

The background features abstract, overlapping geometric shapes in various shades of green, ranging from light lime to dark forest green. These shapes are primarily located on the left and right sides of the slide, framing the central white area where the text is placed.

WHY COUNCIL SHOULD SUPPORT DOWNTOWN TRANSIT & THE JOHN STREET TERMINAL

JANUARY 14TH 2020 TO 2041 AND BEYOND

FOCUS ON THE ENVIRONMENT

Appendix A: Connections to Burlington's Strategic Plan

Take Action Burlington - An update on our local environment has ties to many goals identified in the Strategic Plan including:

1.1 Promoting Economic Growth

When a City that Grows creates the kind of city people want to live in, you attract businesses to locate here.

1.1.b More people who live in Burlington also work in Burlington.

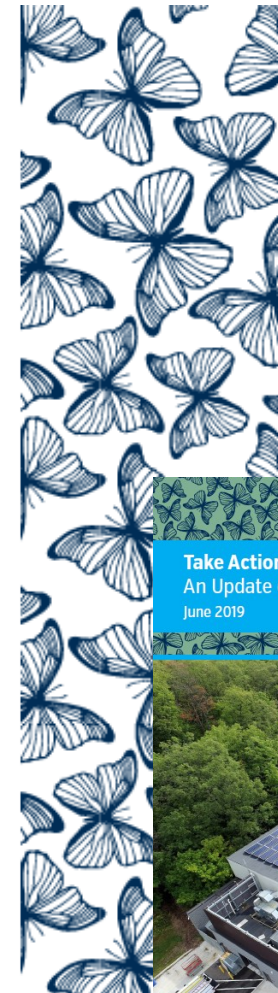
1.1.d Employment lands are connected to the community and region through active transportation and public transit. Employment lands include transportation links and options that are easy to access and contribute to a sustainable, walkable and bikeable community.

1.1.g Burlington's downtown is vibrant and thriving with greater intensification attracting both businesses and people to enjoy the quality of life.

1.1.h The City of Burlington's rural areas will be economically and socially active, producing agricultural products and providing rural recreational activities for the city.

Councils Climate Action Plan encourages more people who live in Burlington to work here, and now you are voting to make it this city a commuter hub

June 2019



DEPENDENCE ON CARS AND
INTERCITY CONNECTIONS IS
PART OF THE PROBLEM

LIVE, WORK & PLAY IN BURLINGTON

WHY MTSA's ARE NESSESARY

Major Transit Station Areas: The area including and around any existing or planned higher-order transit station within a settlement area, or the area including and around a major bus depot in a urban core. Station areas generally are defined as the area within an approximate 500 meter radius of a transit station, representing about a 10-minute walk.



A REGION DESIGNED FOR CARS

Dependence on cars is in part a result of how communities have been built in the GTHA. Lower density, dispersed development has resulted in a pattern of travel that is less and less focused on downtowns and other core urban areas, and hence more difficult to serve by transit. We have continued to respond to automobile demand by expanding the road network. The province's new Growth Plan for the Greater Golden Horseshoe, adopted in 2006, addresses this by mandating the development of mixed-use, transit-supportive, cycling- and pedestrian-friendly communities.

THE **BIG** MOVE | Transforming Transportation in the Greater Toronto and Hamilton Area

METROLINK & TRANSIT INVESTMENT IN ONTARIO



THE BIG MOVE

TRANSFORMING TRANSPORTATION IN THE
GREATER TORONTO AND HAMILTON AREA



METROLINX
LEADING PEOPLE TO PLACES • ON T & H
An agency of the Government of Ontario

YEARS OF UNDER-INVESTMENT

The GTHA transportation system has not kept pace with population growth. Construction of rapid transit, which averaged approximately 135 kilometres per decade from the 1960s to the 1980s, all but ground to a halt over the past two decades.

This lack of investment contrasts sharply with what is happening elsewhere in the world. In the United States, most large cities have invested heavily in rapid transit. Madrid, Spain — only slightly smaller than the GTHA — has built more rapid transit facilities during the past decade (88 km) than all of our subway and light rail lines (77 km) combined.

The roads, highways, subways, streetcars, buses and regional rail services in the GTHA are being pushed to their limits, and customers are suffering with crowding and poor reliability. The current system does not offer the traveller a high level of customer service or assurance that they can get where they need to go on time and comfortably.

