



Phase 1: Taking Stock Transportation Summary Brief

December 15, 2015

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1. INTRODUCTION & OFFICIAL PLAN POLICY OVERVIEW

The City is currently undertaking a two-stage review of the Official Plan's transportation policies through the "Feeling Congested?" initiative. The first stage has reviewed transportation policies related to: (i) Integration with Land Use; (ii) Streets and "Complete Streets"; (iii) Active Transportation; (iv) Auto, Transportation Demand Management (TDM) and Parking; and (v) Goods Movement. The review of these policies has led to Council's adoption of Official Plan Amendment (OPA) No. 274 which was recently approved by the Province. The on-going second stage of the "Feeling Congested?" initiative is addressing the remaining policy review areas, most notably the development of revised city-wide transit and cycling policies.

1.1 Integrating Transportation and Land Use Planning

OPA 274 includes an important new policy 2.2(1) that strengthens the integration of transportation and land use planning to increase accessibility by:

- a) *attracting more people and jobs to targeted growth areas in the City that are supported by good transit services and other infrastructure;*
- b) *developing and expanding components of the City's transit and other transportation infrastructure to support the growth objectives of the Plan; and*
- c) *increasing accessibility throughout the City by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity.*

Nowhere in the City has this policy worked to more effect than in the Downtown. In particular, the Downtown has been the prime example of and the inspiration for sub-policy (c) above. A distinguishing feature of the Downtown is the area's strong and continued population growth. By putting more people closer to jobs within the Downtown, the advantage of increased proximity has partly off-set the need to expand transportation capacity (or mobility) into the Downtown as employment levels have risen. It has been estimated that, on average, for every 100 housing units built in the Downtown the demand for inbound, peak-period trips (by transit and auto) is reduced by approximately 120 such trips. Over the 1985 - 2011 period the rate of population growth has exceeded that of employment growth in the Downtown with the result that the ratio of people to jobs has fallen from around 1:3 to a little over 1:2 today. Accessibility gains in the Downtown have not been just the result of improved transportation services.

However, the support of Downtown residential growth is not being pursued at the expense of or in the place of commercial development expansion. As the nation's primary commercial office centre and the focus of the region's transit system, the Downtown is the provider of high quality jobs and wealth creation. The City's employment policies call for commercial growth in areas of high transit accessibility and the Downtown's success as a growing employment centre has been built on this principle. Fostering the continued growth of the Downtown's commercial sector requires that good transit services are maintained and expanded to bring increasing numbers of workers in and out of the area in a comfortable and efficient manner.

The importance of maintaining the commercial competitiveness of the Downtown is reinforced by the findings of the Malone Given Parsons study (October 2012) of employment uses in Toronto. The study identifies the Downtown as having a high component of valuable "export-based" jobs, particularly in the financial and insurance sectors. These types of jobs are valuable

because they create other jobs through a “multiplier effect”, the mechanism which makes the Downtown a major centre of wealth creation. Improving accessibility is a key factor in maintaining the economic competitiveness of the Downtown and the prosperity of the City. The further integration of Downtown transportation and land use policies will increase accessibility by supporting a balanced pattern of population and employment growth matched with a program of transportation infrastructure and service improvements which, combined, will ensure that the future trip demands of those traveling to or within the Downtown are met. As will be explained more fully later, the focus of TOcore analysis is primarily on the movement of people within the Downtown.

The success of mixed-use intensification in the Downtown has brought added planning responsibilities as demands for public services and facilities have grown. The planning objectives for the downtown are about more than simply just adding housing units and commercial floor space. The challenge is to continue shaping growth by building attractive, liveable communities and creating a high quality work environment. Transportation has an important part to play in achieving these objectives. Intensification has also been accompanied by diversification and the broadening of the Downtown’s role as the prime centre for a number of important urban activities including: entertainment and sports; arts and culture; health services and higher education; specialty retailing, and conventions and tourism.

These transformative processes of intensification and diversification have led to an expanded set of transportation planning issues in the Downtown. Although meeting the future weekday demands of peak-period commuters coming into and out of the Downtown will remain a primary concern, there is a growing need to look more carefully at how people move around and within the Downtown itself during all hours of the day throughout the week. This need has largely arisen as the result of the significant increase in downtown residents over the past twenty years, augmented by the growth in other non-office activities in the Downtown such as the Rogers Centre stadium, the ACC arena and other major event locations. The Downtown is becoming a generally busier 24/7 centre of activity and some feel that the available transportation infrastructure will not be able to cope with the ongoing demands being placed upon it.

1.2 Characterizing Downtown Trip Patterns

As the background report on “Trends and Issues in Downtown Toronto” (May 2014) described, the transportation challenges facing the Downtown can be classified into three broad categories:

- The growing demand for travel to and from the Downtown from outside the City.
Strong population growth in the Regions has led to increased inter-regional trip-making to the Downtown that has and will continue to be met primarily by improved GO rail services and, to a much lesser extent, by extensions to TTC subway lines. The growth in trips originating in York Region and destined to the Downtown has exacerbated crowding on the Yonge Subway line during weekday peak-periods.
- The increasing interaction between the Downtown and the rest of the City.
The growth in trips between the Downtown and the rest of the City will be met primarily by expanded TTC services (subway, bus and streetcar) and, to a lesser extent, by upgrades to GO rail services. Currently, there are relatively few GO rail stations in the City but this could change with the future electrification of GO rail lines and, with more stations, a greater number of City residents would be attracted to taking the GO train to

Union Station and access the Downtown. Increasing numbers of cyclists are also crossing the Downtown boundary and, to a lesser extent, pedestrians too.

