

FEELING

CONGESTED?

TORONTO TALKS TRANSPORTATION

Update on the Feeling Congested Initiative

Planning and Growth Management Committee, December 4, 2013

# Objectives of Official Plan Review

- 1 To provide policy direction for transit and transportation
- 2 To align transit with land use
- 3 To review and refine existing Official Plan transportation policies
- 4 To establish transportation priorities
- 5 To provide clarity to public and private sector partners on policy directions and priorities
- 6 To develop feedback to Metrolinx

Official Plan Adopted  
by Council in 2002

Official Plan Approved by Ontario  
Municipal Board in 2006

5 years

Official Plan  
Review Begins

Present Day  
2013

2002

2004

2006

2008

2010

2011

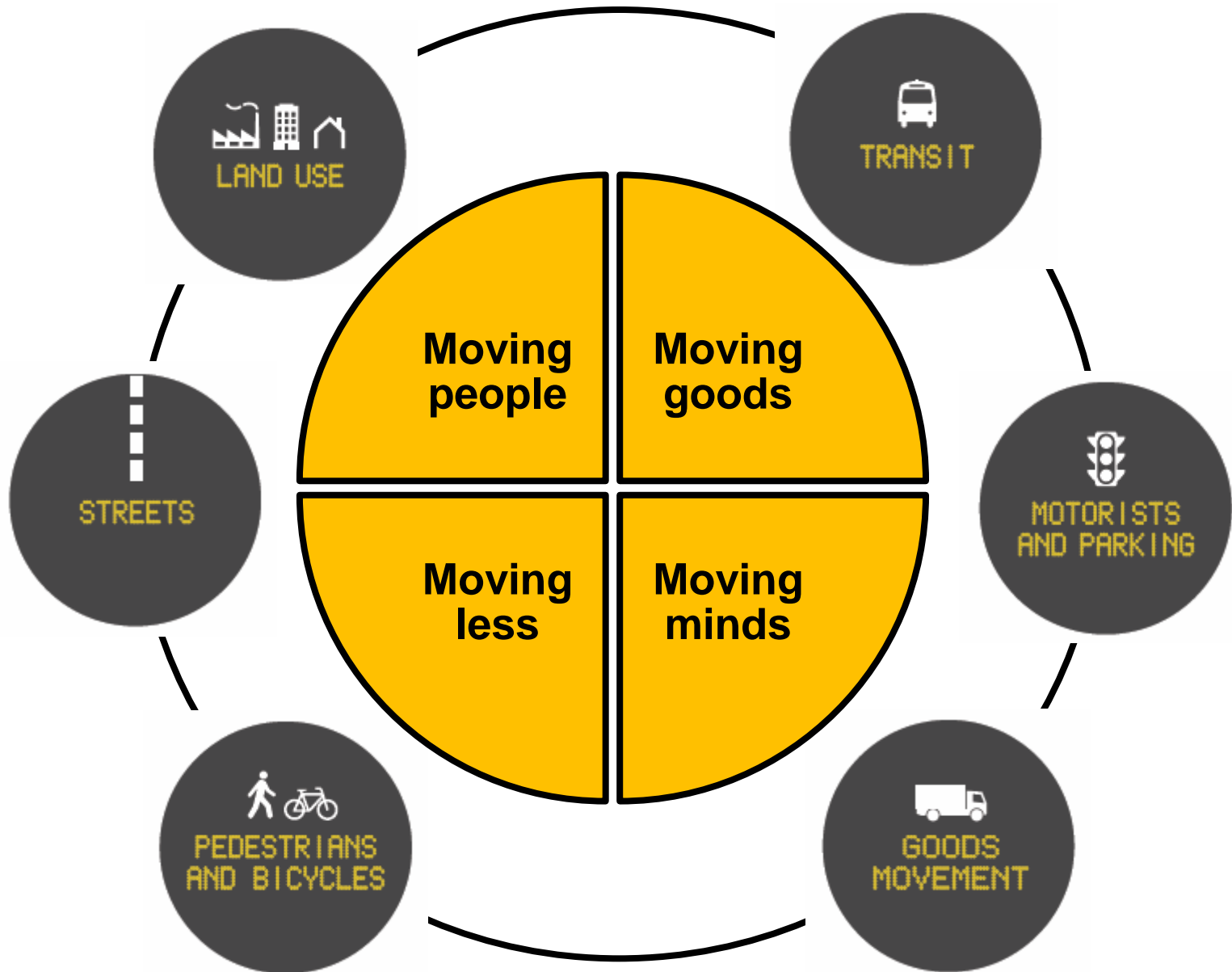
2013



# Toronto's Official Plan Outlines the Long-Term Vision for the City



# The Official Plan has a Transportation Vision



# What We've Achieved So Far

## Sun reporter gets an understanding of cyclists

JULIA ALEXANDER TORONTO SUN

FIRST POSTED: SUNDAY, JUNE 23, 2013 06:00 PM EDT | UPDATED: SUNDAY, JUNE 23, 2013 06:23 PM EDT



I used to hate cyclists.

I can admit as a driver who navigates through the downtown core on a regular basis, I used to curse cyclists whenever they came too close for comfort.

But things have changed since I saw the road from a bicycle seat.

On Sunday, Jennifer Keesmaat, Toronto's chief planner, hosted a two-hour cycling event which was part of the city's Feeling Congested initiative — an effort to get traffic moving.

