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Metrolinx and Intermodality

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Antoine Belaieff

Director, Innovation

www.Metrolinx.com

Metrolinx

Created in **2006** for the purpose of providing residents and businesses in the **GTHA** a transportation system that is **modern, efficient** and **integrated**

We plan. We deliver. We integrate.

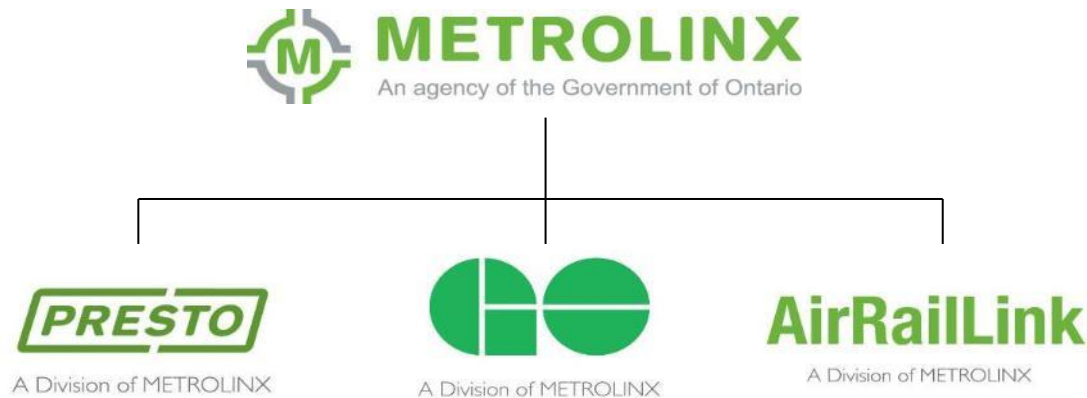
Metrolinx

Vision

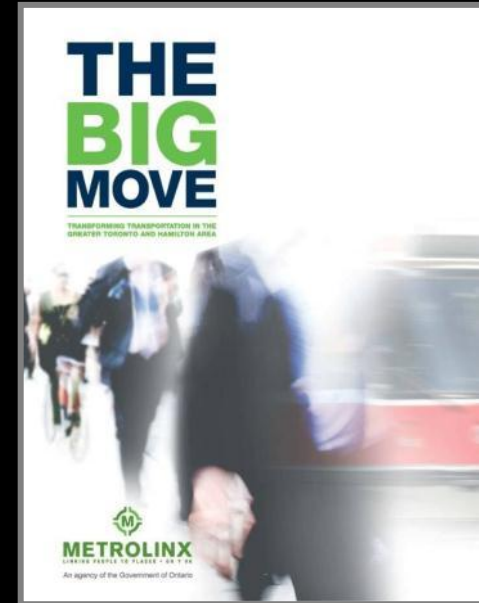
*To Champion and Deliver
Mobility Solutions for the
Greater Toronto and
Hamilton Area*



Three Divisions:



A 25-year integrated transportation plan **across the region**



Double transit mode share

Triple length of rapid transit

Put transit within 2 km of 75% of population

Reduce commuting times and greenhouse gas emissions

The Big Move: 10 strategies

1. Build a Comprehensive Regional Rapid Transit Network
 2. Enhance and Expand Active Transportation
 3. Improve the Efficiency of the Road and Highway Network
 4. Create an Ambitious Transportation Demand Management Program
 5. Create a Customer-First Transportation System
 6. Implement an Integrated Transit Fare System
 7. Build Communities that are Pedestrian, Cycling and Transit-Supportive
 8. Plan For Universal Access
 9. Improve Goods Movement Within the GTHA and With Adjacent Regions
 10. Commit to Continuous Improvement
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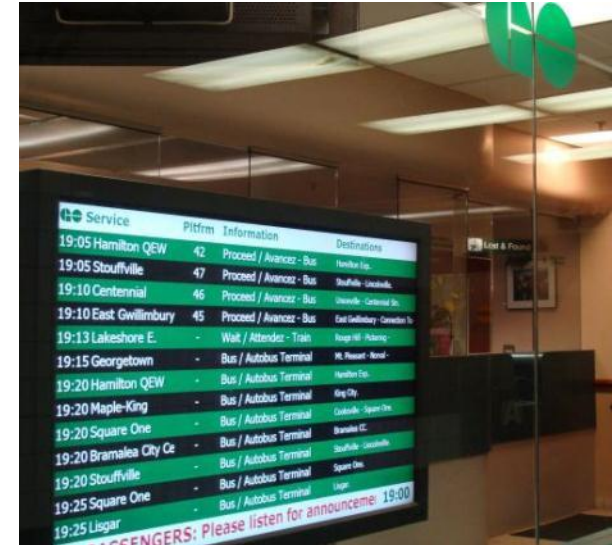
Transit in the GTHA

GO Transit

- Launched as a pilot in 1967
- Merged with Metrolinx in 2009
- Operates rail and bus services in and around the Greater Toronto and Hamilton Area
- Over 62 million passengers annually

Municipal Transit

- Connecting with
 - 9 other transit agencies in the GTHA
 - 17 in the GO service area





A Division of / Une Division de
METROLINK

System map Plan du réseau

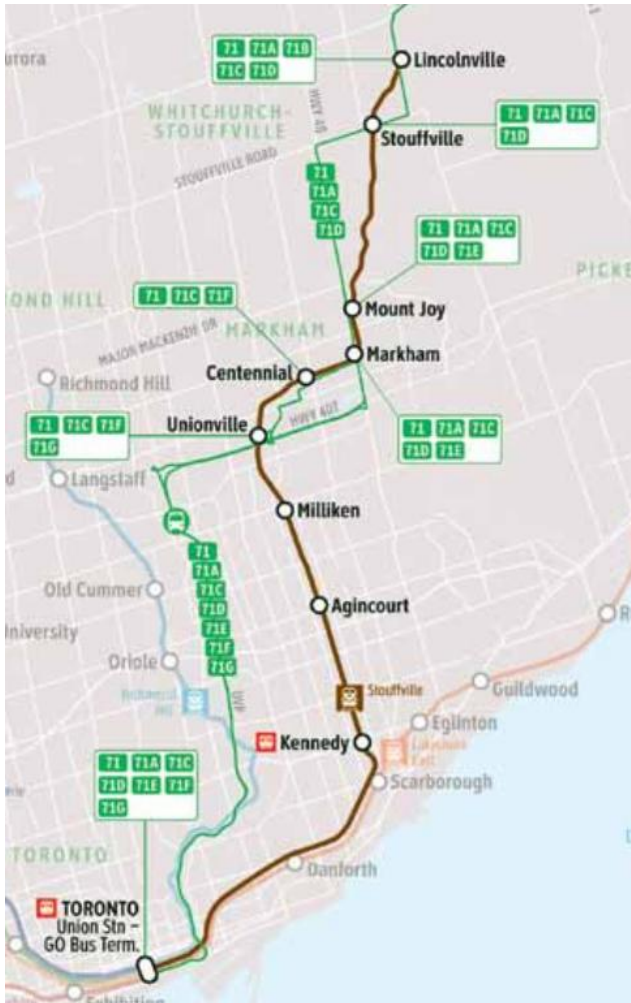


Supporting Intermodality

- Train-Bus and Train-Meet Services
- PRESTO and Co-Fare Agreements
- Bicycle Infrastructure
- Mobility Hubs
- Union Station Revitalization
- GO/VIA Ticketing
- Air Rail Link
- Moving People and Freight
- First and Last Mile






















Train-Bus Services



- GO runs both regional rail and bus services
- Most rail services are peak-period, peak-direction only
- Off-peak and counter flow, 9 “train-bus” services replace trains
- Generates ridership potential for future service increases
- Example: Stouffville Train-Bus, which roughly parallels rail service

