



REPORT FOR ACTION

RapidTO: Surface Transit Network Plan

Date: January 16, 2024
To: Executive Committee
From: General Manager, Transportation Services
Wards: All

SUMMARY

While the majority of transit planning efforts in the City of Toronto are focused on higher-order transit initiatives, bus and streetcar routes provide transit services across most parts of the city as complements to, and extensions of, the higher-order transit network. Currently, 70% of all TTC journeys include a surface transit trip.

Improving the reliability of bus and streetcar transit supports the City's priority of keeping Toronto moving. A reliable surface transit network is essential to enable people to move around the city and access employment, business/retail, education and recreational/cultural facilities, particularly for Neighbourhood Improvement Areas and equity-deserving communities. Improving transit services in the inner suburbs is a key recommendation of the City of Toronto's Poverty Reduction Strategy. Supporting transit reliability is critical for meeting the City's TransformTO Climate Action Strategy's goal of 75 percent of trips under a 5 km area walked, biked, or by transit by 2030.

The Official Plan identifies that "recognizing their importance, the network of bus and streetcar routes will be enhanced to improve service reliability and travel times by reducing interference from other road traffic through the implementation of transit priority measures, and by improving operational efficiency and rider convenience by such means as providing more frequent service."

The Surface Transit Network Plan aims to create a comprehensive network of surface transit priority corridors along arterial roads through the use of tools such as reserved lanes, intersection and signal improvements and customer comfort improvements at transit stops to prioritize public transit in the City's road network. The Surface Transit Network Plan was referred to as the RapidTO: Surface Transit Network Plan during the consultation process.

This report seeks City Council endorsement in principle of the overall Surface Transit Network Plan, provides a status update on four projects where roadway-specific studies

have been completed or initiated, seeks City Council endorsement of the initiation of three (3) additional roadway-specific studies in the near-term (2024-2025), and responds to a related request from Infrastructure and Environment Committee.

Staff from Transportation Services, City Planning and the Toronto Transit Commission (TTC) worked collaboratively to develop the Surface Transit Network Plan with consideration for roadways identified in the City of Toronto Official Plan's Surface Transit Priority Network (Map 5), the TTC's 5-Year Service Plan and 10-Year Outlook, as well as other bus and streetcar routes with more than 20,000 daily riders.

In developing the plan, feedback was received from over 7,100 participants over two phases of consultation with local community representatives and the public:

- In Phase 1 (October to November 2021), participants were asked to rate and provide feedback on the importance of evaluation criteria in selecting bus and streetcar roadways to prioritize. There was overall support for the initial evaluation criteria presented, and a new criterion for connectivity to Major Destinations was added as a result of the consultation feedback.
- In Phase 2 (March to April 2022), participants were asked to provide feedback on the list of roadways to be prioritized over the next ten years. Overall, participants expressed support for the initial twenty (20) roadways. Many survey respondents expressed support for accelerated implementation and some frustration about the need to undertake more studies for individual roadways.

Assessment of technical data and public input helped inform the identification, evaluation, and prioritization of 47 candidate roadways for surface transit improvements. As a result, twenty (20) priority roadways have been identified to be included in the Surface Transit Network Plan over the next ten years. Attachment 1 shows the location of the Surface Transit Network Plan priority roadways, along with the 27 candidates for long-term planning studies across the City of Toronto.

Corridors identified for roadway-specific studies will be subject to further feasibility analysis to determine suitable surface transit priority measures and development of design options. Public consultation for each corridor will strive to engage residents and local community groups through online and in-person consultation activities, where possible. Staff will work with Councillors' offices to identify key groups, such as residents, businesses and other community representatives, that should be included in outreach and notification efforts. The public will have an opportunity to review and provide feedback on proposed design options.

Confirmation of the preferred design will be developed with both technical analysis and community input. The preferred option would be recommended in an implementation report to the appropriate Committee for Council approval, before proceeding to implementation.

As previously directed by Council, there are four (4) projects where roadway-specific studies have been completed or initiated associated with the Surface Transit Network Plan: Eglinton Avenue East, Jane Street, Steeles Avenue, and Victoria Park Avenue. This report contains updates on each of these studies.

Subject to City Council approval of the Surface Transit Network Plan, three (3) additional roadway-specific studies are proposed to be initiated in the near-term (2024-2025) to move forward on feasibility study, design, and community consultation for the following roadways:

- Finch Avenue East between Victoria Park Avenue and McCowan Road;
- Dufferin Street between Wilson Station and Dufferin Gate; and
- Lawrence Avenue East between Victoria Park Avenue and Morningside Avenue. Transit signal priority and improving accessibility at bus stops will be considered east of Morningside Avenue.

Finch Avenue East, Dufferin Street, and Lawrence Avenue East were identified as priority corridors in TTC's 5-Year Service Plan and 10-Year Outlook. Dufferin Street and Lawrence Avenue East were identified as high priority corridors under the Surface Transit Network Plan evaluation framework. The above referenced sections of these roadways are being recommended for near-term study to leverage potential opportunities for delivery as part of upcoming capital projects. Initiation of feasibility studies for the remaining segments of Finch Avenue East and Lawrence Avenue East will be considered at a future time.

Each roadway-specific study will require two to three years to undertake feasibility study, design, and community consultation prior to seeking City Council approval for implementation of the proposed changes which will include a phased approach to accelerate implementation of shorter segments of the roadway, where possible

While the Surface Transit Network Plan looks at delivering large scale surface transit improvements on priority roadways, there are other concurrent programs that aim to implement localized transit priority measures city-wide to enhance service. Actions include:

- Delivering up to 12 stand alone queue jump lanes in the next 5 years;
- Implementing transit signal priority to 50 locations annually; and
- Implementing targeted regulatory measures at 10 locations per year.

More information about these actions along with other transit improvements will be presented in the TTC's 5-Year Service and Customer Experience Action Plan to be submitted to the TTC Board in Q1 2024.

In partnership with TTC and City Planning, Transportation Services will report to the appropriate Committee and City Council at key milestones as part of the implementation of the Surface Transit Network Plan.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

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.

2. City Council direct the General Manager, Transportation Services, in consultation with the Chief Planner & Executive Director, City Planning and the Chief Executive Officer, TTC, to initiate three 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.

3. City Council direct the General Manager, Transportation Services, to forward a copy of this report to the TTC Board.

FINANCIAL IMPACT

Funding of \$4.875 million is identified within the 2023-2032 Capital Budget and Plan for Transportation Services to commence feasibility studies and designs of the Surface Transit Network Plan priority roadways. The existing funding allotment is estimated to be sufficient to study and design approximately eight (8) to nine (9) priority roadways. This funding is categorized as a service improvement and enhancement in the approved 2023-2032 Capital Budget and Plan for Transportation Services.

