An aerial photograph of a highway interchange with multiple lanes and overpasses. In the foreground, a large, modern transit station building with a white and grey facade is visible. The surrounding area includes some greenery and other infrastructure.

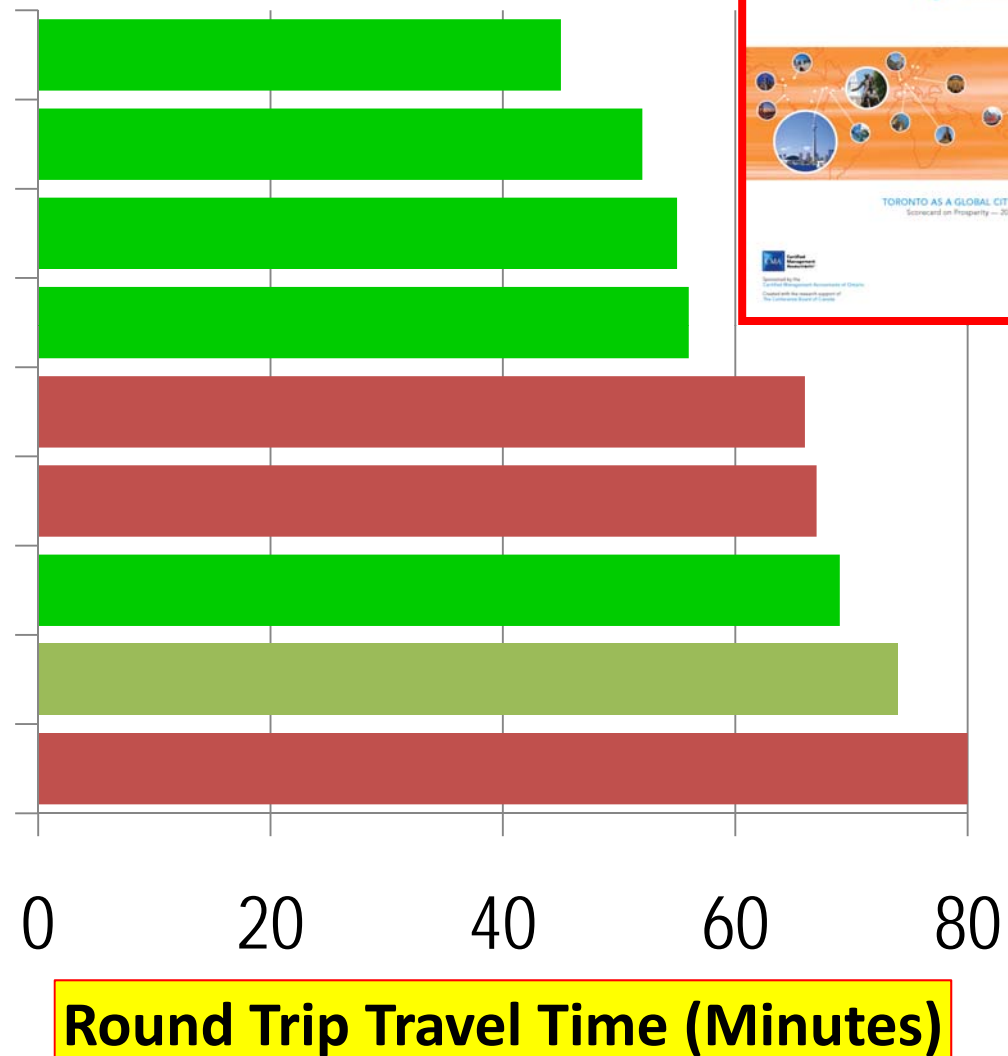
## Can More Transit Reduce the Congestion Problem in the GTA?

Unless transit captures over 100% of new travel, it cannot reduce traffic congestion

