



Congestion Management Plan 2023-2026

Infrastructure & Environment Committee - September 27, 2024

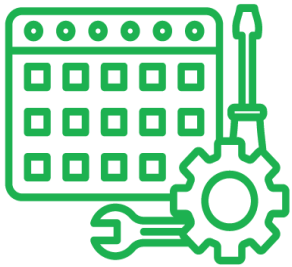
TRAFFIC CONGESTION

- We recognize the challenges and disruption road restrictions and traffic congestion presents to local communities and the travelling public.
- The primary source of the congestion is ongoing construction with road closures throughout the city and for multiple years.
- All of this work will lend itself to a far greater city with better transit options and more housing.
- Multiple City divisions have critical roles in long-term strategic decisions and short-term tactical actions.



CONGESTION MANAGEMENT OVERALL STRATEGY

The Congestion Management overall strategy includes **three key phases**:



Reliability of schedule



SCCO – Capital
Coordination



Tools to manage
congestion

CAPITAL DELIVERY & CONTRACT MANAGEMENT

- Reviewing the City's project management, contract management and capital delivery models, including design, tendering and contract management, to increase efficiency and effectiveness.
 - City staff will report to Council on these initiatives in Q1 2025.
- Reviewing current City construction projects for acceleration opportunities, such as longer work hours or additional crews.
- In addition to the Gardiner reconstruction work, **three projects in 2024 have been modified for acceleration** with extended or 24-hour work allowances:
 - University Avenue (east side construction)
 - Queen's Park Crescent
 - Harbour Street
- Work is also underway on 2025 projects to include accelerated construction, where appropriate.



(NEW) STRATEGIC CAPITAL COORDINATION OFFICE

Enhancing capital coordination by:

- Coordinating capital planning between all internal and external partners
- Acting as a liaison between City divisions, agencies, corporations and utilities to enhance capital planning coordination
- Driving continuous process improvements in coordination
- Integrating a longer-term portfolio-wide view with current capital coordination process and coordinating changes to annual capital plan
- Increasing accountability among those involved in the planning and delivery of projects
- Improved bundling and sequencing of projects to avoid reconstruction and better manage congestion

Expected benefits:

- Reduced disruption and negative impacts for the nearby community and all road users
- Enhanced transparency, communication, and engagement with the public
- Streamlined planning and delivery of capital construction
- Improved reliability of construction schedules

CAPITAL DELIVERY COORDINATION

- The City develops 10-year capital budgets (growth, state-of-good repair, policy, etc.)
- City divisions (asset owners) create 5-year capital programs
- Detailed capital coordination (all stakeholders) occurs 3-4 years prior to construction
- A **Coordinated Capital Program** is finalized three years before construction
- Thereafter, City manages changes to project schedules and sequencing



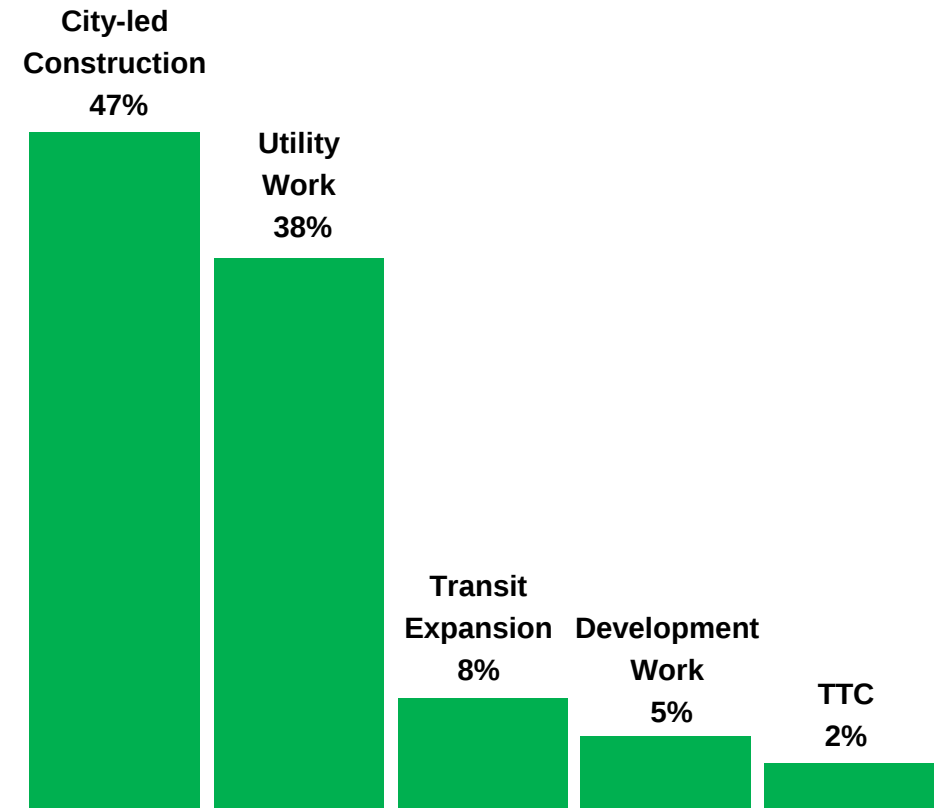
OBJECTIVE: Integrate the **long-term forecast** with **existing 5-year capital coordination process**