Funding of \$11.967 million in service improvement and enhancements is approved in the TTC's 2023-2032 Capital Budget and Plan to implement Surface Transit Network Plan projects, with cash flow funding of \$0.7 million in 2023 and \$11.259 million across the Capital Plan years of 2024 and 2026. The approved funding is estimated to be sufficient to implement surface transit priority measures on approximately two (2) to three (3) priority roadways, subject to final cost estimates.

As progress on the Surface Transit Network Plan advances, subsequent funding requests for roadway-specific studies and implementation will be made in future Transportation Services and TTC capital budget submissions for additional priority roadways. The funding required to maintain the Surface Transit Network Plan priority roadways will be considered as part of future operating budget submissions for Transportation Services.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial implications as contained in the Financial Impact Section.

EQUITY IMPACT STATEMENT

An enhanced surface transit priority roadway can improve access to economic opportunities, City and other government services and spaces, food, health services

and recreation. Surface Transit Network Plan projects apply transit priority solutions such as intersection improvements, transit signal priority, bus stop changes, high occupancy vehicle lanes, reserved lanes, and queue jump/queue bypass lanes to improve the overall transit user experience in the City's expansive road network. Implementing transit priority solutions enhances service reliability and speed in neighbourhoods with vulnerable populations, such as persons with low income, women, youth and racialized groups. Using the Neighbourhood Equity Index from the Toronto Strong Neighbourhoods Strategy 2020, the Surface Transit Network Plan established equity as one of eight evaluation criteria in selecting surface transit priority roadways.

Public consultation on the RapidTO: Surface Transit Network Plan notably considered Torontonians whose input has been historically underrepresented in city-wide initiatives. The outcome of consultations conducted confirmed overall public support. Implementation of the Surface Transit Network Plan projects will directly benefit residents of all 33 Neighbourhood Improvement Areas in the City of Toronto through improved transit service.

DECISION HISTORY

At the December 12, 2019 TTC Board meeting, the Board approved the 5-Year Service Plan & 10-Year Outlook.

https://cdn.ttc.ca/-/media/Project/TTC/DevProto/Documents/Home/Public-Meetings/Board/2019/December_12/Reports/16_5_Year_Service_Plan_and_10_Year_Outlook.pdf?rev=4d086939de0a4f00801b42b7f1eb4872&hash=BEC5AA8D57EFBB6E2EA3B835318FB15A

City Council at its meeting of February 26, 2020, adopted, as amended, Planning and Housing Committee Item PH13.3 entitled "Official Plan Review: Transportation - Recommended Official Plan Amendment", which recommended policy amendments intended to strengthen the existing policies and provide greater clarity regarding the City's goals related to transportation and the tools endorsed for use to achieve them.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.PH13.3>

At its July 14, 2020 meeting, the TTC Board adopted the Bus Lane Implementation Plan, which presented the prioritization of five priority bus corridors, an accelerated integrated work plan and an implementation plan for Eglinton East.

https://cdn.ttc.ca/-/media/Project/TTC/DevProto/Documents/Home/Public-Meetings/Board/2020/July_14/Reports/5_Bus_Lane_Implementation_Plan.pdf?rev=66d20fdd6c9b4860b9f09f32099fe20b&hash=834ABF32F95604EB2A75AF9B176566F3

City Council at its meeting of July 28-29, 2020, adopted, as amended, Executive Committee Item EX15.1 "Eglinton East Corridor - Priority Bus Lanes", which Council requested the City of Toronto and Toronto Transit Commission to conduct robust community and stakeholder consultations when considering dedicated bus lanes on Sheppard Avenue East, Lawrence Ave East and Dufferin Street as part of the Surface Transit Network Plan.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.EX15.1>

City Council, at its meeting of November 25-26, 2020, adopted, as amended, Executive Committee Item EX18.1 "Surface Transit Network Plan Update" as the basis for initiating local Councillor briefings and community consultations. City Council directed the General Manager, Transportation Services to bring the consultation plan for the Surface Transit Network Plan to the Executive Committee in the first quarter of 2021. <https://secure.toronto.ca/council/agenda-item.do?item=2020.EX18.1>

City Council, at its meeting of April 7, 2021, adopted, without amendments, Executive Committee Item EX22.3 "Surface Transit Network Plan - Consultation Plan" which details the proposed approach for public consultation of the Surface Transit Network Plan and identifies specific activities for Phase 1 and 2 consultations. City Council directed the General Manager, Transportation Services to report back to City Council on the outcome of the consultation and final Surface Transit Network Plan program in the fourth quarter of 2021. <https://secure.toronto.ca/council/agenda-item.do?item=2021.EX22.3>

City Council, at its meeting of June 8, 2021 adopted, as amended, Executive Committee Item EX.24.8 "2019-2022 Poverty Reduction Strategy Action Plan Mid-Term Status". <https://secure.toronto.ca/council/agenda-item.do?item=2021.EX24.8>

At its December 2, 2021, the Infrastructure and Environment Committee (IEC), adopted, without amendments, IEC Item 2021.IE26.25 "Opportunity for Rapid TO Congestion Modelling during Victoria Park Avenue Construction" which requested a Transportation Study on Victoria Park Avenue between Biggin Court and Lawrence Avenue East during lane closures associated with watermain replacement construction and model these delays on the entire section of Victoria Park Avenue subject to RapidTO lanes. <https://secure.toronto.ca/council/agenda-item.do?item=2021.IE26.25>

City Council, at its meeting of May 10, 2023 adopted, Infrastructure and Environment Committee (IEC) Item IE.3.3 "TransformTO 2022 Annual Report: Laying the Foundation for Net Zero". <https://secure.toronto.ca/council/agenda-item.do?item=2023.IE3.3>

COMMENTS

Background

In 2018, Transportation Services, City Planning and the Toronto Transit Commission jointly initiated the Surface Transit Network Implementation Study. The study provided a roadmap of policies, governance, evaluation and prioritization, and an actionable implementation plan for enhancing surface transit priority across the City.

In 2019, TTC launched its "5-Year Service Plan and 10-Year Outlook", which identified opportunities to improve its service in 2020-2024. One fundamental principle of the 5-Year Service Plan and 10-Year Outlook was to prioritize surface transit.

In 2021, Council directed City staff to conduct city-wide consultation to validate the proposed evaluation framework for selecting and prioritizing roadways under the Surface Transit Network Plan and confirm the selection of the top 20 surface transit priority roadways to advance into individual feasibility studies. The Surface Transit Network Plan was referred to as the RapidTO: Surface Transit Network Plan during the consultation process.

From October 2021 to April 2022, the City arranged two phases of consultation where the public was given multiple opportunities and channels to provide feedback on the evaluation criteria for selecting surface transit priority roadways.