Train-Meet Services

- 11 Train-Meet bus services feed into rail services to extend the reach of the rail corridors
- Coordinated schedules provide seamless connections
- Example: Buses from McMaster University and Hamilton GO Centre to rail service at Burlington and Aldershot GO stations

Bus route number Nombre d'itinéraire	Exception 1	Exception 2	McMaster University	Hamilton GO Centre Hunter & James 	Hamilton King & Dundurn	Aldershot GO Waterdown & Hwy. 403 	Transfer/ Correspondances	Aldershot GO Waterdown & Hwy. 403 	Burlington GO Fairview St. & Brant St. 	Transfer/ Correspondances	Burlington GO Fairview St. & Brant St. 
18A				07 18	07 25	07 35	>>	07 35	07 48		08 00
15A		07 40	>>	>>	>>	>>	>>	>>	08 05		
18A				07 35	07 42	07 52	>>	07 52	08 05		08 14
18				08 09	08 16	08 26		08 38	08 44	>>	08 44
18A				08 30	08 37	08 47	>>	08 47	09 00		
15A		08 35	>>	>>	>>	>>	>>	>>	09 00		09 10
18				09 35	09 42	09 52					
15		09 39	>>	>>	09 52			10 04	10 10	>>	10 10
18				10 35	10 42	10 52					
15		10 39	>>	>>	10 52			11 04	11 10	>>	11 10
18				11 35	11 42	11 52					
15		11 39	>>	>>	11 52			12 04	12 10	>>	12 10
18				12 35	12 42	12 52					
15		12 39	>>	>>	12 52			13 04	13 10	>>	13 10

