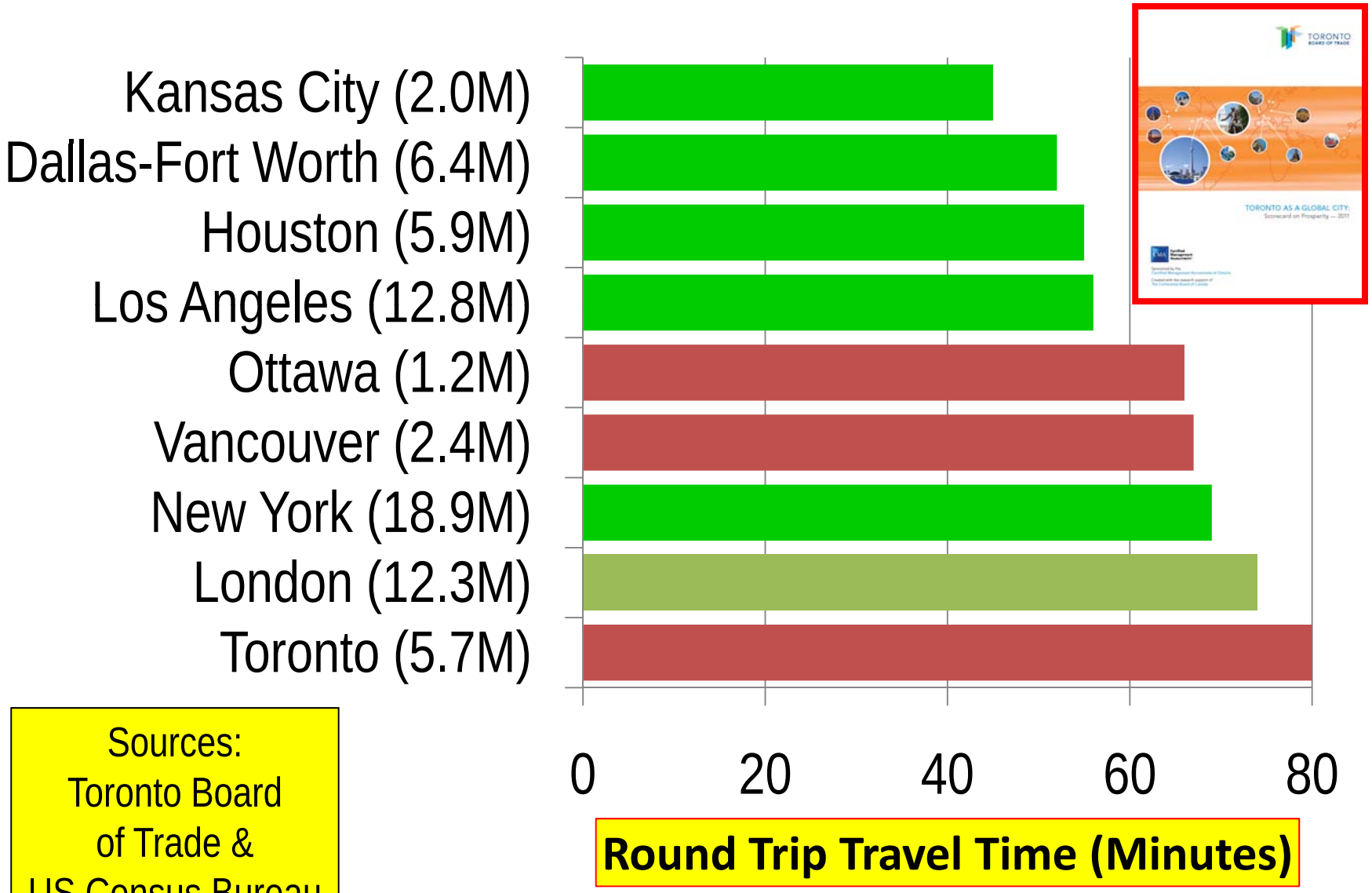

Can More Transit Reduce the Congestion Problem in the GTA?
Unless transit captures over 100% of new travel, it cannot reduce traffic congestion