# Congestion Makes Less Competitive

## INTERNATIONAL WORK TRIP TRAVEL TIMES

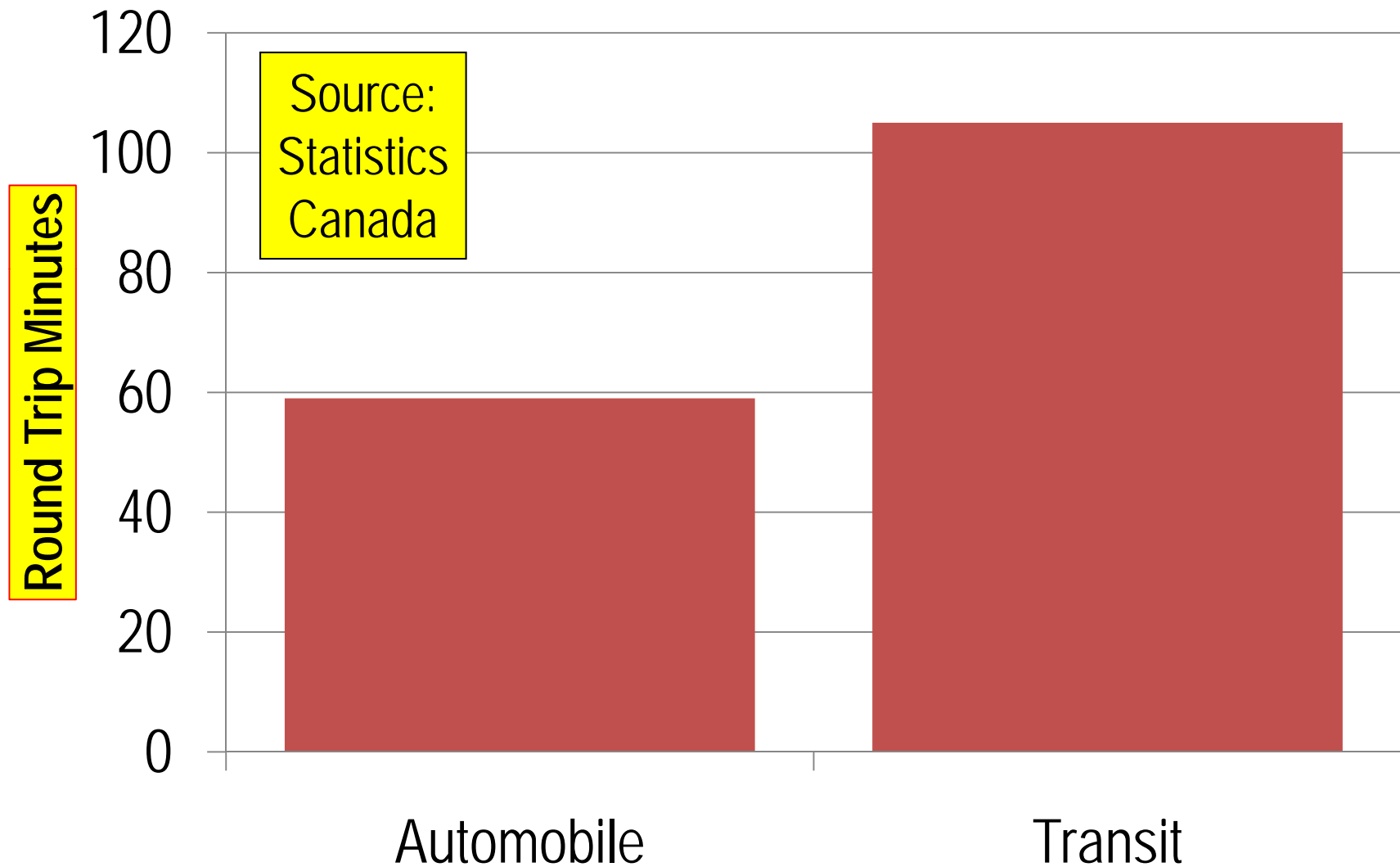
Kansas City (2.0M)  
Dallas-Fort Worth (6.4M)  
Houston (5.9M)  
Los Angeles (12.8M)  
Ottawa (1.2M)  
Vancouver (2.4M)  
New York (18.9M)  
London (12.3M)  
Toronto (5.7M)