PRESTO and Co-Fare Agreements



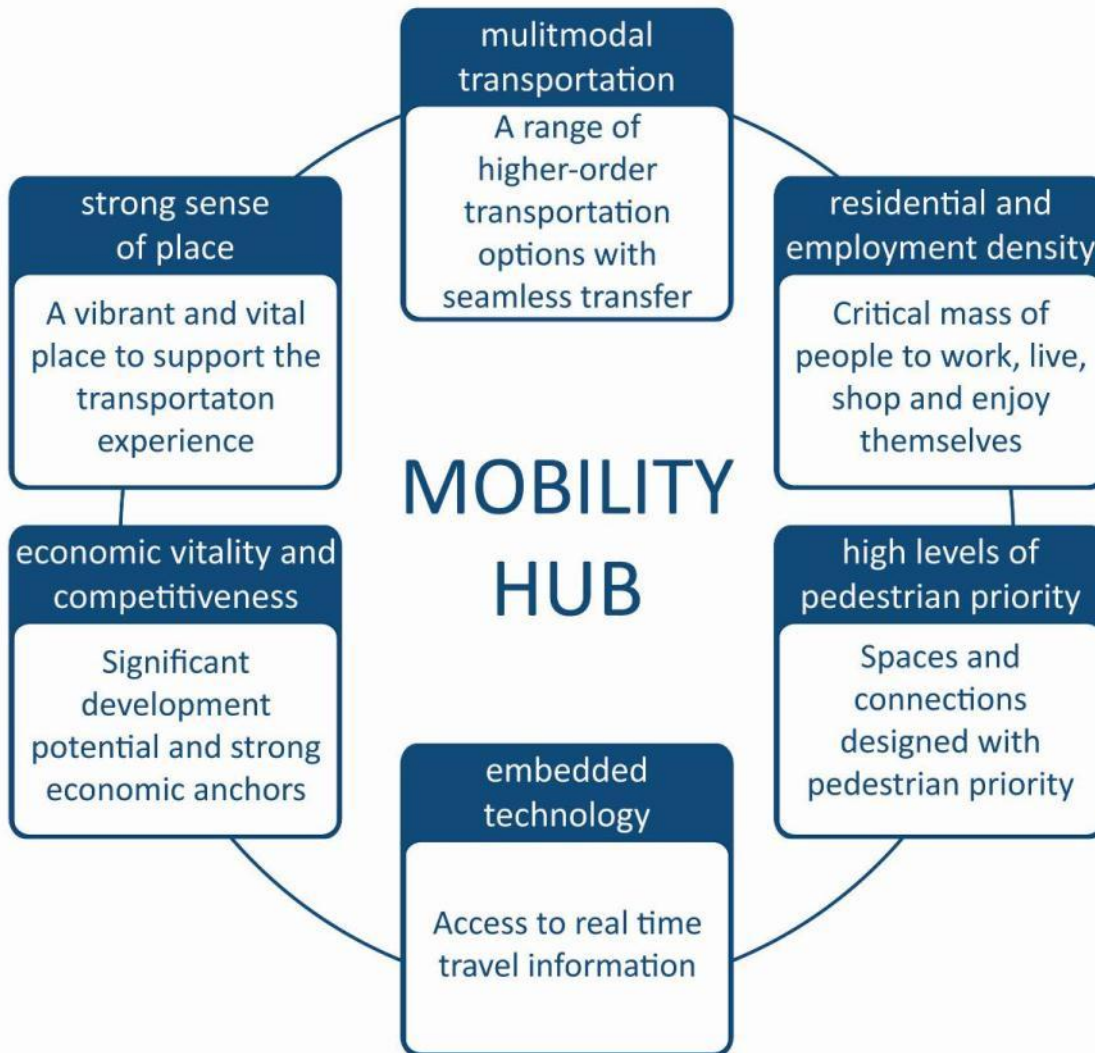
PRESTO

- Smart card payment technology
- Now available with GO Transit and 9 municipal transit providers
- 167 000 cards issued and 24.3 million fares paid with PRESTO to date

