

Report To:	Chair and Members of the Inter-Municipal Liaison Committee
From:	Mitch Zamojc, P. Eng., Commissioner, Public Works
Date:	October 23, 2009
Report No. - Re:	IMLC13-09 – Regional Official Plan Amendment No. 38 (ROPA 38) Transit Modal Share Target

RECOMMENDATION

THAT Report No. IMLC13-09 re: “Regional Official Plan Amendment No. 38 (ROPA 38) Transit Modal Share Target” be received for information.

REPORT

Section 172(8) of the draft ROPA 38, released for public consultation on September 23, 2009, proposes “to achieve a level of public transit usage that averages at least 20 % of all daily trips made by Halton residents by year 2031.” Questions asked at recent Inter-Municipal Liaison Committee and Planning and Public Works Committee meetings:

1. What is meant by a 20% transit modal share?
2. Why should the Region adopt in its Official Plan this enhanced modal share for 2031?
3. Where does this 20% come from?
4. How can this be achieved?

With regard to question #4, further questions were asked as to whether Halton needs to adopt a higher Greenfield density, over and above the minimum level of 50 persons plus jobs per gross hectare as prescribed in the Provincial Growth Plan, in order to achieve the 20% transit modal split; and whether Halton will have the financial means to support the increase of transit services by 2031.

A 20% transit modal share means one out of every five trips made by Halton residents or workers during the peak travel period on an average day is by transit. Transit is recognized as an important part of community mobility. Its impact extends beyond bus riders. Non-riders benefit through reduced traffic congestion, reduced energy consumption, cleaner environmental impact, and community mobility. Transit has been proven to positively impact local economies by creating reliable transportation options for daily commuting. The current Regional Official Plan has an objective of achieving a 15% transit modal share by 2021. The Metrolinx Regional Transportation Plan aims at 25 to 39% in the Great Toronto and Hamilton Area in the next 25 years for a non-auto modal share (active transportation plus public transit) during the rush hour. The Growth Plan directs public transit be the first priority for transportation infrastructure planning and major transportation investments.

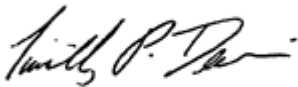
York Region, City of Ottawa, Waterloo Region, and Town of Markham are all aiming at a 20% or higher transit modal share for 2031. Considering the 2031 transit targets set by comparable municipalities, the latest Provincial policies, and Halton's existing Official Plan objective of 15% transit modal share by 2021, a 20% modal split objective for 2031 as the proposed ROPA 38 should be supported.

Further analyses have been undertaken with regard to the last question raised. To achieve the 20% transit modal share, Halton will have an internal transit mode split of approximately 11% and an external transit mode split of approximately 42% by 2031. Within Halton Region, the highest transit use is anticipated to be in the existing urban areas of Oakville and Burlington, with Milton and Halton Hills receiving modest transit usage.

Staff has also looked into potential transit ridership in Halton to find out whether the proposed 20% transit modal split is a viable target. It is found that the total transit trips in Halton by 2031 would be sufficient to support the operation of a transit network in Halton. Higher densities in the right locations will support the achievement of greater transit use e.g. existing major transit station areas. Improved community design and land use plans will also help. Policies providing incentives to transit users, such as reduced travel time/cost and improved travel comfort/safety, are particularly helpful to increase transit ridership. The viability of achieving the 20 percent Transit Modal share is not dependent on the adoption of higher densities within Greenfield areas.

To sum up, the Regional objective of 20% transit modal share is a reasonable target to achieve. This 20% is a combination of internal transit trips of about 11% and inter-regional trips of about 42%, which will come about with investments under the Metrolinx Regional Transportation Plan.

Respectfully submitted,



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Director, Transportation Services



Mitch Zamojc P.Eng.
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Approved by



Pat Moyle
Chief Administrative Officer

If you have any questions on the content of this report, please contact:

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