MAJOR TRANSPORTATION SERVICE AREA (MTSA) IS A PROVINCIAL TARGET NOT AN ASSESSMENT

GOVERNMENTS ACROSS THE
WORLD ARE FOCUSED ON
IMPROVING DOWNTOWN
PUBLIC TRANSPORTATION

INVEST IN THE TERMINAL
BEFORE DOWNGRADING IT



DOWNGRADE THE BUS TERMINAL OR INVEST IN IT?

Ontario Improving Public Transit Across the GTHA

New projects will ease congestion, bring faster commutes and more time with friends and family

July 22, 2019 4:00 P.M.

TORONTO — Ontario is delivering on its promise to get people moving with better transit service that will make lives better and ensure Ontario is open for business and jobs.

Starting today, 11 municipalities across the GTHA can [apply for funding to support new transit projects](#) through the Investing in Canada Infrastructure Program Public Transit Stream. These projects, including the five transit projects nominated in Toronto and York Region in May could unlock up to \$12.45 billion in federal and provincial funding.

**DID BURLINGTON COUNCIL APPLY FOR SOME OF THE
\$12.4 BILLION MADE AVAILABLE TO IMPROVE TRANSIT?**

**HAS THIS COUNCIL PASSED A MOTION TO SUPPORT
IMPROVING JOHN STREET?**

WHY DOWNTOWN TRANSIT MATTERS



to frequent, fast and affordable transit is therefore crucial for equity and social cohesion. As illustrated in Appendix B, there are several pockets of concentrated social need in the GTHA. The transportation system needs to improve the mobility options for people in these areas, connecting at-risk, vulnerable and disadvantaged communities to the jobs, social services, and health care facilities which can improve people's lives.

OUR COMPETITIVENESS IN JEOPARDY

Our economy is changing fast. An increasing number of workers and businesses provide services to a variety of clients and require the ability to travel efficiently around the region. Employers need an efficient transportation system to attract the broadest talent pool possible. Our companies are fully integrated in the global marketplace and rely on predictable and efficient shipping times for their supply chains. Delays can reduce our competitiveness in a just-in-time environment.

LACK OF OPTIONS IN AREAS OF HIGHER SOCIAL NEED

There are many people in the GTHA who cannot afford to own a car and many more who stretch their available resources to do so. As energy costs increase, the potential for social exclusion grows, as more people are unable to afford to participate in activities due to the high cost of travel. Access

FOCUS ON THE ENVIRONMENT

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June 2019



PROVINCIAL, REGIONAL AND MUNICIPAL GOVERNMENTS MUST LEGISLATE FOR THE PRESENT AND FUTURE

WHY INVESTMENT TODAY, MATTERS TOMORROW



25 YEARS FROM NOW ...

The distance that people drive every day will drop by **ONE-THIRD** compared to today. We will accommodate **50% MORE PEOPLE** in the region with **LESS CONGESTION** than we have today. On average, **ONE-THIRD** of trips to work will be taken by transit and **ONE in FIVE** will be taken by walking or cycling. **60%** of children will walk or cycle to school. There will be **SIX** times more bike lanes and trails than today. **ALL** transit vehicles will be accessible. Customer satisfaction with the transportation system will exceed **90%**. A single fare card will be used for **ALL** transit trips throughout the GTHA, and **ALL** fares will be integrated. By transforming the GTHA's transportation system, we will help meet the province's Go Green Action Plan for Climate Change. Per person, our emissions from passenger transportation will be **HALF** what they are today.

MEROLINX INVESTMENT STRADEGY



BURLINGTON'S SITUATION IS WHY THESE INFRASTURE INVESTMENT FUNDS ARE CREATED

TABLE 3: NINE BIG MOVES

BIG MOVES	
1. A fast, frequent and expanded regional rapid transit network.	See Priority Action #1.1
2. High-order transit connectivity to the Pearson Airport district from all directions.	See Priority Action #1.2
3. An expanded Union Station - the heart of the GTHA's transportation system.	See Priority Actions #1.3 and #1.4
4. Complete walking and cycling networks with bike-sharing programs.	See Priority Actions #2.1 and #2.2
5. An information system for travellers, where and when they need it.	See Priority Action #5.1
6. A region-wide integrated transit fare system.	See Priority Action #6.1
7. A system of connected mobility hubs.	See Priority Action #7.1
8. A comprehensive strategy for goods movement.	See Priority Action #9.1
9. An Investment Strategy to provide immediate, stable and predictable funding.	See Section #6.0

INVEST IN DOWNTOWN

DON'T VOTE AGAINST IT

7.2.4 INVESTMENT STRATEGY

The Investment Strategy is a critical component of the RTP. The Investment Strategy sets out a three-phased plan to finance the implementation of the RTP and allow the regional transportation system to be expanded, maintained and operated in a financially sustainable way both in the short- and long-term.