Sources:  
Toronto Board  
of Trade &  
US Census Bureau

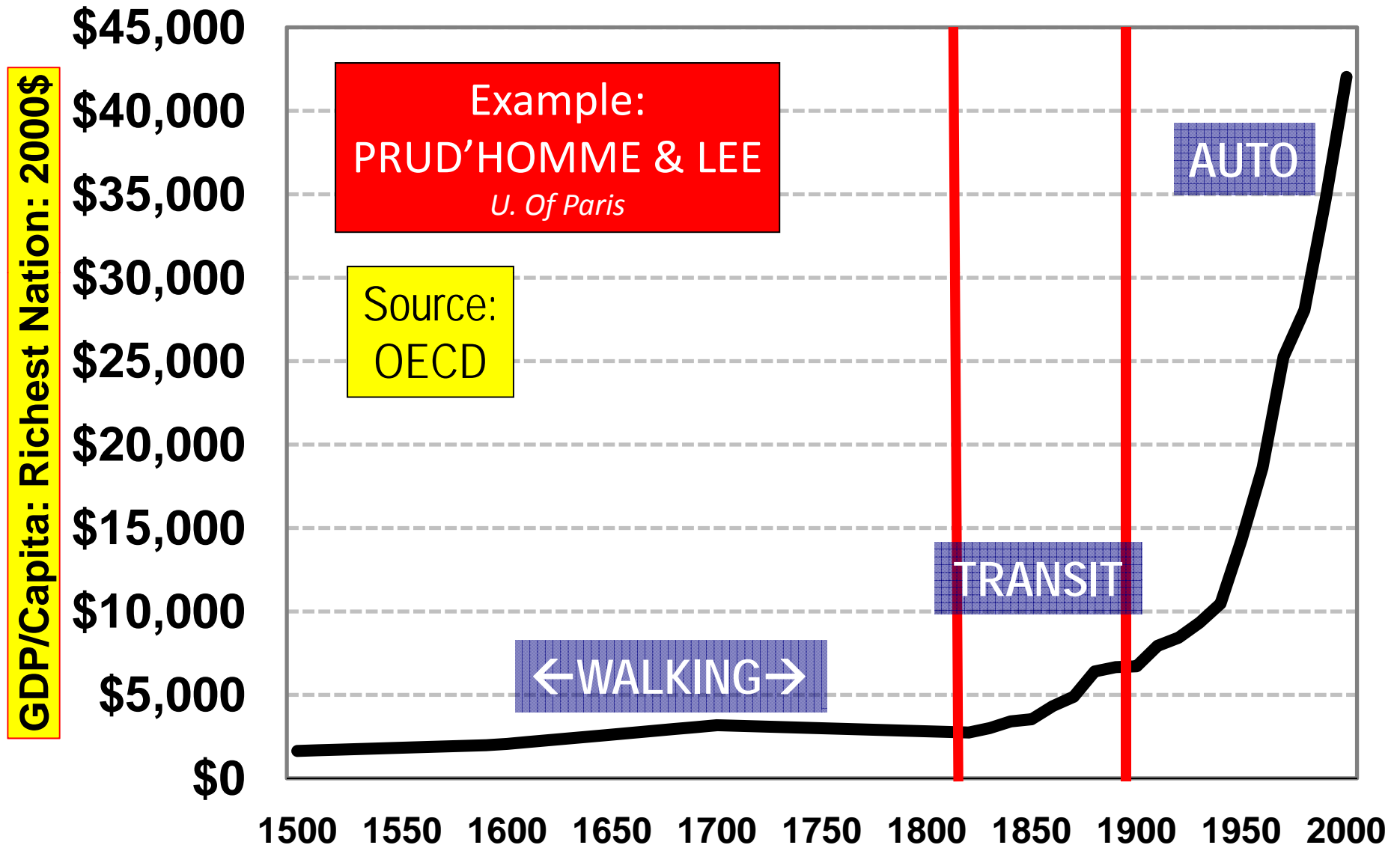
# Travel by Transit Takes Longer

CANADA: AVERAGE WORK TRIP: 2005



# Minimum Travel Times Associated with Affluence

ACCESS TO MORE JOBS, MORE ECONOMIC GROWTH







TRANSIT IS IMPORTANT:  
NICHE MARKETS

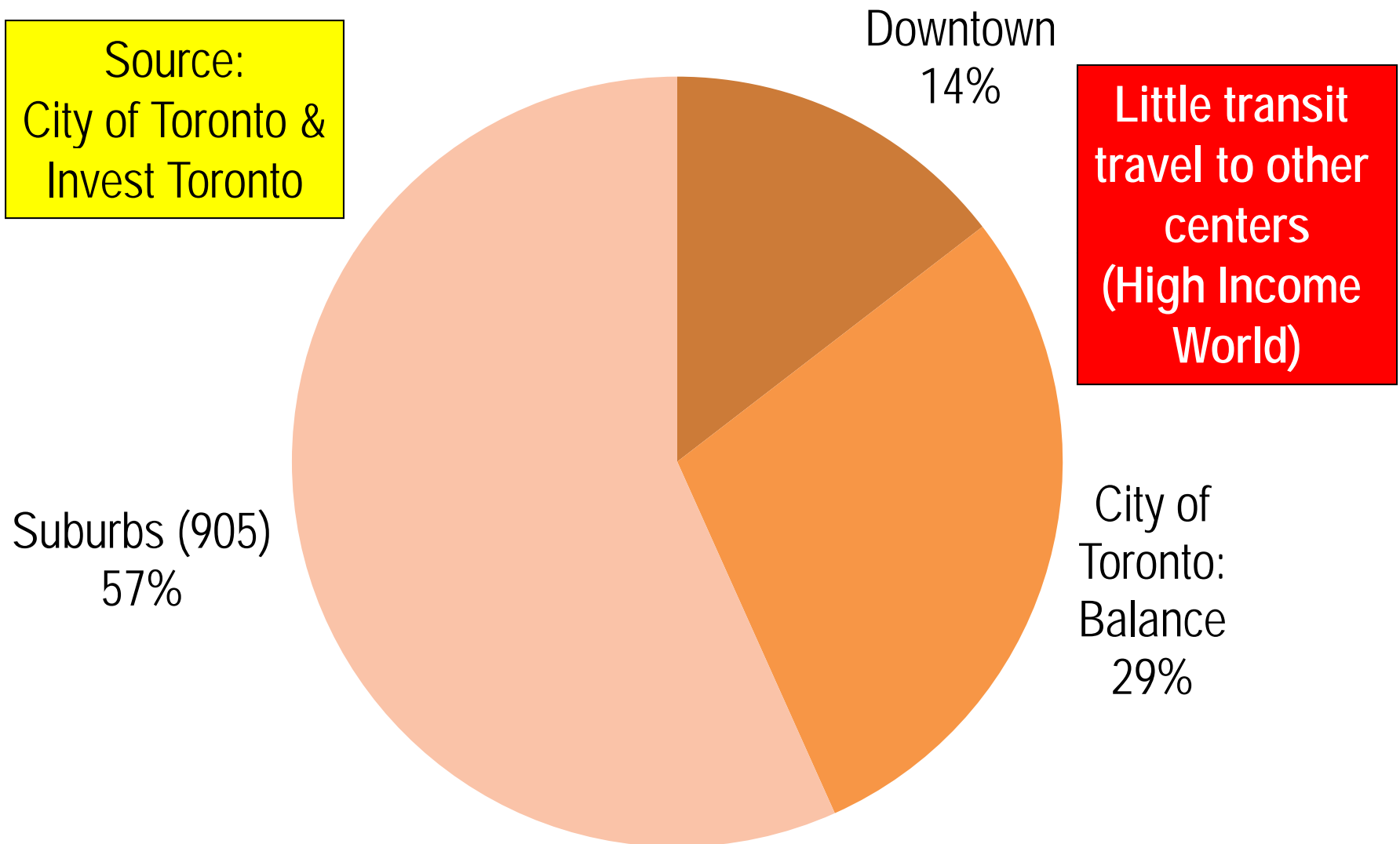
*Downtown  
Urban Core*

*Chicago*

# Transit is About Downtown

EMPLOYMENT: TORONTO CMA : 2010

Source:  
City of Toronto &  
Invest Toronto





