

Congestion Management Plan- Spring 2026 Update

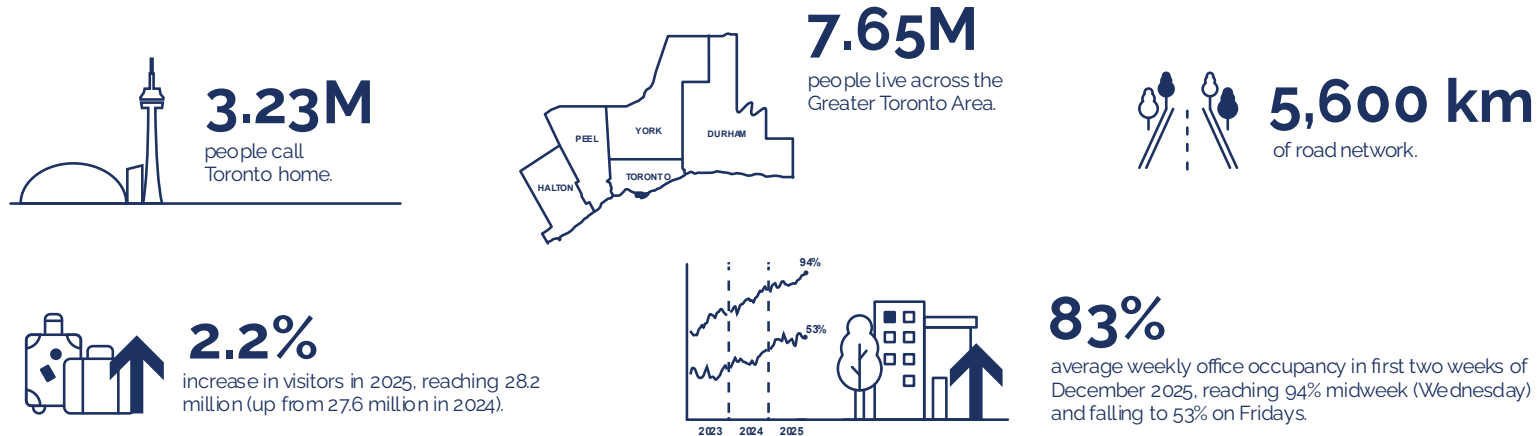
Infrastructure and Environment Committee

April 7, 2026

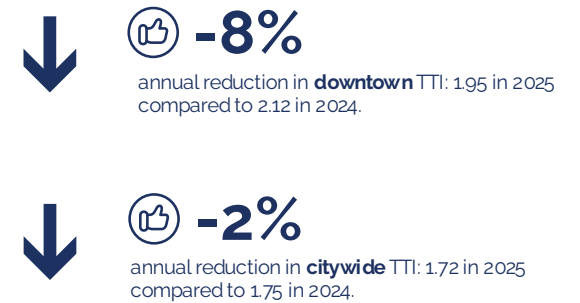


Transportation Network: Pressures & Travel Time

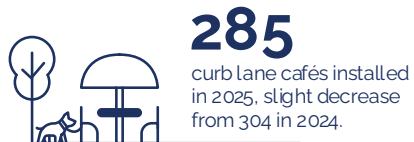
More people relying on the network every day.



Congestion levels and travel times continue to change.



A growing and vibrant city creates operational pressures.



Travel behaviour continues to evolve.



Travel Time Index (TTI) – PM Peak Hour (5 to 6 p.m.)

Toronto's transportation network continues to face significant pressures, resulting in congestion and disruption for road users. These include pressures reflective of a large, healthy, and vibrant city. While the City's Travel Time Index shows some improvements, we know there is still more work to be done.

Congestion Management Plan- Spring 2026 Update

This report provides a Spring 2026 update to the Congestion Management Plan (2023-2026).