Objectives

The objectives of the Surface Transit Network Plan are to:

- Develop a framework for evaluating, prioritizing and selecting surface transit priority roadways identified in the City's Official Plan Map 5 and the TTC's 5-Year Service Plan and 10-Year Outlook;
- Identify new opportunities for enhanced surface transit priority roadways not initially identified in the City's Official Plan;
- Consult local community representatives and the public on understanding the benefits and impacts of different transit priority solutions available, and ensure that the selection of the preferred design meets the needs and priorities of the community; and
- Develop a multi-year capital program for delivering surface transit projects in the City of Toronto.

Policy Alignment

Supporting Toronto's Growth

Toronto's [Official Plan](#) forecasts 3.65 million people and 1.98 million jobs in Toronto by 2051. As Toronto grows and the roadway space remains the same, transit has a critical role to play in ensuring personal mobility to work, retail and leisure activities and reducing congestion. Transit priority solutions help move people more efficiently.

Addressing TransformTO Goals

[TransformTO](#) is Toronto's ambitious climate action strategy, which includes a set of long-term, low-carbon goals and strategies to reduce local greenhouse gas emissions, improve our health, grow our economy, and improve social equity. The Surface Transit Network Plan supports the City's priority of tackling climate change and building resilience. The TTC is expanding its electric bus fleet and aims to be about 40 to 50 percent electric by 2030. Transforming our roadways through investments in transit priority solutions helps Toronto meet TransformTO goals. When buses and streetcars are given priority, they move more people and operate more efficiently and reliably. Improved transit service speed and reliability can offer people an attractive alternative to driving personal motor vehicles and will help contribute towards the TransformTO 2030 goal for 75 percent of school/work trips under 5km to be walked, biked or by transit.

Improving Transit Equity

As described by the City's [COVID-19: Impacts & Opportunities](#), enhancing bus and streetcar roadways is vital for Neighbourhood Improvement Areas, where improving transit can help improve access to employment, healthcare and community services for the City's most equity-deserving communities. While TTC bus ridership decreased to 21 percent at its lowest point in April 2020, bus routes that serve NIAs remained active, and ridership did not decline as much as in other parts of the City. Residents of NIAs are more likely to work in jobs that must be performed in person and tend to rely more on transit for their mobility needs. Providing enhanced public transit, such as priority bus lanes, advances Action 7.2.1 of the City Council-approved [Poverty Reduction Strategy 2019-2022 Term Action](#).

Public Consultation Process - Phase 1

The first phase of consultation took place over eight weeks from October 4 to November 28, 2021. During the consultation period, the City and TTC engaged with local community representatives and the public to:

- Understand what criteria are important when choosing bus and streetcar roadways to prioritize in the RapidTO: Surface Transit Network Plan;
- Identify locations where issues are experienced while travelling on roadways with bus and streetcar service; and
- Receive information on transportation behaviour before the COVID-19 pandemic.

Public consultation activities included six virtual public meetings, presentations to the Advisory Committee on Accessible Transit (ACAT), Lived Experience Advisory Group (LEAG), Toronto Accessibility Advisory Committee (TAAC) and an online survey. Extensive advertising and promotional tactics were used to engage with people from across the city, especially those living in equity-deserving neighbourhoods or whose preferred language is not English. Over 5,200 responses were received through the online survey.

In Phase 1, feedback from local community representatives and the public provided the following key insights and priorities:

- *Overall support for the draft evaluation criteria:* Survey respondents provided an aggregated average rating of 4.2 out of 5 stars for all criteria. The three top-rated criteria that should be used to prioritize the roadways include Ridership, Travel Experience, and Equity.
- *Strong support for adding Major Destinations as evaluation criteria:* Survey respondents suggested over 1,000 new suggestions for additional criteria, with strong support for prioritizing roadways that service major destinations, such as schools, community services and other amenities.
- *Some misunderstanding about what the RapidTO program is about:* There was some misunderstanding about RapidTO: Surface Transit Network Plan objectives, what would be done at each consultation phase and the types of transit priority solutions that would be studied and recommended. There were

also some concerns about the effect of the COVID-19 pandemic on future travel behaviour and whether the program would need reassessment. Some participants supported more than 20 roadways in the plan and quicker implementation timelines.

- *Concerns about transit priority solutions:* There were varying levels of concern from participants about priority bus lanes replacing an existing traffic lane and whether it could worsen congestion, travel times, and air quality. There were some concerns that RapidTO: Surface Transit Network Plan projects would prevent the planning and development of future subway or LRT projects from proceeding. The project team clarified that implementing Surface Transit Network Plan projects would not preclude a potential subway or LRT/BRT study from Metrolinx in the future.

In summary, there was overall support for the initial evaluation criteria presented, and a new criterion for connectivity to Major Destinations was added as a result of the consultation feedback in Phase 1.

Selection of Candidate Roadways for Evaluation

Staff from Transportation Services, City Planning and the Toronto Transit Commission (TTC) worked collaboratively to develop the Surface Transit Network Plan with consideration for roadways identified in the City of Toronto Official Plan's Surface Transit Priority Network (Map 5), the TTC's 5-Year Service Plan and 10-Year Outlook, as well as other bus and streetcar routes with more than 20,000 daily riders.

Further information on the approach to selecting candidate roadways for evaluation is summarized below:

- *The City of Toronto Official Plan Amendment.* In February 2020, City Council adopted a new Map 5 for Surface Transit Priority Roadways, including most arterial roads in the city. The previous map from 2010 excluded some roadways such as Lawrence Avenue. Gaps previously found between the City's Official Plan (2010) and TTC's 5-Year Service Plan and 10-Year Outlook (2019) have been included.
- *TTC 5-Year Service Plan and 10-Year Outlook.* As part of TTC's 2019 study, routes with more than 30,000 weekday boardings were highlighted as critical routes. While they are not the only routes considered a priority, comparing the two sets of routes helped to identify any differences or gaps between the City's and TTC's plans.
- *Moderately High Ridership Routes.* In addition to the 30,000 rider routes by the TTC 5-Year Plan, routes with more than 20,000 weekday boardings were included for evaluation.
- *Midtown In Focus.* The initiative was generated from a previous planning study that reviewed the feasibility of providing higher-order transit infrastructure

between the Yonge-Eglinton growth centre and the Downtown Core. The roadways identified in this study were included in the evaluation.

Refinements were undertaken to the consolidated list of roadways for evaluation to remove overlapping segments with existing subway or LRT or ongoing rapid transit construction projects. For example, the roadways where the Finch LRT, Eglinton Crosstown, and Eglinton Crosstown West Extension run were excluded from the evaluation. Streetcar routes running on dedicated rights-of-way, such as Queens Quay and Spadina Avenue, were also removed. Attachment 2 lists all 47 roadways considered as candidates.