Congestion Makes Less Competitive

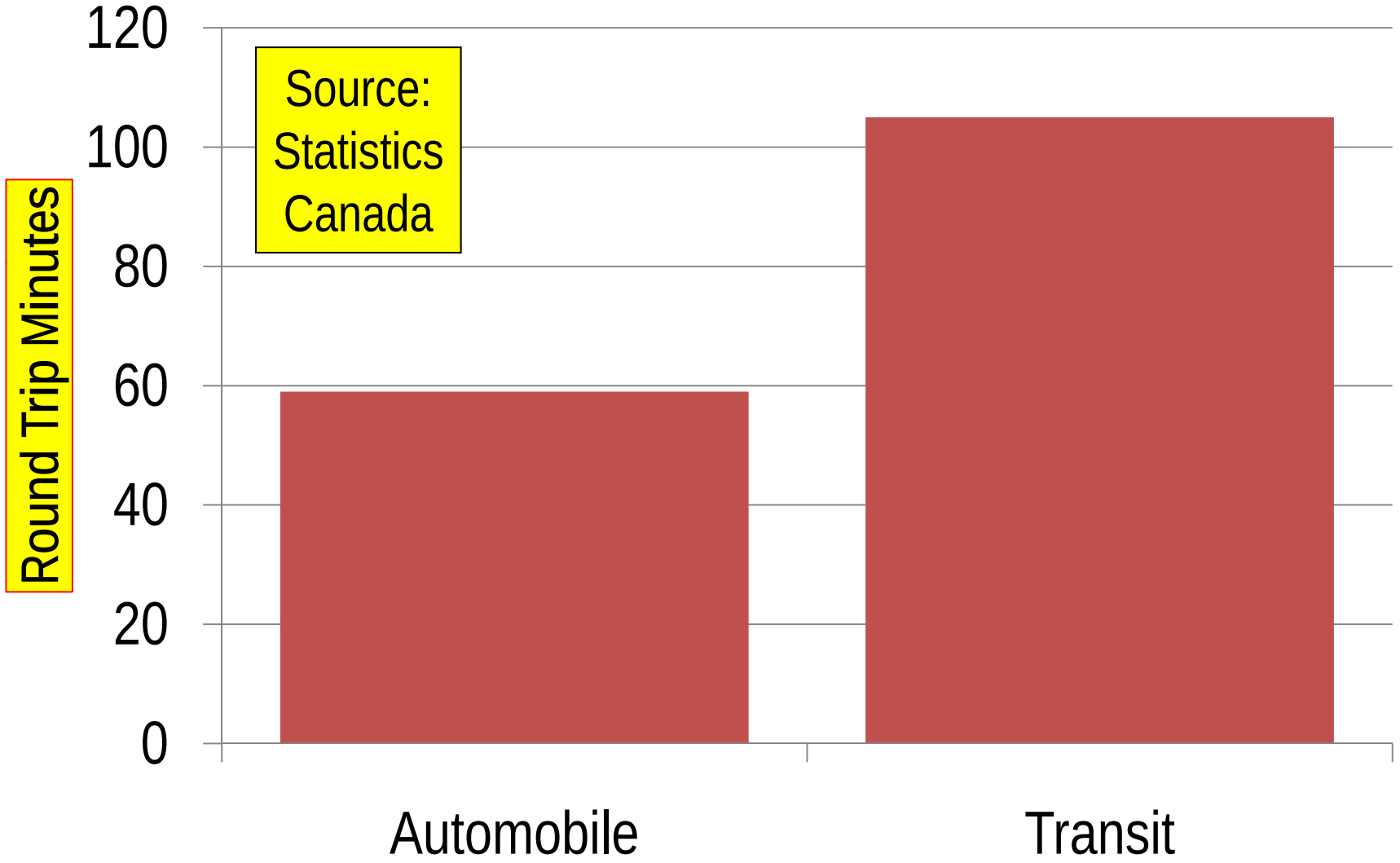
INTERNATIONAL WORK TRIP TRAVEL TIMES



Sources:
Toronto Board
of Trade &
US Census Bureau

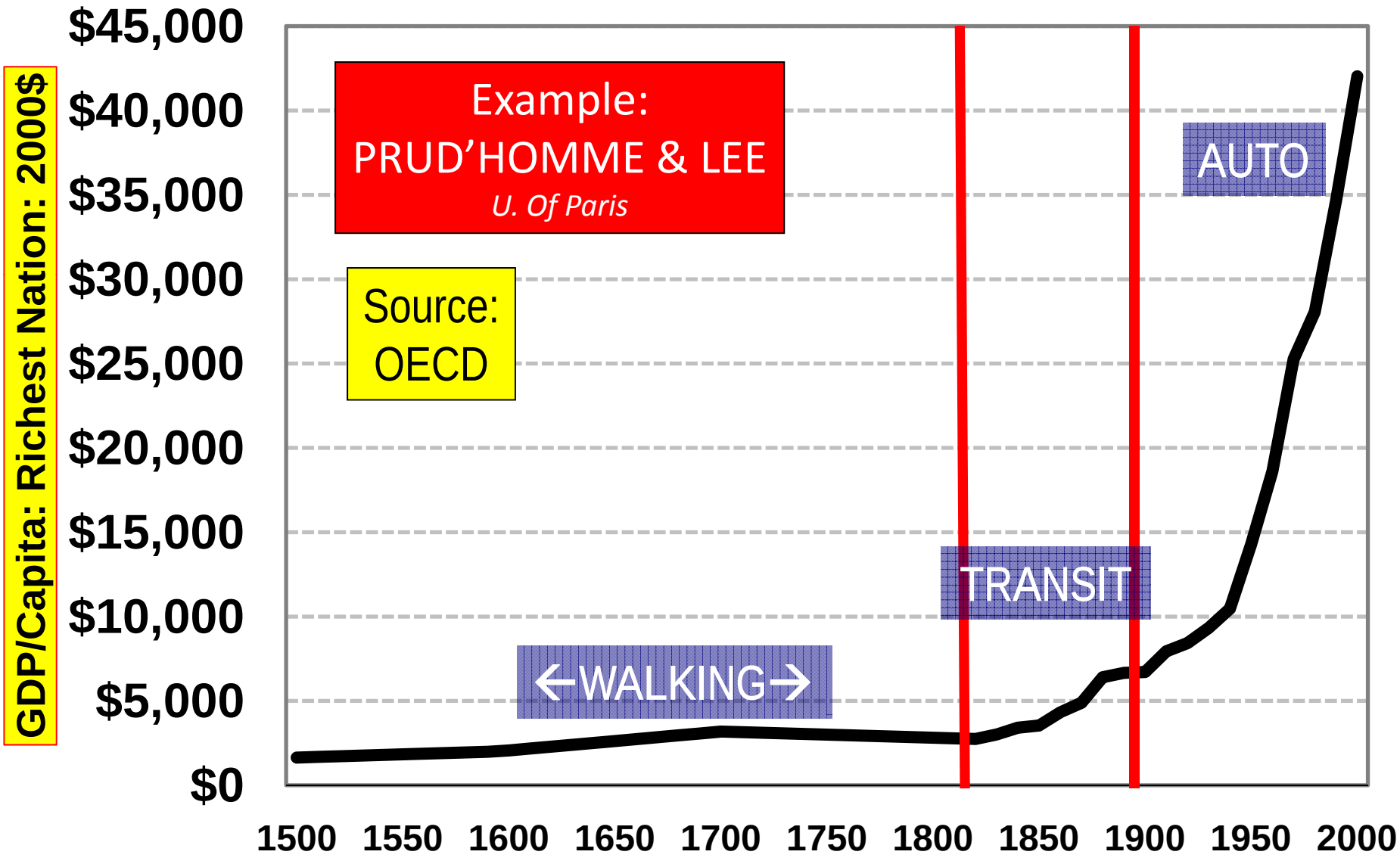
Travel by Transit Takes Longer

CANADA: AVERAGE WORK TRIP: 2005



Minimum Travel Times Associated with Affluence