7.16 Municipalities may identify areas in Official Plans and Transportation Master Plans that have the potential to meet the mobility hub definitions and criteria of the RTP in the future, and plan for their potential future role as mobility hubs. This may include the preparation of detailed master plans for these areas as described in Policy 7.15.

INVEST IN DOWNTOWN TRANSIT

7.18 For those transit corridors that are identified as intensification corridors in accordance with Policy 7.17, municipalities, in consultation with transit agencies, landowners, major stakeholders, and public agencies and institutions, shall set out policies in their Official Plans and Transportation Master Plans that:

- conform with and implement the Growth Plan for the Greater Golden Horseshoe's policies for intensification corridors;
- establish minimum density targets based on the planned transit service levels of the RTP;
- facilitate a mix of modes, including active transportation;
- give priority to transit vehicles over private vehicles, and maximize the value of the transit investment;

7.20 Stations on the regional rapid transit network shall be planned, located and designed to:

- maximize transit ridership;
- maximize integration of transportation services;
- prioritize access by transit, walking and cycling;
- optimize transit cost-effectiveness and operational considerations;
- maximize integration with the surrounding neighbourhood to create a walkable environment; and
- optimize development opportunities.



FROM METROLINX REPORT DECEMBER 2015

HAS COUNCIL EXPLORED BURLINGTON RT?



OTHER BIG MOVE PROJECTS
■ Burlington RT

MISSISSAUGA AND OAKVILLE ARE TRANSIT PLANNING

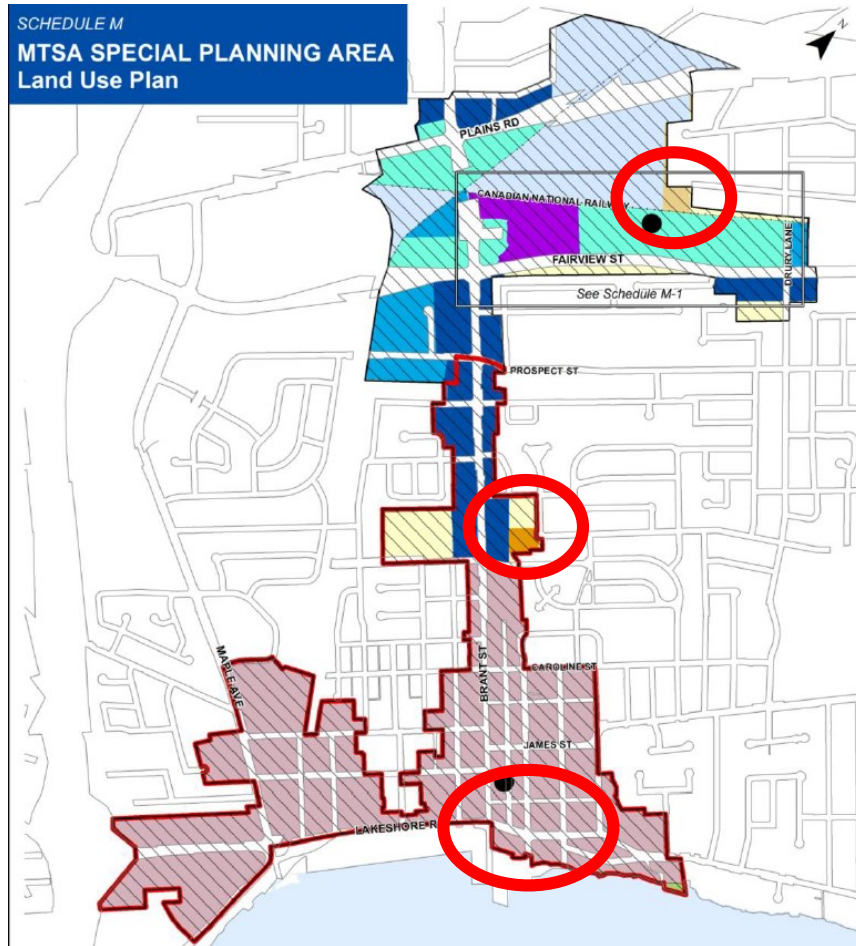
The City of Mississauga has spearheaded [Dundas Connects](#), with the goal of "developing a long-term, future-oriented Master Plan for the Dundas Corridor. The plan will shape the future look and feel of Dundas, focusing on transit, land-use, and public space." Dundas Connects has held numerous public consultation sessions with residents, getting feedback on a wide range of planning topics. The project is currently in Phase 3, refining the draft plan.