Evaluation Criteria

Eight evaluation criteria were established based on the 2018 Surface Transit Network Implementation Study and feedback received through public consultations.

A score was calculated for each criterion based on technical indicators and relevant data sources. Criteria weightings were developed based on star ratings from the online public survey during Phase 1 consultation. Table 1 below includes the evaluation criteria's average rating and relative weight.

Attachment 3 provides a detailed summary of the technical indicators or unit of measures used for each criterion, data sources, scoring methodology and calculation of criteria weight.

Table 1. Weighted Evaluation Criteria Based on Public Consultations

Criteria	Criteria Data Set	Average Rating (0-5)	Criteria Weight %
Ridership	Transit boardings	4.48	13.28
Growth	Population	4.33	12.49
	Employment	4.09	
Connectivity	Connections to existing rapid transit	4.26	12.29
	Connections to future rapid transit	4.02	
Equity	Equity-deserving neighbourhoods	4.35	12.90
Ease of Implementation	Implementation before 2026	4.29	11.55
	Implementation after 2026	3.40	

Criteria	Criteria Data Set	Average Rating (0-5)	Criteria Weight %
Travel Experience	Travel times	4.38	13.03
	Reliability	4.42	
	Crowding	4.38	
Safety	Collision history	3.99	11.83
Major Destinations	Proximity to libraries, community centres, schools, hospitals, health care centres, grocery stores, daycare services	4.26	12.63
Total			100.00

The total weighted score for each roadway is the aggregate score from all eight criteria, summarized in Attachment 4.

Public Consultation Process - Phase 2

Feedback received in Phase 1 consultations informed and shaped the next phase of the study and related consultation activities. Phase 2 consultation incorporated similar activities with refined outreach tactics to encourage more participation from equity-deserving communities.

The second phase of public consultation took place over four weeks from March 23 to April 20, 2022. During the consultation period, the City and TTC engaged with local community representatives and the public to:

- Report back on what was heard during Phase 1 consultation, including the online survey results and following evaluation process and results;
- Seek feedback on the surface transit priority roadways identified through the evaluation process; and
- Share draft scheduling of roadway-specific studies, subject to Council approval.

Extensive advertising and promotional tactics were used to engage people from across the city, especially those living in equity-deserving neighbourhoods or whose preferred language is not English. Public consultation activities included five virtual public meetings, an online survey, and a presentation to the TTC’s Advisory Committee on Accessible Transit. Over 1,900 responses were received through the online survey.

In Phase 2, feedback from local community representatives and the public provided the following key insights and priorities:

- *Overall support for the top 20 roadways:* 82% of the survey respondents supported the 20 highest-scoring roadways and the implementation of strategies to improve public transit reliability and trip times.
- *Concerns about the distribution of surface transit priority roadways across Toronto:* Some survey respondents preferred the plan to include all east-west streetcar roadways, north-south roadways in Etobicoke, north-south roadways between Eglinton Avenue and Bloor Street as well as roadways with planned developments but limited public transit options.
- *Support for quicker implementation timelines:* Some survey respondents preferred shorter implementation timelines. Survey respondents expressed frustration with the need for more studies and many comments reflected an assumption that implementation only involves painting red bus lanes.
- *Support for improved connectivity in the public transit network:* While out of scope for this project, feedback included a wide range of ideas on how to improve gaps in the TTC's network and service, which included new routes and loops to provide better connections within the TTC network, geographic areas that need more TTC options, more on-demand transit options, and more continuous or non-linear bus routes that would reduce transfers.

Attachment 5 provides a more detailed summary of Phase 1 and 2 consultations. Consultation reports for each phase are available at toronto.ca/RapidTO.

Roadway-Specific Studies

Assessment of technical data and public input helped inform the identification, evaluation, and prioritization of the 47 candidate roadways for surface transit improvements. As a result of the evaluation, twenty (20) priority roadways are recommended to be included in the Surface Transit Network Plan over the next ten years. The highest-scoring roadways include the six roadways identified in the TTC's 5-Year Service Plan & 10-Year Outlook (Eglinton Avenue East, Jane Street, Steeles Avenue West, Finch Avenue East, Dufferin Street, and Lawrence Avenue East).

These twenty (20), listed below in alphabetical order and depicted on a map in Attachment 1, are proposed to be advanced as roadway-specific studies over the next ten years.

Surface Transit Network Plan Priorities for Roadway-Specific Studies

- Bathurst Street (North)
- College-Carlton-Gerrard Street East
- Don Mills Road
- Dufferin Street (South)
- Dundas Street
- Eglinton Avenue East-Kingston Road-Morningside Avenue
- Finch Avenue East
- Jane Street

- Keele Street
- King Street
- Lawrence Avenue East
- Lawrence Avenue West
- McCowan Road
- Queen Street
- Sheppard Avenue East
- Sheppard Avenue West
- Steeles Avenue West
- Victoria Park Avenue
- Weston Road
- Wilson Avenue

The remaining 27 priority roadways are identified as candidates for long-term planning studies to be undertaken beyond 2032. Should any of the initial twenty priority roadways be deemed unfeasible, or if an opportunity is identified to bundle surface transit improvements with other capital projects identified in future years, the Surface Transit Network Plan may need to be reprioritized. Attachment 1 also identifies the 27 candidates for long-term planning studies.

To date, the City and TTC have completed or initiated studies on four (4) roadways, Eglinton Avenue East, Jane Street, Steeles Avenue, and Victoria Park Avenue, as summarized below.

Status Update on Surface Transit Network Plan Projects Completed or Initiated

Eglinton East

In November 2020, RapidTO: Eglinton East was the first project implemented under the Surface Transit Network Plan. The 8.5-kilometre priority bus lanes run along Eglinton Avenue East, Kingston Road and Morningside Avenue from Brimley Road to the University of Toronto Scarborough Campus. The bus lane will be extended to Kennedy Station once the staging work along Eglinton Avenue East for the Line 2 Scarborough Subway Extension is complete. A future study will assess the feasibility of extending the priority bus lanes on Morningside Avenue further north to Finch Avenue East, benefitting the Malvern East and Morningside Heights communities. While the Eglinton East bus lanes are intended to be permanent, they also help bridge the gap with transit needs while the City's Eglinton East Light Rail Transit (EELRT) project advances through study, design, public consultation and implementation.

Jane Street

Following TTC's Board endorsement of the TTC's 5-Year Service Plan and 10-Year Outlook, the TTC initiated the RapidTO: Jane Street feasibility study in 2021 in partnership with the City. The study includes the section of Jane Street between Steeles Avenue West and Eglinton Avenue West. Consultation effort is underway in Wards 5 (York-South Weston), 6 (York Centre) and 7 (Humber River-Black Creek).