She invited people to come out for bike tour of downtown streets, ask questions and offer insight into the current congestion

Toronto Chief Planner Jennifer Keesmaat (left) walks with Toronto Sun reporter Julia Alexander. (MICHAEL PEAKE, Toronto Sun)

- Raised awareness that due diligence underway to guide transit investment
- Consultation results so far during 2013:
  - See statistics (left)
- Technical work by City planning staff that is continuing to inform and evolve the transit network evaluation process
- Introduced the idea of including a bike policy framework and Complete Streets into the Official Plan

<b>Media reach</b>	51 million+
<b>Website</b>	14,000+ visits, 7,400+ responses
<b>Five Public Meetings</b>	450+ attendees
<b>Intercepts</b>	engaged over 7000 people
<b>Meetings-on-the-Move</b>	150+ participants
<b>Discussion Panels</b>	600+ participants
<b>Stakeholder Wkg Group</b>	26 organizations sent reps
<b>Emails/letters:</b>	50
<b>Twitter</b>	673 tweets, 1,618 Followers
<b>Facebook</b>	351 Likes

# What are Complete Streets?

*Complete streets are designed and operated to enable safe access for all users.*

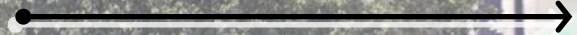
*Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street.*

