

Attachment 4: Congestion Management Plan – Actionable Items

Item	Description	Anticipated Outcome	Lead/ Anticipated Timeline
<p>Transportation Services will work with the Chief Planner and Executive Director, City Planning and the Executive Director, Development Review on strategies to minimize or eliminate time on the right-of-way by developers</p>	<p>To review and assess opportunities in the development review process to:</p> <ul style="list-style-type: none"> • encourage development proposals to include adequate setbacks or other design elements that minimize the need for lane occupation during building construction to the greatest extent possible • report back to City Council on an assessment of any potential actions to implement this 	<p>Strategies to be identified that either eliminate or reduce time necessary for developments to be using the right-of-way for construction.</p>	<p>Transportation Services Q2 2025</p>
<p>Transportation Services in collaboration with the Executive Director, Strategic Capital Coordination Office, to Engage with the Toronto Public Utilities Coordinating Committee on Strategies to reduce time on the right-of-way during construction</p>	<p>Goal of this work is to:</p> <ul style="list-style-type: none"> • review and assess construction methods that minimize road occupations without negatively impacting pavement quality; • clarify the definition and notification requirements for projects deemed 'Emergency Utility Work' taking into consideration cost recovery for associated traffic management costs that support these emergency closures. 	<p>Utility companies reducing their occupation of the right-of-way and gaining a better understanding of the traffic management costs implications to the City for unnecessary closures.</p>	<p>Transportation Services SCCO Q1 2025</p>
<p>Transportation Services to implement Congestion Management Recovery Fees and a Levy</p>	<p>Transportation Services will be implementing new fees for street occupations that:</p> <ul style="list-style-type: none"> • address both development and utility work • fully recover costs associated with coordination and traffic management • introduction of a new Congestion Management Levy. 	<ul style="list-style-type: none"> • Fully recover costs for both traffic planning and congestion mitigation strategies • Create a levy to serve as a deterrent for constructors to only occupy the right-of-way for the least amount of time necessary to do their work. 	<p>Transportation Services Q1 2025</p>

New Evaluation Framework for Special Events	The Special Events Advisory Team (SEAT) will lead the group consisting of staff from Economic Development & Culture, Toronto Emergency Management, Transportation Services, TTC, Toronto Police, Emergency Services, Toronto Fire in the development of a new evaluation framework and decision-making process around special event permit applications.	<ul style="list-style-type: none"> • Better decision-making about when and where special events take place • Improved traffic mitigation planning efforts to ensure event attendees can safely and efficiently commute to and from the special events. 	Economic Development & Culture Q2 2025
New AI-Based Traffic Simulation Model	<ul style="list-style-type: none"> • Expand the City’s existing traffic data sensor network • Procure a new ‘digital twin’ modelling tool that would run using real, in-the-field data. 	New modelling tool will: <ul style="list-style-type: none"> • assist in assessing the impacts of proposed construction or special event related road closures • recommend traffic mitigation plans and provide the ability to measure the impacts of the road closures 	Transportation Services Q4 2025
Automated Enforcement for City Bylaw Infractions	Transportation Services working with Toronto Police Service and TTC to jointly develop solutions for automated enforcement of “block-the-box” intersection blocking. These include: <ul style="list-style-type: none"> • Dash camera enforcement (Toronto Police-Parking Enforcement and TTC) • Fixed camera enforcement (Transportation Services) 	This new program will further discourage motorists from blocking intersections which creates a safety risk for vulnerable road users and exacerbates congestion.	Transportation Services Q3 2027
Expansion of the Traffic Agent Team	Onboarding and training of more traffic agents to manage congestion and safety at critical intersections.	Traffic Agents have been proven to provide significant in-the-field traffic management and transit support throughout the City minimizing block-the-box, mitigating congestion and improving safety for all vulnerable road users.	Transportation Services Q2 2025
Increased Fines in Support of Congestion and Safety	<ul style="list-style-type: none"> • Increase the fines for rush hour stopping • work with Toronto Police on an educational awareness and enforcement campaign to make motorists aware of the new fines on both rush hour and intersection blocking 	Serve as a deterrent for motorists who are creating an unsafe situation and unnecessary congestion by blocking intersections and stopping on major arterials during peak hours of congestion.	Transportation Services Q4 2024