- The increasing number of trips within the Downtown.
Meeting the increasing travel needs of those living and working in the Downtown will be met by improvements to local TTC service (particularly the Downtown streetcar routes) and by substantially improving conditions for pedestrians and cyclists. As mentioned earlier, it is these increasing demands for travel within the Downtown that are the main focus of the TOcore transportation scope.

Throughout, the emphasis is on meeting increasing demands for travel Downtown by improving transit and by other means, but not by increasing the capacity of the roads to accommodate growing numbers of auto commuters. There is no proposal to amend existing Official Plan Policy 2.2.1(8) which reads:

“Priority will be given to improving transit (TTC and GO) access to the Downtown while the expansion of automobile and commuting and all-day parking will be discouraged.”

The last addition to road capacity into the Downtown was in 1964 when the Gardiner Expressway was connected the Don Valley Parkway and when the Richmond/Adelaide one-way pair was introduced. Since this time, traffic volumes on the roads crossing the Central Area cordon have remained stable, operating under essentially capacity-constrained conditions. Downtown growth has been successfully planned on the assumption of fixed road capacity.

Past increases in Downtown peak-period trips have been accommodated, by two principal means. First, GO train ridership to and from Union Station has been steadily increasing over the past several decades. This ridership growth has resulted from a growing workforce living in the Regions outside the City and needing access to the increasing job opportunities in the Downtown. Second, and less obvious, has been the increase in the number of residents living Downtown who walk and cycle to their places of employment in the Downtown. By contrast, peak-period TTC ridership from other parts of the City to the Downtown has remained relatively stable and is only now beginning to noticeably increase as residential intensification in the City takes hold. The streetcars serving Downtown, for example, are now seeing increasing ridership as a result of new residential development both within the Downtown and beyond.

1.3 Downtown Transportation and the Scope of TOcore

Below are the OPA 274 policies (referred to by their revised numbering), that are of relevance to TOcore:

- Policies 3.1.1 (5) and (14) introduce the “Complete Streets” design philosophy that considers the needs of all users and uses within the street right-of-way;
- Policy 2.2(3)(b) adds “safety and universal accessibility” as justifications for requiring additional right-of-way width at street intersections;
- Policy 2.2(3)(e) ensures that laneways are not closed to public use;
- Policies 2.4(1), 2.4(13) and 2.2.1(12, 13 & 14) emphasize the health advantages of designing for pedestrians and cyclists (Active Transportation), strengthen the policy for

protecting the pedestrian environment and incorporate recommendations from the PATH Master Plan (2012) concerning network expansion and enhancement;

- Policies 2.4(3), (5) and (8) strengthen the requirements for Transportation Demand Management (TDM) measures to reduce auto dependency, particularly with regard to parking, and
- Policies 2.4(9) and (10) call for the implementation of curbside management options and strategies to encourage off-peak deliveries.

2. SURFACE TRANSIT

2.1 Summary of Existing Conditions and Issues

The Downtown Streetcar Network: A Century of Infrastructure Investment

Toronto's Downtown is built on more than a century of infrastructure investment, resulting in a grid network of streetcar routes that serve as the backbone of the Downtown's surface transit system. The streetcar routes that run through Downtown carry more than 250,000 people every day. The busiest routes Downtown are along King, Queen, and Spadina, each with a daily ridership in the range of approximately 44,000 to 65,000 people per day. The bus routes Downtown are also important, but comparatively much less busy, the busiest being the Wellesley and Bay routes, each with approximately 10,000 daily weekday riders.