# Complete Streets

Extended tree canopy



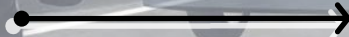
Buildings meet the street



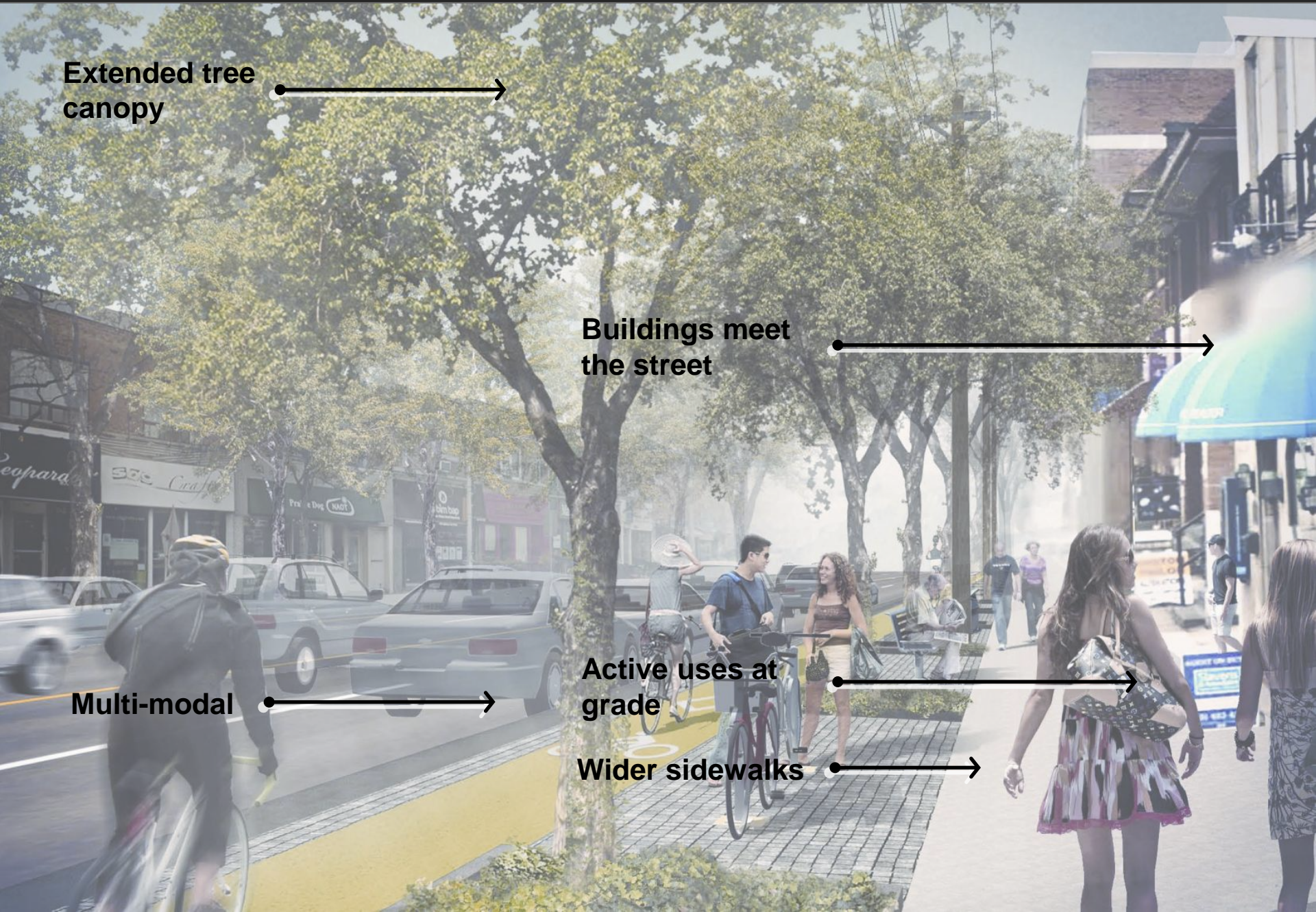
Active uses at grade



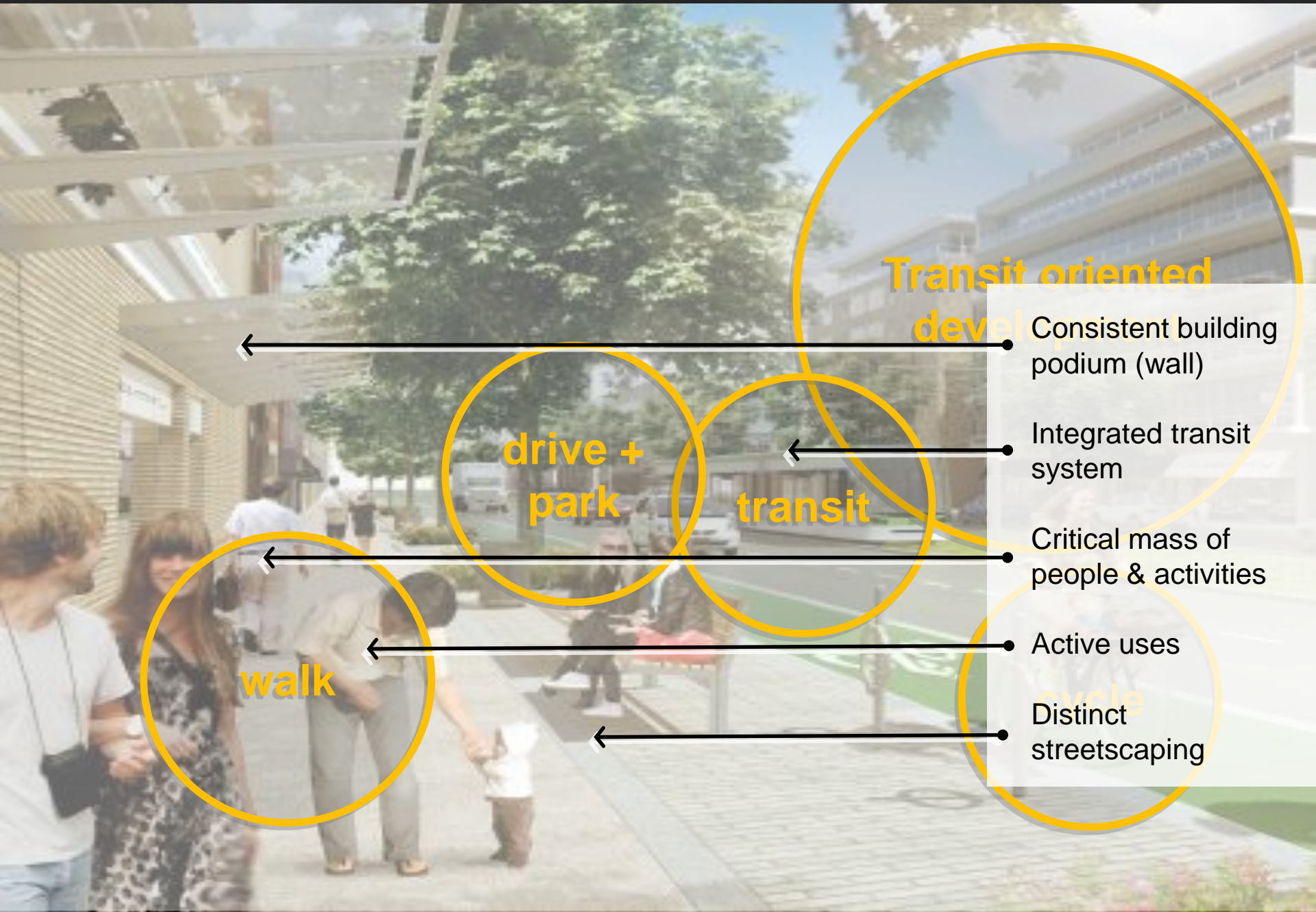
Multi-modal



Wider sidewalks



# Complete Streets





# Bicycle Policy Framework



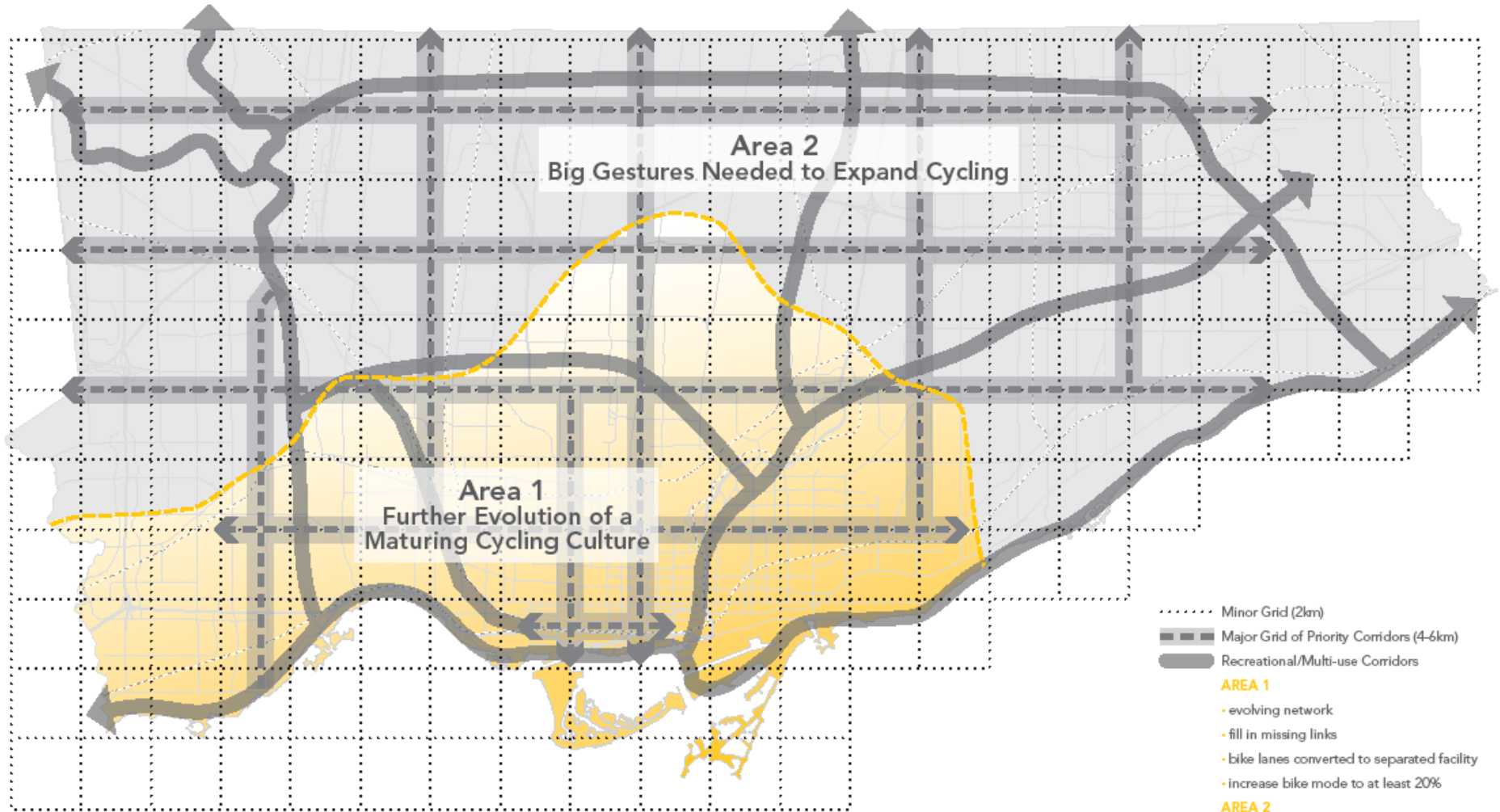
## Why?

