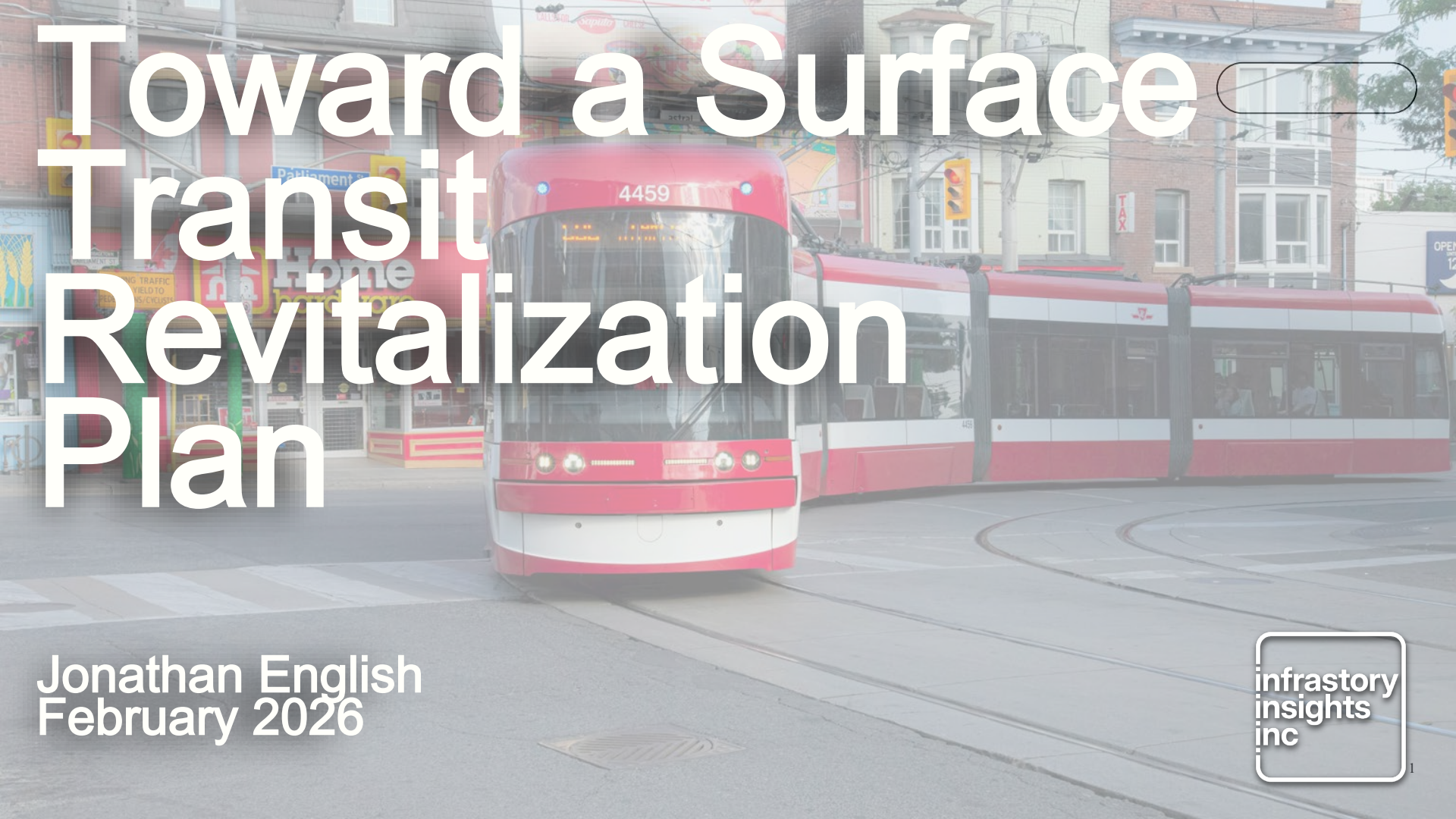
Toward a Surface Transit Revitalization Plan