The recent widening of Dundas St in Oakville in the vicinity of the new Oakville Trafalgar Memorial Hospital has installed infrastructure useful for a pre-BRT type of service, include concrete curb-side bus bays. These improvements were completed as part of the [\\$57.6 million](#) the Province invested in 2008 for infrastructure and bus service improvements along the Dundas Street corridor in Halton Region.

(SOURCE: URBAN TORONTO)

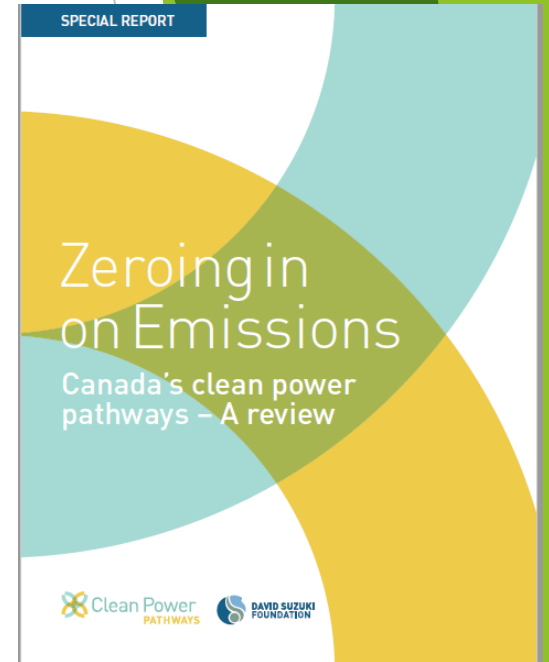
WHY AREN'T WE?