Creation of the Strategic Capital Coordination Office	<p>Create a dedicated team focused on near- and long-term capital coordination to facilitate:</p> <ul style="list-style-type: none"> • Regular engagement around project scopes, schedules and timelines with developers, utilities, agency partners and internal city staff • Delivery of a coordinated multi-year program, • Ensure that operational constraints are flagged early and mitigation strategies including traffic management and communications are planned in advance of project commencement. 	Better multi-year capital planning and coordination for major capital construction projects occurring on the right-of-way with focus on minimizing impacts.	<p>Strategic Capital Coordination Office</p> <p>COMPLETE</p>
Review of existing construction projects on the right-of-way to see if there are opportunities to complete their work quicker	<ul style="list-style-type: none"> • Accelerate delivery of large municipal infrastructure projects where possible • review and improve capital delivery and contract management practices. 	Early completion of construction projects resulting in lanes being reopened earlier to immediately easing congestion pressures throughout the City road network.	<p>Engineering & Construction Services</p> <p>ONGOING</p>
Spot Relief Congestion Measures to help Mitigate Impacts of the Gardiner Stage 2 closure, Spadina streetcar overhead cable work construction and Liberty Village congestion	<p>Develop and implement traffic mitigation plans to assist in easing congestion pressures in each of the aforementioned areas. The work includes:</p> <ul style="list-style-type: none"> • the addition of a left turn lane from Lake Shore on to Spadina, • the addition of a temporary dedicated bus lane on Spadina • and a number of measures to be implemented such as traffic agents and signal timing modifications to improve traffic in Liberty Village. 	<ul style="list-style-type: none"> • The new left turn has been implemented on Lake Shore and has resulted in a 5-18 minute reduction in travel times on the Gardiner • The Spadina dedicated bus lane has resulted in a 12 minute reduction in transit travel times • Work in Liberty Village is still ongoing but has already resulted in improved conditions at spot locations and in the broader network. 	<p>Transportation Services</p> <p>Q3 2024</p>
Congestion Management Dashboard	Create a City webpage that will offer a range of statistics, including data on smart signals, transit signal priority signals, traffic agents and other	The Congestion Management Dashboard will better inform the public on statistics related to	Transportation Services

	infrastructure and measures supporting traffic management. It will also provide information on travel times and road occupations across the city.	traffic management measures and tools deployed across the City.	October 2024
Transit Signal Priority (TSP)	<ul style="list-style-type: none"> TSP tools modify traffic signal timing or phasing for transit vehicles are present either conditionally for late runs or unconditionally for all arriving transit. Upgrades and expansion to TSP will continue while the City and TTC work together on the deployment of a new GPS based Advanced Transit Signal Priority system. 	<ul style="list-style-type: none"> Since 2022, the City and TTC have accelerated the implementation of additional TSP at intersections across the TTC's route network to increase speed and reliability. Supported by the Congestion Management Plan, TTC and Transportation Services are activating approximately 50 locations per year. 	TTC Transportation Services On-going
Queue Jump Lanes (QJL)	<ul style="list-style-type: none"> QJLs include extensions to right-turn lanes allowing buses to move to the front of the queue and bypass congestion at intersections. QJLs are typically combined with farside bus-bays and stops. 	QJLs reduce trip times for transit users when traveling through busy intersections. Typically, delivery time is two years for planning design and construction.	TTC Transportation Services On-going
Transit Priority Lanes	Transit priority lanes generally repurpose an existing general traffic lane by restriping and signing an existing lane for enhanced use by transit customers while still preserving local access.	The main program for implementing transit priority lanes, along with other transit priority measures, is done through the RapidTO: Surface Transit Network Plan which aims to improve transit service quality on the busiest corridors in the city.	TTC City of Toronto On-going
Regulatory Measures for Improved Transit Operations	The TTC works with the City to implement targeted regulatory changes to support transit movements. Effective curb management minimizes delays and conflicts at bus stops and in travel lanes, enhancing schedule reliability and accessibility for transit users.	The implementation of targeted regulatory changes support transit movements and increase roadway capacity for transit vehicles in mixed traffic without widening roads.	TTC City of Toronto On-going

NOTE: All of the actions we are taking will serve towards better managing congestion.