Jonathan English
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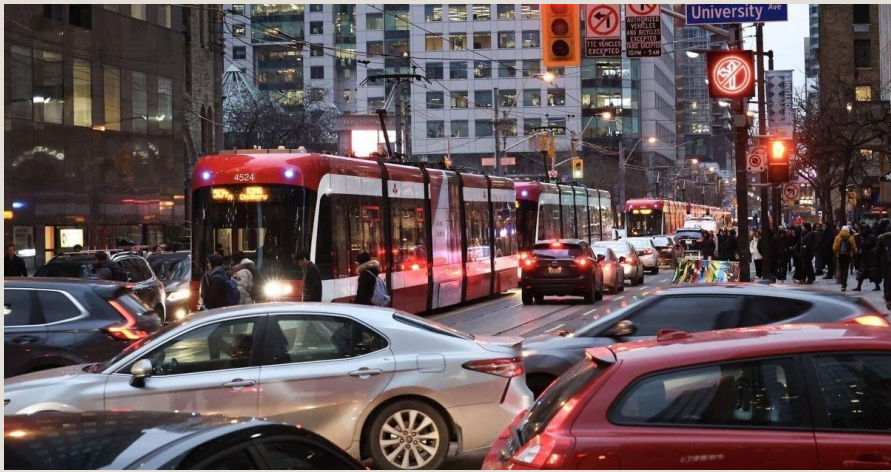
We Need a Revitalization Plan

- Major new surface rapid transit investments are coming online
- Speed and reliability remain the binding constraint on ridership and value
- Toronto's streetcar network has seen decades of ridership decline
- Core issue is not infrastructure quantity, but operational priority
- We are under-utilizing assets



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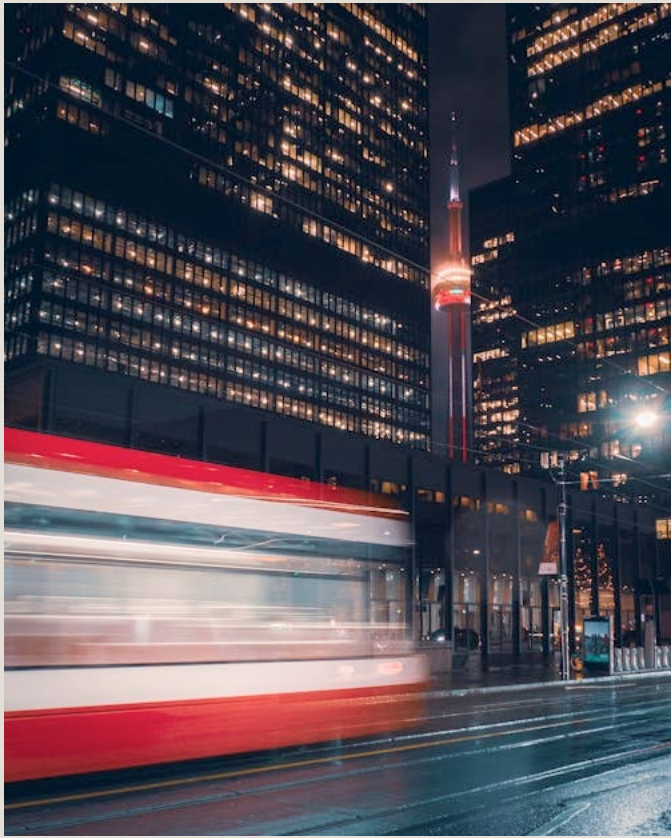
The Components of a Comprehensive Plan