ACCESS TO MORE JOBS, MORE ECONOMIC GROWTH

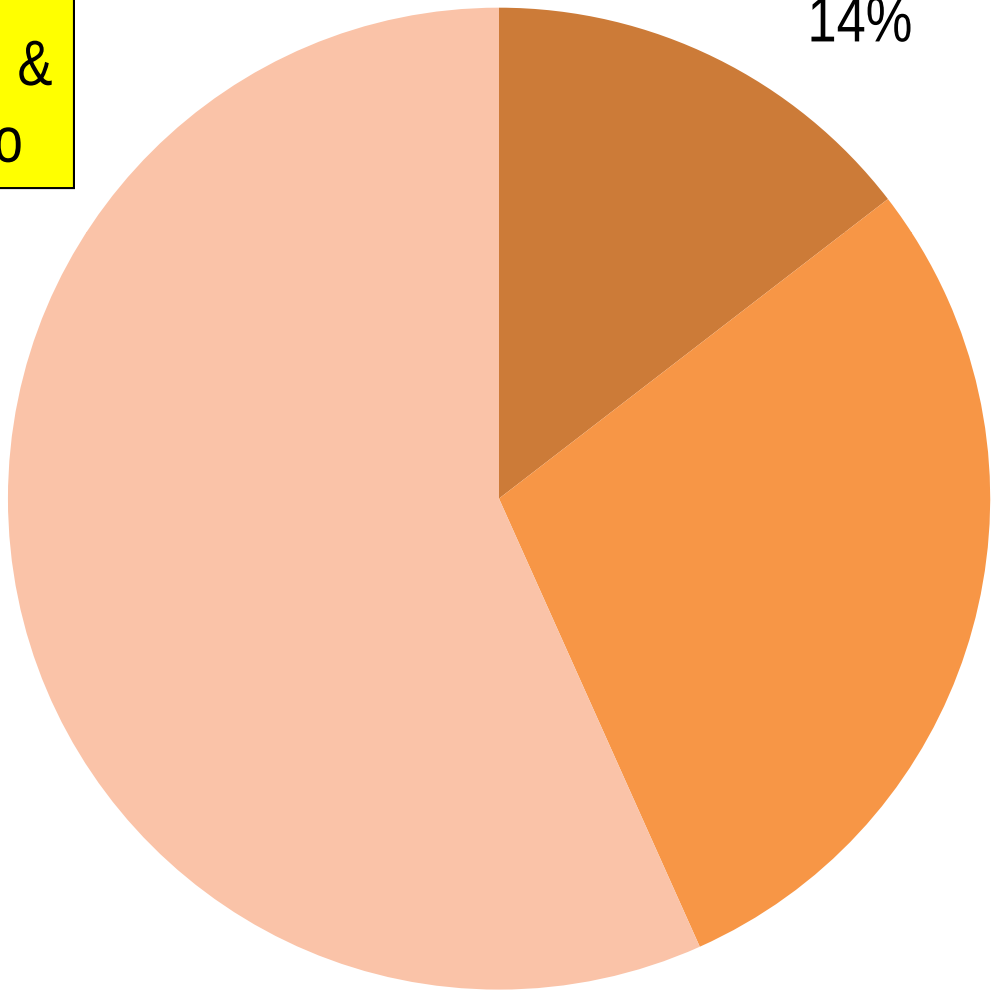



TRANSIT IS IMPORTANT:
NICHE MARKETS
Downtown
Urban Core
Chicago

Transit is About Downtown

EMPLOYMENT: TORONTO CMA : 2010

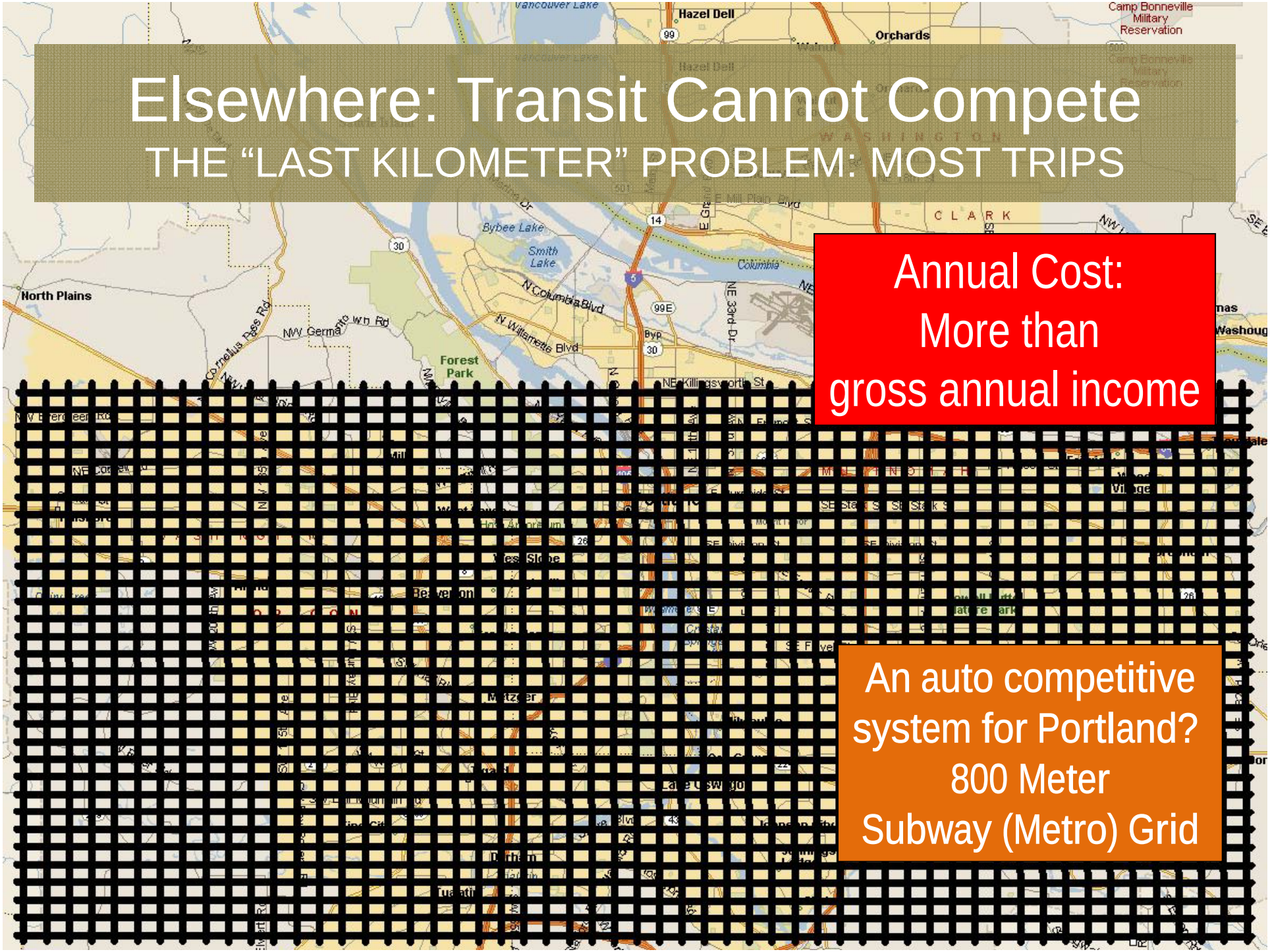
Source:
City of Toronto &
Invest Toronto