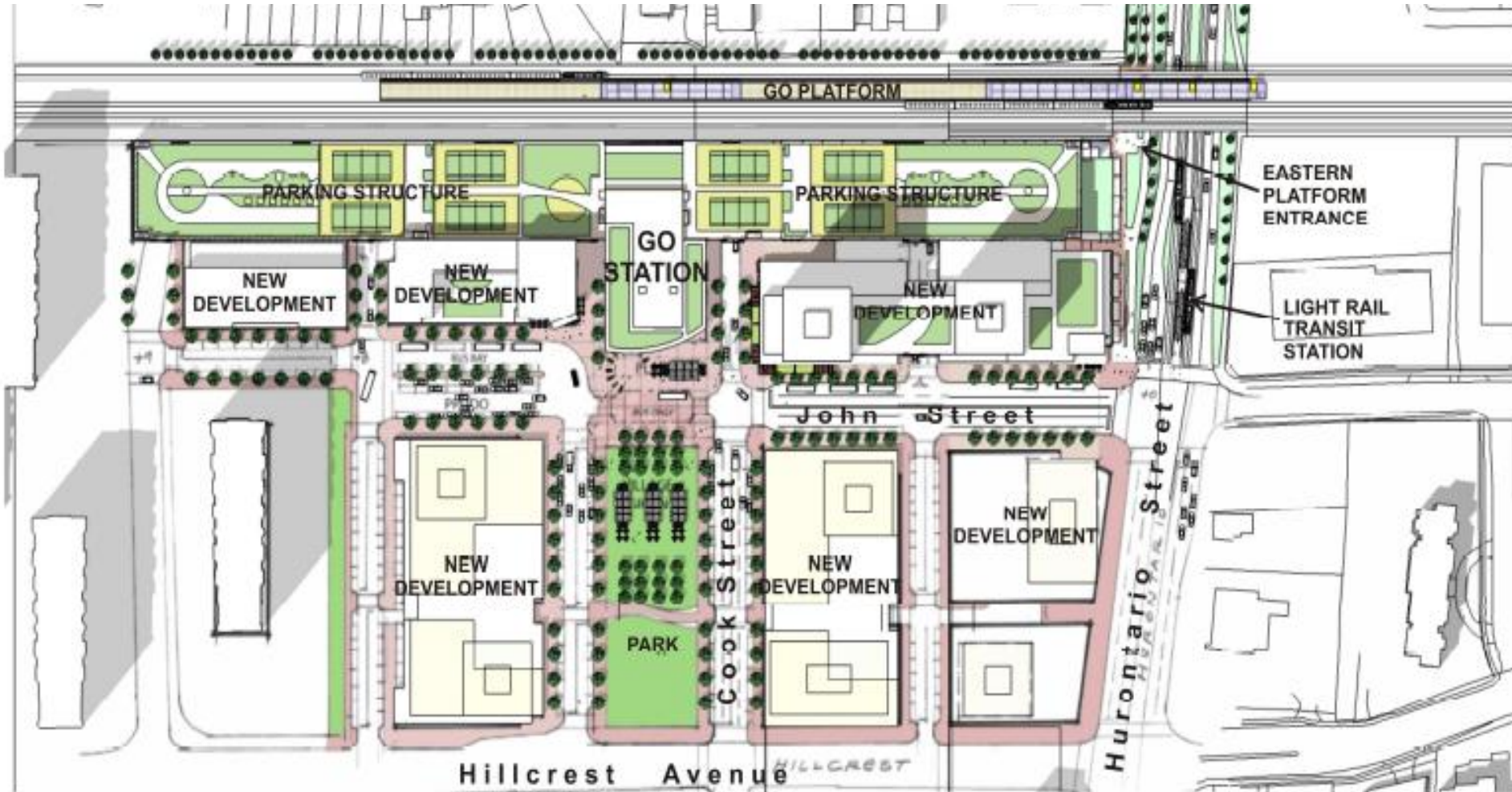
Co-Fare Agreements

- Subsidized municipal transit fares when travelling to GO services (e.g. York Region Transit customers pay 75¢ to ride to GO)
- Leverages the PRESTO platform to transparently determine eligibility and fare price

Mobility Hubs



Cooksville Mobility Hub



Union Station

- 96% of GO trains and buses begin or end trips at Union Station
- Connections with VIA, TTC and BIXI; walking distance to many workplaces and institutions
- Upgrades will double the capacity for all day service
- Train shed roof revitalization and improved platform access by 2016



Intermodal Ticketing with VIA

- VIA sells tickets for GO connections, allowing passengers to use both services with a single transaction
- Available on the Lakeshore East, Lakeshore West, and Kitchener lines, as well as the seasonal Niagara Falls service

GO VIA Pak

- GO customers can ride VIA trains between the same stations covered by a GO monthly pass
 - Oakville, Georgetown, Brampton, Aldershot, Oshawa
- Contains 10 coupons for 10 trips, costing the difference between GO and VIA fares



Air Rail Link

- In 2015, will connect the busiest airport in Canada with the busiest transit and passenger rail hub
- Will take 1.2 million car trips off our roads in the first year of operation
- ARL will connect to other transit services at the Union, Bloor and Weston stations
 - A significant proportion of customers are expected to access ARL by subway

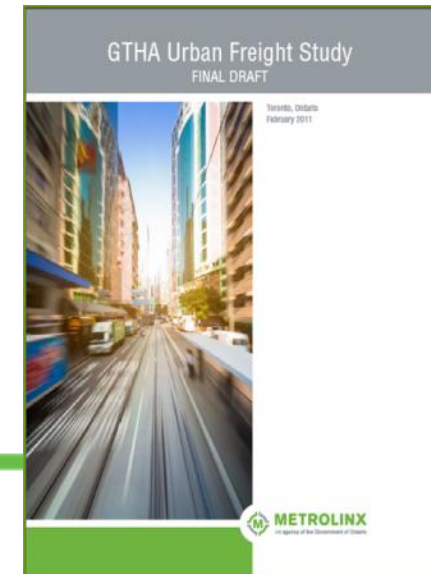


Moving People and Freight

- Movement of people and movement goods are interdependent with shared rail and road infrastructure
- GTHA Urban Freight Study (2011)
 - Five strategic directions and 17 actions focused on:
 - Increasing the capacity for and efficiency of freight movement within the GTHA
 - Road freight, but also considers inter-modal connections to rail, air and marine freight
 - Urban shorter haul travel, the last mile.

