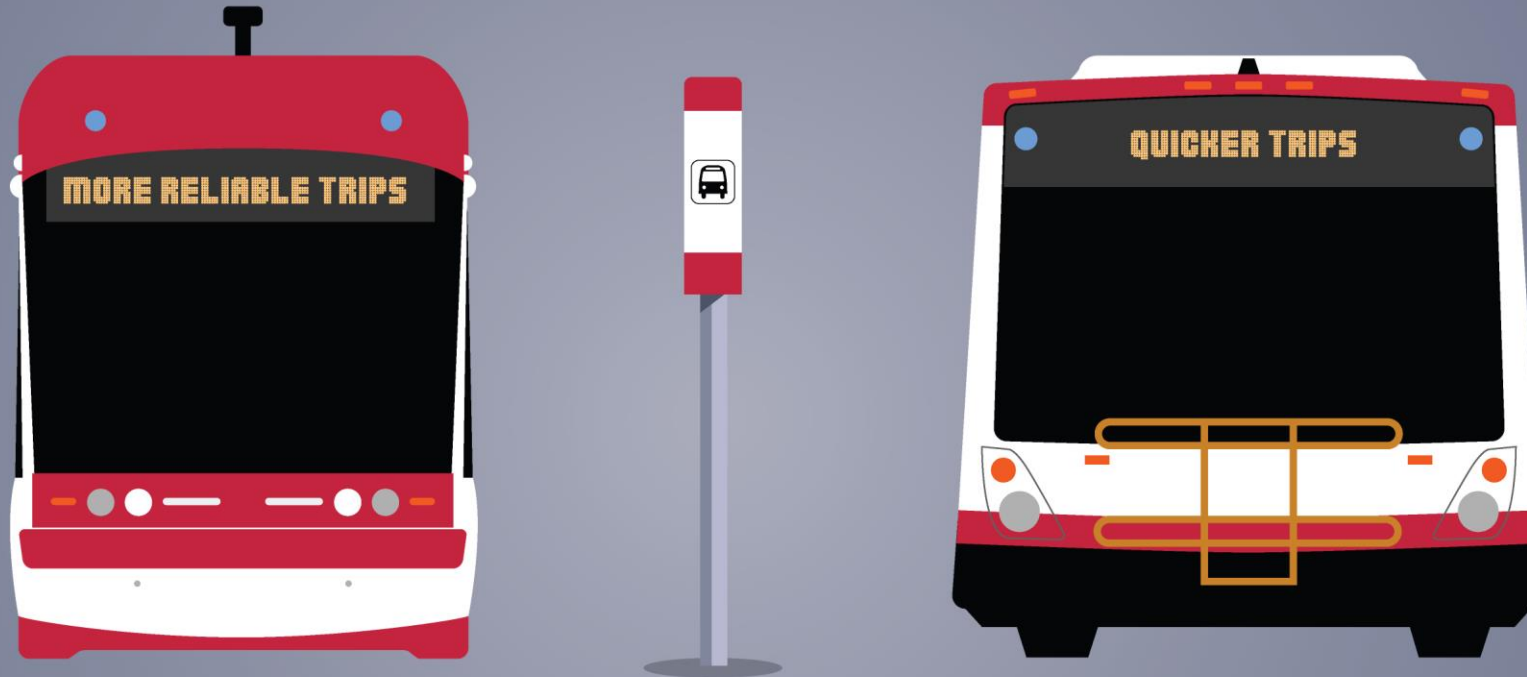


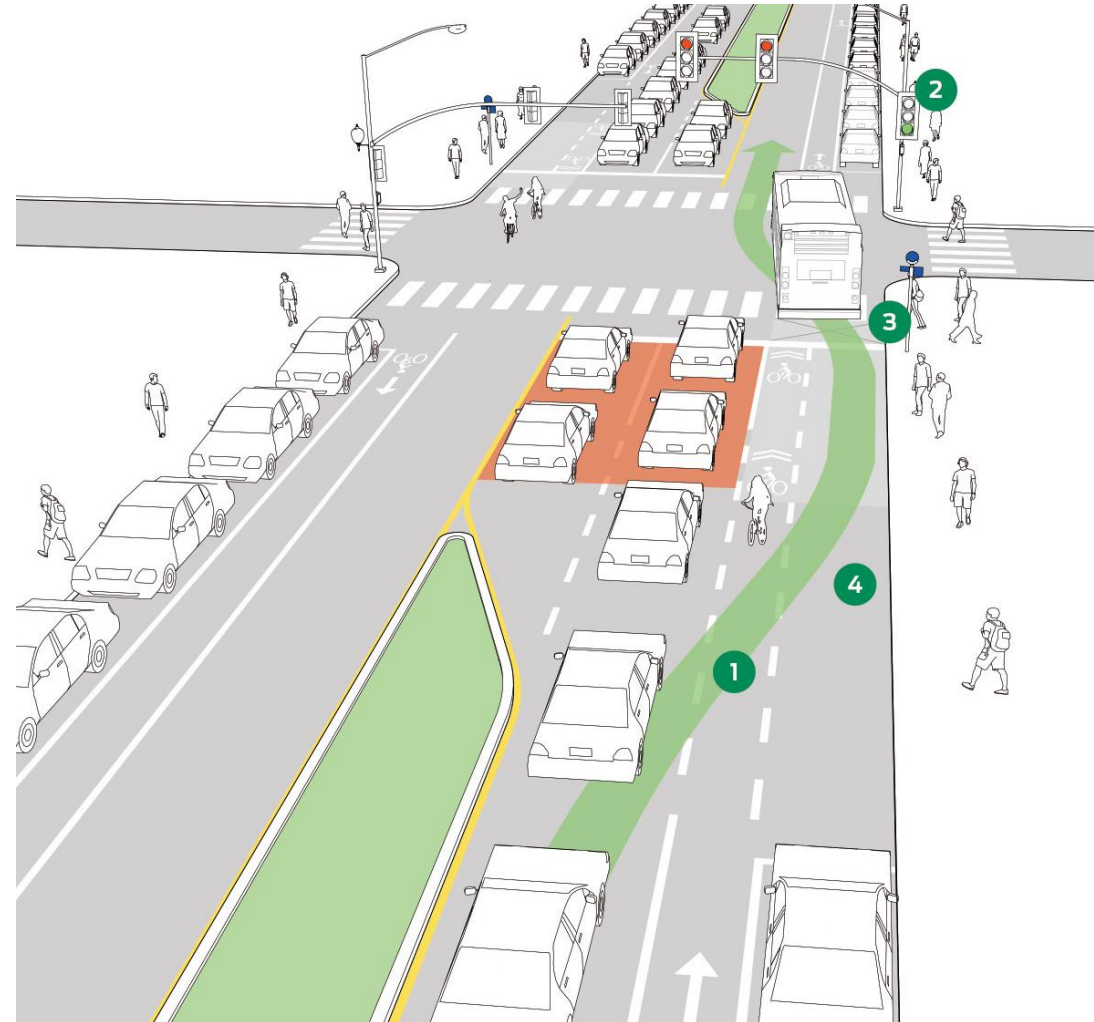
# RapidTO: Surface Transit Network Plan

City Council  
February 6, 2024



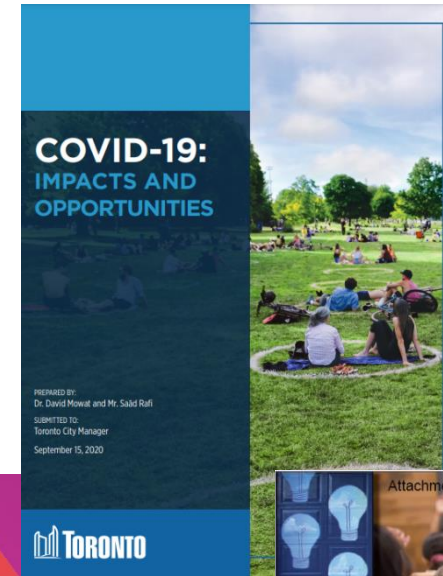
# About the Surface Transit Network Plan

- The TTC and City of Toronto are developing a plan to deliver safe, efficient and equitable bus and streetcar service improvements
- Surface transit improvements will make bus and streetcar service more reliable, reduce delays and shorten travel times on congested roadways
- The goal of an enhanced surface transit system is to provide better access to safe and efficient transportation options to more Torontonians by making surface transit more attractive and practical for use by all



# Alignment with City Policies & Plans

- The Surface Transit Network Plan supports numerous corporate strategies, plans and initiatives, all recognizing the importance of transit in our growing region
- Public transit is an essential tool to support shared goals of an inclusive society that offers equitable access to employment, healthcare and community services