Little transit travel to other centers (High Income World)

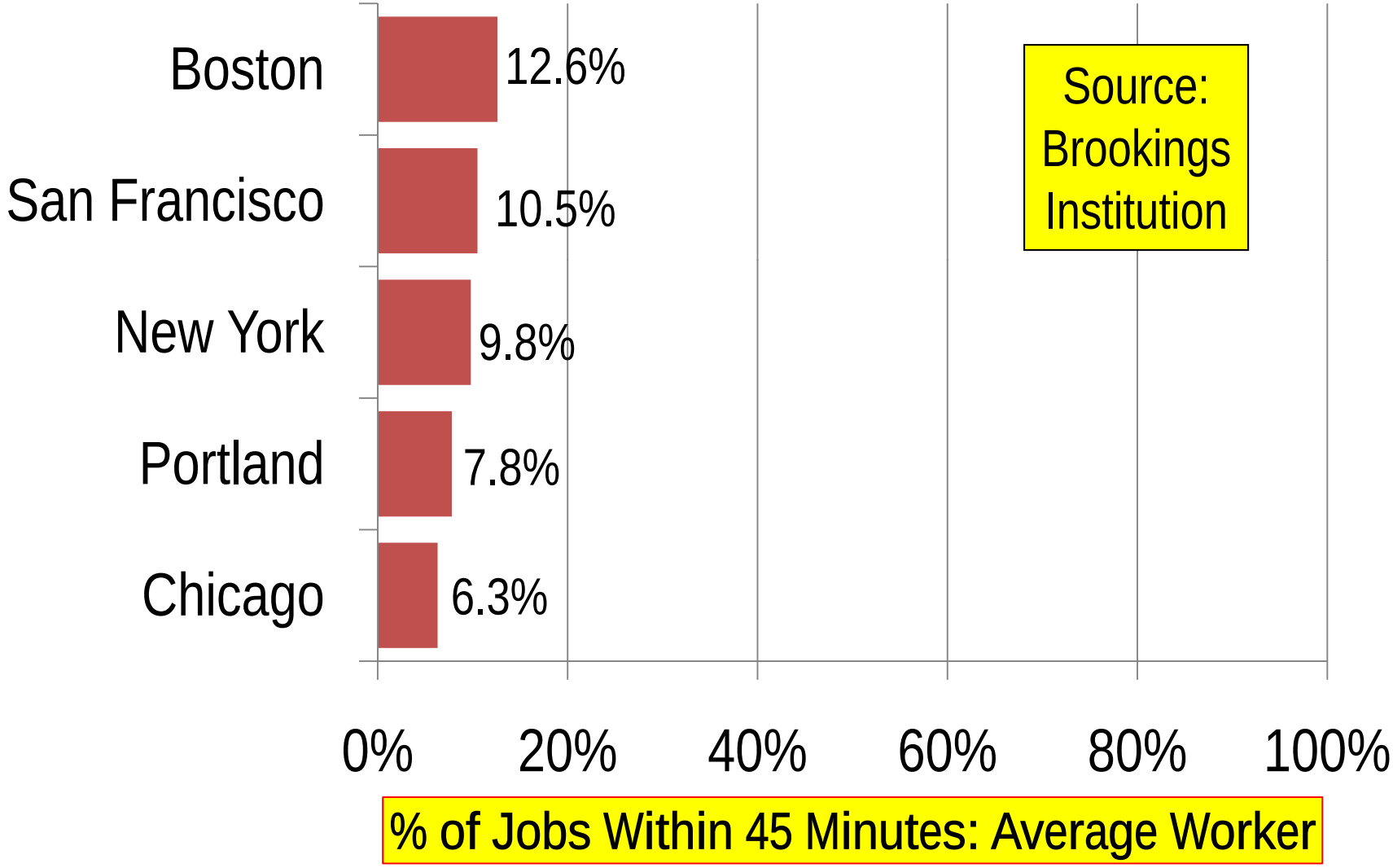
Elsewhere: Transit Cannot Compete

THE “LAST KILOMETER” PROBLEM: MOST TRIPS