TABLE 1

Daily Weekday Transit Ridership on Key Streetcar and Bus Routes in the Downtown

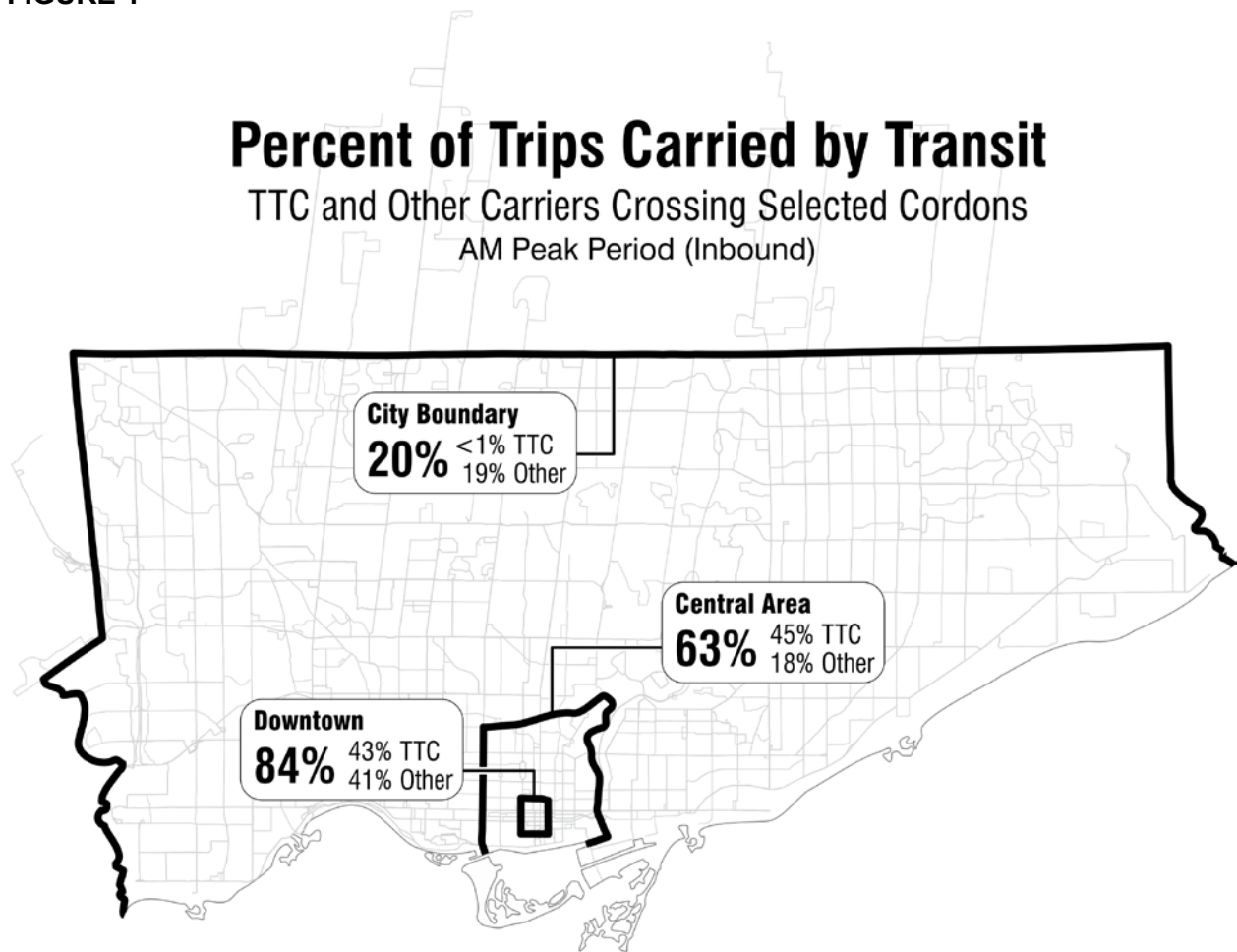
Streetcar Route	Daily Weekday Ridership		Bus Route	Daily Weekday Ridership
504 King	64,600		6 Bay	10,300
501 Queen	52,500		94 Wellesley	9,400
510 Spadina	43,900		75 Sherbourne	7,500
506 Carlton	39,700		65 Parliament	4,600
505 Dundas	32,500		97 Yonge	4,500
511 Bathurst	17,400		26 Dupont	3,900
509 Harbourfront	11,600		5 Avenue	2,100
502 Downtowner	3,900		127 Davenport	1,900
503 Kingston Rd	2,300		172 Cherry	1,200
508 Lake Shore	2,100			

Source: Toronto Transit Commission (April 2014)

Ridership is Growing

Transit ridership is growing across the entire TTC transit system, reaching record numbers each year. Nowhere is this more apparent than in the Downtown, where tremendous population and employment growth have occurred over the past 10 years along key surface transit corridors, like King Street, Queen Street, and Spadina Avenue. The streetcars along King Street, the busiest surface transit route in the city, carry more than 65,000 people every day, more than the Sheppard subway. Transit carries the vast majority of people to the Downtown, as shown below in Figure 1, 63% of inbound trips to the Central Area in the Morning Rush Hours are on transit: 45% on local TTC subways, streetcars, and buses, and 18% on regional GO trains and buses.

FIGURE 1



Note: Downtown Cordon data from 2014 TTC Downtown Cordon Count, TTC, 2015. All other data from Cordon Count, City of Toronto, 2011

TTC SP 22-06-2010 DRG. No. 12096

Transit Stuck in Traffic

Unfortunately, streetcars and buses Downtown are often stuck in traffic, making it challenging to manage routes and keep transit service running smoothly. People are sometimes left behind at stops during rush hours because the streetcar or bus is already full. There are also several 'hot spots' of transit delay at busy intersections, like at King and Spadina, especially when streetcars are making slow turns from one street to another without transit signal priority measures. Some routes do have functioning transit signal priority and peak-period parking/stopping/turning restrictions, which help reduce the delays. Reducing time that streetcars spend at stops and the number of closely-spaced stops, as well as good line management are keys to helping surface transit operate well in this busy, mixed-traffic environment.