November 2023:

City Council adopted the "Congestion Management Plan 2023-2026"

October 2024:

City Council adopted a Fall update to the Congestion Management Plan

April 2025:

City Council adopted the "Congestion Management Plan – 2025 Update" report; the "Annual Strategic Capital Coordination Report"; and the "Enhancing Capital Construction Delivery" report

July 2025:

City Council adopted the report entitled "Establishing a Chief Congestion Officer for the City of Toronto." This position started in January 2026

December 2025:

City Council adopted the motion "Speeding Up Light Rail Transit and Streetcars" to accelerate Transit Signal Priority implementation

April 2026:

Chief Congestion Officer and Transportation Services bring forward the Congestion Management Plan, Spring 2026 update to City Council for consideration

3 Big Wins

Examples of things getting better for people moving around Toronto.

-12%

Construction season travel times dropped in the downtown during PM peak hour comparing 2025 to 2024.

Fewer minutes stuck in traffic each evening.

2.4 days

Construction road closures got shorter on average comparing April 1 to December 31, 2025 with the same period in 2024.

New fees incentivize construction crews to limit their lane use.

20 mins

Saved round trip on new LRT Line 6.

Improved signal timing contributed to surface transit run time improvements.

A New Role: The Chief Congestion Officer

Joined the City in January 2026 to provide strategic direction and align City efforts.

Three early observations



1

Focus on **what needs fixing**: Reduce lane occupations, improve traffic flow, enhance transit priority.

2

Take a **larger view**: People move through a city, and we need to think that way.

3

Broaden our approach: **Change the culture** and think of the **long-term**.

Chief Congestion Officer: First Moves

Enhanced **FIFA World Cup 2026** planning around **Transportation Demand Management** and road closure mitigation.

Reviewed fall and spring downtown construction plans, **shifting work** to better balance impact.

Established key relationships with **elected officials** and **stakeholders**.

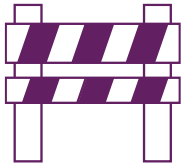
Launched an **inventory** of City programs and functions that impact the right-of-way.

Delivered the City's updated **Congestion Management Plan**.



Our 5-Pillar Plan

Five things the City is doing to keep Toronto moving.



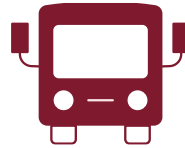
Pillar 1

Reduce the Impact
of Construction



Pillar 2

Expand Traffic
Management



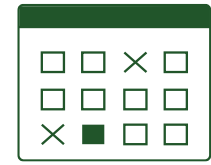
Pillar 3

Improve Surface
Transit



Pillar 4

Use AI & Smart
Technology



Pillar 5

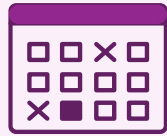
Shift How
People Travel

Pillar 1

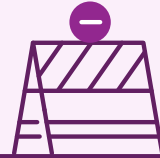
Reduce Impact of Construction



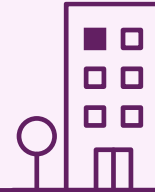
We **introduced new fees in 2025** for road closures – and it's already working.



Road closures are now **nearly 2.4 days shorter** on average. That's less disruption for everyone.



Updated rules and fees will **better reflect costs of congestion** management and charge for sites left in a mess.



Projects with eligible **affordable housing** get a **break** – they won't pay the full closure fee.



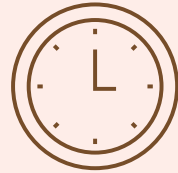
We're exploring additional **tools and incentives** to further improve right-of-way management.

Pillar 2

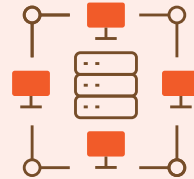
Expand Traffic Management



Over **100 Traffic Agents** are now **working** at busy intersections – up from just 10 in 2023.



Agents help **keep traffic and people moving and safe** at busy locations, construction sites, and events.



The **Traffic Operations Centre** is being **upgraded** to become the Congestion Management Centre.



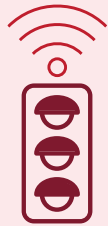
We're working with the **Toronto Police** to **crack down on violations** that block traffic.



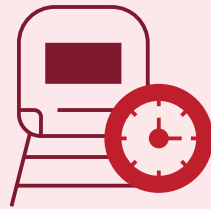
By early 2027, **we'll have 127 agents** covering more of the city.