CONSTRUCTION IN TORONTO

Toronto is the busiest city in North America for construction (250+ cranes in the sky)

- Construction-related road closures are the biggest contributor to Toronto's congestion.
- Unprecedented growth and development with a high volume of construction related to:
 - City-led (growth & state of good repair) – **47%**
 - Utility work (upgrading and replacing aging infrastructure) – **38%**
 - Transit expansion – **8%**
 - Development work (housing) – **5%**
 - TTC (Easier Access Program) – **2%**

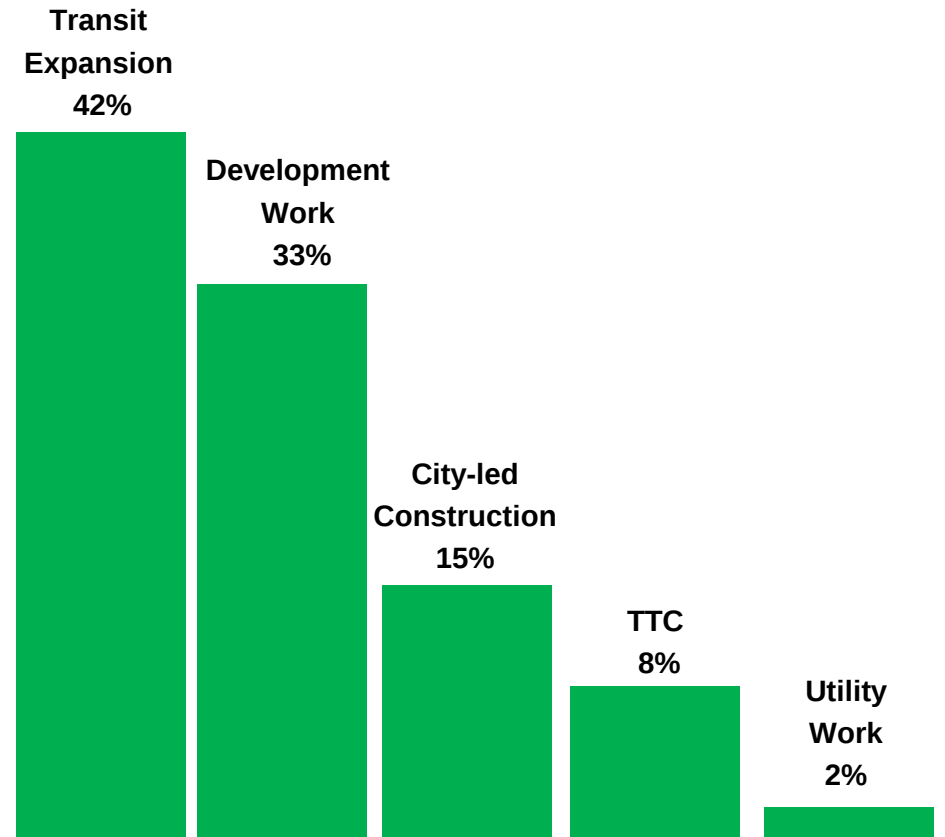
Who is on the right-of-way proportionately?