DENSITY SILOS ARE PART OF THE CARBON PROBLEM

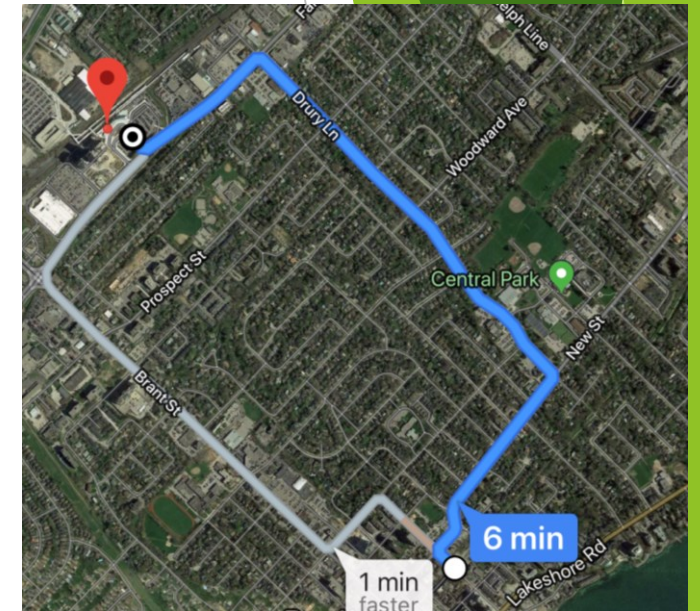
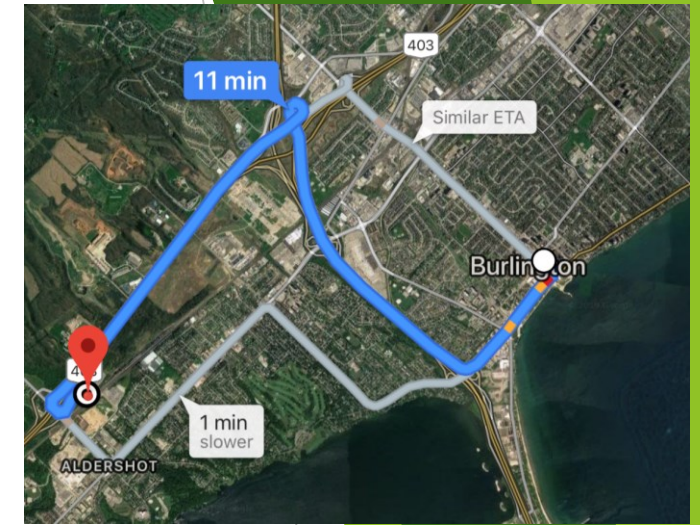
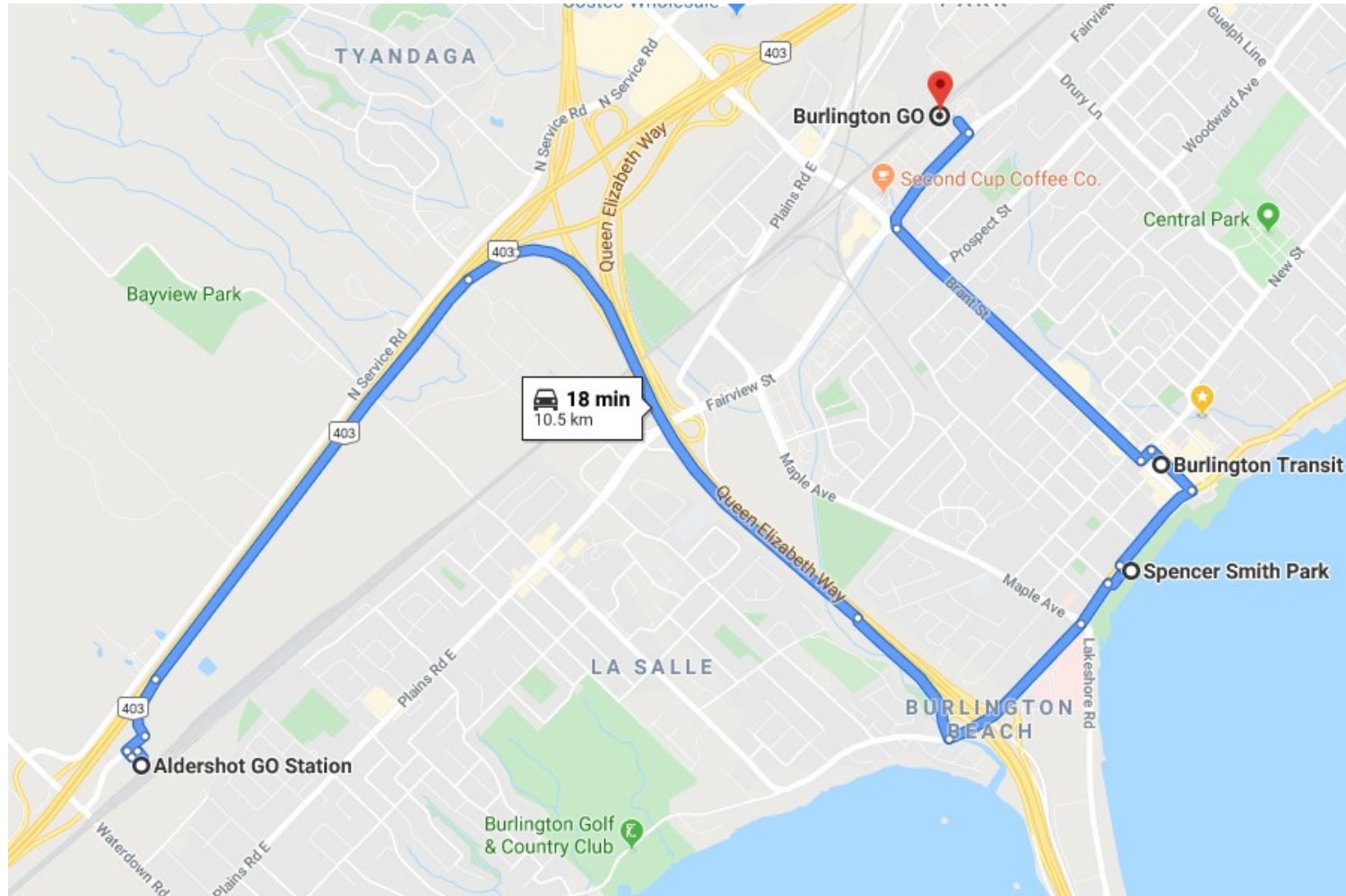


“At the heart of the city lies an opportunity, as urban density presents a greener way of living.

Urban density can create the possibility for a better quality of life and a lower carbon footprint through more efficient infrastructure and improved urban planning.”