2.2 Initiatives Currently Underway

New Streetcars Are Arriving

Toronto's new modern streetcars are now being delivered, offering the ability to carry more people more efficiently and more comfortably. The new Low-Floor Light Rail Vehicles are now operating on the Spadina and Harbourfront routes, and will roll out over all streetcar routes by 2019, tentatively scheduled as follows:

- 510 Spadina: early 2016
- 509 Harbourfront: early 2016
- 511 Bathurst: Summer 2016
- 505 Dundas: Fall 2016
- 501 Queen: 2017
- 504 King: 2018
- 512 St Clair: 2018
- 502 Downtowner: 2019
- 503 Kingston Road: 2019
- 506 Carlton: 2019

All-Door Loading

Streetcar routes (501 Queen, 504 King, 509 Harbourfront, and 510 Spadina) currently have proof-of-payment fare collection and all-door boarding to speed up passenger boarding and alighting. These policies, which help reduce delay, will be implemented across all streetcar routes by end of 2015.

PRESTO Fare Payment System

The PRESTO electronic fare payment system is being implemented on all streetcars and across the entire TTC system, improving efficiency and convenience, replacing the need to use cash, TTC tickets or passes.

Changing Turning and On-Street Parking Restrictions

Peak period hour restrictions have already been extended on King Street and on Queen Street east of Bathurst. Further changes are being implemented on Queen, Dundas and College/Carlton in late 2015 by extending 'No Stopping' hours where evidence of regular delays are showing in TTC data.

Changing Signal Timing

There are several corridor signal re-timing studies underway, intended to reduce delay and optimize signal timings for general traffic on major arterial roads. Two of the corridors, Bathurst Street and Dundas Street, currently have Transit Signal Priority on them.

Optimizing Transit Stop Locations

The TTC has consolidated, or is proposing to consolidate, stops on several of their transit routes, including King Street, Queen Street, and Lake Shore Boulevard. This process is consistent with their policy introduced in 2014 to remove closely-spaced stops and to place stops at controlled crossings.

Improving Service Reliability

To increase the punctuality and reliability of transit services, TTC is regularly improving schedules and supervision of routes. This has already helped to improve the performance on 504 King, 505 Dundas and 506 Carlton. All routes will eventually be examined.

Speed and Delay Corridor Studies

The City has studied the sources of delay on King Street and already made recommendations to reduce them; other major transit corridors will similarly be evaluated in future years.

Expanding Overnight Transit Service

The TTC is expanding overnight transit coverage on several routes Downtown and throughout the city. New overnight service in the Downtown will be operated on 304 King, 317 Spadina, and 365 Parliament, joining the overnight service already operated on 300 Bloor-Danforth, 301 Queen, 306 Carlton, 310 Bathurst, and 320 Yonge.

Transit Signal Priority Review

The City and TTC are currently looking at industry best practices for opportunities to further improve existing Transit Signal Priority, like on King Street, on various routes across the city, including Downtown routes.

Transit Information Screen Pilot Project

Screens showing real-time information on transit and alternative transportation options have recently been installed at both City Hall and Metro Hall as part of a pilot project. This initiative is consistent with the City's ongoing transportation demand management efforts to encourage the use of alternative modes of transportation, and to provide better information to users about how they choose to travel in the city.

Improvement to TTC Crowding Standards

The TTC is improving crowding standards so that all routes in the system will operate more frequently and reduce wait times for customers. Off peak periods will be improved by the end of 2015, and peak periods will be improved in 2016 when additional vehicles become available.

Ten Minute Network

The TTC is introducing a frequent service network that operates in all time periods, every day of the week, to provide frequent, reliable service, and would allow for spontaneous trip making by customers. This includes service every ten minutes or better on the following downtown routes: 501 Queen, 502 Downtowner/ 503 Kingston Rd, 504 King, 505 Dundas, 506 Carlton, 509 Harbourfront, 510 Spadina, 511 Bathurst, 65 Parliament, and 94 Wellesley.

Improved Express Bus Network

The TTC is introducing a new and enhanced express bus service on key corridors in the city to provide rapid travel.

Restoration of Periods of Operation

The TTC is reviewing the provision of service at all times of the day, every day, on some routes, so that transit will be available, predictable, and consistent for customers. This will be fully implemented by the end of 2015. This includes service on Harbord Street, Davenport Road and Dupont Street, and Bay Street.

2.3 Emerging Priorities: Big Moves & Quick Starts

The City, TTC, and Metrolinx are currently studying several higher-order, rapid transit projects that will provide the Downtown with more connectivity with the city-wide and regional transit networks, such as the Relief Line Subway, SmartTrack, and Regional Express Rail, but it will be some time before these studies are complete, and longer still until they are fully funded, constructed, and operational. In that time, surface transit needs in the Downtown will continue to

grow. We need to explore opportunities to unlock the potential of surface transit in the Downtown to improve both transit service and the public realm, enhancing mobility and place-making.

A new Vision for King Street: Improved Mobility & Place-Making

As the corridor with the highest surface transit ridership, a new vision for King Street should be explored to achieve improved transit-priority and place-making, following a more 'complete streets' design approach. 'Lessons learned' should be borrowed from surface transit streets in other leading cities, such as North American examples like San Francisco and New York, as well as international examples, such as Melbourne, Australia, and cities in Europe and the UK. This visioning work should include the development of a holistic city-building decision-making framework and associated metrics for evaluating benefits/trade-offs for different visions and to clearly communicate various choices to decision-makers. Lessons learned from the visioning exercise could help inform other streetcar corridors in the Downtown.