CONSTRUCTION IN TORONTO [2]

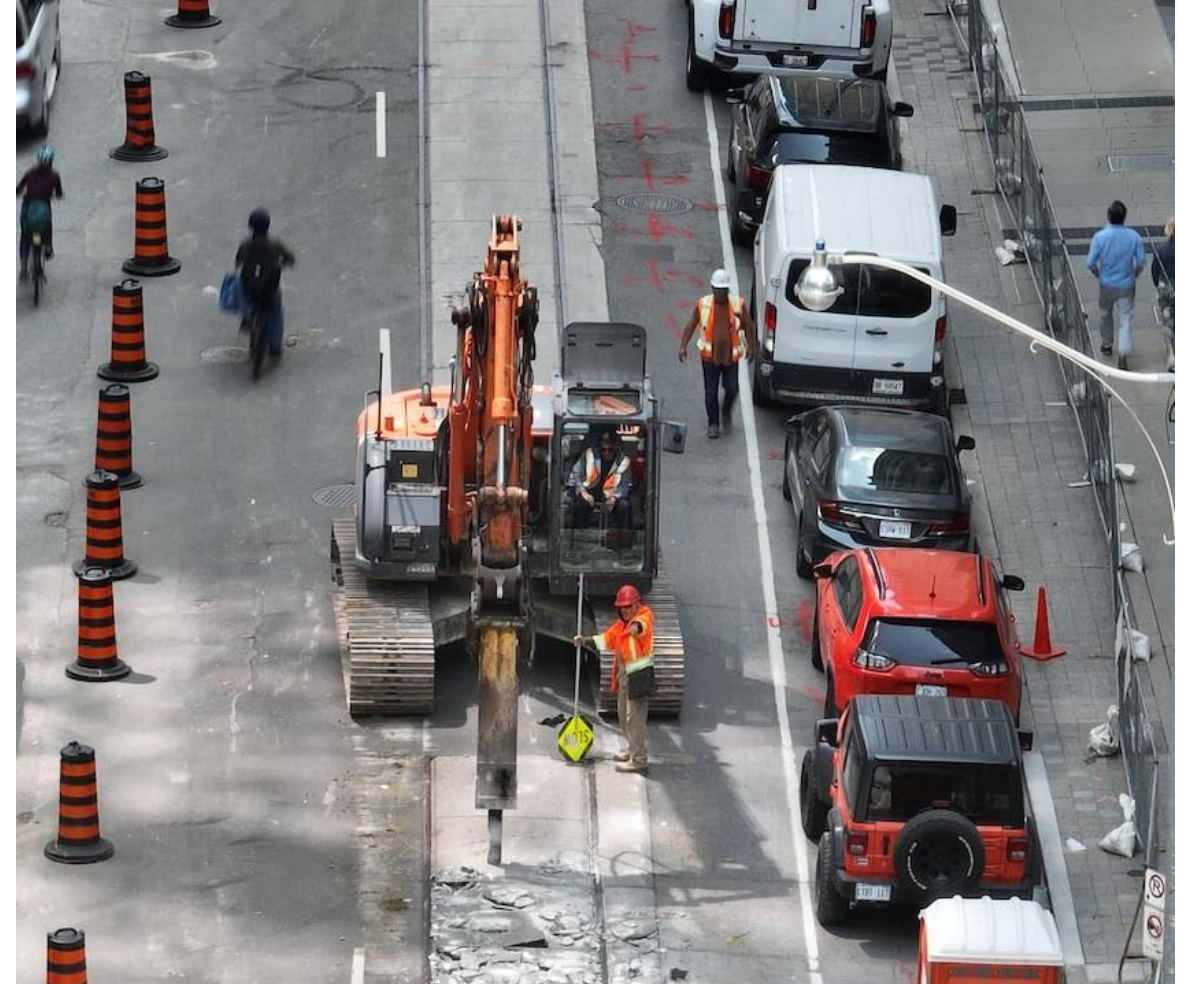
- Important to note the duration of projects on the right-of-way
- The following details proportionately who is occupying the right-of-way annually in terms of time:
 - Transit expansion – **42%**
 - Development work (housing) – **33%**
 - City-led – **15%**
 - TTC (Easier Access Program) – **8%**
 - Utility work – **2%**

Who is spending the most time on the right-of-way proportionately?



DEVELOPMENT AND UTILITIES

- City staff are **working with developer member associations** through the Construction Hub Committee (CHC) and the Toronto Public Utilities Coordinating Committee (TPUCC) on strategies to minimize their time occupying the right-of-way for construction.
- Staff are considering potential **changes to regulations and policies** to support these measures which will encourage the use of more crews, longer working hours and noise reduction measures to enable longer working days or ability to work 24/7.
- **Defining emergency utility work** will minimize the number of unplanned construction projects; encouraging better planning and coordination.