# Council Decision History & Timeline

- **December 2019:** TTC Board approved the 2019-2024 5-Year Service Plan & 10 Year Outlook. Plan identified six (6) routes as candidates for bus lane implementation
- **July 2020:** City Council approved the Eglinton East bus lane. Requested staff to hold community consultations on other routes in the 5-Year Plan
  - **October 2020:** Eglinton East bus lanes in operation
- **November 2020:** Surface Transit Network Plan report sought endorsement from Council on 20 corridors (including the original six routes) for roadway specific studies
  - Council directed staff to prepare a consultation strategy and report back in **Q1 2021**.
- **April 2021:** Report back outlined the consultation strategy to be undertaken before reporting back to Council on the final list of roadways to be carried forward as part of STNP
  - **Fall 2021:** Phase 1 Consultation on Understanding Priorities to Inform Evaluation Criteria
  - **Spring 2022:** Phase 2 Consultation on List of Priority Roadways
- **January 2024:** Report to January 30 Executive Committee

# Phase 1 & 2 | Consultation Summary

## Key Takeaways

- **82% of survey respondents supported** the 20 highest-scoring roadways and the implementation of strategies to improve public transit reliability and trip times
- Members of the public also support:
  - Quicker implementation timelines
  - More than 20 priority roadways:
    - East-west roadways in Etobicoke
    - North-south roadways between Eglinton Avenue and Bloor Street
    - Areas with planned development but limited public transit options

## Public Engagement

In keeping with COVID-19 protocols, the public had various opportunities to participate and provide feedback:



### **200 participants**

engaged through 15 virtual public & community group meetings



### **7,100 responses**

to 2 surveys, including:

**182 responses**

in non-English languages

**452 responses**

from NIA residents



### **730 responses**

through letters, emails and phone calls



# Surface Transit Network Plan Process

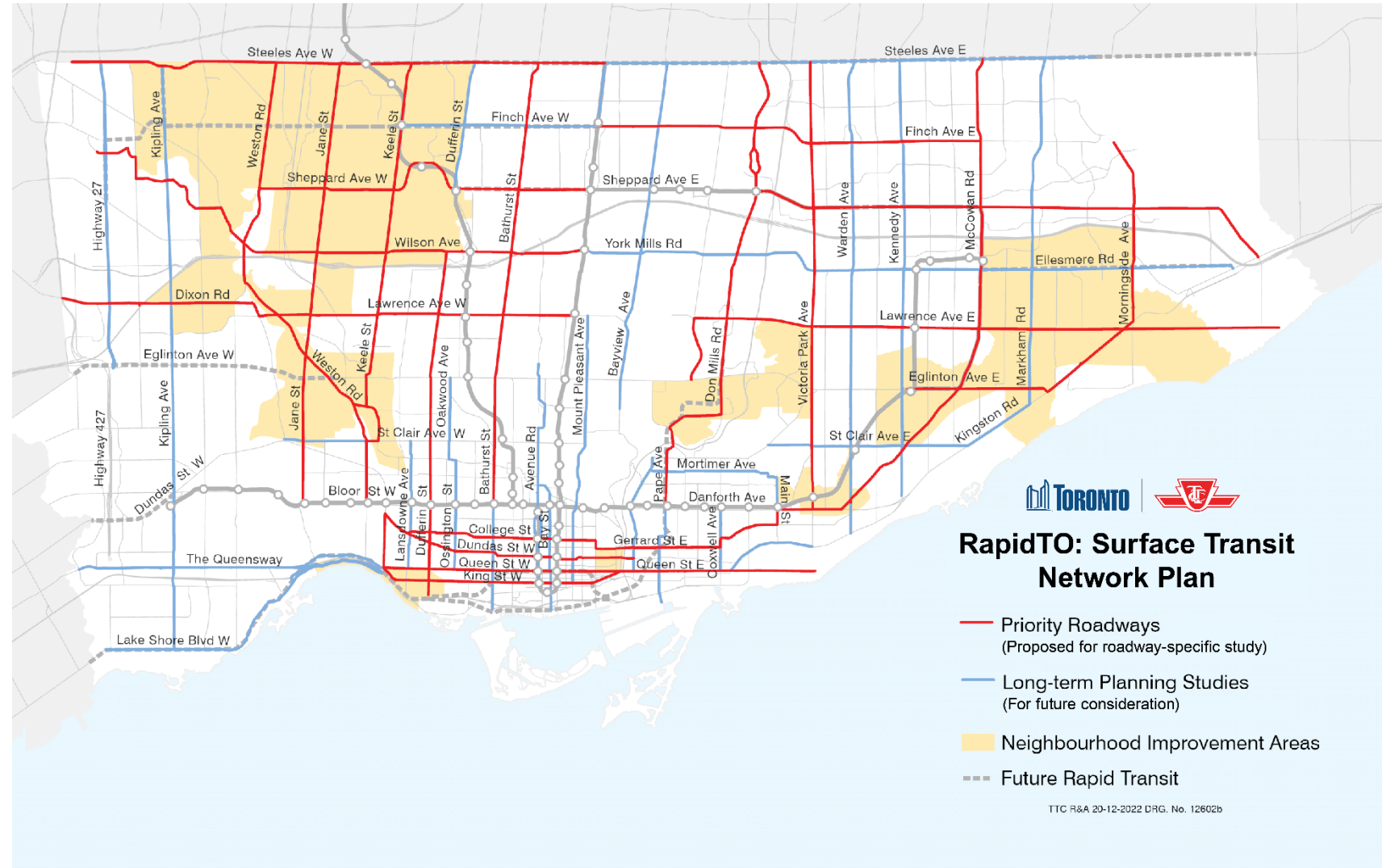
- The TTC and City have engaged the public through a multi-phased consultation strategy to program and deliver Surface Transit Network Plan projects
- Technical analysis was informed by public feedback and will guide the City of Toronto and the TTC in identifying the roadways where transit priority solutions will be studied, designed and implemented over the next 10 years and beyond
- Public consultation is a key component of every phase in the study process