Accelerate Final Design, Funding, and Construction of Waterfront East & West LRTs

There are also some key new surface transit routes that have been planned for some time in the Downtown, such as along Bremner Blvd and the Waterfront East LRT. These routes have been studied as part of previous City projects and much of the environmental assessment work is already completed, although there are still some outstanding issues with route alignment and connections with Union Station.

Planning for Future Growth: 'Upgrading' North-South Surface Transit in the East Downtown

As future population and employment growth is anticipated in the east Downtown, improved transit service along a north-south corridor should be explored in the long-term, such as Parliament, Jarvis, or Sherbourne. The street could potentially be redesigned for improved place-making and to better support neighbourhood retail, such as the re-design of Roncesvalles Ave. A better north-south connection could also provide potential opportunities for improved network integration with the waterfront streetcar routes, perhaps via Cherry Street.

Waiting for the Subway: Exploring Interim Surface Transit 'Relief'

It will be many years until a Relief Line will be operational. There should be some exploration of whether there is value in an 'interim' surface transit express bus routes to/from the Downtown. This could be explored as part of the TTC Express Bus Study, currently underway.

Quick Starts: Continue Making Operational Improvements

Continue to apply lessons learned from King improvements and other operations improvements to other Downtown streetcar routes (ie, turn restrictions, all-door loading, etc).

Quick Starts: Improved Wayfinding & Signage for TTC subway stations and stops

Continue to add more electronic information signage with service information for passengers at key locations.

3. WALKING

3.1 Summary of Existing Conditions and Issues

Compact, Dense, & Walkable Grid Street Network

The Downtown already has a compact, dense, walkable grid of streets, resulting in an urban structure that is well-suited to encouraging walking trips: over 40% of Downtown residents walk or cycle to work, according to the 2011 Transportation Tomorrow Survey. Everyone is a pedestrian at some point in their travels, whether by car, transit, or bicycle.

Dense Mix of Uses

The Downtown has a dense mix of land uses located close together, allowing people to live, work, and shop all within walking distance. Over 70% of people living Downtown go to work or school within the Downtown and travel less than 3km when doing so.

Underground PATH Network

Complementing the street network is the 30-km underground pedestrian PATH network, which connects several commercial office buildings, subway stations, and Union Station, although some of the portals providing access to the PATH could be improved for visibility and wayfinding.

Increasing Pedestrian Activity

Downtown has increasingly high pedestrian volumes especially along retail streets, surface transit routes, employment areas and in the vicinity of subway stations, and Union Station. Pedestrian volumes swell during rush hour and special events such as sporting matches or festivals.

Overcoming Physical Barriers

There are some physical barriers to overcome and better integrate in to the Downtown walking network, notably, accessing the Waterfront and the Don Valley Trail networks. Several bridges in the west end of Downtown have recently been built across the rail/Gardiner corridor, which has improved pedestrian access and connectivity with the Waterfront lands. But some street connections are still uninviting for pedestrians, especially under the Gardiner Expressway and rail corridor. In the eastern part of Downtown, connections with the Don Valley trails network are also challenging, with significant grade and elevation issues to overcome, especially for those with mobility challenges.

3.2 Initiatives Currently Underway

Complete Streets: Designing Streets for People, Place-Making, & Prosperity

As pedestrian activity has increased in recent years, many downtown sidewalks are too narrow to handle peak pedestrian flows, with little or no space available for other city-building amenities, like street trees, benches, or café patios. There are several recent City projects and studies in the Downtown that have begun to re-think how to better design and allocate space on our streets for all users, but with improved priority for pedestrians. Some examples include: John Street, Front Street, Queens Quay, and Market Street. The city's recent Complete Streets Guidelines initiative further explores how to develop a new approach to designing our streets in

a more comprehensive, inclusive, and accountable manner to better achieve the City's Official Plan vision for streets.

Improving Pedestrian Safety and Accessibility

The City is continually exploring ways to improve pedestrian safety in the busy Downtown environment. This will become especially important as the population grows, ages and the downtown attracts families with children. Some recent examples of safety improvement projects in the Downtown include: Lakeshore/Sherbourne intersection reconfiguration, leading pedestrian signal phasing at University and Adelaide, and reducing the city's corner radii dimension standards to help encourage slower vehicle turning speeds.

PATH Master Plan

The City recently completed a Master Plan for the PATH network and new PATH sections have opened recently, such as at the NW Union Station PATH segment. Implementation of the PATH network and any new opportunities identified through TOcore work will need to be co-ordinated with the PATH Master Plan work moving forward.

Toronto 360 Wayfinding Strategy

This two year City program includes consultation with stakeholders and the public, detailed graphic and product design, sign prototyping, an update of our highway destination signage policies, recommendations for a digital strategy, and implementation of a pilot project in the Financial District. The City will undertake comprehensive pre and post-implementation evaluation of the pilot project. This work will need to be coordinated with TOcore as it moves forward.

3.3 Emerging Priorities: Big Moves & Quick Starts

TOcore Parks & Public Realm Plan

TOcore will be undertaking a Parks and Public Realm Plan study with a consultant team and city staff team. It is recommended that this explore pedestrian initiatives such as: pedestrian-priority streets/areas/zones, opportunities for improved pedestrian safety at key locations and intersections, opportunities to better integrate portals with the below-grade PATH network with the at-grade pedestrian network of sidewalks and pathways, and improved signage and wayfinding opportunities.