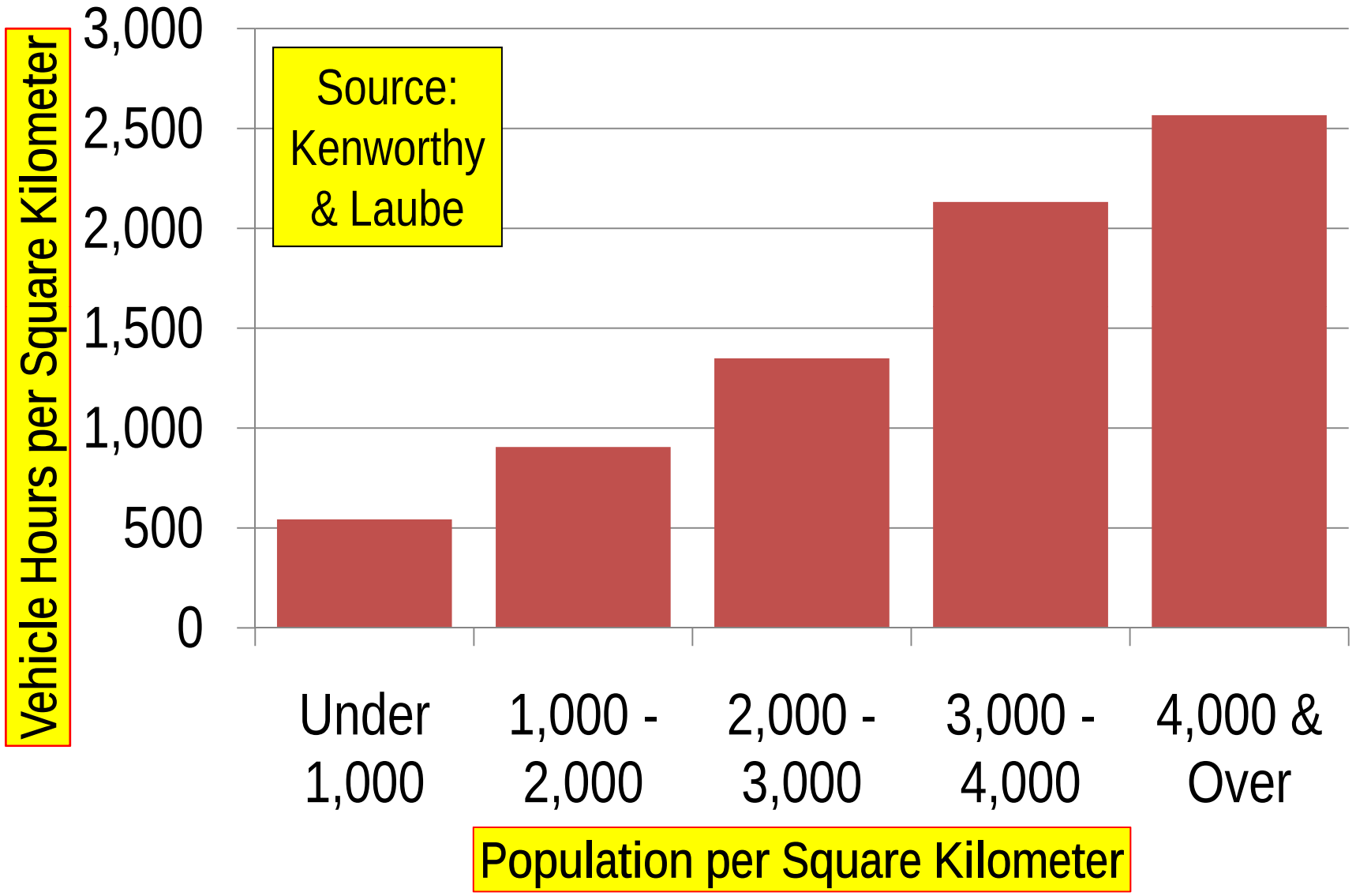
You Can’t Get to Most Jobs on Transit

SHARE OF JOBS WITHIN 45 MINUTE TRANSIT TRIP : 2008



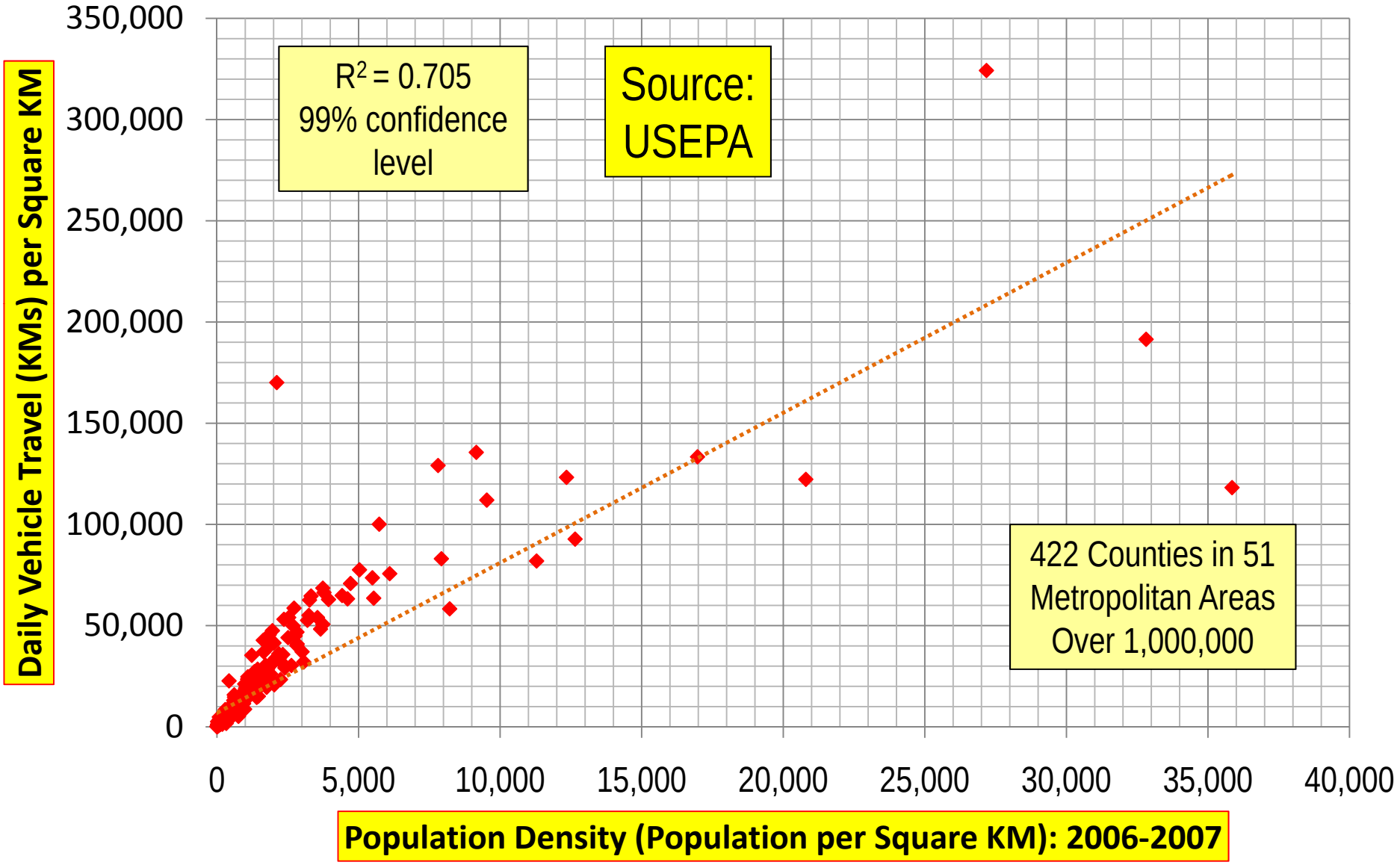