The TTC and the City of Toronto continue to advance work on Jane Street. Staff have completed technical analysis and preliminary designs for five options on Jane Street. Feedback collected in the first consultation in Spring 2023 will be used to develop a preferred design. A second consultation is anticipated to take place in Q1 2024 and will include opportunities to provide feedback on the preferred design. A report to the Executive Committee is anticipated to be brought forward in Q2 2024 to seek Council endorsement to implement the recommended design.

Steeles Avenue

A feasibility study is underway for Steeles West between Bathurst Street and Bayview Avenue which focuses on determining the preferred configuration of surface transit priority infrastructure on Steeles Avenue that would seamlessly integrate with the future station at Yonge Street / Steeles Avenue as part of the Yonge North Subway Extension project. Transportation Services is leading the feasibility study in partnership with City Planning, Transit Expansion and TTC staff. External jurisdictions and agencies involved include Metrolinx, York Region Transit, the City of Vaughan, and the City of Markham.

Feasibility studies for the remaining segment of Steeles Avenue West between Steinway Boulevard and Bathurst Street will be considered at a future time.

Victoria Park Avenue

As requested by Infrastructure and Environment Committee, a traffic study was completed to assess the impact of a temporary road closure due to the watermain replacement on Victoria Park Avenue between Biggin Court and Lawrence Avenue East. The southbound curb lane on Victoria Park Avenue was closed intermittently between May 6 and June 18, 2022. The study was requested to measure speed and other variables on Victoria Park Avenue during lane closures associated with watermain replacement construction and model these delays subject to surface transit priority lanes. Attachment 6 provides a summary of traffic data collection and analysis.

Based on the collected speed and volume data, the study did not find significant impacts on traffic operations due to the lane closure on Victoria Park Avenue. Unlike a lane closure where traffic patterns are temporarily disrupted and restored after work has been completed, Surface Transit Network Plan projects are intended to be permanent and require more robust network planning, analysis and consultation with the local community.

Victoria Park Avenue is included in the initial twenty (20) priority roadways for study as part of the proposed Surface Transit Network Plan and was also identified in the 2021 Cycling Network Plan update, and the Vision Zero Road Safety Plan as a Pedestrian Safety Corridor. As such, the City is undertaking a [Victoria Park Avenue Complete Streets Feasibility Study](#) between Lawrence Avenue East and Gerrard Street East. The intent of the feasibility study is to develop viable options for further study, design, and refinement, including surface transit improvement options beyond bus lanes. The most promising options will be brought to community consultation as part of a future detailed design study to identify a preferred alternative. The launch date of the detailed design

study for Victoria Park Avenue has yet to be determined and information on how to get involved will be posted as the study commences.

Next Steps

Subject to City Council approval of the Surface Transit Network Plan, three (3) additional roadway-specific studies are proposed to be initiated in the near-term (2024-2025) to move forward on feasibility study, design, and community consultation for the following roadways:

- Finch Avenue East between Victoria Park Avenue and McCowan Road;
- Dufferin Street between Wilson Station and Dufferin Gate; and
- Lawrence Avenue East between Victoria Park Avenue and Morningside Avenue. Transit signal priority and improving accessibility at bus stops will be considered east of Morningside Avenue.

Finch Avenue East, Dufferin Street, and Lawrence Avenue East were identified as priority corridors in TTC's 5-Year Service Plan and 10-Year Outlook. Dufferin Street and Lawrence Avenue East were identified as high priority corridors under the Surface Transit Network Plan evaluation framework. The above referenced sections of these roadways are being recommended for near-term study to leverage potential opportunities for delivery as part of upcoming capital projects. Initiation of feasibility studies for the remaining segments of Finch Avenue East and Lawrence Avenue East will be considered at a future time.

Following initiation, each roadway-specific study will require two to three years to undertake feasibility study, design, and community consultation prior to seeking City Council approval for implementation of the proposed changes:

- Years 1 - 2: Conduct feasibility and preliminary engineering studies to assess the benefits and impacts of various transit priority measures for that roadway
- Years 2 – 3: Develop design options and undertake consultation with local community representatives and the public, and seek approval on implementation.
- Years 3 – 5+: Subject to City Council approval - detailed design, tender, project delivery, and monitoring. A phased approach will be applied to accelerate implementation of shorter segments of the roadway, where possible.

Project timelines may be adjusted depending on each corridor's complexity, capital project coordination, and other approval processes.

While the Surface Transit Network Plan looks at delivering large scale surface transit improvements on priority roadways, there are other concurrent programs that aim to implement localized transit priority measures citywide to enhance service. Actions include:

- Delivering up to 12 stand alone queue jump lanes in the next 5 years;
- Implementing transit signal priority to 50 locations annually; and
- Implementing targeted regulatory measures at 10 locations per year.

More information about these actions along with other transit improvements will be presented in the TTC's 5-Year Service and Customer Experience Action Plan to be submitted to the TTC Board in Q1 2024.

In partnership with TTC and City Planning, Transportation Services will report to the appropriate Committee and City Council at key milestones as part of the implementation of the Surface Transit Network Plan.

