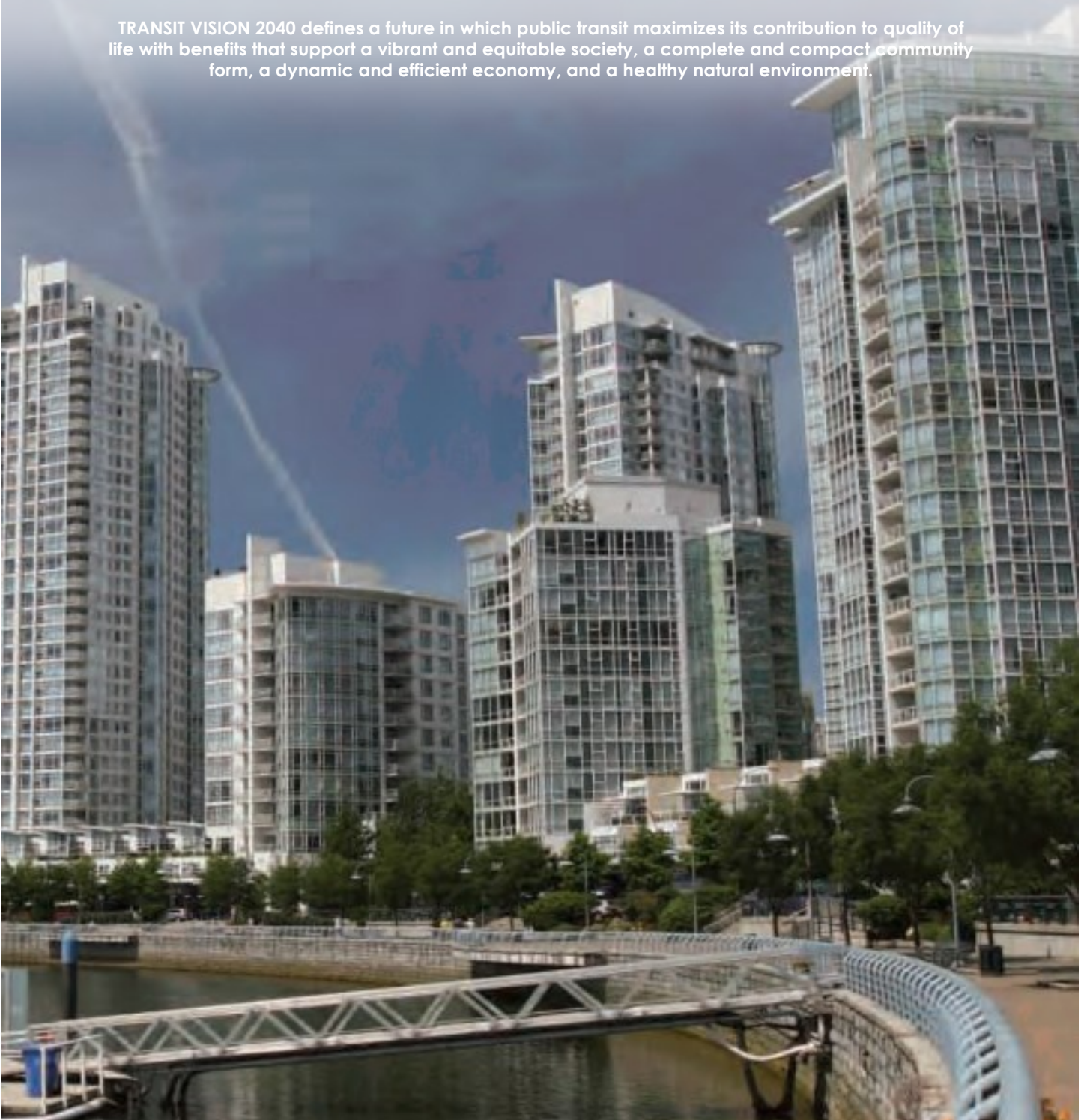


TRANSIT VISION 2040 — FROM VISION TO ACTION

TRANSIT VISION 2040 defines a future in which public transit maximizes its contribution to quality of life with benefits that support a vibrant and equitable society, a complete and compact community form, a dynamic and efficient economy, and a healthy natural environment.



THEME 2: REVOLUTIONIZING SERVICE

STRATEGIC
DIRECTION

2.4

Support the revitalization
of urban cores

REVOLUTIONIZING SERVICE

Strategic Direction 2.4:

Support the revitalization of urban cores

In some major cities, high-density urban cores have been rejuvenated in recent years by an influx of new residents. However, expectations for personal mobility in downtown areas may begin to conflict with the physical limitations of aging urban systems. In order to meet mobility needs in these constrained urban environments and maintain the quality of life that has attracted new residents, the quality of transit services and facilities will have to be improved.

Transit vehicles should be kept up-to-date with new technology, and suitability of vehicles to the urban environment should be prioritized. For example, low-floor vehicles allow for more direct connections to sidewalks and urban life.



Transit facilities should be attractive and integrated with the urban environment.

Urban transit projects should be paired with **land use planning and urban design** strategies to improve the overall experience of transit users. Attractive and functional pedestrian connections should be prioritized.