Quick Wins: Various Capital Improvement Projects

There are several capital improvement projects underway Downtown where pedestrian improvements are being included, such as the intersection reconstruction work at Lakeshore and Sherbourne. These 'quick win' projects are expected to continue throughout a variety of capital works projects over the next few years, especially as the city's Complete Streets Guidelines nears completion. Efforts will be needed to ensure these improvements are coordinated with other TOcore work.

4. CYCLING

4.1 Summary of Existing Conditions and Issues

Major Routes

Although the Downtown cycling network has seen some significant new additions of dedicated cycle track in recent years, there is still a somewhat disconnected network across the Downtown. In particular, there is a lack of a prominent and continuous east-west and north-south grid of major cycling routes, especially when connecting with the Waterfront and Don Valley trail networks.

Post and Ring Bicycle Parking

There are several locations of high levels of bicycle activity that could benefit from additional bicycle parking, as shown in the Bicycle Infrastructure Map.

4.2 Initiatives Currently Underway

2015 Cycling Network Plan

The goal of the 2015 Cycling Network Plan is to further enhance the existing network in the downtown, by adding more new routes, and enhancing existing routes. There are three overall themes guiding the development of the network: Connect, Grow, and Renew. Some cycling pilot projects in the Downtown are also being explored as part of this work, including along segments of Bloor Street. This study and associated pilot project work will be coordinated with TOcore and align key resulting directions in TOcore planning policy framework.

Toronto's Trails Plan

Following public consultation and a feasibility assessment, on June 6, 2012 Toronto City Council approved Toronto's Trails Plan. Thirty-two trail projects are included in the plan, to expand Toronto's existing network of trails. Twelve new trail construction projects, and four trail feasibility studies are currently being undertaken as short term priorities.

- The West Toronto Railpath project will extend the existing trail, to provide a critical connection from Toronto's busy west-end into the Downtown core.
- The East Don Trail will bring Toronto together, by connecting existing trail networks in the Western Don Valley and Taylor Creek with the Gatineau Hydro Corridor.

Richmond and Adelaide Cycle Tracks

In 2014 the City installed Cycle Tracks on Richmond St., Adelaide St. and Simcoe St. These separated bike lanes are "pilot projects" for demonstration, testing, and evaluation, before a decision is made on whether they should be made permanent (including possible upgrades).

Waterfront Toronto Projects

The recently completed Queens Quay reconstruction connects the Waterfront Trail across Toronto's central waterfront area between Bathurst St. and Parliament St. The 'new' Queens Quay features two lanes of east-west traffic on the north side of the street, a dedicated LRT, and the trail connection plus granite boulevards on the south side of the street. Also, many of

the new streets which are being build in Toronto's developing waterfront neighborhoods have been designed to include bicycle lanes.

Pan Am Path

The Pan Am Path will enhance connections between the City's existing trails with wayfinding pavement markings. As a Host City Showcase Program project, the Pan Am Path featured an art relay curated by the Friends of the Pan Am Path in the weeks leading up to the 2015 Games.

Bike Share Feasibility Study

The Bike Share Feasibility Study establishes parameters to guide the planning process for expanding the Toronto Bike Share system over 5 years. The study will establish planning guidelines, determine the system coverage, feasible station densities (stations per km), and examine the impacts of the proposed expansion (including its financial impacts). It is expected to be completed by the end of 2015 and will produce recommendations for service area coverage, a 5 year implementation schedule with specific priority locations, design and placement efficiency, scope of investment, and consequences/risk mitigations in order to optimize the system from a customer service, usage and financial perspective.

4.3 Emerging Priorities: Big Moves & Quick Starts

Big Moves: Alignment with Bicycle Network Implementation Plan

TOcore should continue to align 'big move' priorities with the outcomes of the Bicycle Network study currently underway. Some of the possible 'big moves' that should be explored include:

- Cycling facilities along major rapid transit corridors (e.g., Yonge, Bloor, University)
- Connecting with the Waterfront and Don Valley trails network
- Addressing missing links or trouble-spots in the grid network
- Expand post and ring bicycle parking supply and Bike Share locations, exploring using on-street parking space locations

Quick Start: Extend Richmond-Adelaide Cycle Track

The extensions of the Richmond and Adelaide Pilot Project Cycle Tracks have been approved by Council, and are scheduled for installation this year.

Quick Start: Bike lanes on Peter, between Queen and King

Extend the St. George bike lanes into the Financial District, scheduled for 2015.

Quick Start: Bike upgrades in East Downtown

Shuter, River and Gerrard are all up for resurfacing and/or reconstruction next year, so a number of upgrades are planned to these existing bike lanes. (e.g. buffers, green markings etc.)

Quick Start: Parliament Cycling Upgrades

Capital road work is scheduled on Parliament in 2017, so we plan to coordinate by improving the intersection of Bloor/Parliament and introduce bike lanes between Bloor E and the existing Wellesley Cycle Tracks.