CONGESTION MANAGEMENT RECOVERY FEES

New or updated fees to encourage external parties to complete construction more quickly:

- A new **RoDARS (Road Disruption Activity Reporting System) fee** of \$76.51 for each application for a temporary street occupation permit to recover costs incurred by City staff reviewing applications.
- Changes to the **Street Occupation Permit** and **Non-Utility Cut Fees** will be proposed in the 2025 budget process.
- **Congestion Management Levy** for construction occupation of the right-of-way to incentivize faster completion of projects.
 - Work to determine the appropriate amounts and administrative process is ongoing with a goal to finalize by Q1 2025.



TRAFFIC AGENTS

- Requesting a timeline extension from the Province for implementing certain provisions of the new Community Safety and Policing Act related to employment and training of Special Constables. This will enable **faster training and deployment of the City's current class of 50 Traffic Agents** to enhance road safety and manage traffic congestion.
- Recommending City Council **request the Toronto Police Service continue providing officers to supplement the Traffic Agent program.**



INCREASED FINES TO SUPPORT CONGESTION MANAGEMENT

- Fines for blocking signalized intersections ('Blocking the Box') recently increased to \$450 (\$500 in Community Safety Zones).
- Recommending **increase to the penalty amount for stopping and standing violations** during weekday rush hour periods (6-10 a.m. and 3-7 p.m.) from \$190 to \$300.
- Working with Toronto Police Service on an **educational awareness campaign** similar to the successful campaign for the King Street pilot.



Blocking the Box creates a safety risk and compounds congestion

BYLAW AUTOMATED ENFORCEMENT

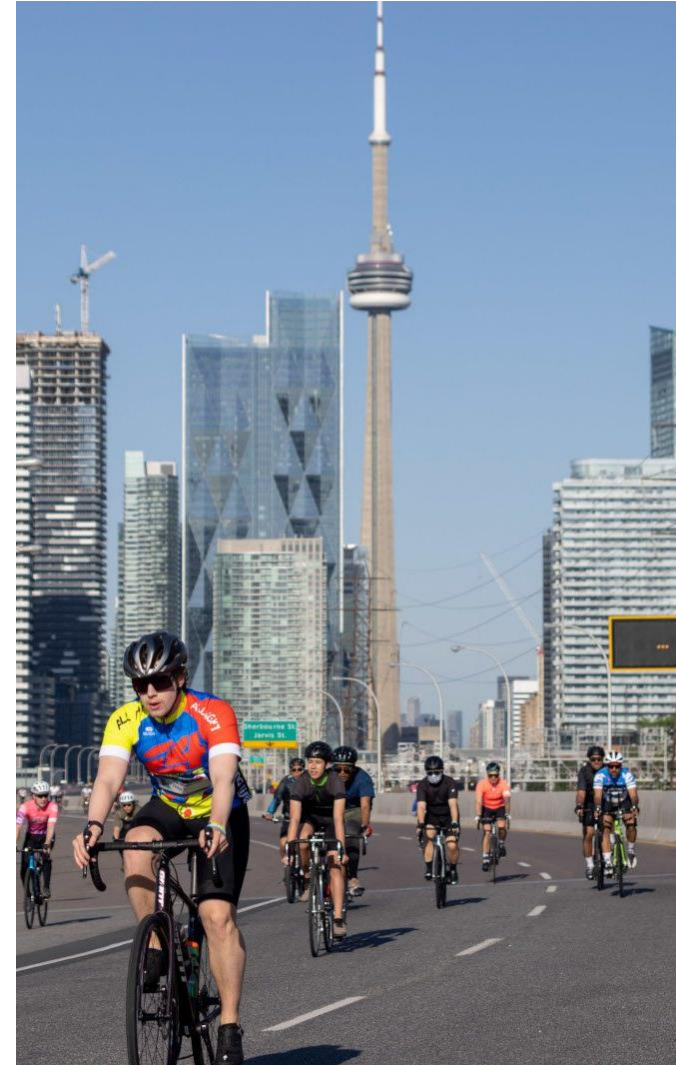
- Exploring potential use of automated enforcement for bylaw infractions including:
 - Blocking signalized intersections (*Don't Block the Box*)
 - Blocking bike lanes
 - Illegal use of dedicated transit lanes
 - Illegal stopping and parking
- With Council approval, Transportation Services will lead pilot of fixed (rather than currently moveable) cameras.
- Police issuing Request-for-Proposals for dash-cam enforcement that can be used in police, TTC or City vehicles.
- Process for implementing automated enforcement is complex and requires Provincial approvals.