- Signal priority
- Speed policy reform
- Stop rationalization
- Modern systems



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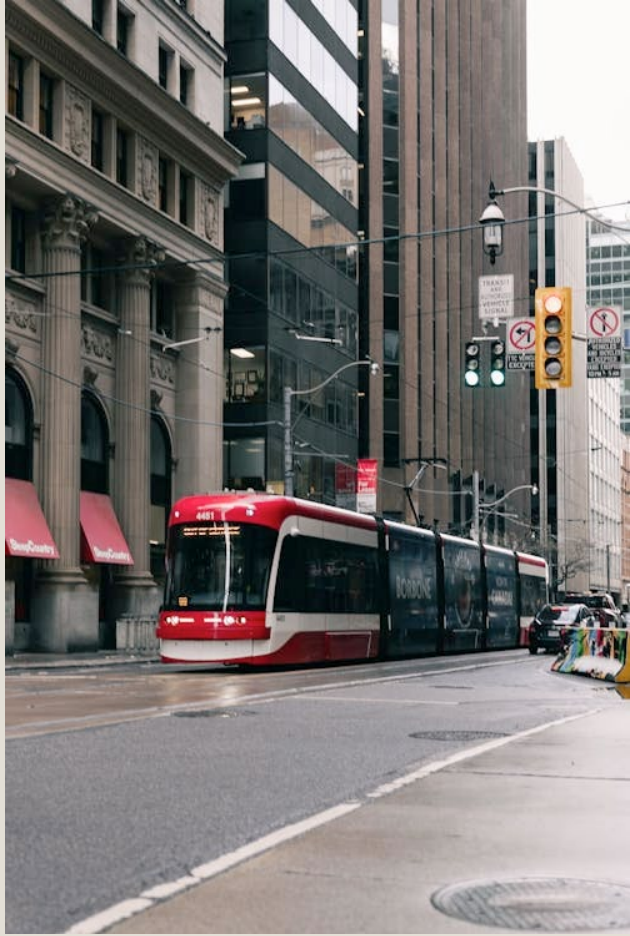
Give Transit Real Priority

- Extend green lights for transit vehicles (up to ~30 seconds when required)
- Adjust pedestrian crossing timing (while maintaining minimum safety standards)
- Introduce two-stage crossing where feasible
- Rotate or insert phases specifically for approaching transit vehicles
- Eliminate left turns where alternatives exist



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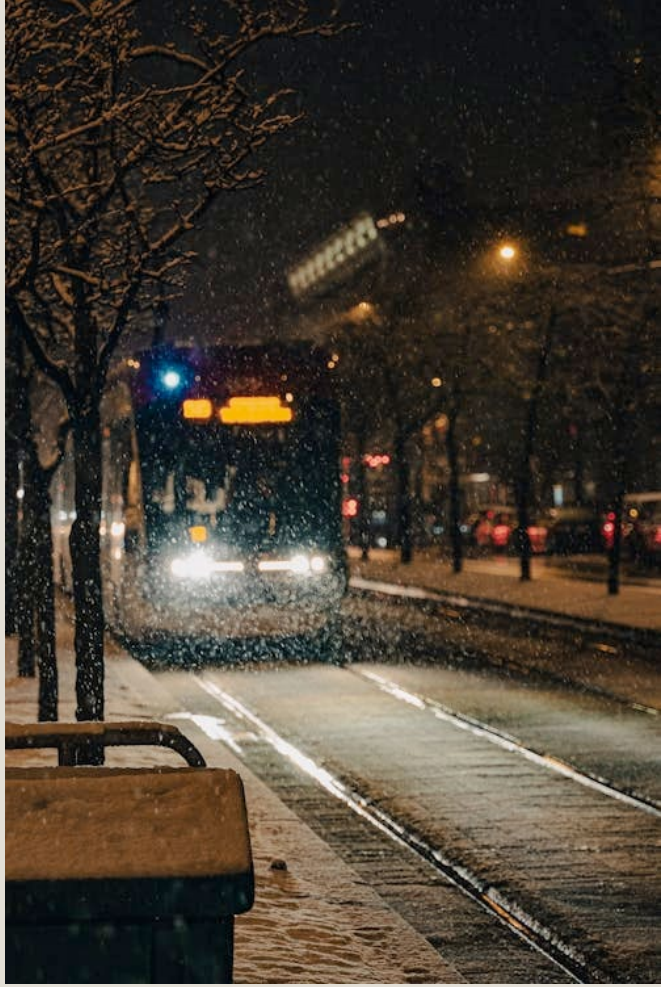
Review Speed Limits

- Conduct a comprehensive review of LRV and streetcar speed limits
- Eliminate limits that are lower than parallel car traffic or below design standards
    - The Queensway ROW was designed for ~80 km/h and current posted limits are far below design capability
- Fixed-guideway vehicles can safely operate at competitive speeds.