A map of Portland, Oregon, showing the city's layout with major roads, parks, and water bodies. A semi-transparent text box is overlaid on the top half of the map, and a black grid is overlaid on the bottom half. The grid is composed of small squares, with some squares containing a red 'X' mark. The text box contains the title and subtitle, and the red box contains the annual cost information. The orange box contains the question about an auto competitive system and the grid size.

# Elsewhere: Transit Cannot Compete

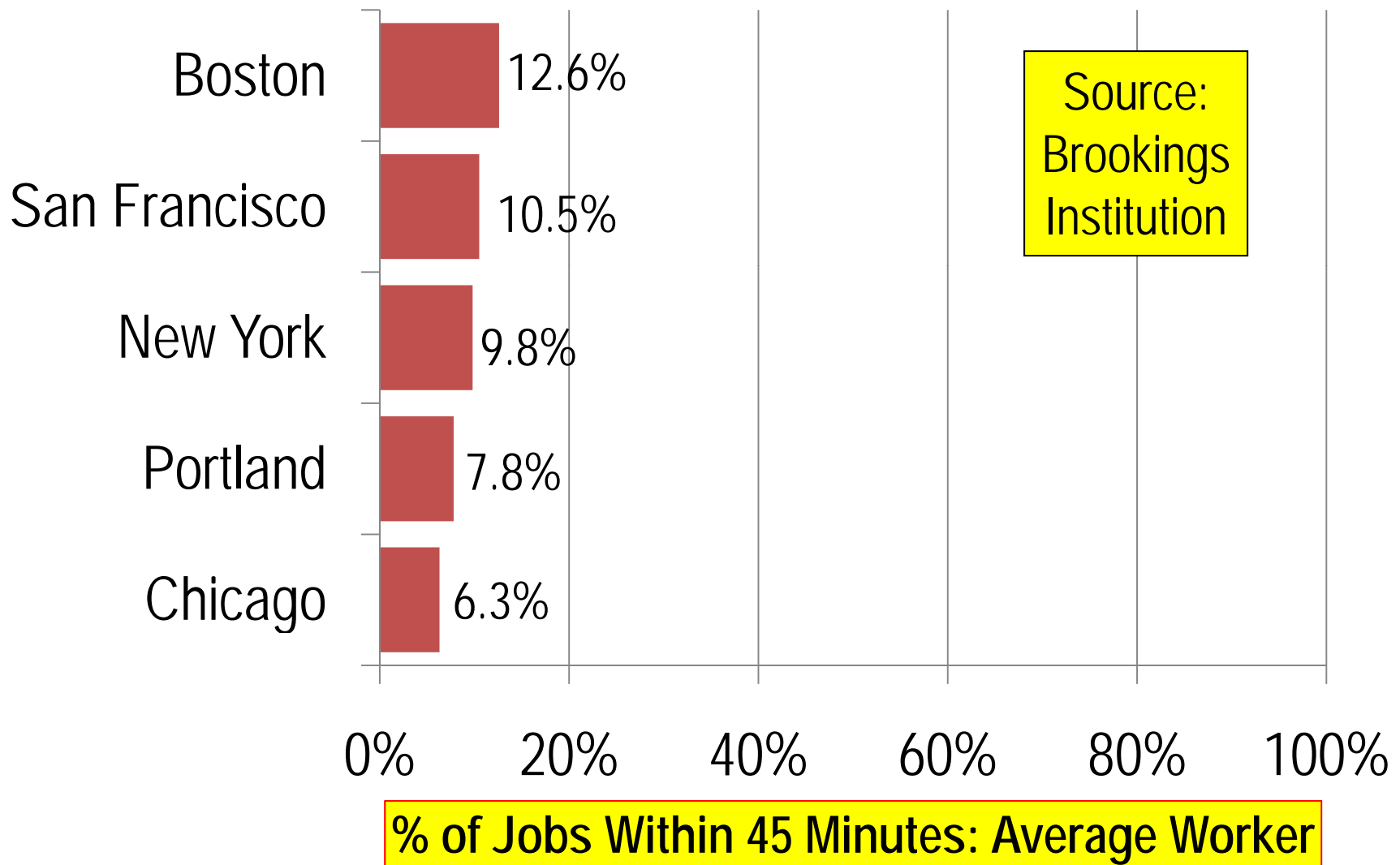
## THE "LAST KILOMETER" PROBLEM: MOST TRIPS

