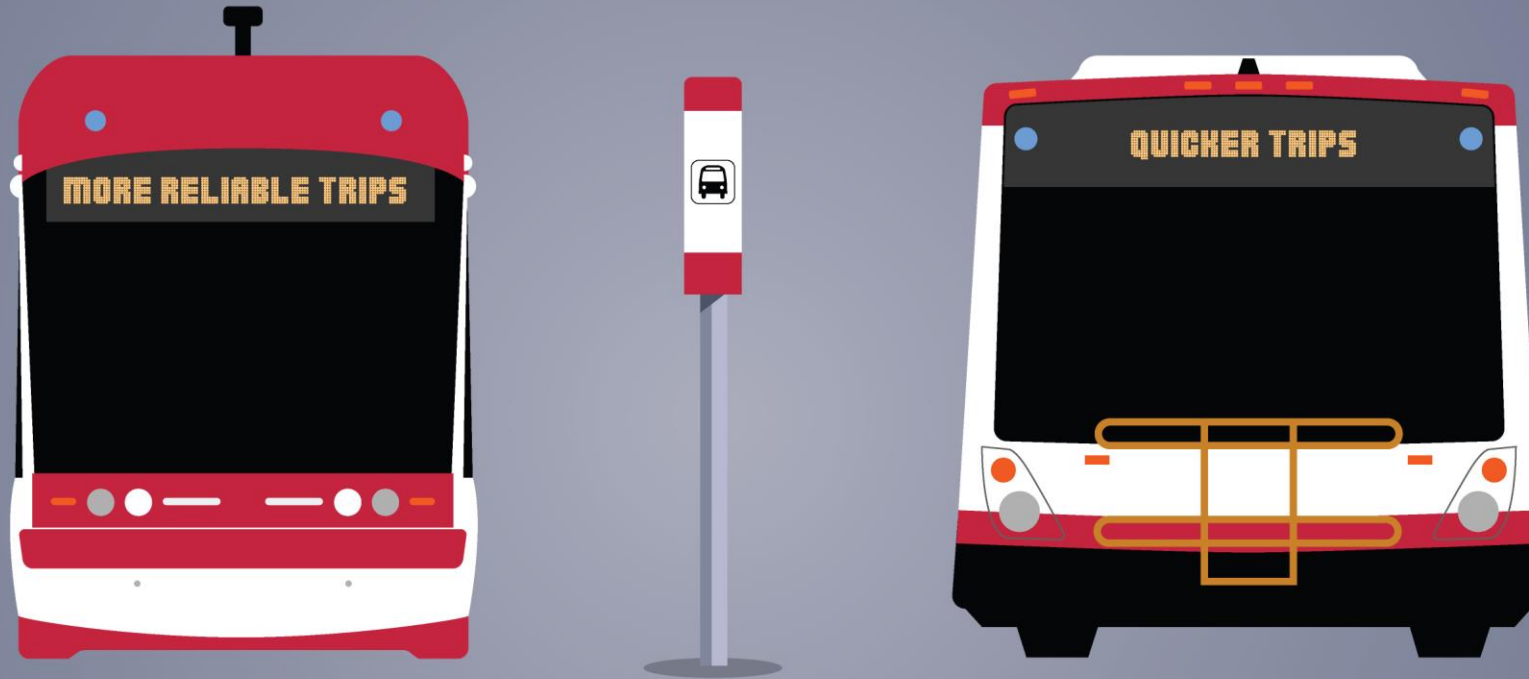


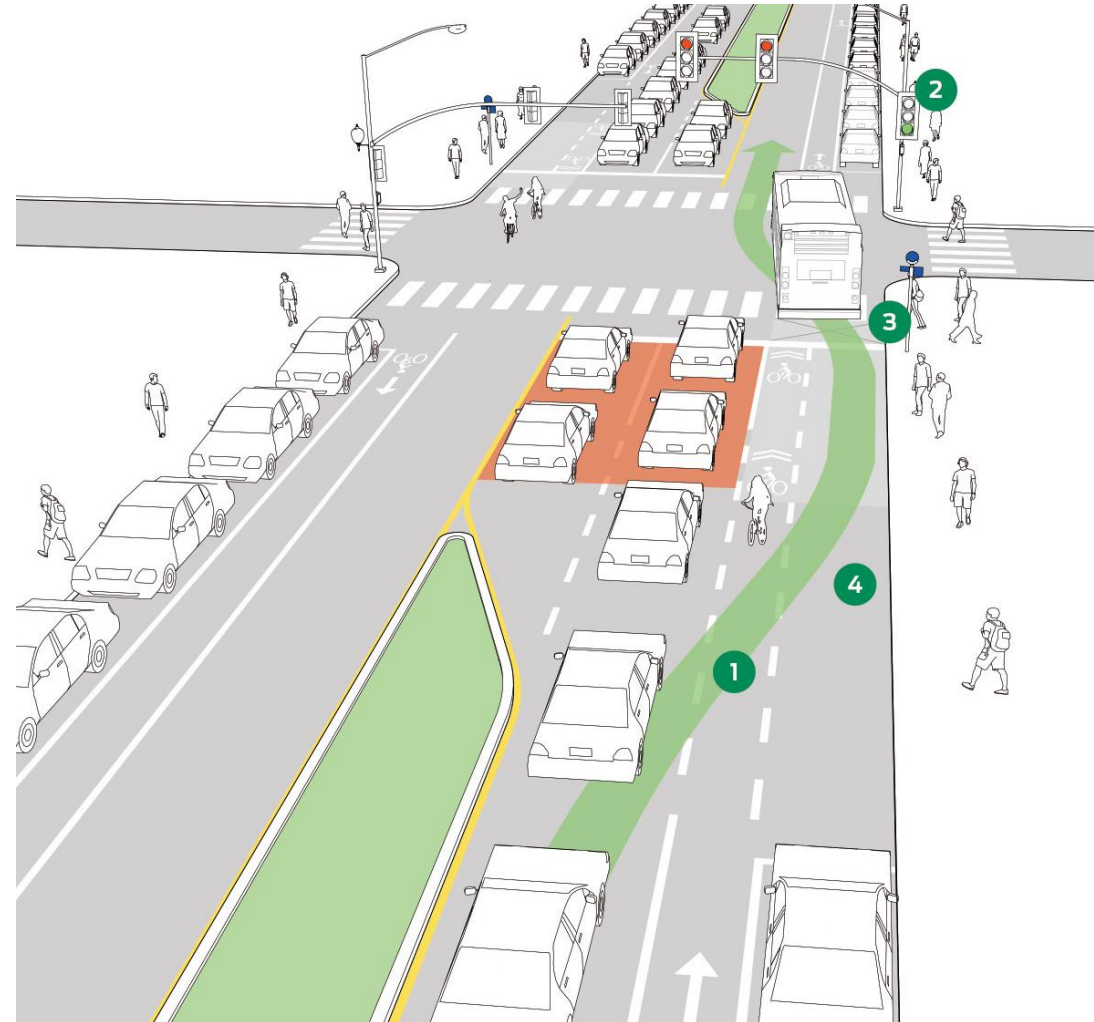
RapidTO: Surface Transit Network Plan

Executive Committee
January 30, 2024



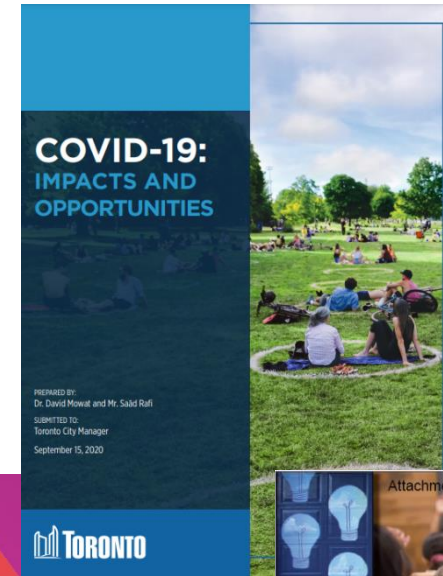
About the Surface Transit Network Plan

- 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



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)