- Bicycles are an increasingly important element of our movement system
- Making consistent, balanced decisions about how and where to invest in bicycle infrastructure is crucial to the health of the City's transportation network.

## Objectives

- Guide City staff and decisions about how and where to make investments
- Grow the bicycle network

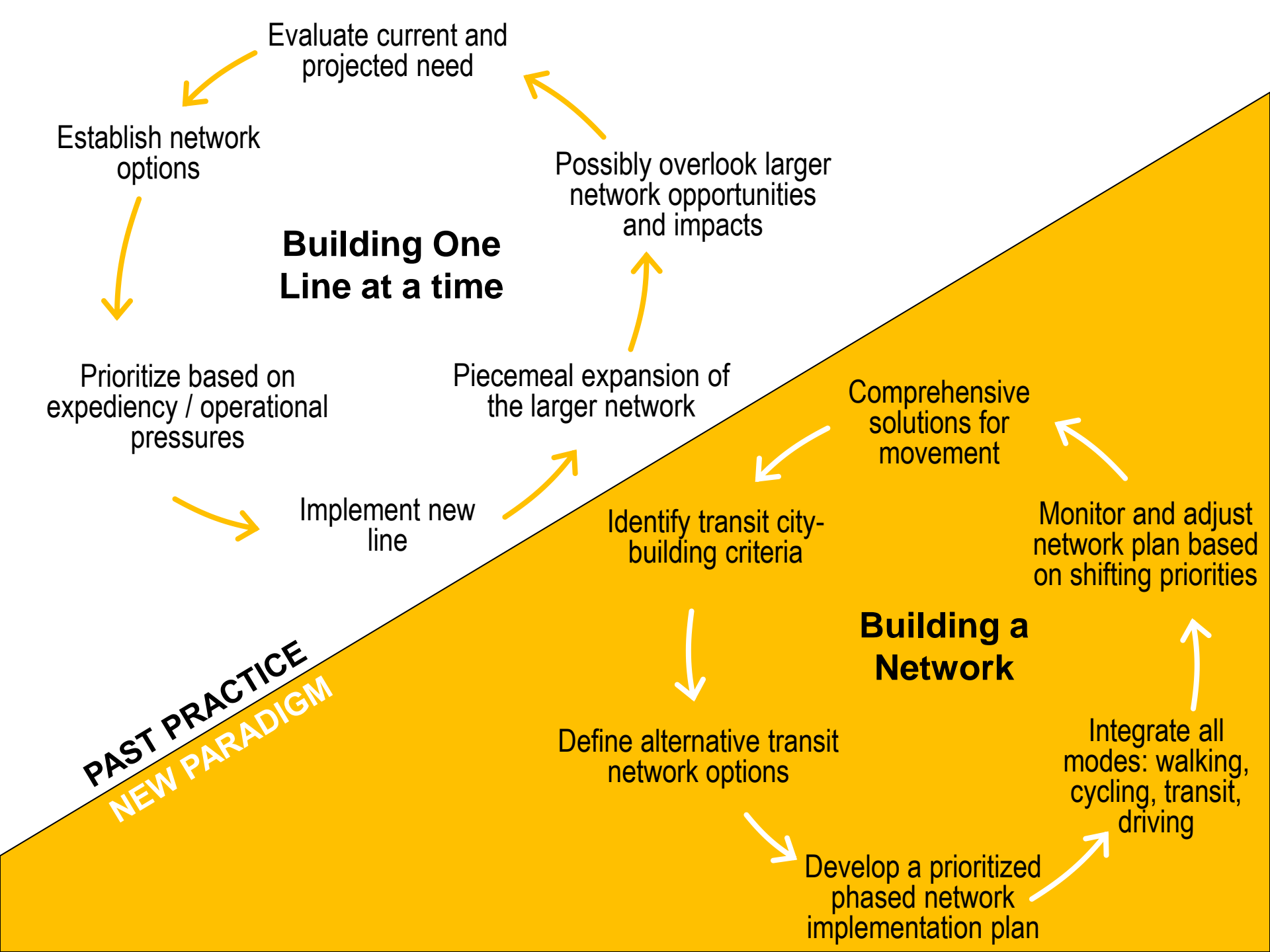
# Bicycle Policy Framework



- Minor Grid (2km)
- Major Grid of Priority Corridors (4-6km)
- Recreational/Multi-use Corridors
- AREA 1**
  - evolving network
  - fill in missing links
  - bike lanes converted to separated facility
  - increase bike mode to at least 20%
- AREA 2**
  - separated cycle facilities to counter traffic environment, distance and safety
  - trail and hydro corridor improvements
  - bike lanes convert to separated facility
  - increase bike mode to at least 4%