Annual Cost:  
More than  
gross annual income

An auto competitive  
system for Portland?  
800 Meter  
Subway (Metro) Grid

# You Can't Get to Most Jobs on Transit

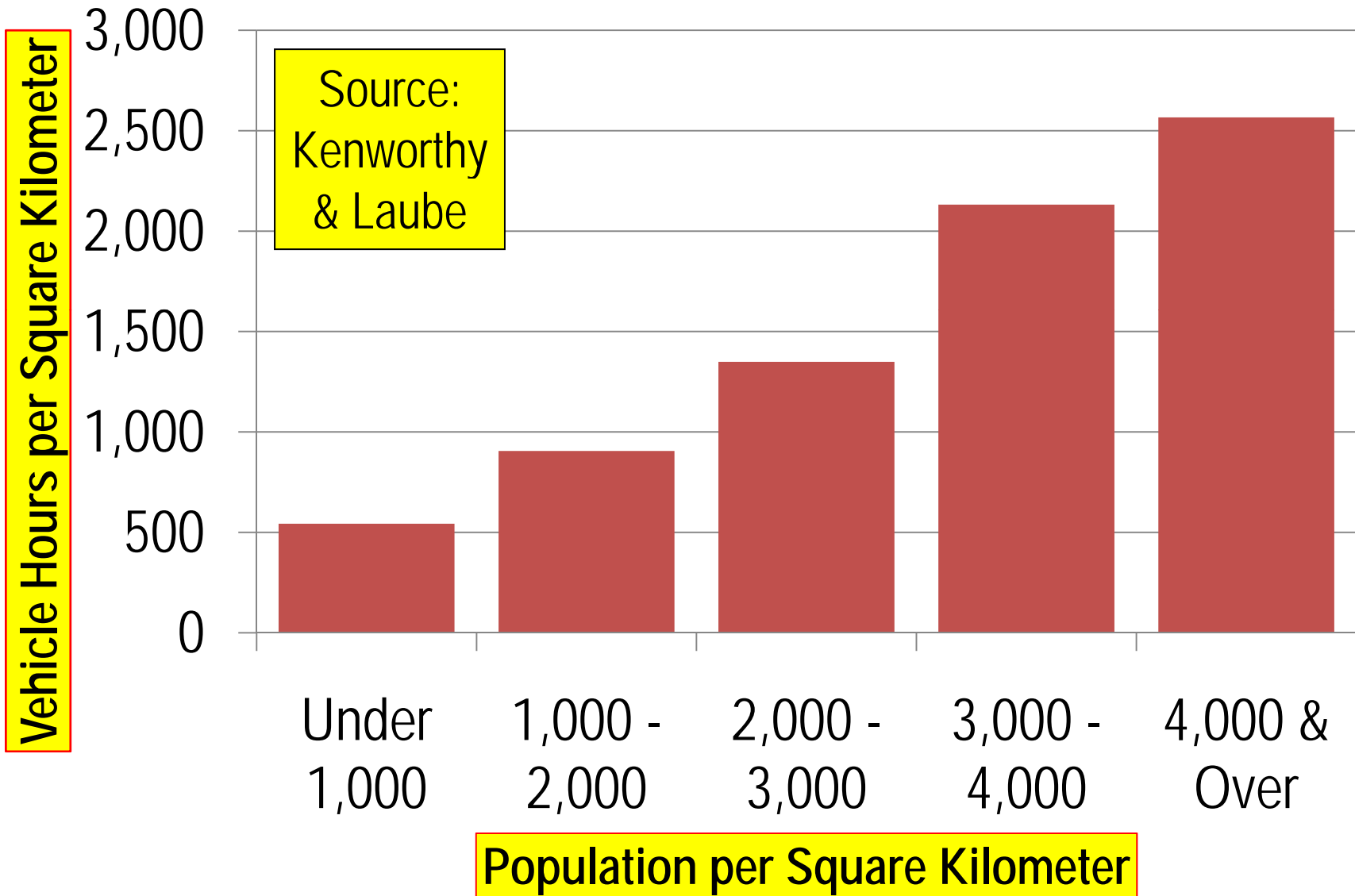
SHARE OF JOBS WITHIN 45 MINUTE TRANSIT TRIP : 2008