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

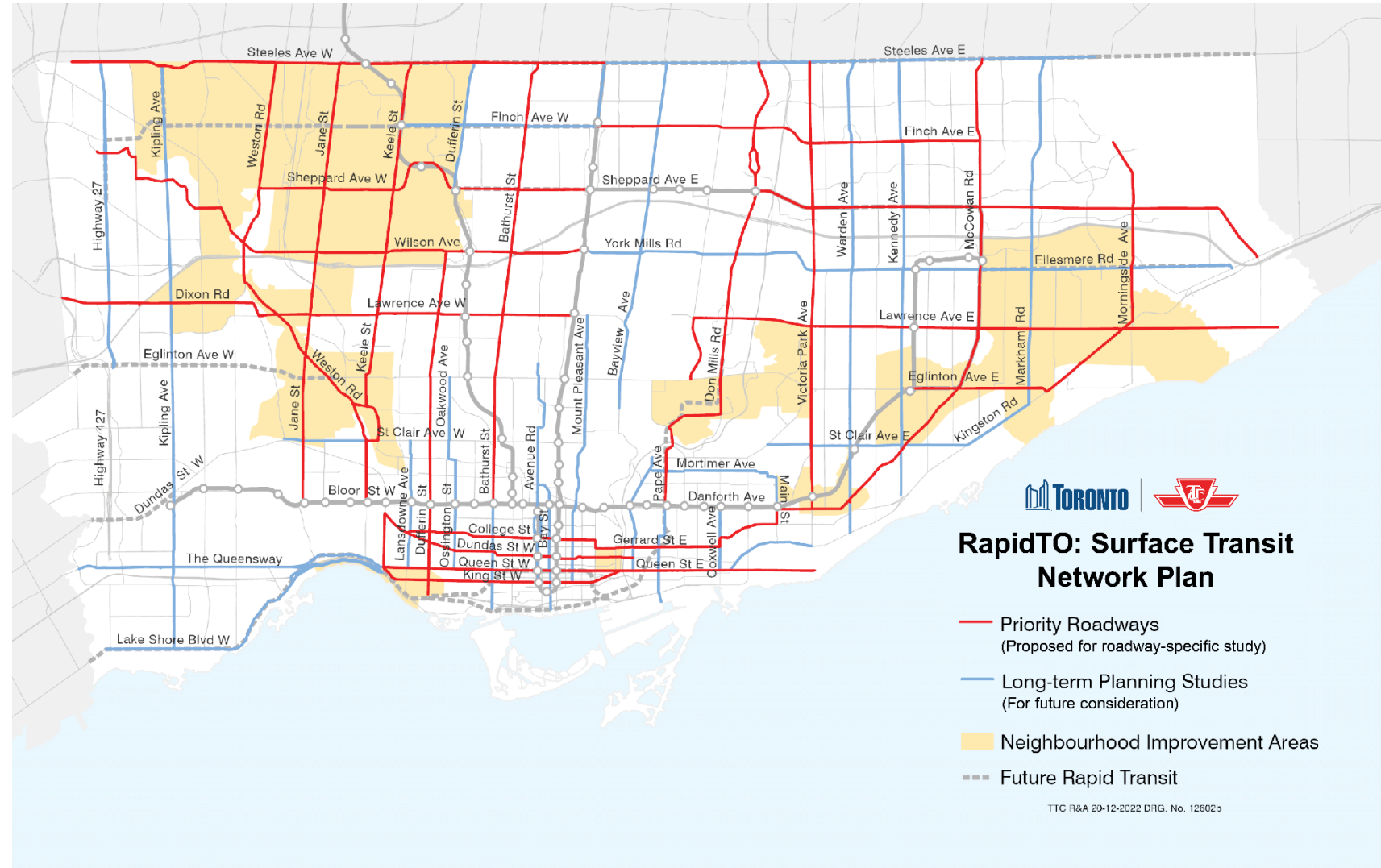


730 responses

through letters, emails and phone calls

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)
- Offset bus lanes
- Contra-flow bus lanes
- High-occupancy vehicle (HOV) lanes



Concurrent Programs

- While STNP looks at delivering large-scale improvements in the long term, other programs aim to implement localized transit priority measures city-wide in the near 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
 - Improve accessibility and comfort at bus stops, e.g. bus pads, shelter
 - Implement transit signal priority to 50 locations annually
 - Enact targeted regulatory measures at 10 locations annually



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



This data has been collected during the city's response to the ongoing COVID-19 pandemic. Traffic volumes and congestion in Toronto remain lower than usual as residents follow public health direction, and have varied significantly in recent months as restrictions have evolved.