\* Staff report to Executive Committee recommends three new roadways to initiate feasibility studies in this cycle (2024-2025)

# Next Steps | Roadway-Specific Studies

- **City and TTC will study, design, consult with the public on, and deliver transit priority roadways (in red) as part of multi-year capital transportation projects**
- **Long-term planning studies (in blue) may be advanced** earlier to align with emerging local priorities or to bundle with other City projects
- For roadways where Metrolinx is leading rapid transit projects, **interim transit priority solutions will be considered** (e.g., Kennedy and Midland bus lanes to replace Line 3)
- **Transit priority roadways serve all equity-deserving neighbourhoods** and will benefit the City's most vulnerable residents



# Typical Transit Priority Solutions

## Examples of intersection & signal improvements

- Queue jump or bypass lanes
- Transit signal priority, signal timing and coordination
- Bus bulbs or bus bays | near or far side stops
- Signs and pavement markings

## Examples of priority bus lanes

- Curbside bus lanes (RapidTO: Eglinton East)
- High-occupancy vehicle (HOV) lanes





# Concurrent Work to Optimize Surface Transit

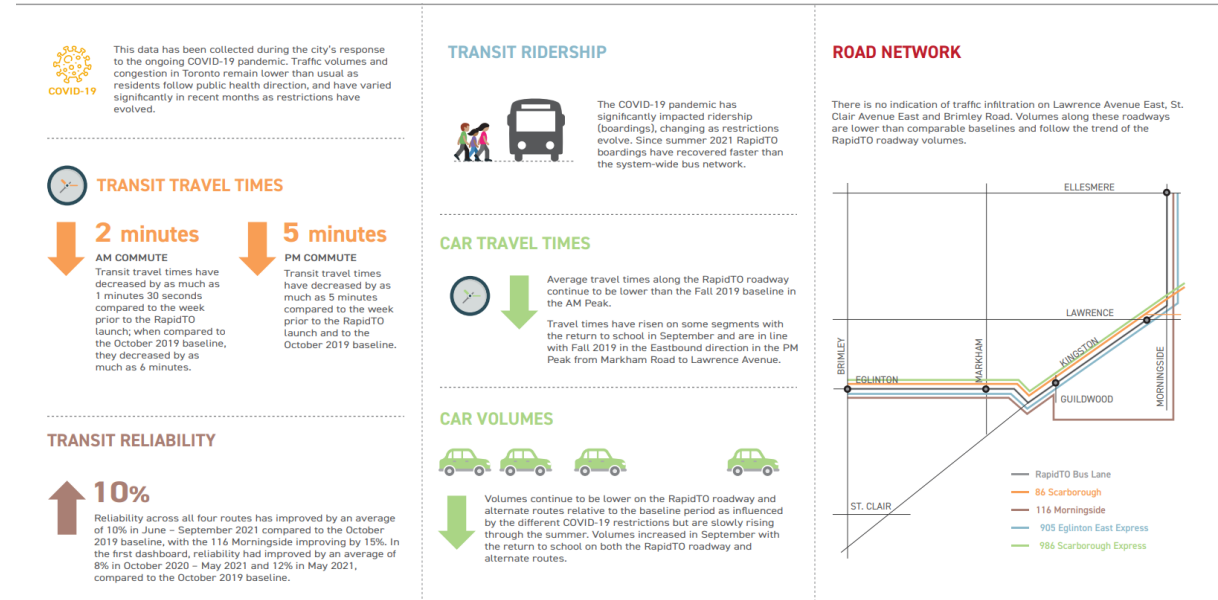
- While STNP looks at delivering large-scale improvements in the near to medium term, other programs aim to implement localized transit priority measures city-wide in the short term to enhance service
- TTC 5 Year Service Plan, City of Toronto Congestion Management Plan and Complete Streets Projects
  - Construct 12 queue jump lanes in 5 years
  - Implement transit signal priority to 50 locations annually
  - Enact targeted regulatory measures (i.e. curbside stopping restrictions or turn restrictions) at 10 locations annually
  - Improve accessibility and comfort at bus stops, e.g. bus pads, shelters