# Other Transportation Policies

- **Travel Demand Management**
- **Goods Movement**
- **Road Rights-of-Way**
- **Parking**
- **Transportation - Land Use Integration**
- **Mobility Hubs**



# Transportation Decision-Making Criteria

## PEOPLE



### CHOICE

(Formerly Travel Options)  
Develop an integrated network that connects different modes to provide for more travel options



### EXPERIENCE

(Formerly Travel Experience)  
Capacity to ease crowding/congestion; reduce travel times; make travel more reliable, safe and enjoyable



### SOCIAL EQUITY

(Formerly Fairness)  
Do not favour any group over others; allow everyone good access to work, school, and other activities

## PLACES



### SHAPING THE CITY

Use the transportation network as a tool to shape the residential development of the City



### HEALTHY NEIGHBOURHOODS

Changes in the transportation network should strengthen and enhance existing neighbourhoods; promote safe walking and cycling within and between neighbourhoods



### PUBLIC HEALTH AND ENVIRONMENT

(Formerly Environmentally Friendly)  
Support and enhance natural areas; encourage people to reduce how far they drive

## PROSPERITY



### SUPPORTS GROWTH

Investment in public transportation should support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently.



### AFFORDABLE

Improvements to the transportation system should be affordable to build, maintain and operate.

# Evaluate 24 Rapid Transit Projects

18

## Metrolinx

4

### The Big Move "Next Wave"

- A. Relief Line East (subway)
- B. Yonge North Subway Extension
- C. Durham-Scarborough BRT
- D. Dundas Street BRT

14

### The Big Move beyond "Next Wave"

- E. Don Mills LRT
- F. Eglinton LRT West Extension
- G. Finch West LRT Extension (West)
- H. Finch West LRT Extension (East)
- I. Highway 427 BRT (South)
- J. Highway 427 BRT (North)
- K. Jane LRT
- L. McCowan Road BRT
- M. Scarborough LRT Extension to Malvern
- N. Scarborough Malvern LRT
- O. Sheppard East LRT Extension
- P. Steeles LRT/BRT West
- Q. Steeles LRT/BRT East
- R. Waterfront West LRT

6

## City of Toronto

4

### Official Plan, Map 4

- S. Bloor-Danforth Subway West Extension
- T. Kingston Road BRT
- U. Sheppard Corridor (Yonge to Dufferin)
- V. Waterfront East LRT

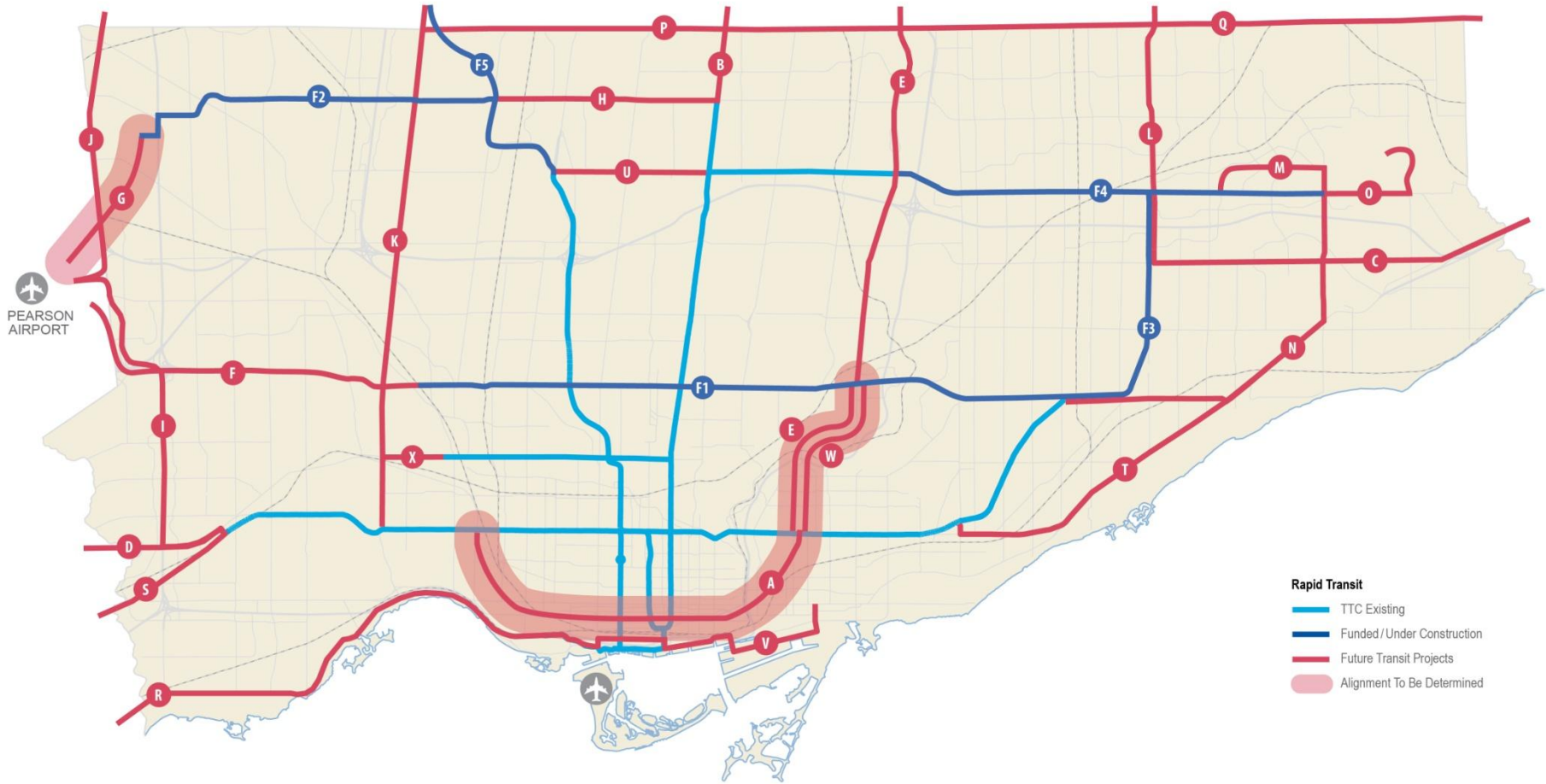
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### Other Projects