TRANSIT TRAVEL TIMES

2 minutes AM COMMUTE
Transit travel times have decreased by as much as 1 minutes 30 seconds compared to the week prior to the RapidTO launch; when compared to the October 2019 baseline, they decreased by as much as 6 minutes.

5 minutes PM COMMUTE
Transit travel times have decreased by as much as 5 minutes compared to the week prior to the RapidTO launch; when compared to the October 2019 baseline, they decreased by as much as 6 minutes.

TRANSIT RELIABILITY

10%
Reliability across all four routes has improved by an average of 10% in June – September 2021 compared to the October 2019 baseline, with the 116 Morningside improving by 15%. In the first dashboard, reliability had improved by an average of 8% in October 2020 – May 2021 and 12% in May 2021, compared to the October 2019 baseline.

TRANSIT RIDERSHIP



The COVID-19 pandemic has significantly impacted ridership (boardings), changing as restrictions evolve. Since summer 2021 RapidTO boardings have recovered faster than the system-wide bus network.

CAR TRAVEL TIMES



Average travel times along the RapidTO roadway continue to be lower than the Fall 2019 baseline in the AM Peak.
Travel times have risen on some segments with the return to school in September and are in line with Fall 2019 in the Eastbound direction in the PM Peak from Markham Road to Lawrence Avenue.

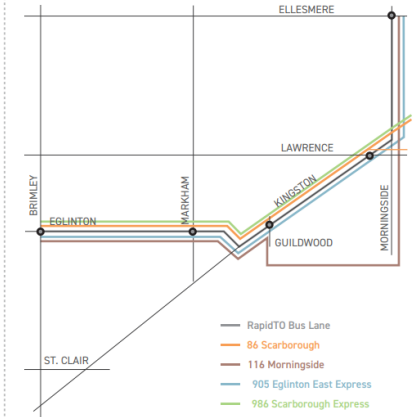
CAR VOLUMES



Volumes continue to be lower on the RapidTO roadway and alternate routes relative to the baseline period as influenced by the different COVID-19 restrictions but are slowly rising through the summer. Volumes increased in September with the return to school on both the RapidTO roadway and alternate routes.

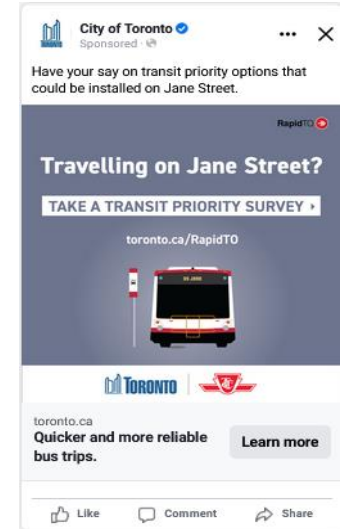
ROAD NETWORK

There is no indication of traffic infiltration on Lawrence Avenue East, St. Clair Avenue East and Brimley Road. Volumes along these roadways are lower than comparable baselines and follow the trend of the RapidTO roadway volumes.



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



Steeles Avenue | Update

- 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
- Feasibility studies for the remaining segment of Steeles Avenue West between Steinway Boulevard and Bathurst Street will be considered in the future



Victoria Park Avenue | Update

- Traffic study initiated in response to a related motion from Infrastructure and Environment Committee
- 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
- City is undertaking a [Victoria Park Avenue Complete Streets Feasibility Study](#) between Lawrence Avenue East and Gerrard Street East





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 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.