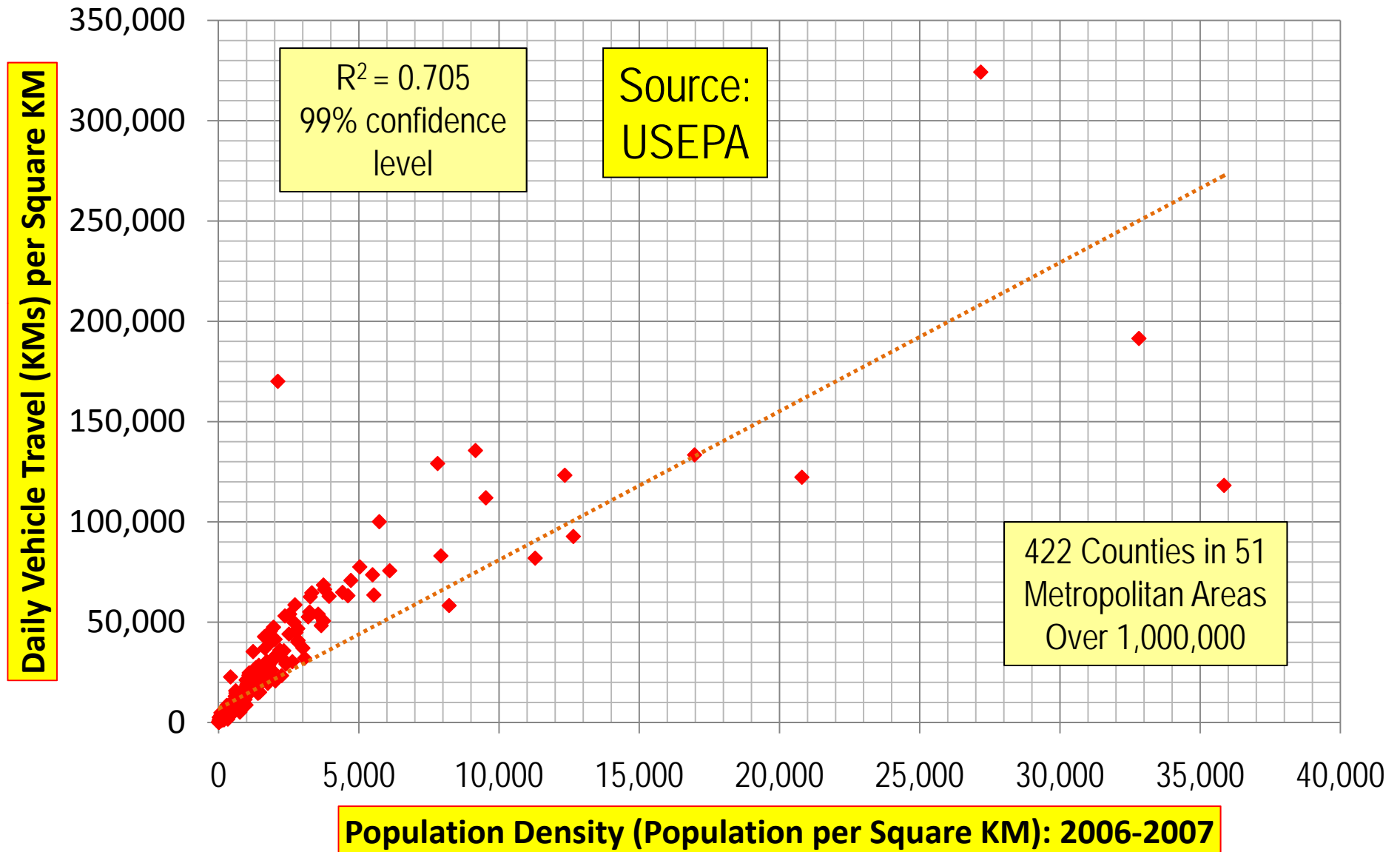
# Traffic Congestion Increases with Density

HIGH INCOME WORLD: URBAN AREAS



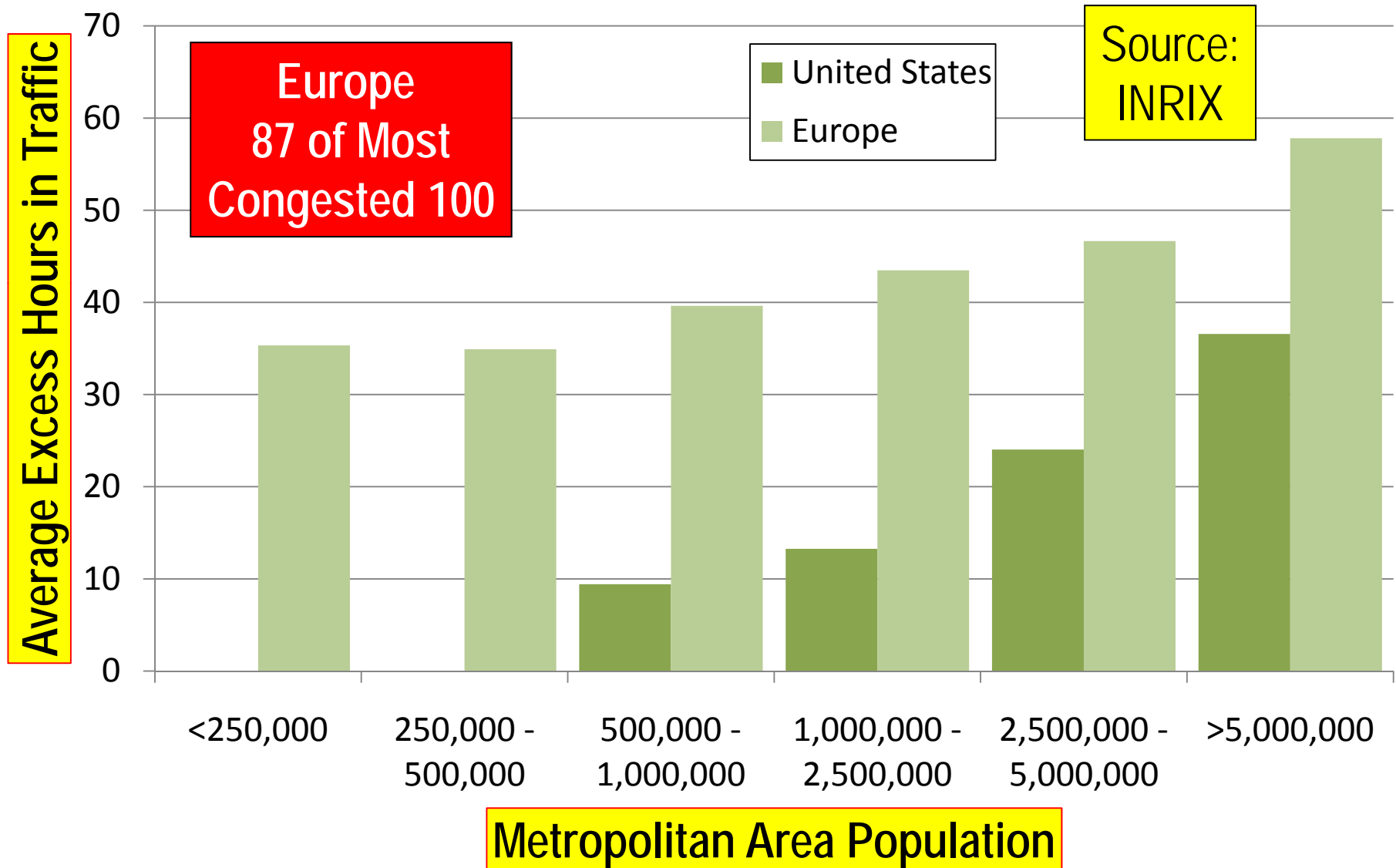
# More Intense Traffic in Higher Densities