BURLINGTON IS MORE THAN BRANT STREET COUNCIL SHOULD EXPLORE ALL OPTIONS TO CONNECT THE CITY TO ITS AVAILABLE GO TRANSIT



A PLACE TO GROW 2019

3 Infrastructure to Support Growth

3.1 Context

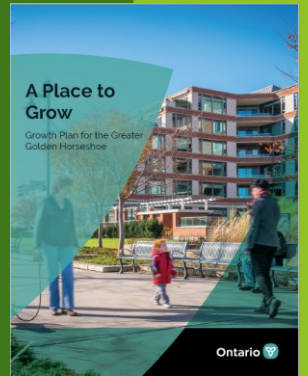
This Plan is aligned with the Province's approach to long-term *infrastructure* planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term *infrastructure* planning.

3.2.1 Integrated Planning

Infrastructure planning, land use planning, and *infrastructure* investment will be co-ordinated to implement this Plan.

3.2.2 Transportation - General

Transportation system planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.



A PLACE TO GROW 2019

3.2.2 Transportation - General

4. Municipalities will develop and implement *transportation demand management* policies in official plans or other planning documents or programs to:

- A. Reduce trip distance and time;
- B. Increase the *modal share* of alternatives to the automobile, which may include setting *modal share* targets; prioritize *active transportation*, transit, and goods movement over single-occupant automobiles;
- C. Expand *infrastructure* to support *active transportation*; and
- D. Consider the needs of *major trip generators*.



A PLACE TO GROW 2019

3.2.8 Public Service Facilities

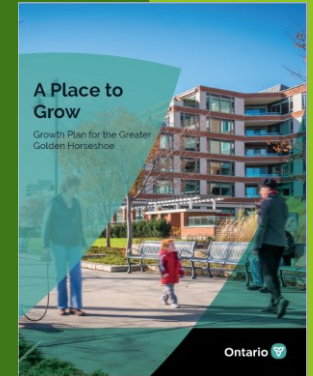
Planning for *public service facilities*, land use planning and investment in *public service facilities* will be co-ordinated to implement this Plan.

Priority should be given to maintaining and adapting existing *public service facilities* and spaces as community hubs to meet the needs of the community and optimize the long-term viability of public investments.

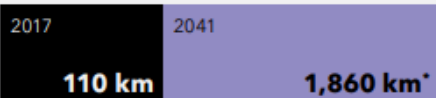
Existing *public service facilities* that are located in or near *strategic growth areas* and are easily accessible by *active transportation* and transit, where that service is available, should be the preferred location for community hubs.

Municipalities will collaborate and consult with service planning, funding, and delivery sectors to facilitate the co-ordination and planning of community hubs and other *public service facilities*.

New *public service facilities*, including hospitals and schools, should be located in *settlement areas* and preference should be given to sites that are easily accessible by *active transportation* and transit, where that service is available.



Frequent Rapid Transit Network



Transportation decisions affect land use, and how we plan and design our region has an impact on transportation systems. As the GTHA and its transportation system expand, there is a great opportunity to create more complete, connected, healthy and sustainable communities by reducing automobile dependence, improving access to services and amenities, and supporting transit and active transportation.

More than \$30 billion in transit investments arising from *The Big Move* will deliver more rapid and frequent transit service across the region over the next decade. These investments support the *Growth Plan's* vision for intensification and complete communities, and its policies for transportation planning. The *Growth Plan* uses strong language to describe the importance of integrating land use and infrastructure planning, and the need for intensification at rapid transit stations, connected urban centres, increased transportation choice, and efficient goods movement. Implementation of the 2041 RTP is a chance for Metrolinx to work with municipalities in support of the *Growth Plan*, especially through planning for Major Transit Station Areas and employment areas, the development of complete streets, and the use of innovative approaches to parking and TDM.

Intensify and integrate development at Major Transit Station Areas

Transit stations link people to jobs, schools and amenities, and their close integration with commercial, residential and office uses is an essential approach to station development or redevelopment. Several examples of integrated development can be found along the Yonge Subway corridor, but other examples have been slow to appear in the GTHA. Experience over the last decade has highlighted the need for greater consideration of development objectives in transit project planning and procurement, and for clearer delineation of the roles and responsibilities of public and private parties in optimizing the potential of critical station locations. Metrolinx can play a leadership role in ensuring that development and redevelopment around stations meets the objectives of the *Growth Plan* and the 2041 RTP.