CONTACT

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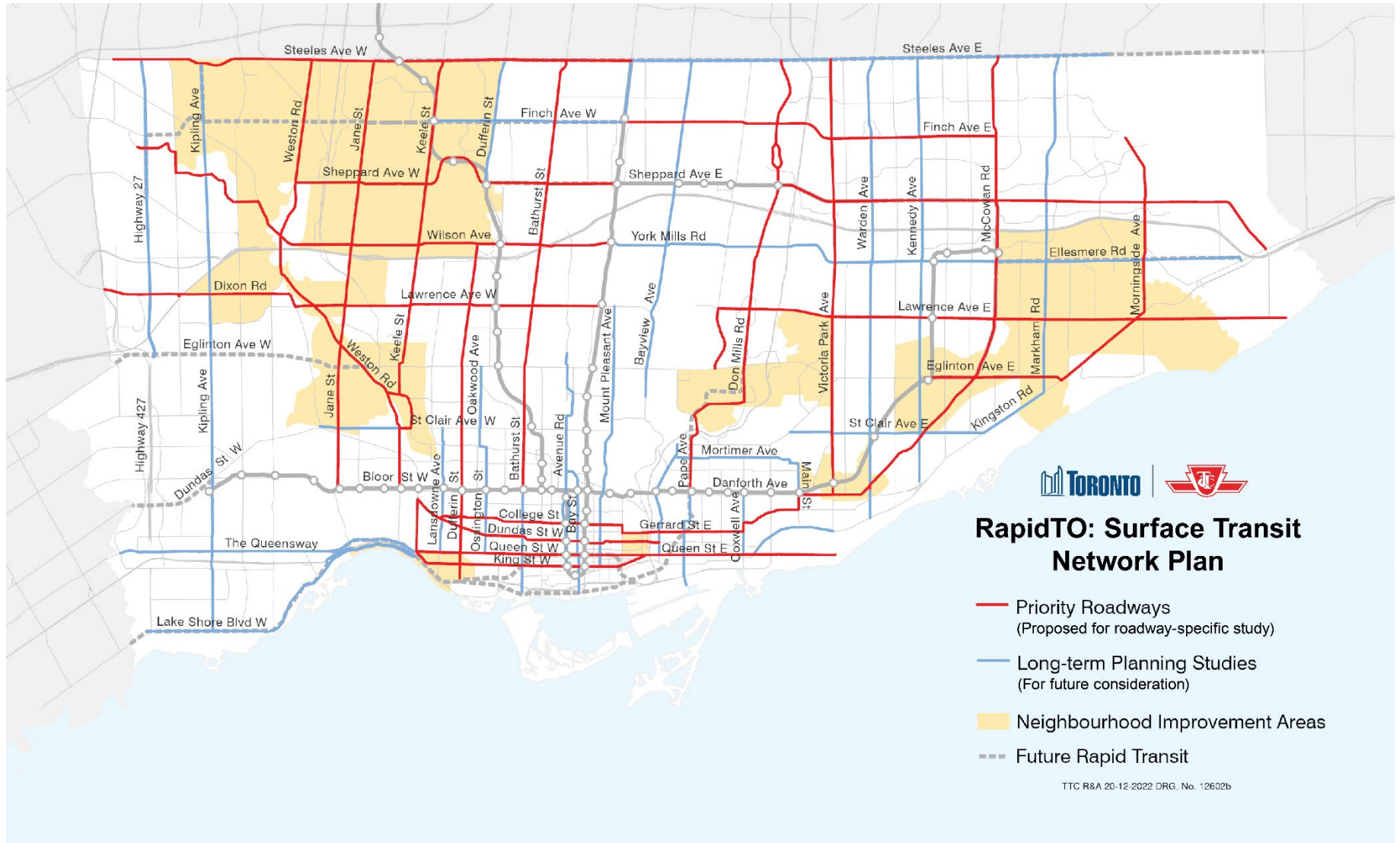
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Barbara Gray
General Manager, Transportation Services

ATTACHMENTS

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Attachment 1 - Map of Surface Transit Network Plan Priority Roadways and Long-Term Planning Studies



Attachment 2 – Limits of Candidate Roadways for Evaluation

Roadway	From	To
Avenue Road	Roselawn Avenue	Adelaide Street West
Bathurst Street (North)	Steeles Avenue West	Bloor Street West
Bathurst Street (South)	Bloor Street West	Lake Shore Boulevard West
Bay Street	Davenport Road/Avenue Road	Queens Quay West
Bayview Avenue	Steeles Avenue East	Davisville Avenue
Broadview Avenue	O'Connor Drive	Queen Street East
College Street-Carlton Street-Gerrard Street East	Dundas Street West	Main Street TTC Station
Cosburn Avenue	Broadview Avenue	Main Street TTC Station
Coxwell Avenue	Danforth Avenue	Queen Street East
Don Mills Road	Steeles Avenue East	Danforth Avenue
Dufferin Street (South)	Wilson Avenue	Dufferin Gate Loop
Dufferin Street (North)	Steeles Avenue West	Sheppard Avenue West
Dundas Street	Roncesvalles Avenue	Broadview Avenue
Eglinton Avenue East-Kingston Road-Morningside Avenue	Kennedy TTC Station	Finch Avenue East
Ellesmere Road	Scarborough Centre Station	Kingston Road

Roadway	From	To
Finch Avenue East	Yonge Street	McCowan Road
Finch Avenue West	Keele Street	Yonge Street
Highway 27	Steeles Avenue West	Highway 427 Interchange
Jane Street	Steeles Avenue West	Bloor Street West
Keele Street	Steeles Avenue West	Bloor Street West
Kennedy Road	Steeles Avenue East	Kingston Road
King Street	Roncesvalles Avenue	Don Valley Parkway
Kipling Avenue (North)	Steeles Avenue West	Kipling TTC Station
Kipling Avenue (South)	Kipling TTC Station	Lake Shore Boulevard West
Lake Shore Boulevard West	Long Branch Loop	King Street
Lansdowne Avenue	St. Clair Avenue West	Queen Street West
Lawrence Avenue East	Don Mills Road	Starspray Loop
Lawrence Avenue West	Highway 27	Yonge Street
Markham Road	Steeles Avenue East	Kingston Road
McCowan Road	Steeles Avenue East	Danforth Avenue
Mount Pleasant Road-Jarvis Street	Lawrence Avenue East	King Street East
Ossington Avenue	Eglinton Avenue West	Queen Street West

Roadway	From	To
Pape Avenue	Danforth Avenue	Commissioner Street
Queen Street	Roncesvalles Avenue	Victoria Park Avenue
Sheppard Avenue East	Don Mills TTC Station	Kingston Road
Sheppard Avenue West	Weston Road	Yonge Street
St. Clair Avenue East	O'Connor Drive	Markham Road
St. Clair Avenue West	Scarlett Road	Gunns Loop
Steeles Avenue East	Yonge Street	Staines Road
Steeles Avenue West	Steinway Boulevard	Yonge Street
The Queensway	The West Mall	Roncesvalles Avenue
Victoria Park Avenue	Steeles Avenue East	Victoria Park Station
Warden Avenue	Steeles Avenue East	Kingston Road
Weston Road	Steeles Avenue West	St. Clair Avenue West
Wilson Avenue	Humber College	Yonge Street
Yonge Street (North)	Steeles Avenue	Finch Avenue
York Mills Road-Ellesmere Road	York Mills TTC Station	Scarborough Centre Station

