services, but, rather, are offered as a menu of travel options provided by both the public and private sector and supported by technology. From the user’s perspective, mobility-as-a-service is a model that gives a person or group of people the option to travel between an origin point and a destination, through the use of the most efficient or most desirable means (transit, active transportation, ride-sharing/hailing, etc.) by which to travel between those two points.

Mobility Management Strategy Goals

The mobility-as-a-service vision will be based on the following principle goals:






Access to Full Menu of Advanced Transportation Options	People/Goods Movement Through-Out the Region	Smart Growth	Transit as a Competitive, Viable Transportation Choice	Transit Network Connectivity/ Access
 <p>Increase choices for travel by using TDM and innovative technology to match services to needs.</p> <p>Support multi-modal integration and changing demographics with a range of travel options including active and accessible transportation.</p>	 <p>Facilitate the efficient movement of people and goods by investing in transportation infrastructure that supports all modes of transportation.</p> <p>Investments in all modes support a range of transportation options to create a more efficient system.</p>	 <p>Support growth management by integrating transit with land use planning and providing higher order transit along key corridors.</p> <p>Implement complete streets design to support active transportation and multi-modal options.</p>	 <p>Make transit a better choice for more of those who live, work and visit the Region.</p> <p>Prioritize transit-supportive roadway infrastructure, improve the rider experience, and increase service frequencies to make transit more attractive to users.</p>	 <p>Improve network access and connectivity. Increase first-mile/last-mile solutions with greater connectivity between GO and local transit hubs.</p> <p>Provide efficient access and improve station circulation and accommodation.</p>



Figure ES-1: Mobility Management Strategy Goals and Strategies

Mobility Management Strategies

In establishing the overall Mobility Management Strategy, a number of specific conceptual strategies were developed to provide a framework and methodology to support the achievement of these goals.

The strategies build upon the strengths of the existing transportation networks in Halton (Provincial, Regional, local) to support the strategic integration of key urban growth centres with mobility hubs and/or transit nodes, and focus on enhancing connectivity amongst the local municipal and inter-regional transit networks.

The strategies were also developed in a manner which will allow for a variety of new transportation elements to be considered in the development of the network over time such as complementary technology to connect transportation infrastructure.

The strategies are based on the following areas of focus:

- **Alignment with Metrolinx Big Move and Regional Express Rail (RER) plans**
 - Prioritize intra and inter-regional transit services by integrating local services with Metrolinx RER and adjacent municipal services in order to maximize travel opportunities for residents. This includes the provision of higher order transit corridor connections and creating prioritized access at GO Stations.
- **Coordinated Regional Urban Mobility**
 - Support intra-regional urban mobility efforts (such as conventional transit, specialized transit and other forms of urban mobility) through the coordination of both fixed route and accessible services in order to provide more options for travelers.

- **Customer-Centric Technology-Based Services**
 - Supports rapid advances in technology, especially the use of wireless devices. The influence of this change has resulted in the rise of ride-sharing/hailing services, on demand services, and other new forms of transportation (e.g. Intelligent Transportation Systems, electronic fare payment systems, autonomous vehicles).
- **Intra/Interregional Transit Connectivity**
 - Designate and invest in key growth corridors that support transit connectivity within Halton, adjacent jurisdictions and more remote GTHA areas (through the GO system). For example, Transit Priority/ Higher Order Transit (Highway Occupancy Vehicle (HOV) lanes, Bus Rapid Transit (BRT), Light Rail Transit (LRT), etc.) in the Trafalgar Road, Dundas Street and other potential corridors throughout the Region.
- **Integration of Mobility Options**
 - Encourage efficient movement of people and goods by enhancing transportation network resources, expanding the range of community multi-modal transportation options including transit, active transportation and transportation demand management.
- **Support Transit Oriented Urban Growth**
 - Direct growth to major transit station areas, corridors and nodes to promote more compact and transit-supportive patterns of development.

Opportunities

In consideration of the development of a Mobility Management Strategy and the strategies to achieve the goals outlined, the following opportunities were identified and assessed:

- Halton's current and future long-term transportation capital programs can be coordinated to include transit-supportive infrastructure.
- Implementation of Regional and local active transportation infrastructure will strengthen the connections of walking and cycling routes to mobility hubs and transit nodes.
- Metrolinx RTP and RER Plans will expand service to Halton and place strong emphasis on some of Halton's most important mobility hubs, including the Burlington, Milton and Oakville GO stations. First mile/last mile connections will also be key to supporting Metrolinx's RER Plans.
- Development of Burlington, Milton and Oakville's urban growth centres, as well as growth in Halton Hills, will support inter-municipal connectivity and multi-modal transportation choices (such as active transportation and higher order transit) in those areas.
- Ongoing demand for transportation services to inter-municipal and inter-regional destinations and attractions (urban growth centres, mobility hubs, employment lands, intensification areas) is supported by increasing region-wide growth.
- Existing coordination between local transit agencies can be further strengthened across the region's inter-municipal transportation network to provide greater access and convenience for customer travel between municipalities.