Pillar 3

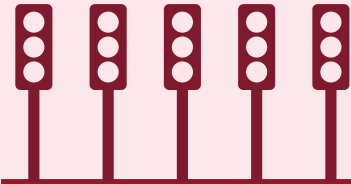
Improve Surface Transit



We're **upgrading traffic signals** with Enhanced Transit Signal Priority (TSP), so streetcars and buses get green lights faster.



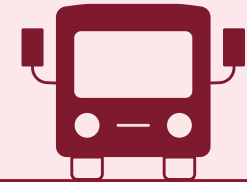
Line 5 riders **save 10 minutes** round trip. Line 6 riders **save 20 minutes** round trip.



72 new and upgraded TSP locations in 2026, with priority given to TTC routes that will support the FIFA World Cup 2026.



Reviewing **parking rules on major transit routes to move** buses and streetcars faster.



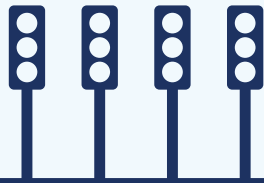
The goal: **faster, more reliable buses and streetcars** for everyone.

Pillar 4

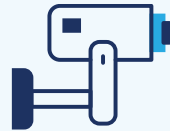
Use AI & Smart Technology



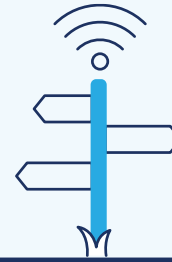
Smart Traffic Signals mostly adjust on their own – no human needed to optimize traffic flow.



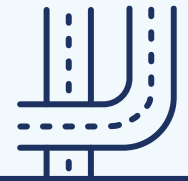
We had 194 smart signals in 2025. **By the end of 2028 we'll have over 325.**



Intelligent Intersections use cameras and data to **help operators to better manage complex locations.**



400+ Intelligent Intersections total planned by the end of 2028 – focused on complex downtown traffic.



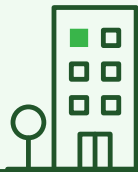
We're building a **digital twin** pilot to help manage and plan ahead.

Pillar 5

Shift How People Travel



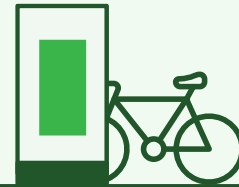
77.7% of people took transit or hybrid trips to the 2025 Pride Parade – up from 66.4% in 2023.



We work with major employers to encourage transit, cycling, carpooling, and flexible work hours.



59.4 km of new bike lanes were added over the last three years. More coming in 2026.



Bike Share rides grew by 10% in 2025 with 373K unique riders – a 40% increase over 2024.



Fewer cars on the road means **less congestion for everyone – including drivers.**

Looking Ahead: Making Congestion Management Part of the City's DNA

Implementing a **congestion lens on every policy and initiative** that impacts the right-of-way.

Accelerating work on a city-wide **digital twin** to enhance planning and management of congestion.

Emphasizing the importance of **working together** with **partners**.