Attachment 3 - Evaluation Criteria and Scoring Methodology

Criteria	Sub Criteria	Technical Indicator/ Unit of Measures	Data Source (s)	Scoring Methodology	Sub Criteria Star Rating	Sub Criteria Weight	Criteria Star Rating	Criteria Weight (%)
Ridership	Ridership	Weekday Daily Total Transit Boardings (Pre-COVID)	TTC	<p>Ceiling score based on daily total boardings observed on each roadway</p> <ul style="list-style-type: none"> • Scores (4) to RapidTO roadways with daily boardings exceeding 30,000 per day. • Roadways with ridership below 30,000 would get a score which is proportionally a fraction of the score (4) using the below formula: • $Ridership\ Score = \frac{weekday\ total\ daily\ ridership}{30,000} \times 4$ 	4.48	1	4.48	13.28%
Growth	Population Growth	Population by Traffic Analysis Zones	City Planning	<p>Quartile Score based on the sum of population growth between 2011 and 2041 for all the zones along the roadway</p> <ul style="list-style-type: none"> • Score (4): the top 25 percentile • Score (1): the bottom 25 percentile 	4.33	0.51	2.23	6.60%
	Job Growth	Employment by Traffic Analysis Zones	City Planning	<p>Quartile Score based on the sum of employment growth between 2011 and 2041 for all the zones along the roadway</p> <ul style="list-style-type: none"> • Score (4): the top 25 percentile • Score (1): the bottom 25 percentile 	4.09	0.49	1.99	5.89%
Connectivity	Existing Connection	Intersection points between RapidTO roadways and existing subway, GO trains stations, and dedicated ROW streetcars, LRTs	Open Data and City Planning	<ul style="list-style-type: none"> • Ceiling of Score (4) to the roadways with 4 or more intersection points. • Roadways with less than 4 intersection points, would receive scores equal to their number of intersection points. 	4.26	0.51	2.19	6.50%
	Future Connection	Intersection points between RapidTO roadways and planned future transit network projects	City Official Plan Map 4 (Feb 2020) Metrolinx's Frequent Rapid Transit Network (FRTN)	<ul style="list-style-type: none"> • Ceiling Score (4) to the roadways with 4 or more intersection points. • Roadways with less than 4 intersection points, would receive scores equal to their number of intersection points. 	4.02	0.49	1.95	5.79%
Equity	Equity	Neighbourhood Equity Index	City of Toronto Open Data	<p>Quartile score of average neighbourhood equity index along each roadway</p> <ul style="list-style-type: none"> • Score 4: the top 25 percentile • Score 1: the bottom 25 percentile 	4.35	1	4.35	12.90%
Ease of Implementation (EOI)	Ease of Implementation before and after 2026	Existing number of lanes and pavement widths	City of Toronto - Asset Management Unit	<p>Ceiling score for corridors that has more space or property right of way available for potential expansion or lane conversion</p> <ul style="list-style-type: none"> • Existing 6-lane roadways receive a score of 4 • Existing 4-lane roadways with ROW width above 36m receive a score of 4, • Existing 4-lane roadways with ROW below 36m receive a proportion of 4 based on planned ROW divided by 36m. • Two-lane roadways would receive 0. • A segment with the maximum number of lanes or ROW would be selected as the representative of the roadway. 	3.85 ¹	1	3.85	11.55%
Travel Experience	Travel Times	Average speed of TTC local routes servicing RapidTO roadways in the peak direction	TTC	<p>Quartile score of the average speed of TTC local routes on each roadway</p> <ul style="list-style-type: none"> • Score (4): bottom 25 percentile for the slowest roadways • Score (1): top 75 percentile for the fastest roadways 	4.38	0.33	1.46	4.32%
	Reliability	On-Time Performance of routes servicing RapidTO roadways	TTC	<p>Quartile score of on-time performance rating of routes on each roadway</p> <ul style="list-style-type: none"> • Score (4): bottom 25 percentile with lowest on-time performance • Score (1): top 75 percentile with the highest on-time performance 	4.42	0.34	1.48	4.39%
	Crowding	TTC vehicles crowding, weekday and AM peak	TTC	<p>Quartile score of crowding based on bus/streetcar route capacity utilization</p> <ul style="list-style-type: none"> • Score of (4): capacity utilization over 100% • Score of (3): capacity utilization between 95%-100% • Score of (2): capacity utilization between 80%-95% • Score of (1): capacity utilization below 80% 	4.38	0.33	1.46	4.32%
Safety	Safety	City-wide collision points for accidents that involve transit vehicles are considered for this criterion.	City of Toronto – Vision Zero Unit	<p>Quartile score of the number of collisions observed on each roadway</p> <ul style="list-style-type: none"> • Score (4): the bottom 25 percentile with most collisions observed • Score (1): the top 25 percentile with the least collisions observed 	3.99	1	3.99	11.83%
Major Destinations	Your Suggestions	Key destinations including libraries, community and recreation centres, schools, hospitals, health care centres, grocery stores, and daycares.	City of Toronto – Open Data	<p>Quartile score of the number of key destinations along each roadway</p> <ul style="list-style-type: none"> • Score (4): the bottom 25 percentile with the most destination points • Score (1): the top 25 percentile with the least destination points 	4.26	1	4.26	12.63%
Total					54.65	8	33.72	100%

Attachment 4 – Candidate Roadways Total Weighted Score and Rank

Roadway	Total Weighted Score	Weighted Score Rank
Dufferin Street (South)	3.48	1
Lawrence Avenue East	3.47	2
Don Mills Road	3.44	3
Jane Street	3.43	4
Keele Street	3.41	5
Lawrence Avenue West	3.36	6
Queen Street	3.29	7
Steeles Avenue West	3.27	8
McCowan Road	3.20	9
Sheppard Avenue West	3.20	10
Eglinton Avenue East-Kingston Road-Morningside Avenue	3.17	11
Wilson Avenue	3.10	12
Finch Avenue East	3.09	13
King Street	3.09	14
Weston Road	3.04	15
Bathurst Street (North)	3.03	16
Sheppard Avenue East	3.00	17
Victoria Park Avenue	2.94	18
Dundas Street	2.84	19
College St-Carlton St-Gerrard St East	2.74	20
Warden Avenue	2.72	21
Markham Road	2.65	22

Roadway	Total Weighted Score	Weighted Score Rank
Finch Avenue West	2.64	23
York Mills Road-Ellesmere Road	2.63	24
Kipling Avenue (North)	2.54	25
Kennedy Road	2.44	26
Yonge Street (North)	2.37	27
Ossington Avenue	2.37	28
Bathurst Street (South)	2.31	29
Avenue Road	2.29	30
Ellesmere Road	2.27	31
Lake Shore Boulevard West	2.20	32
St. Clair Avenue East	2.20	33
Steeles Avenue East	2.18	34
Bay Street	2.14	35
Highway 27	2.01	36
Bayview Avenue	1.81	37
Lansdowne Avenue	1.70	38
Kipling Avenue (South)	1.68	39
The Queensway	1.67	40
Dufferin Street (North)	1.64	41
Mount Pleasant Road-Jarvis Street	1.57	42
St. Clair Avenue West	1.55	43
Broadview Avenue	1.50	44
Cosburn Avenue	1.49	45
Pape Avenue	1.41	46
Coxwell Avenue	1.12	47

Attachment 5 – RapidTO Phase 1 and 2 Consultation Summary

Phase 1: Understanding Your Priorities Consultation

Public consultation took place over eight weeks from October 4 to November 28, 2021. During the consultation period, the City and TTC engaged with local community representatives and the public to:

- understand what criteria are important when choosing bus and streetcar roadways to prioritize in the RapidTO: Surface Transit Network Plan
- identify locations where issues are experienced while travelling on roadways with bus and streetcar service
- receive background information on transportation behaviour before the COVID-19 pandemic (February 2020)

Promotional Activities

The following promotional activities drove public participation from October 4 to November 22, 2021. Emphasis was placed on ensuring that all aspects of the consultation process were accessible to residents whose primary language was not English.