Traffic Congestion Increases with Density

HIGH INCOME WORLD: URBAN AREAS



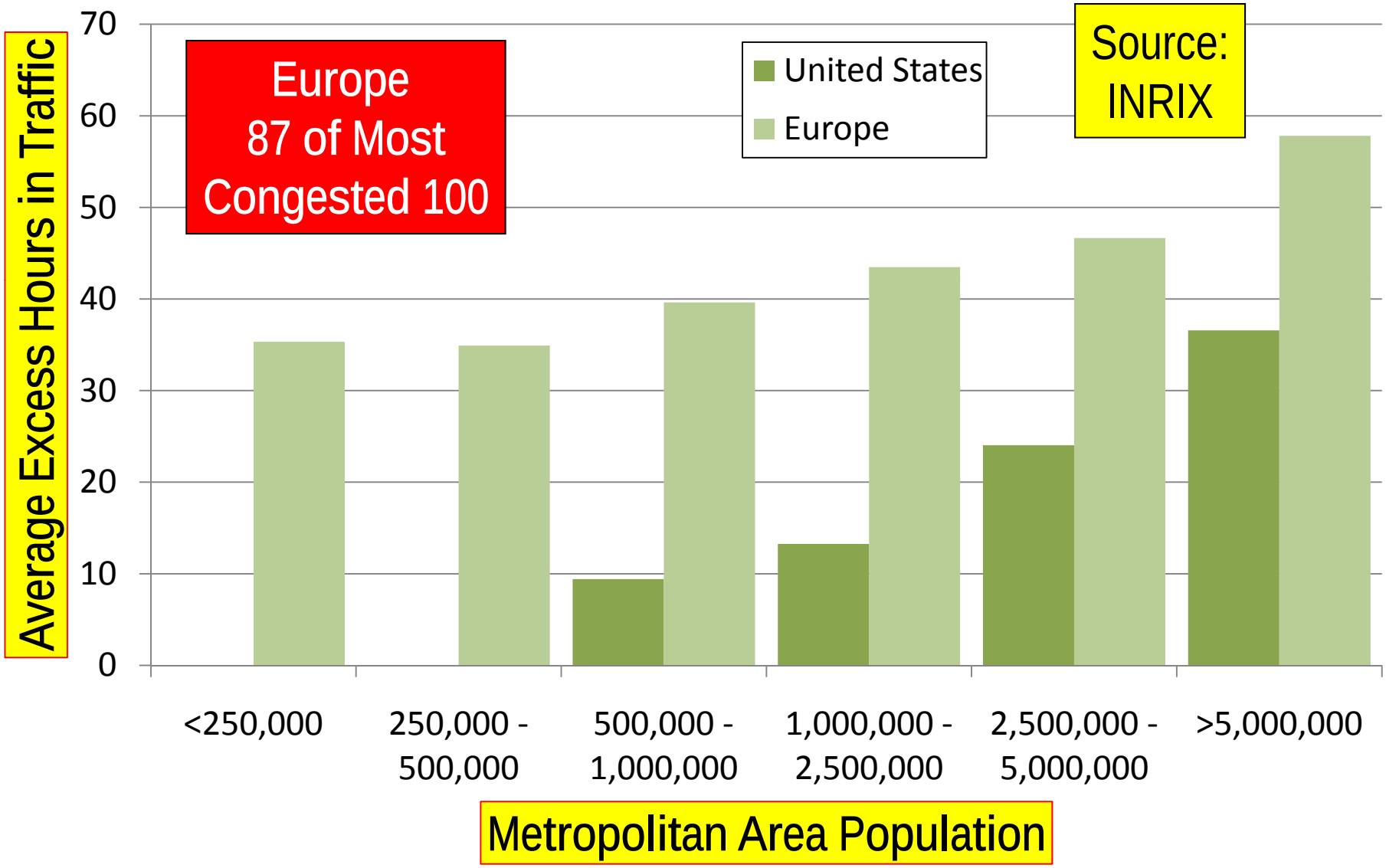
More Intense Traffic in Higher Densities