PERFORMANCE INDICATORS AND TARGETS

Indicator 1: Integration of Transit with Urban Infrastructure

Target:

By 2040, transit in urban cores will be fully integrated with urban infrastructure and city life. This will involve the following:

- Transit-supportive urban design and land use planning principles
- Small-scale transit stations on local routes, with direct connections from vehicles to sidewalks
- Consistently upgrading deteriorating transit facilities, sidewalks and other infrastructure
- Pairing transit expansion plans with urban design plans

Indicator 2: Quality of Urban Transit Vehicles

Vehicle Quality Targets:

By 2040, transit vehicles on urban routes will be of high quality and up-to-date. This will include:

- Using visually appealing and distinctive vehicles
- Upgrading transit fleets when necessary to keep up-to-date with advancing technology
- Low floor vehicles to provide better connections to sidewalks and quick passenger boarding
- Prioritizing passenger comfort with vehicles that provide smooth transit rides
- Providing customer amenities such as air conditioning on vehicles

INITIATIVES AND BEST PRACTICES

Urban Transit Revitalization projects are needed where existing infrastructure is deteriorating or no longer adequate to serve growing populations and more compact development. A number of strategies can be used to bring transit to the centre of urban cores, creating vibrant urban communities that minimize automobile dependence. Transit vehicles and facilities should be kept up-to-date, while transit-supportive design principles should be prioritized that optimized the pedestrian experience.

Mississauga and Brampton, Ontario

The **Hurontario-Main Street Corridor** is a 20 km arterial road running through Mississauga and Brampton facing increasing traffic congestion issues. Plans are in place to implement an **LRT system** along the length of the corridor to make transit an attractive transportation mode, as well as encourage more **compact urban development** that better **supports pedestrian activity**. The LRT will include a total of 28 stops and link directly to five of Metrolinx's identified Mobility Hubs. The public consultation process for the project has begun, with the first of three Public Information Centres held in June 2012.

The majority of the corridor will involve the conversion of two of six existing mixed traffic lanes to designated LRT lanes. The project will be coupled with high quality urban design and land use planning for a compact, sustainable community.



From left to right: Hurontario-Main Street corridor current conditions; vision for the LRT line and urban revitalization; illustration of the proposed LRT in Port Credit

Edmonton, Alberta

Edmonton's **LRT Network Plan** addresses the current, older LRT vehicles that have operated in the City for several decades. The high-floor vehicles are described as "suburban" in style, whereas more "**urban**" **low-floor LRT vehicles** would be better suited to vibrant, compact communities.

Urban transit service requires small and frequent stations, high quality connections to a variety of destinations and active modes of transportation, reduced speed for safety in congested and pedestrian-oriented communities, and attractive urban design. Low-floor LRT vehicles allow for stations to be integrated with existing sidewalks and surroundings for more of an "urban" feel. Edmonton's expanding LRT system will use this technology to reduce transit station construction costs and improve city life.



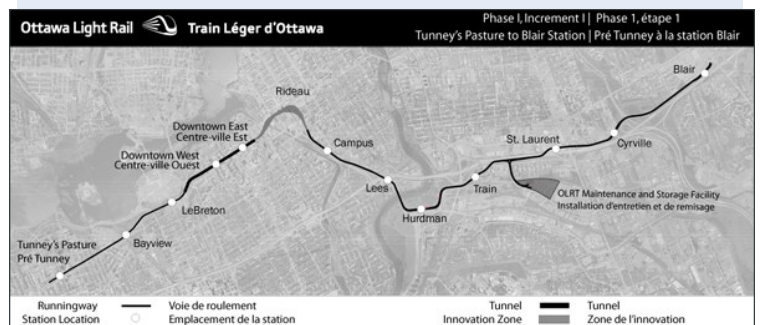
Edmonton's "suburban" high-floor LRT vehicles (left) will be replaced with new "urban" low-floor vehicles, as shown at right.

Ottawa, Ontario

In Ottawa, plans are progressing to replace the congested at-grade Transitway route through the downtown core with an **underground light rail line**.

OC Transpo's Transitway routes were originally designed to eventual conversion to LRT. Since the construction of the busways, transit ridership in the City has risen dramatically and the system is approaching capacity. Conversion to LRT will provide the **high capacity** that the City needs.

The first phase of this conversion will be an east-west LRT route that involves an underground section through the city centre. This will eliminate transit congestion issues downtown and provide **cleaner, quieter service** that will be better suited to compact, pedestrian-oriented communities.



URBAN REVITALIZATION CHECKLIST

- Is transit planning being paired with urban design and land use planning to ensure that transit is fully integrated with urban infrastructure and city life?

- Does the transit fleet make use of advanced technologies to maximize passenger comfort and minimize obstructions, such as excessive noise, to communities along transit routes?

This guide is one in a series designed to assist CUTA members with implementation of *Transit Vision 2040* strategic directions for which they are in a leadership role. It incorporates performance indicators used in annual reporting at a national level to track progress towards 2040 targets. While CUTA is taking the lead for ten of these 27 strategic directions, the remaining 17 fall within the responsibility of other stakeholders, and these guides have been developed in order to provide support to CUTA members and encourage progress toward the *Vision*. The guides summarize the goals and objectives of each strategic direction, propose performance indicators and targets, illustrate best practices from transit systems across the country and provide a checklist to assist members in reviewing their progress.