Activity	Details
City of Toronto website	Project web page: toronto.ca/RapidTO Call-to-action on “What’s New” section: toronto.ca
Mobile app ads	Ads in navigation, cycling, transit and gas apps Ads in non-English apps (Traditional and Simplified Chinese, Tamil, Tagalog, Spanish, Farsi, Portuguese, Urdu, Korean, Bengali, Russian, Italian and French)
Newspaper ads	2 ads published in 13 non-English publications (Ming Pao, Canadian Chinese Express, Senthamarai, Philippine Reporter, El Popular, Iran Javan, Correio Da Manhã, Lo Specchio, Urdu Post, Korea Times Daily, Russian Canadian Info, The Bangla Mail and L’Express)
Online ads	News and weather websites
Radio spots	10-second announcer-read spots on 19 stations Digital streaming ads on 56 radio stations
Social media ads	Newsfeed ads on Facebook, Instagram and Twitter
Social media posts	Organic posts on Twitter on the City’s Twitter, Facebook and Instagram accounts
Consultation email lists	E-blasts to consultation list and shared with City divisions’ networks
TTC transit shelter ads	86 ads in Neighbourhood Improvement Areas
TTC transit stop pole cards	1,116 stop pole cards
TTC digital platform displays	Ads played once every third loop
TTC Wi-Fi login page ad	35 Jane and 102 Markham Road bus routes
TTC cross-promotion	Promotion at TTC’s Line 3 Replacement virtual public meeting

Consultation Activities

The following consultation activities took place virtually due to COVID-19 restrictions:

Activity	Date	Participation
Online survey	October 4 to November 22, 2021	5,200 responses
Lived Experience Advisory Group (LEAG)	August 18, 2021	12 attendees
Advisory Committee on Accessible Transit (ACAT)	November 3, 2021	8 attendees
Toronto Accessibility Advisory Committee (TAAC)	November 15, 2021	Streamed online
Virtual public meetings	October 18, 20, 25, 26, 28, and November 8, 2021	153 attendees
Email/Phone	October 4 to November 22, 2021	Emails from 2 community groups and 720 individuals

Phase 2: Identifying Top Roadways Consultation

Public consultation took place over four weeks, from March 23 to April 20, 2022. During the consultation period, the City and TTC engaged with local community representatives and the public to:

- report back on what was heard during Phase 1 consultation, including the online survey results, and following the evaluation process and results
- seek feedback on the top roadways identified through the evaluation process
- share the timing of roadway-specific studies, subject to the approval by City Council

Promotional Activities

The following promotional activities drove public participation from March 23 to April 20, 2022. Emphasis was placed on ensuring that all aspects of the consultation process were accessible to residents whose primary language was not English.

Activity	Details
City of Toronto website	Project web page: toronto.ca/RapidTO Call-to-action on “What’s New” section: toronto.ca
Digital billboard ads	Ads along major roadways (e.g. Gardiner Expressway)
Mobile app ads	Ads in navigation, cycling, transit and gas apps Ads in non-English apps (Traditional and Simplified Chinese, Tamil, Tagalog, Spanish, Farsi, Portuguese, Urdu, Korean, Bengali, Russian, Italian and French)
Newspaper ads	1 ad published in 13 non-English publications (Ming Pao, Canadian Chinese Express, Senthamarai, Philippine Reporter, El

Activity	Details
	Popular, Iran Javan, Correio Da Manhã, Lo Specchio, Urdu Post, Korea Times Daily, Russian Canadian Info, The Bangla Mail and L'Express)
Online ads	News and weather websites
Radio spots	10-second announcer-read spots on 19 stations 15-second announcer-read spots on CHIN FM 100.7 FM in 8 non-English languages
Social media ads	Newsfeed ads on Facebook, Instagram and Twitter
Social media posts	Organic posts on Twitter on the City's Twitter, Facebook and Instagram accounts
Consultation email lists	E-blasts to consultation list and shared with City divisions' networks
TTC transit shelter ads	86 ads in Neighbourhood Improvement Areas
TTC transit stop pole cards	1,116 stop pole cards
TTC digital platform displays	Ads played once every third loop
TTC Wi-Fi login page ad	35 Jane and 102 Markham Road bus routes

Consultation Activities

The following consultation activities took place virtually due to COVID-19 restrictions:

Activity	Date	Participation
Online survey	March 23 to April 20, 2022	2,164 responses
Advisory Committee on Accessible Transit (ACAT)	April 6, 2022	5 attendees
Virtual public meetings	March 20, 31, and April 4, 5, 11, 2022	16 attendees
Email/Phone	March 23 to April 20, 2022	Emails from 1 community group and 9 individuals

Attachment 6 – Victoria Park Avenue Traffic Data Collection and Analysis

Travel time, speed and volume data were collected for both Victoria Park and Pharmacy Avenues for the following locations and dates:

- Travel Time Data (Pre-Closure – April 19 to May 5, 2022 and Closure – May 11 and 12, 2022)
 - Victoria Park Avenue and Pharmacy Avenue
 - Ellesmere Road to Lawrence Avenue East
 - Lawrence Ave E to Eglinton Avenue East
 - Eglinton Avenue East to St. Clair Avenue East
- Volume and Speed Data (Closure – May 11 and 12, 2022 and After-Closure – September 13 to 15, 2022)
 - Victoria Park Avenue and Pharmacy Avenue
 - South of Lawrence Avenue East
 - North of Eglinton Avenue East

The northbound and southbound volumes on Pharmacy Avenue south of Lawrence Avenue East were unusually low for the after-closure period (i.e., less than 250 vehicles per day). A review of past volumes at this location showed a range of 700-900 vph in the morning peak and 900-1100 vph in the afternoon peak. Therefore, these counts were not used in the analysis.

When comparing the periods with and without the southbound curb lane being closed, the following observations were made:

- Increases in travel time on Victoria Park Avenue and Pharmacy Avenue were insignificant, with most increases being approximately 1 minute or less.
- More significant travel time impacts were observed on:
 - Victoria Park Avenue southbound between Lawrence Avenue East and Eglinton Avenue East, where the travel time increased by approximately 1.4 minutes in the morning peak hour; and
 - Victoria Park Avenue southbound between Lawrence Avenue East and Eglinton Avenue East, where the travel time increased by up to 2.5 minutes in the afternoon peak period (3-5 pm).
- The highest volume decrease during the closure on Victoria Park Avenue was 14% in the southbound direction in the morning peak hour.
- There were no volume increases on Pharmacy Avenue during the morning and afternoon peak periods.
- Mean speeds have not decreased by more than 2% on Victoria Park Avenue and Pharmacy Avenue.