- W. Relief Line Extension (Danforth to Eglinton)
- X. St. Clair Streetcar/LRT Extension

Excludes GO Rail Projects

# Map of 24 Rapid Transit Projects



**Rapid Transit**

- TTC Existing
- Funded / Under Construction
- Future Transit Projects
- Alignment To Be Determined

**Currently Funded Rapid Transit Projects**

- F1 Eglinton Crosstown LRT
- F2 Finch West LRT
- F3 Bloor-Danforth Subway Extension
- F4 Sheppard East LRT
- F5 Toronto-York Spadina Subway Extension (TYSSE)

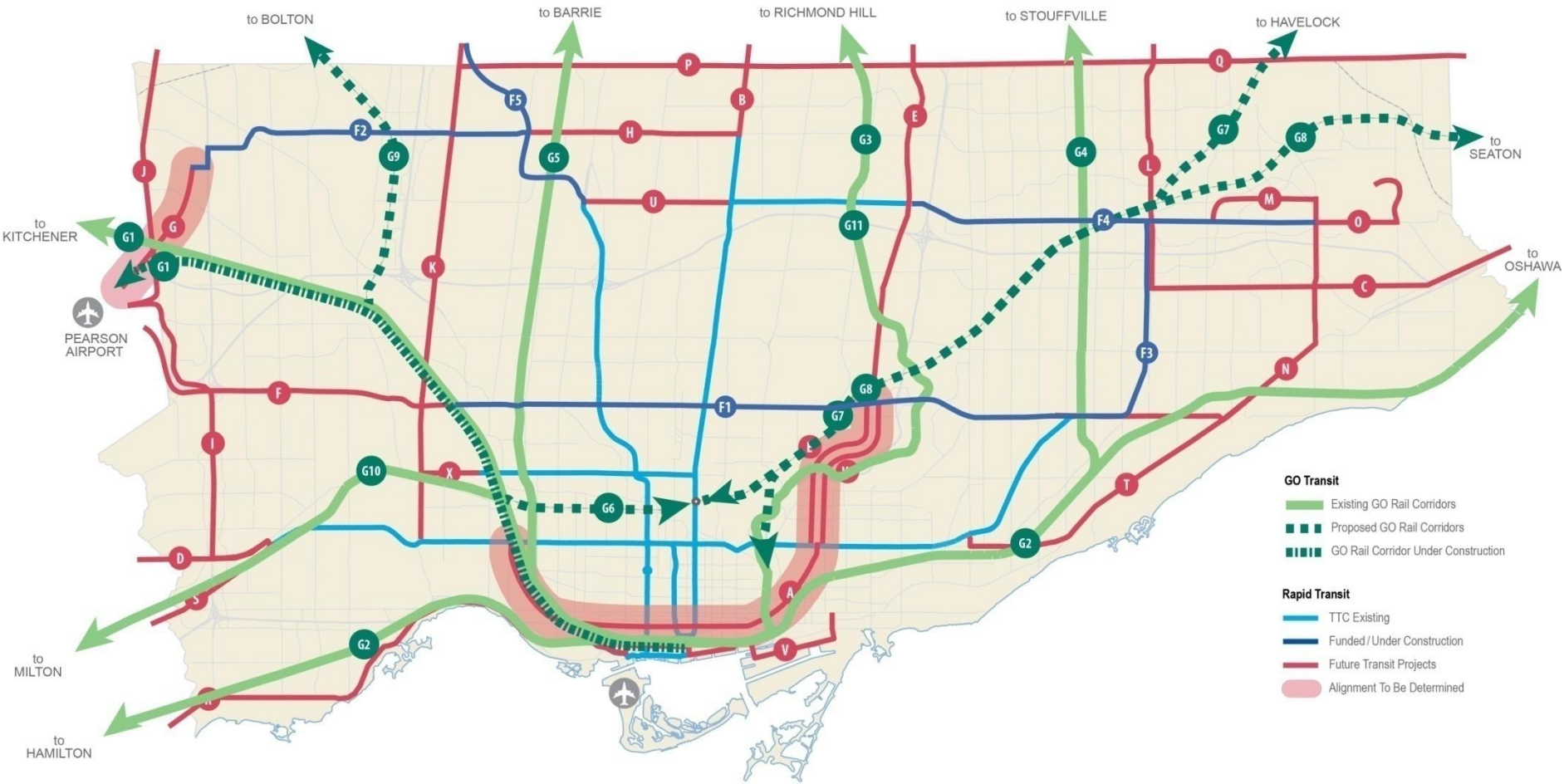
**Unfunded Future Rapid Transit Projects**

- A Relief Line (subway)
- B Yonge North Subway Extension
- C Durham-Scarborough BRT
- D Dundas Street BRT
- E Don Mills LRT
- F Eglinton LRT West Extension
- G Finch West LRT West Extension
- H Finch West LRT East Extension
- I Highway 427 Airport BRT South
- J Highway 427 Airport BRT North
- K Jane LRT
- L McCowan Road BRT

- M Melvern LRT
- N Scarborough Malvern LRT
- O Sheppard East LRT Extension
- P Steeles LRT/BRT West
- Q Steeles LRT/BRT East
- R Waterfront West LRT