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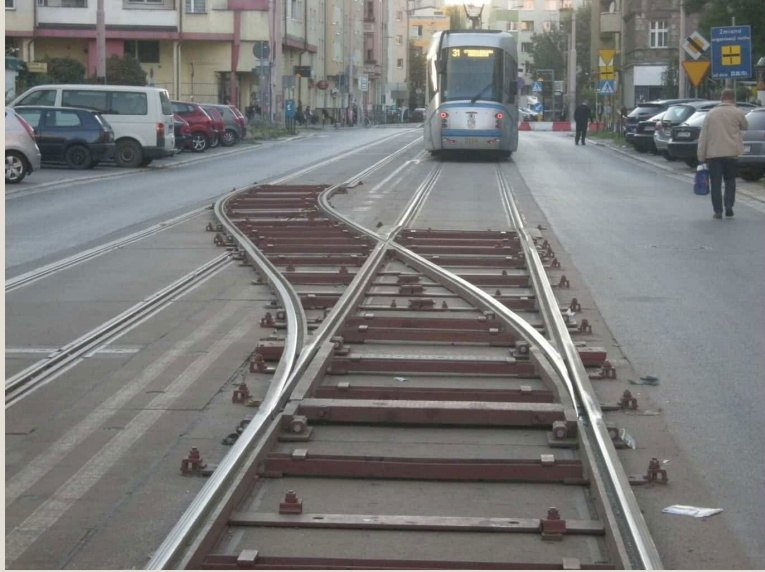
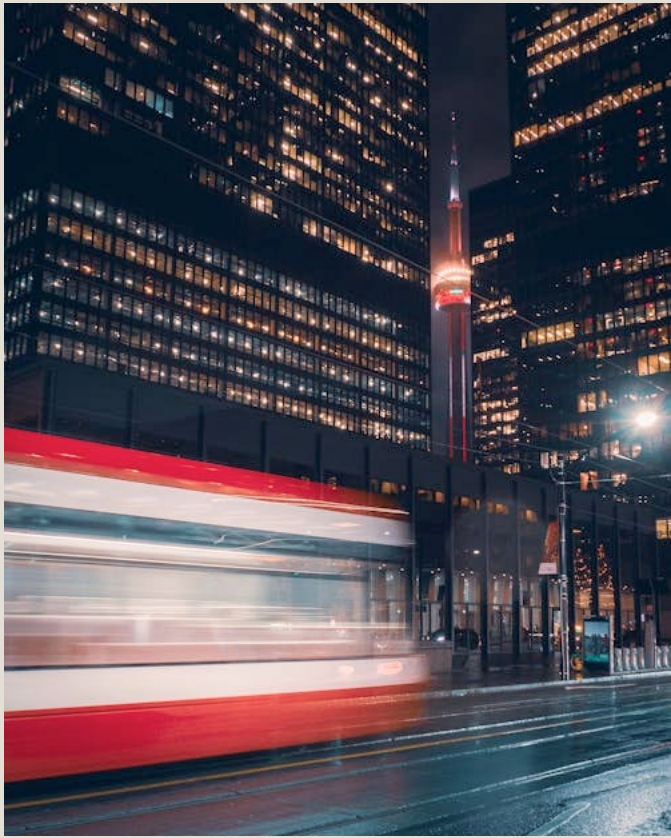
Modernize the Streetcars



- Procure a modern streetcar control system
  - Eliminates manual switch verification
  - Improves safety and reduces dwell time
- Update TTC standards:
  - Install double-blade switches only
  - Eliminate 10 km/h switch speed restrictions
  - Align streetcars with LRT practice
  - Stop installing obsolete infrastructure during rebuilds.
- Proceed with stop consolidation to meet TTC standards while communicating overall time savings
- Procure modular track segments and temporary diversion switches
  - Avoid shuttle buses during construction
  - Reusable, off-the-shelf solutions already in use internationally

Why We Need a Comprehensive Plan

- These measures are mutually reinforcing
- Piecemeal adoption limits effectiveness
- Presenting this as a single, named program:
  - Builds public awareness
  - Creates political durability
  - Prevents selective implementation



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The Benefits

- Frequency, speed, and reliability are the top drivers for ridership
- Faster travel times = higher frequency at no additional operating cost
- Standardized, off-the-shelf components reduce capital costs
- Fewer shuttle buses significantly reduce operating cost and rider disruption
- This is the highest ROI transit investment possible
- Can be implemented on buses too

Thank You!

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