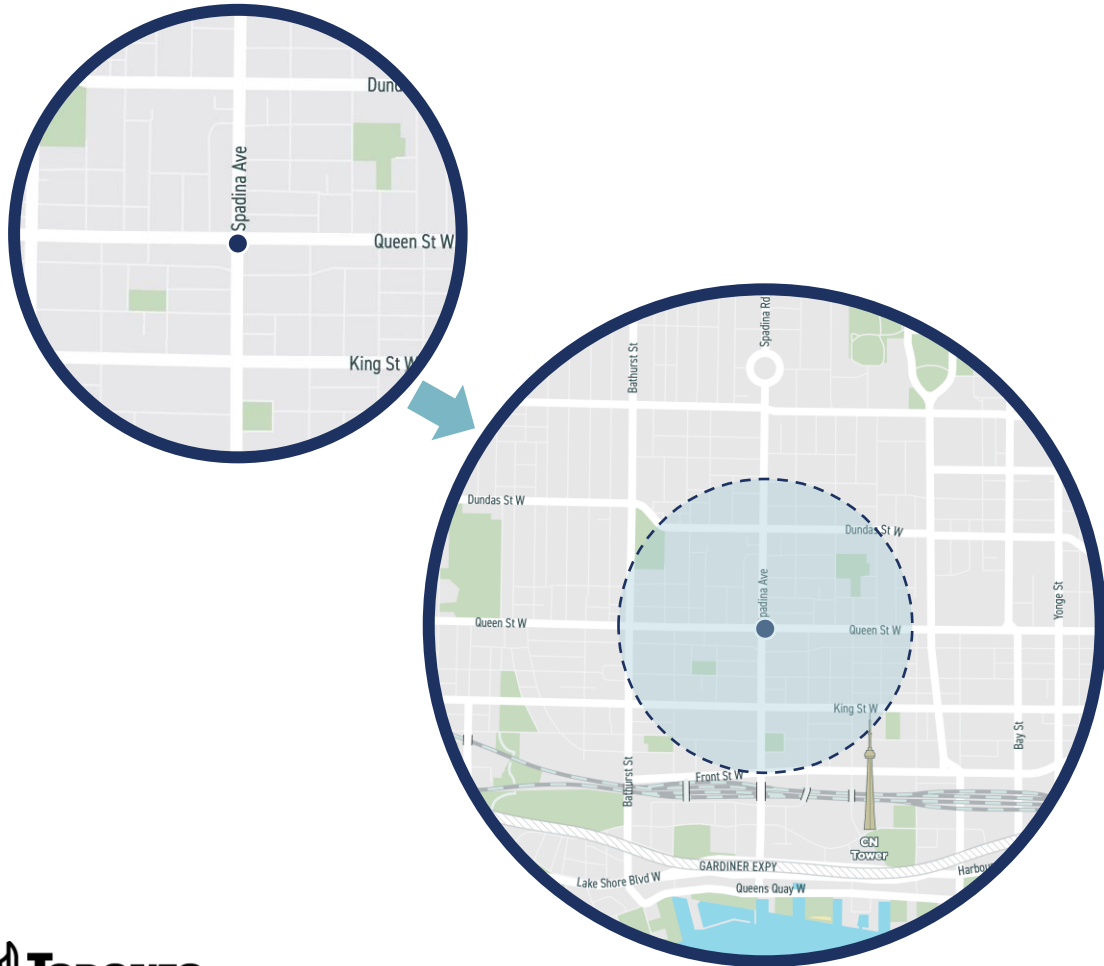


Developing the City's first **"Congestion Commitment"** to drive a culture of accountability.

Identifying opportunities to **deliver targeted relief to congestion hot spots**.

Making Construction Work Better

Enlarging the picture beyond the project.



Coordinating projects and partners to **minimize overlaps** and ensure **plans work together** for people moving through the city.

Committing to schedules and **incentivizing faster work**.

Anticipating issues, building **effective mitigation** measures, and **communicating better**.

Broadening the Effort to Think Long-Term

Dual goal: provide relief today while preparing for tomorrow.

Enhancing metrics to better **measure, track, and understand** the success of our efforts.

Conducting **research and taking best practices** from elsewhere.

Expanding the **scope of congestion management** to encompass policies, capital investment, operations, and processes.



Congestion Management Plan- Report Recommendations

This report seeks authority to:

1. Amend Chapter 743 (RoDARS section) to better reflect current practice and strengthen enforcement and inspections, including adding new fees for not providing a close-out form and inspections to ensure sites are left in good condition. Additionally, a proposed exemption for street events from certain RoDARS fees.
2. Provide a targeted RODARS fee exemption and proportional reduction for affordable and rent-controlled housing projects, with authority to review the policy from time to time.
3. Authorize staff to include the proposed RoDARS fee exemption/proportional reduction in Part 2 in municipal agreements with residential constructors as one of the suite of supports offered by the City.
4. Request the TTC board to report on resources required to accelerate Transit Signal Priority through the 2027 budget process.
5. Request City staff to report on resources required to accelerate Transit Signal Priority through the 2027 budget process.