- S Bloor-Danforth Subway West Extension
- T Kingston Road BRT
- U Sheppard West Corridor
- V Waterfront East LRT
- W Relief Line East Extension (subway)
- X St. Clair Streetcar/LRT Extension

# Existing & Planned GO Rail Network



## GO Projects

- G1** Electrification of GO Kitchener Line and Union Pearson Express
- G2** GO Lakeshore Express Rail Service
- G3** Richmond Hill Line: Aurora Road to Union Station - GO Rail Service Expansion
- G4** Stouffville Line: Mount Joy to Union Station - GO Rail Service Expansion
- G5** Barrie Line: Bradford to Union Station - GO Rail Service Expansion
- G6** Crosstown GO Rail Corridor
- G7** Havelock GO Rail Corridor
- G8** Seaton GO Rail Corridor
- G9** Bolton GO Rail Corridor
- G10** Milton Line: Cooksville to Union Station - GO Express Rail Service
- G11** Richmond Hill Line: Richmond Hill/Langstaff Gateway to Union Station - GO Express Rail Service

## GO Transit Projects



# Surface Transit Priority Routes



- GO Transit**
- Existing GO Rail Corridors
  - Proposed GO Rail Corridors
  - GO Rail Corridor Under Construction
- Rapid Transit**
- TTC Existing
  - Funded / Under Construction
  - Future Transit Projects
  - Alignment To Be Determined
- Priority Surface Transit**
- Bus or Streetcar Route

# Primary Technical Evaluation

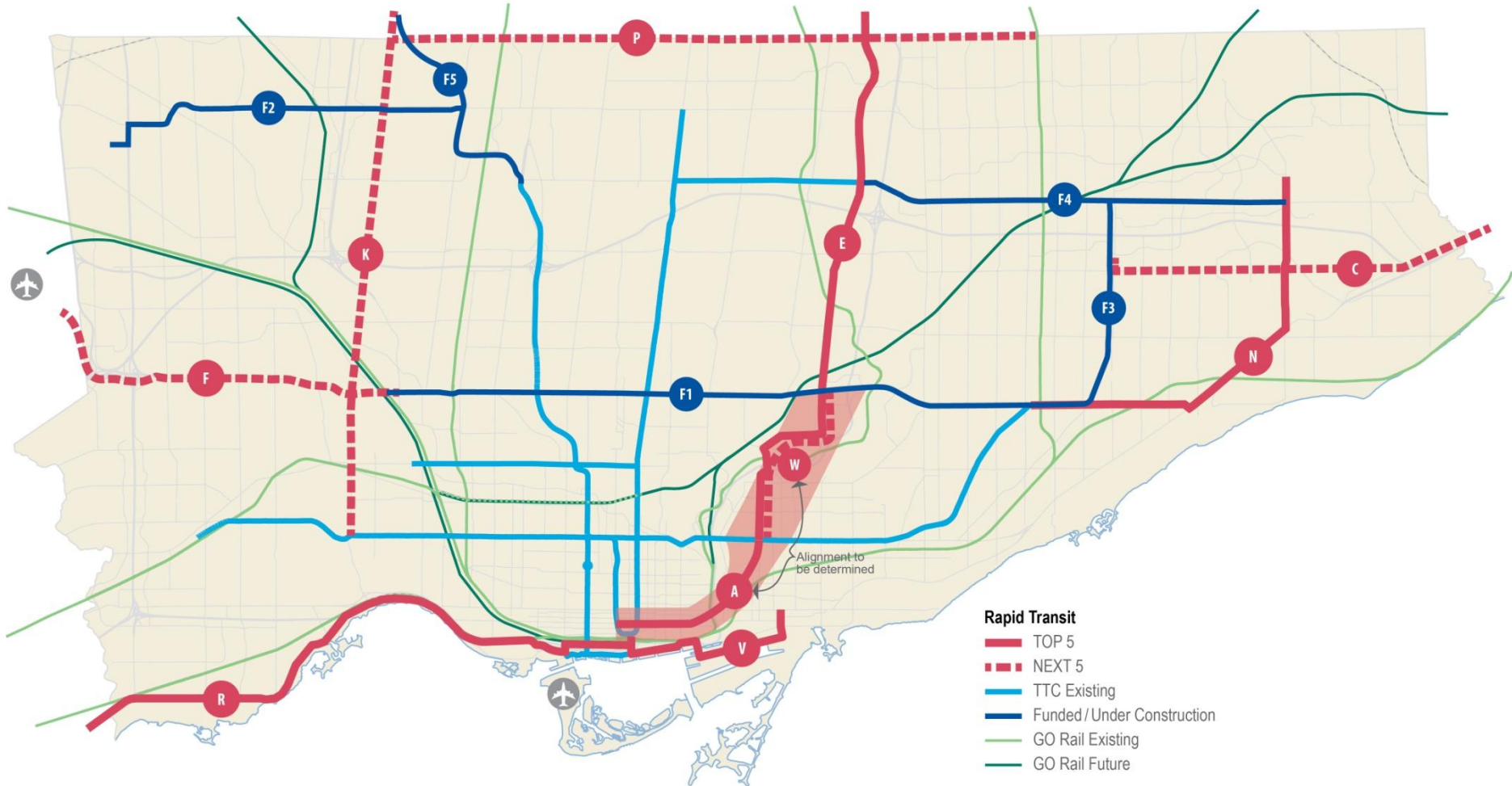
## Projects

Criteria	Projects																									
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X		
Relief Line East (subway)																										
Yonge North Subway Extension																										
Durham-Scarborough BRT																										
Dundas Street BRT																										
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Kingston Road BRT																										
Sheppard Corridor (Yonge to Duffern)																										
Waterfront East LRT																										
Relief Line Extension (Danforth to Eglinton)																										
St. Clair Streetcar/LRT Extension																										