Current Projects:

- Inaugural GTHA Urban Freight Forum, April 11th 2012
- GTHA data collection project to improve our understanding of freight movements
- Feasibility of small scale consolidation centre
- Exploring opportunities for moving freight on/at transit



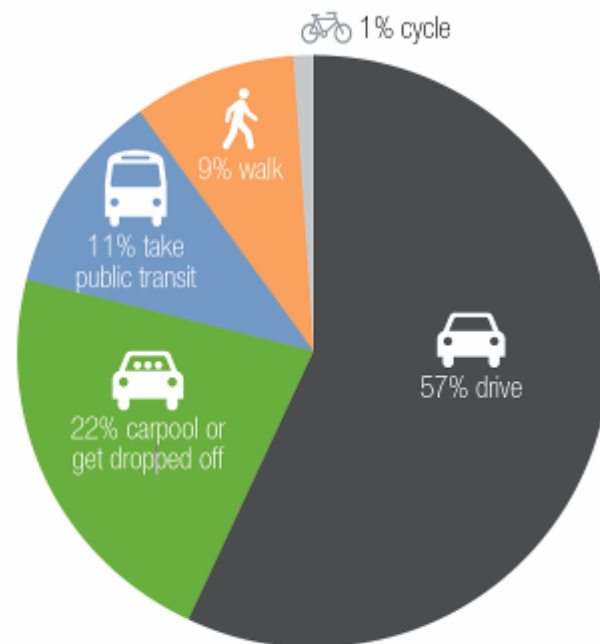
Diversifying Station Access: “First Mile/Last Mile”

- First Mile/Last Mile is a concept that refers to the segments of a customer's trip and the customer touch-points that impact those trip segments

First Mile → Rail Trip → **Last Mile**

Our Goal:

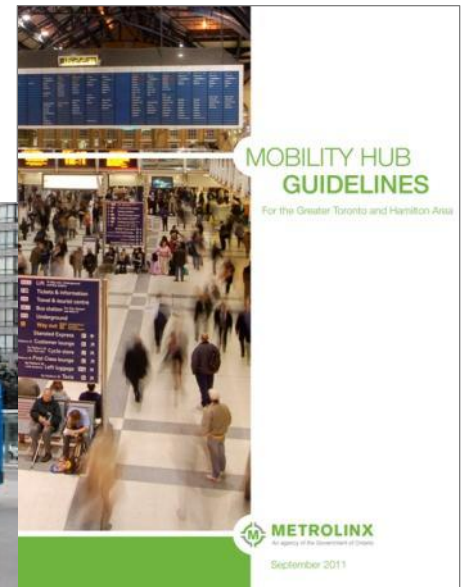
To increase the active transportation and transit modal share at GO Transit stations from 21.6% to 25% (or 20 million passengers) by 2017



Current access mode to station

First Mile/Last Mile – Guiding Principles

- ***A Comfortable Journey:*** GO customers will have a wide range of appealing options to access stations
- ***Attractive Places:*** GO stations will be developed based on the Metrolinx Mobility Hub Guidelines
- ***Efficient Services:*** Over time, GO Transit ridership will be decoupled from parking provision and the cost of servicing each new rider will be stabilized or even decline



Bicycle Infrastructure

- **BikeLinx** program: \$5 million for secure bicycle parking and bike racks on every bus in the region
- Parking for 2,287 bicycles at GO stations
- A dedicated bike car on the Niagara route allows for 18 bicycle spaces on the lower level and 60-96 seats for passengers



Future Opportunities



Shuttle services to GO stations



Carsharing



Better integration with local transit



Updated station design

Thank you

Merci



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Antoine Belaieff
Director, Innovation
416-874-5959

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