## WITHIN US MAJOR METROPOLITAN AREAS: (COUNTIES)



# Europe: More Transit, More Congestion

US & EUROPE BY METROPOLITAN AREA SIZE: 2010

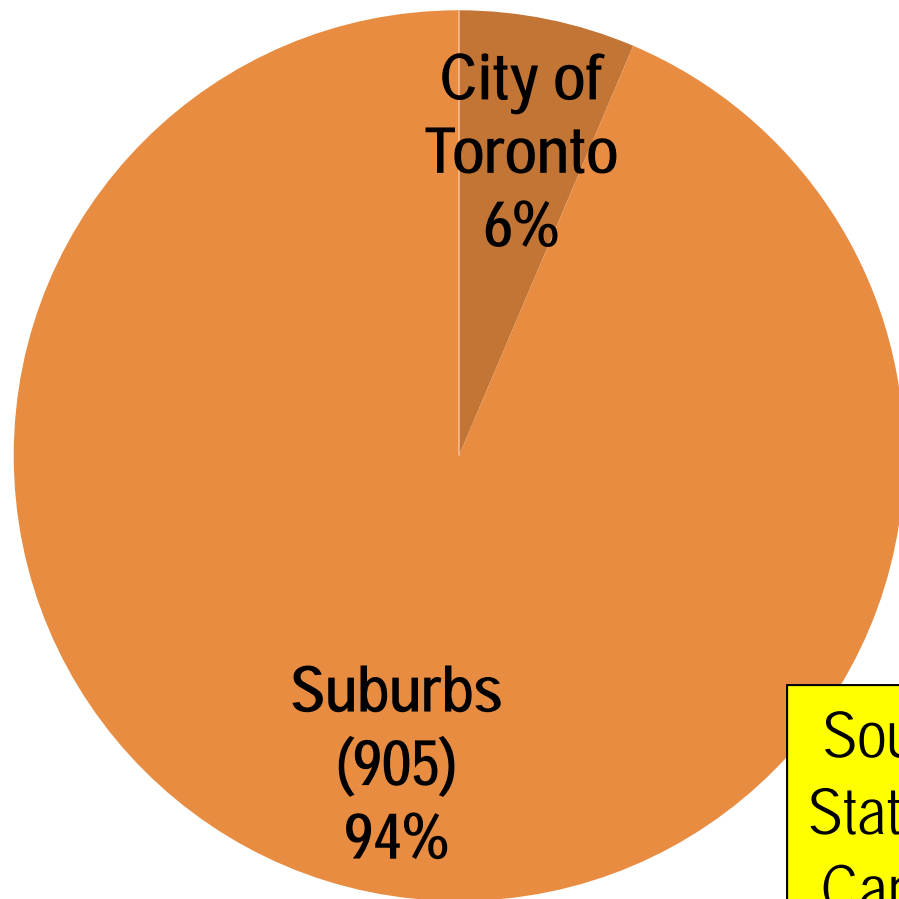




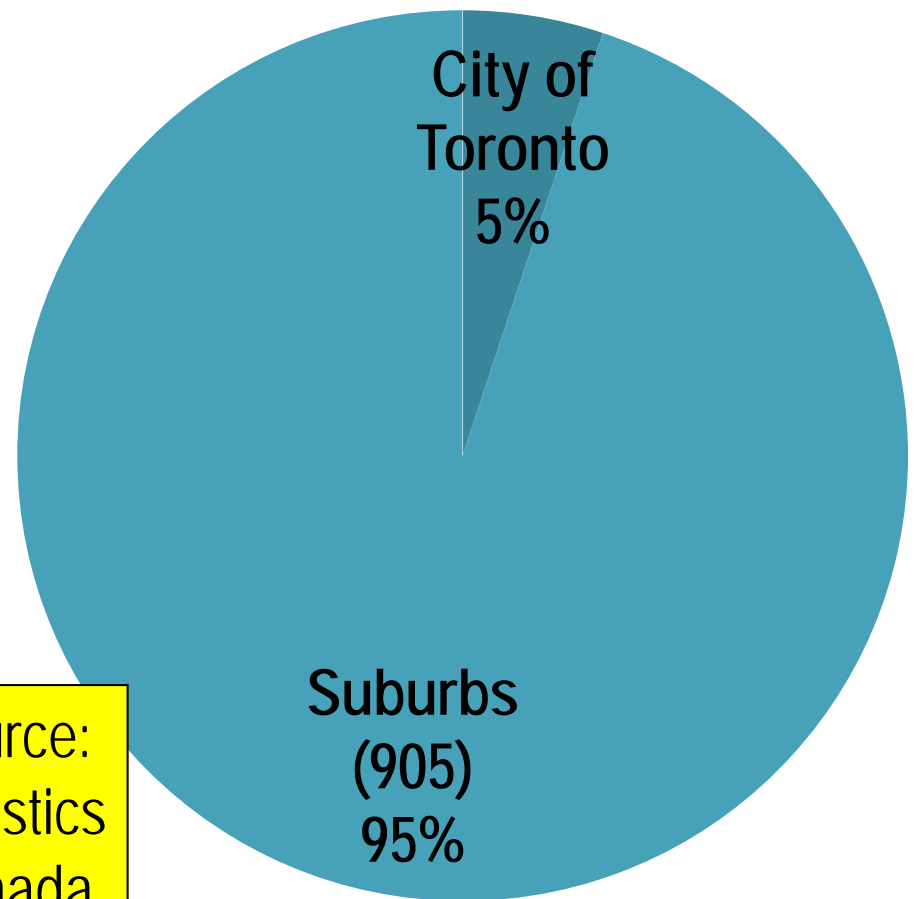
# Nearly All Growth in Suburbs: 2001-2006

## POPULATION & EMPLOYMENT

POPULATION



EMPLOYMENT



Source:  