5. TRAFFIC & PARKING

5.1 Summary of Existing Conditions and Issues

Downtown Peak Hour Traffic Has Been Relatively Stable for 30 Years

Although traffic congestion in the Downtown is a common occurrence, peak hour traffic volumes to and from the Downtown in the Morning Rush Hours over the past 30 years have remained relatively stable (see Figure 2). There has been a recent small increase in outbound traffic volumes leaving the Downtown in the Morning, as more people are choosing to live in the Downtown, but their work location may still be outside the city.

Downtown Growth is Relying on Sustainable Travel Choices

Most of the recent growth in the Downtown has been accommodated via other more sustainable travel modes, like regional and local transit, walking, and cycling, which is consistent with the overall policy objectives of the City's Official Plan.

Downtown Residents Are Leading The Way

According to the City's recent "Living in the Downtown and Centres Survey", conducted in 2011, more than 70% of Downtown residents responded that they work or go to school within the Downtown, and 77% travel less than 5km. Almost 15% of Downtown residents also indicated they work at home. Half of Downtown households don't even own a car.

Reducing Parking Supply Requirements in New Developments

Parking supply for new residential and employment developments is being reduced to reflect these changing trends through the comprehensive parking standards in the new Zoning By-Law, including providing for more carshare spaces within new development

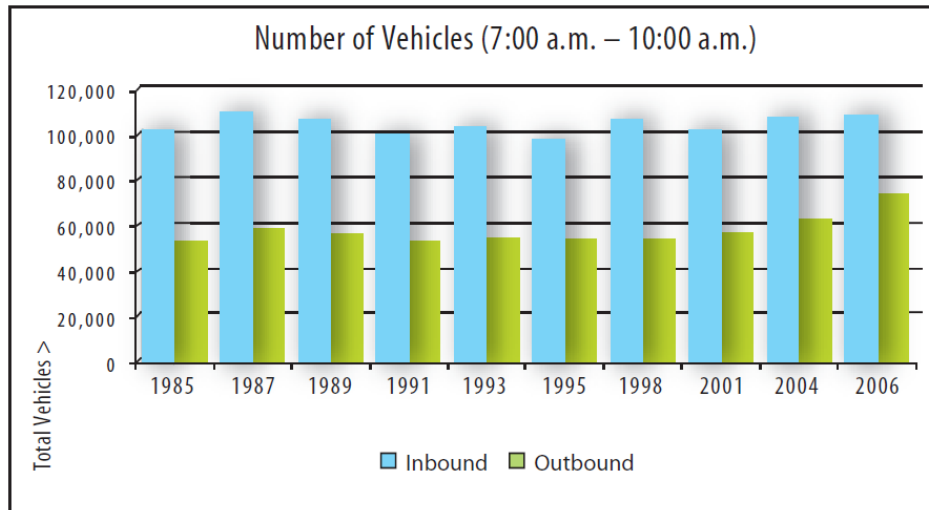
Other Parking

The city also owns and operates a significant amount of public parking Downtown in TPA 'Green P' parking lots/garages. There are also many private parking garages operating as businesses that charges for public parking. This parking serves a variety of different needs, from short-term parking for retail stores and businesses, to accommodating resident overnight and guest on-street parking in some areas of the Downtown.

On-Street Parking

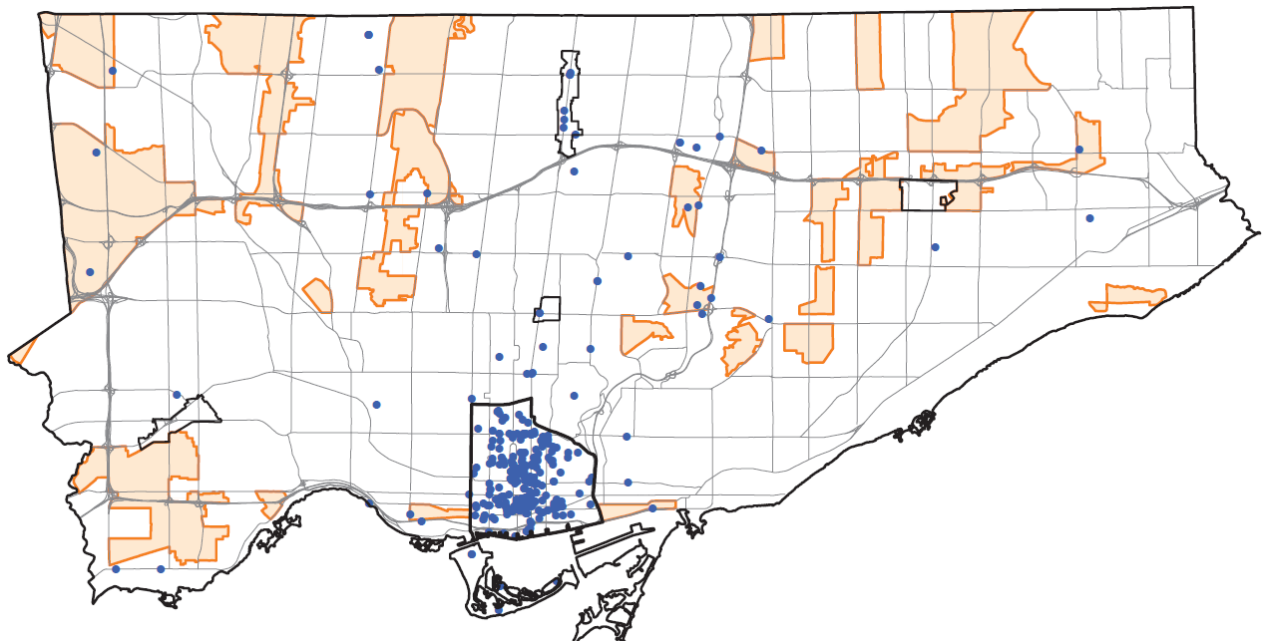
Several streets have on-street parking and there are often competing uses in the right-of-way. Should street space be used for parking cars, vehicle travel lanes, bicycle lanes, additional trees, or wider sidewalks, etc., especially on major streets? As other city policy initiatives are implemented, the on-street parking supply and hours of operation available for paid parking continues to decline.