- Metrolinx/GO Transit provides existing bus connections between Milton - Oakville and Acton-Georgetown. Metrolinx/GO Transit must consider the opportunity to increase these types of connections across the region to support inter-municipal and inter-regional travel options.
- Ability to further leverage partnerships between provincial agencies (i.e. Metrolinx, MTO), Halton Region, local municipalities, school boards and conservation authorities in order to promote and encourage active and sustainable forms of transportation (i.e. Smart Commute, Transportation Demand Management).

Transit Priority Mobility Network

The Mobility Management Strategy recommends development of a region-wide Transit Priority Mobility Network, including key transit priority corridors and mobility links, which provide opportunities to implement infrastructure, technology and operational improvements to improve the travel speed, reliability, and convenience of transit service in the corridor, including those beyond fixed route transit services.

These corridors build upon the Higher Order Transit Corridors identified in the Regional Official Plan Amendment (ROPA) and Transportation Master Plan (TMP) documents, with some additions and extensions to connect the corridors to existing and anticipated regional destinations and attractions, such as transit hubs/nodes, GO Stations, civic centres, urban growth centres, intensification areas, employment areas, etc.

The network would form a grid on which to build and expand transit services and would be an impetus for further integration of transit services among the local transit agencies within Halton, GO Transit/Metrolinx and those in neighbouring jurisdictions. These improvements build upon the Region's focus of concentrating future development and active transportation improvements in corridors that can be supported by high quality transit service.

The Transit Priority Mobility Network is shown in Figure ES-2 and includes transit priority corridors and mobility link corridors as outlined below:

i) Transit Priority Corridors:

A network of east/west and north/south transit priority corridors were recommended within the transportation network where either corridor improvements were possible, higher-order transit corridors were identified (as per ROPA/ TMP), and/or Regional road corridor widening was programmed by 2031.

Corridor improvements offer the opportunity to implement transit supportive measures such as Transit Signal Priority (TSP), queue jump facilities, bus shelters and other transit stop improvements. Corridors where road widening is planned offer the opportunity to consider HOV, BRT or LRT lanes in order to provide transit with the opportunity to bypass auto traffic, improve travel speed and reliability for buses using the corridor.



Figure ES-2 - Transit Priority Mobility Network to Support Mobility Management Strategy

The proposed Transit Priority Corridors are outlined below:

- Appleby Line from Fairview Street/Appleby GO Station to Highway 407
- Brant Street from James Street to Dundas Street
- Britannia Road from Tremaine Road to Highway 407
- Bronte Road/Regional Road 25 from Bronte GO Station to Steeles Avenue
- Derry Road from Tremaine Road to Highway 407
- Dundas Street from Brant Street to Winston Churchill Boulevard
- Harvester/Speers/Cornwall from Brant Street to Winston Churchill Boulevard
- Main Street (Milton) from Ontario Street to James Snow Parkway, and James Snow Parkway from Main Street (Milton) to Steeles Avenue
- Plains Road/Fairview Street from Brant Street and into Hamilton
- Steeles Avenue from Ontario Street to Winston Churchill Boulevard
- Trafalgar Road from Oakville GO Station to Georgetown GO Station

ii) Mobility Link Corridors:

Mobility Links are corridors that would serve as a local service/inter-municipal connection to provide increased customer accessibility to important inter-municipal destinations (i.e. social services, employment areas) through a variety of potential transit options, including those beyond traditional fixed route transit services.

The proposed Mobility Corridors are outlined below:

- Neyagawa Boulevard/James Snow Parkway from Upper Middle Road to Milton GO Station
- Regional Road 25 from Milton GO Station to Acton GO Station

Mobility Management Strategy Next Steps

The next step in the development of these strategic corridors is the completion of a Transit Priority Mobility Network corridor improvement Business Case Assessment. This study will assess the improvement alternative (HOV, BRT, LRT, etc.) that is appropriate in each of these corridors such as queue jump lanes, transit signal priority, bus shelters, transit stop improvements and/or future higher order transit lanes (i.e. exclusive lanes for high occupancy vehicles, bus rapid transit, light rail transit, etc.).

The findings would be validated within the greater regional context and integrated into the next Transportation Master Plan Update to 2041. The Transportation Master Plan will be developed concurrently with the Region's 2041 Growth Management Strategy and Regional Official Plan Update in order to facilitate implementation of transit supportive land uses/densities along high priority transit corridors and at other key destinations including urban growth centres, mobility hubs, transit nodes/stations and intensification areas.

In addition, the Region along with the local municipalities, are completing an evaluation of the existing Major Transit Station Areas (MTRAs) in Halton. The evaluation will create a hierarchy of the MTRAs which will be based on an assessment of each MTRA's capacity to support Metrolinx RER and the Region's overall growth management, along with their respective potential for economic growth. The

next work phase will undertake a detailed assessment of the opportunities and constraints at each MTRA.

The Mobility Management Strategy provides the Region with a framework to respond to Metrolinx as they continue the process of reviewing and updating the current Regional Transportation Plan (RTP), The Big Move, in coordination with the review of provincial land-use plans. Metrolinx's plan will set the stage for transit investment and forecast transportation and mobility needs in the GTHA to 2041.