Statistics  
Canada

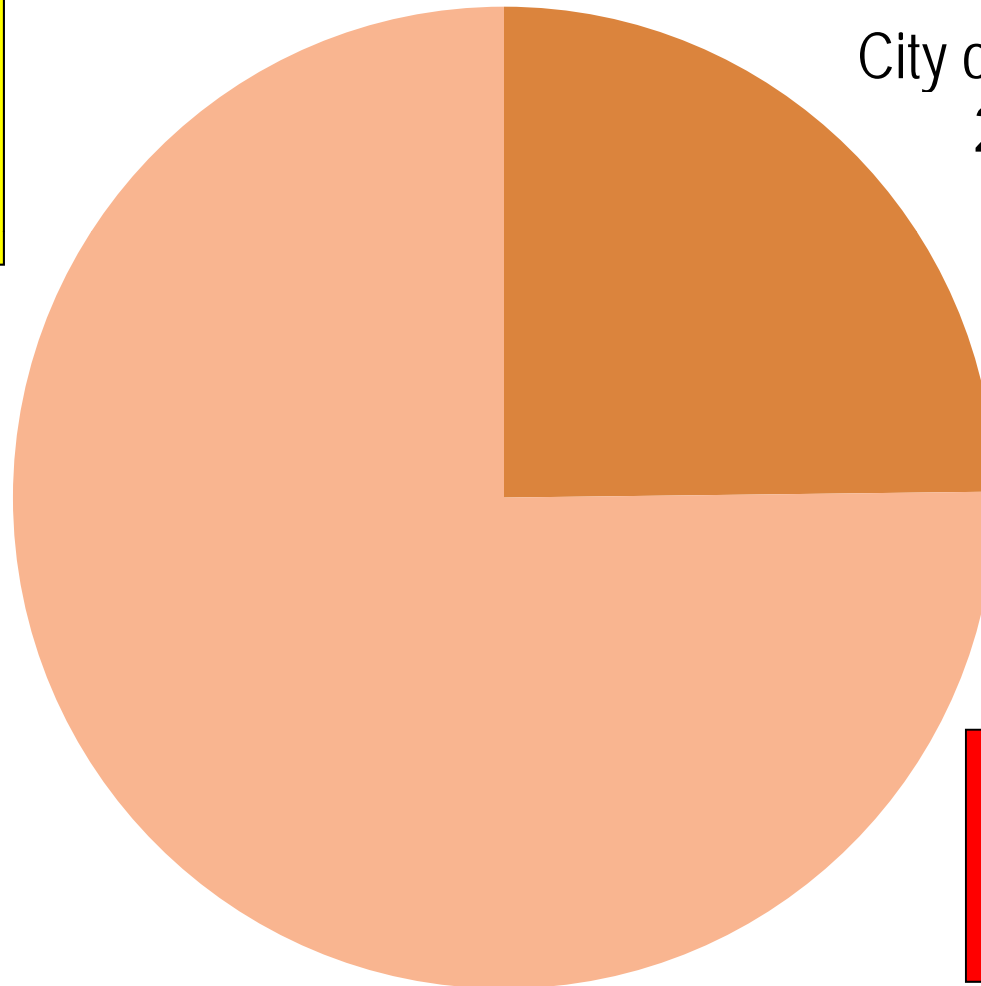
# Projected Population Growth: 2010-2036

## TORONTO CMA: DISTRIBUTION

Source:  
Ontario  
Ministry of  
Finance

City of Toronto  
25%

Suburbs (905)  
75%



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

More transit cannot reduce  
traffic congestion in the GTA