Transit dash-cam enforcement used by the Metropolitan Transportation Authority in New York City.

EVALUATION OF SPECIAL EVENTS

- **Special Event Advisory Team:** City divisions that support special events, with emergency services and TTC, are working to improve traffic management planning efforts around major events and coordinate with construction projects.
- Developing a **new framework** for reviewing special event applications. Will include:
 - Weighing the use of City resources against the projected return on investment
 - Impacts on emergency services' road access and response times
 - Impacts on neighbourhood traffic
 - Transit availability during special events, factoring in TTC and Metrolinx's planned service disruptions
 - Ensuring the applicant actively promotes using alternate modes of transportation instead of driving



NEW AI-BASED TRAFFIC SIMULATION MODELLING

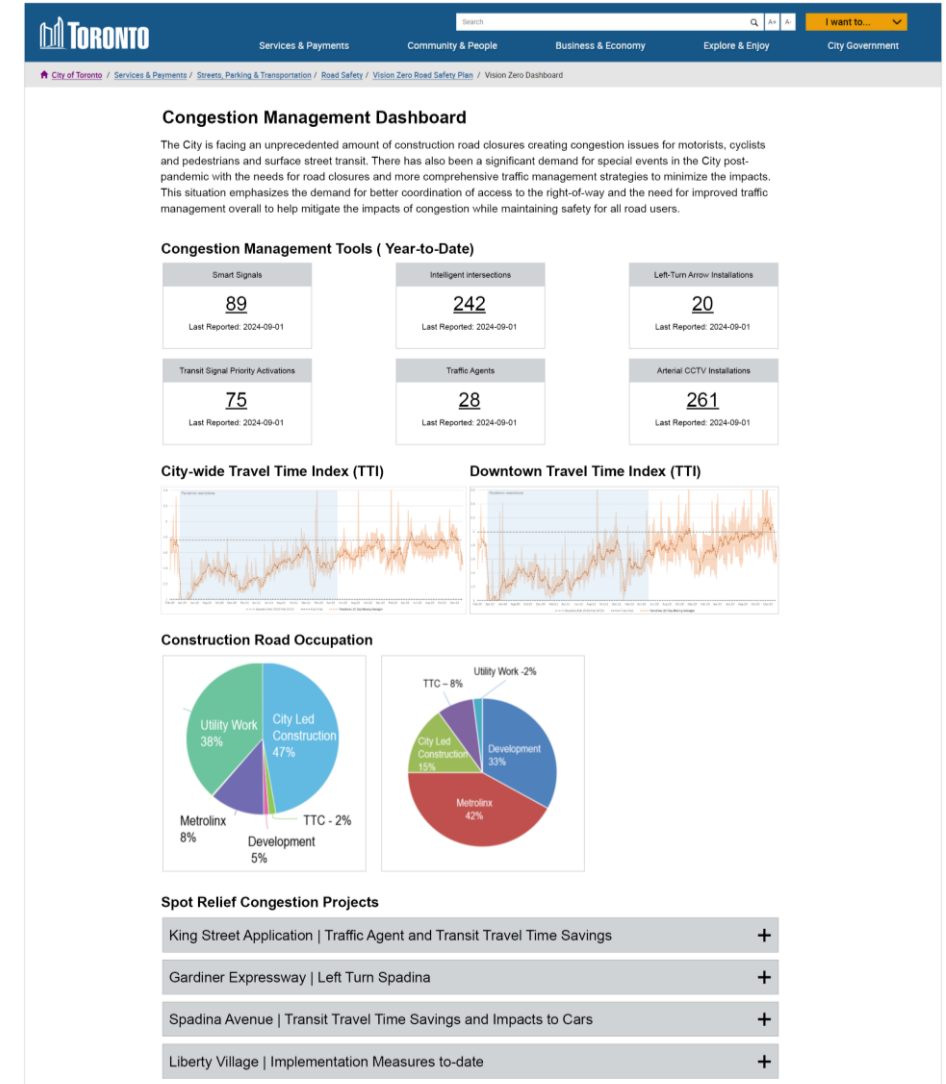
Improving traffic management using **traffic simulation models** and **artificial intelligence** to predict impacts of road closures for events and construction.



IMPROVED INFORMATION SHARING

Enhanced information sharing with the public:

- Launching **Congestion Management Plan Dashboard** will provide Torontonians with greater access to data and information about traffic congestion and the City's traffic management measures.
- Launching improved **Road Restrictions map** to help the public find better travel routes and avoid disruption.



THANK YOU