WITHIN US MAJOR METROPOLITAN AREAS: (COUNTIES)



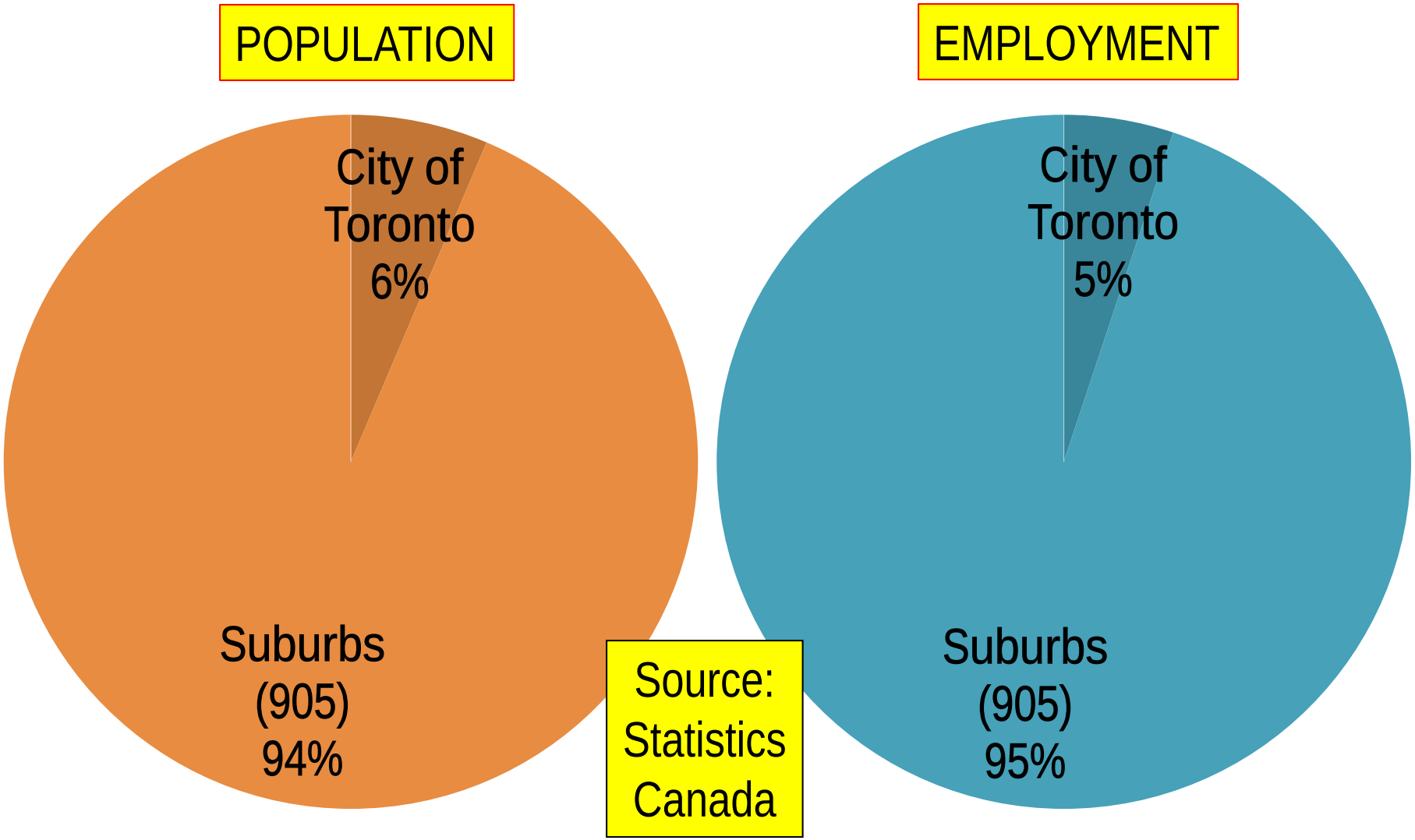
Europe: More Transit, More Congestion

US & EUROPE BY METROPOLITAN AREA SIZE: 2010



Nearly All Growth in Suburbs: 2001-2006

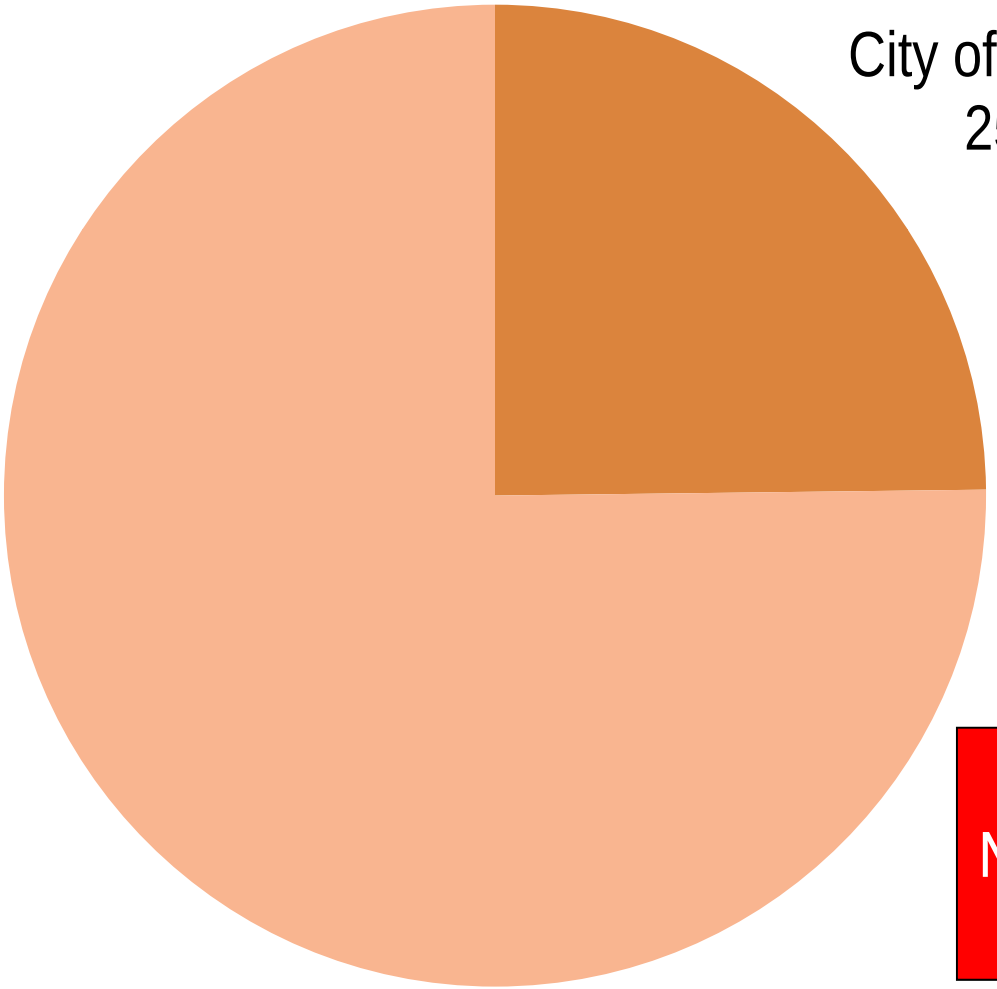
POPULATION & EMPLOYMENT



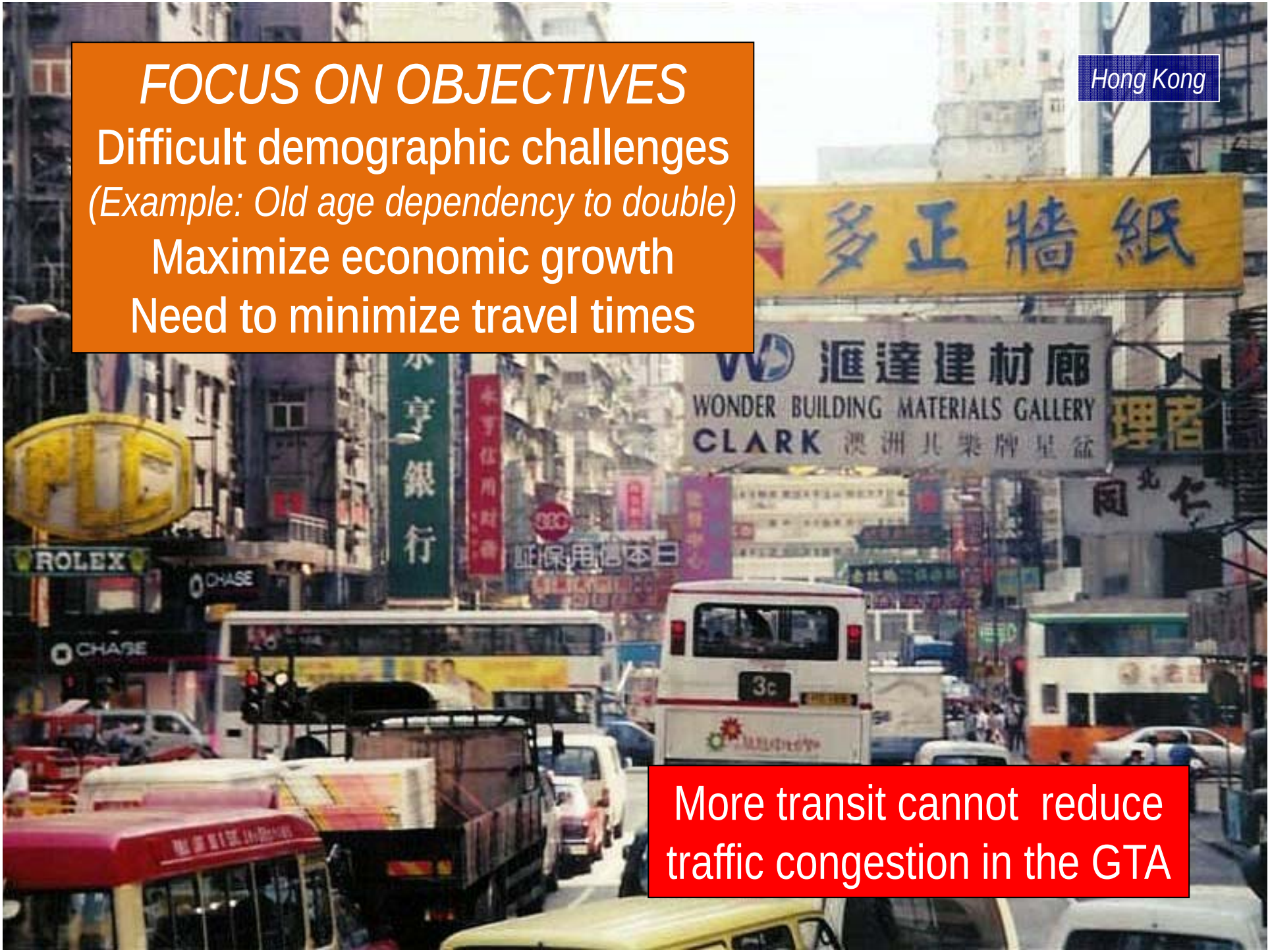
Projected Population Growth: 2010-2036

TORONTO CMA: DISTRIBUTION

Source: Ontario Ministry of Finance



City: 20% of New CMA Jobs 2011-2031


FOCUS ON OBJECTIVES
Difficult demographic challenges
(Example: Old age dependency to double)
Maximize economic growth
Need to minimize travel times
Hong Kong
WONDER BUILDING MATERIALS GALLERY
CLARK
ROLEX
CHASE
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