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
Toronto’s Official Plan Outlines the Long-Term Vision for the City
The Official Plan has a Transportation Vision

Moving people
Moving goods
Moving less
Moving minds

LAND USE
TRANSIT
STREETS
MOTORISTS AND PARKING
PEDESTRIANS AND BICYCLES
GOODS MOVEMENT
What We’ve Achieved So Far

- 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

### Media reach
- 51 million+

### Website
- 14,000+ visits, 7,400+ responses

### Five Public Meetings
- 450+ attendees

### Intercepts
- Engaged over 7000 people

### Meetings-on-the-Move
- 150+ participants

### Discussion Panels
- 600+ participants

### Stakeholder Wkg Group
- 26 organizations sent reps

### Emails/letters:
- 50

### Twitter
- 673 tweets, 1,618 Followers

### Facebook
- 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
- Multi-modal
- Wider sidewalks
- Active uses at grade
- Buildings meet the street
Complete Streets

Transit oriented development

- Consistent building podium (wall)
- Integrated transit system
- Critical mass of people & activities
- Active uses
- Distinct streetscaping

Walk
Drive + Park
Transit

Active uses
Distinct streetscaping
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

Area 1
Further Evolution of a Maturing Cycling Culture

Area 2
Big Gestures Needed to Expand Cycling

Cycling Policy Framework

- 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 converted 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
Evaluate current and projected need

Establish network options

Prioritize based on expediency / operational pressures

Implement new line

Define alternative transit network options

Identify transit city-building criteria

Develop a prioritized phased network implementation plan

Comprehensive solutions for movement

Monitor and adjust network plan based on shifting priorities

Integrate all modes: walking, cycling, transit, driving

Possibly overlook larger network opportunities and impacts

Piecemeal expansion of the larger network

Building One Line at a time

Building a Network

Past Practice

New Paradigm
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

**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.

- **Public Health and Environment**
  (Formerly Environmentally Friendly)
  Support and enhance natural areas; encourage people to reduce how far they drive
## Evaluate 24 Rapid Transit Projects

### 18 Metrolinx

#### The Big Move "Next Wave"
- A. Relief Line East (subway)
- B. Yonge North Subway Extension
- C. Durham-Scarborough BRT
- D. Dundas Street BRT

#### 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

#### Official Plan, Map 4
- S. Bloor-Danforth Subway West Extension
- T. Kingston Road BRT
- U. Sheppard Corridor (Yonge to Dufferin)
- V. Waterfront East LRT

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

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Excludes GO Rail Projects
Existing & Planned GO Rail Network

GO Projects
1. Electrification of GO Kitchener Line and Union Pearson Express
2. GO Lakeshore Express Rail Service
3. Richmond Hill Line: Aurora Road to Union Station - GO Rail Service Expansion
4. Stouffville Line: Mount Joy to Union Station - GO Rail Service Expansion
5. Barrie Line: Bradford to Union Station - GO Rail Service Expansion
6. Crosstown GO Rail Corridor
7. Havelock GO Rail Corridor
8. Seaton GO Rail Corridor
9. Bolton GO Rail Corridor
10. Milton Line: Cooksville to Union Station - GO Express Rail Service
11. Richmond Hill Line: Richmond Hill Langstaff Gateway to Union Station - GO Express Rail Service

GO Transit Projects
## Primary Technical Evaluation

| Criteria                        | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X |
| Choice                          | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ |
| Experience                      | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ |
| Social Equity                   | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ |
| Shaping the City                | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ |
| Healthy Neighbourhoods          | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ |
| Public Health and Environment   | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ |
| Affordability                   | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ |
| Supports Growth                 | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ | ⬤ |

- ⬤: High Score
- ⬤: Low Score
Equally Weighted

Rapid Transit
- TOP 5
- NEXT 5
- TTC Existing
- Funded/Under Construction
- GO Rail Existing
- GO Rail Future

Funded Rapid Transit Projects:
1. Eglinton Crosstown LRT
2. Finch West LRT
3. Bloor-Danforth Subway Extension
4. Sheppard East LRT
5. Toronto-York Spadina Subway Extension (TYSSE)

Top 5 Performing Rapid Transit Projects:
A. Relief Line (subway)
B. Don Mills LRT
C. Scarborough Malvern LRT
D. Waterfront West LRT
E. Waterfront East LRT

Next 5 Top Performing Rapid Transit Projects:
- Durham-Scarborough BRT
- Eglinton LRT West Extension
- Jane LRT
- Steeles LRT/BRT West
- Relief Line East Extension (subway)
Identify Candidate Projects for Evaluation

Develop and Apply a Rapid Transit Decision Making Framework

Develop Primary Evaluation

Develop Implementation Screen and Strategic Fit

Develop Bus and Streetcar Priority Network

Integrate Bus, Streetcar and Rapid Transit (TTC and GO Rail) Priority Network

Deliverable (Targeted Completion)

List of 24 Toronto projects plus 11 GO Rail projects

Evaluation criteria and measures

Preliminary evaluation/identify top performing projects

Finalize primary evaluation

Evaluate project readiness

Identify easily implementable projects

Strategic fit criteria and measures

Preliminary evaluation/identify draft priority projects

Finalize priority projects

Develop rationale for prioritizing routes

Finalize priority routes

Revised Official Plan policies and maps

Targeted Completion

Completed

Completed

Completed

Completed

June 2014

June 2014

June 2014

June 2014

Q2 2015

Q4 2014

Q4 2014

Q2 2015
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.
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