New bus lane alongside Bloor Street bikeway at Jane Station

# RapidTO: Eglinton East | Completed

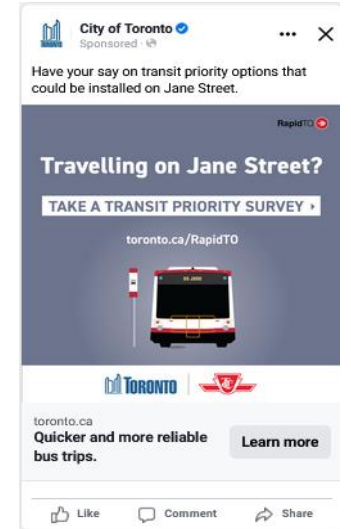
- Implemented 9 km of new priority bus lanes on Eglinton Avenue East, Kingston Road and Morningside Avenue in 2020, connecting people between Kennedy Station and UTSC
- Bus lanes improved speed and reliability of TTC buses; it also offered a safe space for people cycling
- Improved bus services on Eglinton East helped Scarborough residents at the height of COVID
- Project route serves seven neighbourhood improvement areas





# RapidTO: Jane | Update

- Staff have completed technical analysis and preliminary designs for five options on Jane Street
- Feedback collected through initial consultation in spring 2023 was used to inform a preferred design for Jane Street
- Further consultation is anticipated to take place in Q1 2024 and will include opportunities to provide feedback on the preferred design
- A final report will be submitted in Q2 2024 for Committee and Council endorsement



# Other Roadway-Specific Studies Underway

- **Steeles Avenue**

- Feasibility study underway for Steeles Avenue between Bathurst Street and Bayview Avenue
- Study focus on determining preferred surface transit priority infrastructure on Steeles Avenue that would be compatible with future YNSE Yonge/Steeles station (2030)
- City is leading the study in partnership with TTC; other jurisdictions/agencies include Metrolinx, York Region Transit, City of Vaughan and City of Markham



- **Victoria Park Avenue**

- City is currently undertaking a Complete Street Feasibility Study between Lawrence Avenue East and Gerrard Street East with consideration for surface transit improvement opportunities





# Staff Report Recommendations

## Recommendation #1

City Council endorse, in principle, the Surface Transit Network Plan, as depicted in Attachment 1, and direct the General Manager, Transportation Services to use the Plan as the basis of Transportation Services' planning and programming of surface transit priority projects.

## Recommendation #2

City Council authorize the General Manager, Transportation Services, in consultation with the Chief Planner & Executive Director, City Planning and the Chief Executive Officer, TTC, to initiate ~~three~~ **four** additional roadway-specific studies, public consultation, and design of the following individual roadways proposed for surface transit priority, and to bring study findings and recommendations to the appropriate Committee and Council for approval at the appropriate time:

- a) Finch Avenue East between Victoria Park Avenue and McCowan Road;
- b) Dufferin Street between Wilson Station and Dufferin Gate; and
- c) Lawrence Avenue East between Victoria Park Avenue and Morningside Avenue.

## ADDITIONAL Recommendation from Executive Committee:

- d) Steeles Avenue West between Pioneer Village and Bathurst Street**

# Delivering the **RapidTO: Surface Transit Network Plan**

- Subject to Council endorsement on the Surface Transit Network Plan, Transportation Services and TTC staff will undertake roadway-specific studies to advance:
  - Feasibility & Engineering Review for specific roadways
  - Design & Consultation on Design for specific roadways
  - Implementation
- Once a roadway-specific project is designed & approved by Council, implementation of surface transit improvements can be phased by **transit priority type** and/or by **segment**, where possible:
  - **FASTER INSTALL:** Signs, pavement markings (such as red bus lanes), and changes to traffic signal operations can be delivered more quickly.
  - **MULTI-YEAR CONSTRUCTION:** Queue jump lanes or road widening requires multiple years for engineering design, utility investigations/relocation and coordination with other planned capital projects.