● High Score

○ Low Score

# Equally Weighted



## Funded Rapid Transit Projects

- F1** Eglinton Crosstown LRT
- F2** Finch West LRT
- F3** Bloor-Danforth Subway Extension
- F4** Sheppard East LRT
- F5** Toronto-York Spadina Subway Extension (TYSSE)

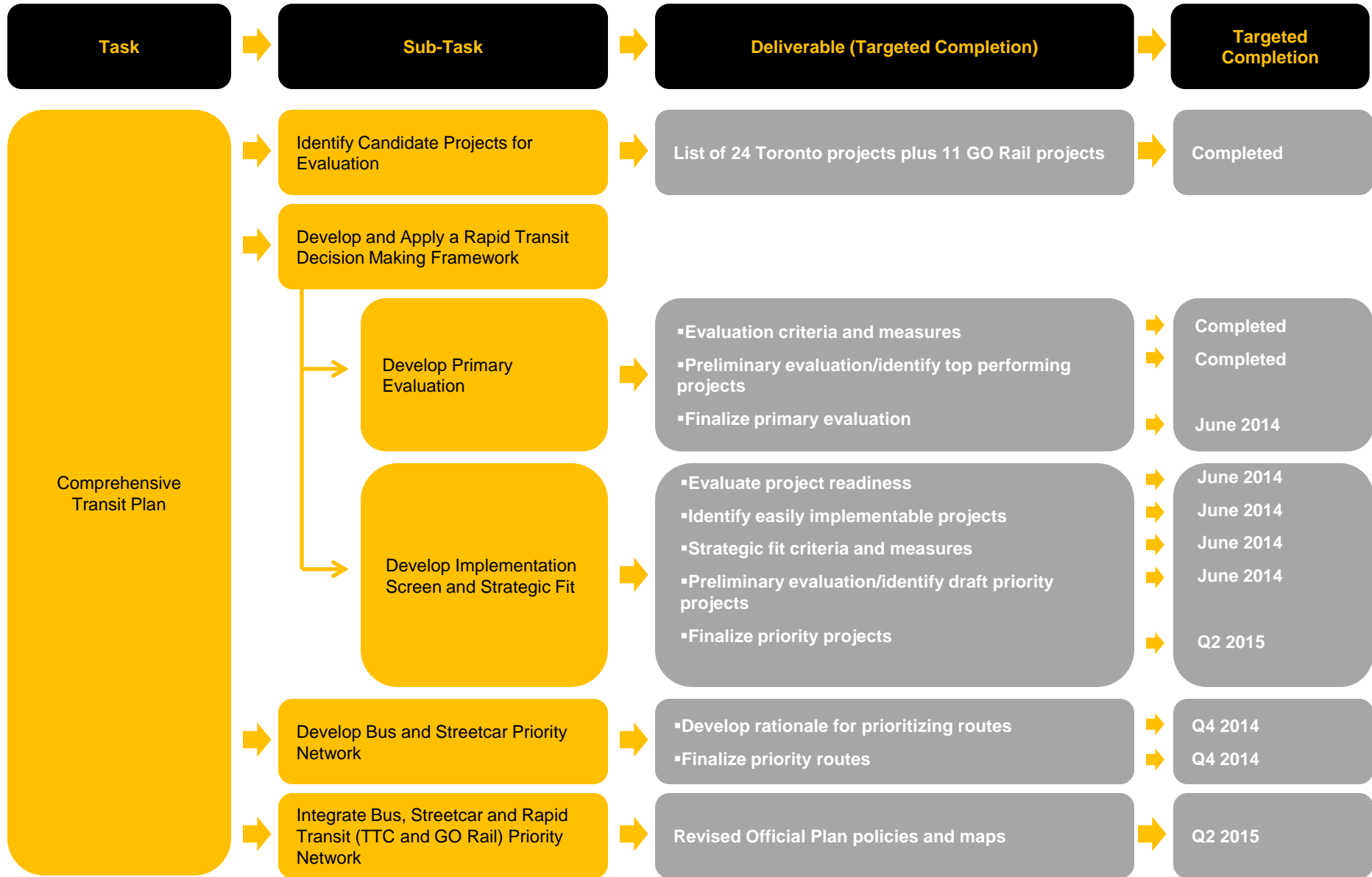
## Top 5 Performing Rapid Transit Projects

- A** Relief Line (subway)
- E** Don Mills LRT
- N** Scarborough Malvern LRT
- R** Waterfront West LRT
- V** Waterfront East LRT

## Next 5 Top Performing Rapid Transit Projects

- C** Durham-Scarborough BRT
- F** Eglinton LRT West Extension
- K** Jane LRT
- P** Steeles LRT/BRT West
- W** Relief Line East Extension (subway)

# Transit Plan - Schedule



# Desired Outcomes

A comprehensive, city-wide, long-term transit network plan for Toronto that:

- Is embedded in the City's **Official Plan**
- Is based on evidence and good planning
- Shapes the urban structure of the city, creating value and a higher quality of life
- Provides political and financial certainty for investment
- Attracts investment and economic growth
- Attracts a dynamic workforce
- Reduces the impact of congestion

# Next Steps

## **Q1&2 2014**

Ongoing consultation on transportation policies

## **Q1 2014 (April)**

Report to PGM with project status, quick win OPAs, schedule updates

## **Q2 2014 (June)**

Report to PGM with project status including bike framework, complete streets, transit priorities, land use/transportation linkage, ongoing work into 2015

## **Q2 2015**

Bring forward all recommended transportation planning updates to the OP, including rapid transit priorities etc.

OURCITY  
OURFUTURE

TORONTO OFFICIAL PLAN AND  
MUNICIPAL COMPREHENSIVE REVIEWS



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FEELING CONGESTED?

THAT'S WHY WE'RE TALKING TRANSPORTATION.