



**Toronto Youth Cabinet**  
100 Queen Street West  
15<sup>th</sup> Floor, East Tower  
Toronto, ON M5H 2N2  
Email: [info@thetyc.ca](mailto:info@thetyc.ca)  
Website: [thetyc.ca](http://thetyc.ca)

## Surface Transit Network Plan Update

Members of the Executive Committee,

The Toronto Youth Cabinet supports the Draft Surface Transit Network Plan. Toronto's network of bus and streetcars routes is a critical part of the City's transit system, with 70% of all TTC trips including a ride on the surface transit network. The design of Toronto's roadways does not currently reflect the importance of the surface transit network and we hope this will change as a result of this Plan.

Poverty is concentrated in the inner suburbs where there is limited access to rapid transit which results in a high reliance on bus routes. Data has shown both Fair Pass users' high reliance on transit during the Pandemic and high reliance on the bus as part of transit journeys. Improving transit service in the inner suburbs including through exploring bus lanes is an action item in the 2019- 2022 Poverty Reduction Strategy.

Ridership figures since the start of the COVID-19 Pandemic have shown bus passengers' greater dependence on transit than subway and streetcar passengers. Youth are heavily reliant on transit including the surface network which is used by many students.

Transit priority measures including bus lanes result in more reliable and faster transit service. By shortening trip times, transit priority also allows the TTC to more efficiently allocate resources.

We are concerned that City Council approval for the Jane Street bus lane project is being moved from December 2020 to June 2021. It is essential that this project be implemented as soon as possible. The Jane route is not only one of the busiest in the City but also serves 7 Neighbourhood Improvements Areas.

Overall the Toronto Youth Cabinet is concerned with the pace of implementation. Based on the TTC's Bus Lane Implementation Plan, both the Eglinton East and Jane corridors had project timelines of less than one year. We are concerned that each new project will have a study to implementation timeline of three years. The rapid implementation of the Eglinton East Corridor project as well as the acceleration of other transportation initiatives such as Destination Danforth have shown that major transportation projects can be accelerated. Major U.S. Cities have also shown it is possible to implement bus lanes in a matter of months. The Office of Recovery and Rebuild Report adopted by Council mentions bus lanes, including recommendation 25 which suggests the City should accelerate the installation of priority bus lanes. By asking staff to report back on the feasibility of accelerating the Draft Surface Transit Network Plan, Council can fulfill this recommendation.

Finally, it is imperative that in the 2021 budget process, Council fully funds the Plan to ensure that it can be implemented in an adequate and timely manner.

The Toronto Youth Cabinet is asking that the outstanding bus lane projects in the TTC's Five Year Service Plan each follow an accelerated project schedule. Some analysis for the next four routes has already been completed and is included in the TTC's Bus Lane Implementation Plan.

Sincerely,

The Toronto Youth Cabinet