FIGURE 2
Number of Vehicles Crossing Central Area Cordon 1985-2006



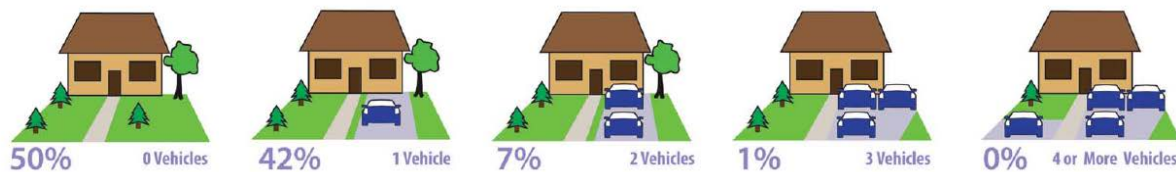
Source: City of Toronto Cordon Count Program (2006)

FIGURE 3
Places of Work of Downtown Residents



Source: Living in the Downtown and Centres Survey (2011)

FIGURE 4
Number of Vehicles Per Downtown Household



Source: City of Toronto Transportation Tomorrow Survey (2011)

5.2 Initiatives Currently Underway

Managing Traffic Congestion

Despite these recent positive travel trends, there are still challenges to managing traffic congestion in the Downtown, as well as parking and loading along busy major streets. City Council in late 2013, endorsed in principle the five-year Congestion Management Plan to better manage vehicular traffic congestion, improve traffic operations, and provide the public with information to assist them with their travel routing and choices.

Curbside Management is among the Plan's eight strategies that emphasize taking a proactive approach to traffic management along arterial roadways, applying evolving technologies and managing activities and use of the road allowance. With curbside access in high demand, coupled with a fixed limited width roadway available (especially in the downtown area) for taxis, couriers, service trucks and other public and private vehicles, better management of access to the curb and its utilization is highly desirable.

Since the adoption of the Congestion Management Plan, the City has been actively developing and implementing initiatives in all eight strategies to better manage congestion and improve traffic operations. Specifically in regards to Curbside Management, the following activities have been undertaken over the past year:

- Adjusted hours of peak period parking and turn restrictions were implemented on King St and Queen St. The hours when "No Stopping" is permitted on these roads were amended to reflect extended rush hours of 7:00 AM to 10:00 AM and 3:00 PM to 7:00 PM.
- Enhanced parking infraction management by increasing fines from \$60 to \$150 for illegally stopped vehicles on key rush hour routes.
- Initiated a courier zone pilot project in the downtown core to assist in the delivery of goods. The pilot includes the allotment of dedicated loading zones for couriers by time of day. Initial observations indicate that the couriers are utilizing the dedicated zones during the defined times.

- Establish a multi-agency parking enforcement team involving Toronto Police Services, Toronto Parking Enforcement and Transportation Services to provide a coordinated approach to enforcement.

This Congestion Management Plan's update report was considered by Toronto City Council's Public Works and Infrastructure Committee on January 6, 2015 and was adopted with amendments.

The Congestion Management Plan - Quarterly Update report was considered by the Public Works and Infrastructure Committee on June 17, 2015 and adopted without amendment. City Council adopted this item on July 7, 2015 without amendments.

TPA On-Street Comprehensive Review

The Toronto Parking Authority comprehensively reviewed the on-street parking program in the Fall of 2015, specifically parking utilization, existing hourly parking rates, and the hours of operation for paid parking at all locations in the City of Toronto. The objectives of the program are to accommodate short stay parkers to serve the commercial areas of the City while also ensuring that prices continue to reflect underlying changes in the overall Consumer Price Index (CPI). Since the completion of the Comprehensive Review, the TPA continues to examine existing parking regulations, including use of the 'no parking' regulation throughout the City of Toronto.

Other Initiatives

Other on-street users are also being recognized through different initiatives including: the creation of the Food Trucks Mobile Vending Permit, which allows for Food Trucks to operate on public roads; as well as, the on-street motorcycle and scooter parking pilot to encourage motorcyclists to park legally on city streets and to park within the pay-and-display area in a controlled fashion to maximize available parking.

5.3 Emerging Priorities: Big Moves & Quick Starts

Alignment with Curbside Management Study

Activities under the Curbside Management Strategy will help manage traffic congestion by:

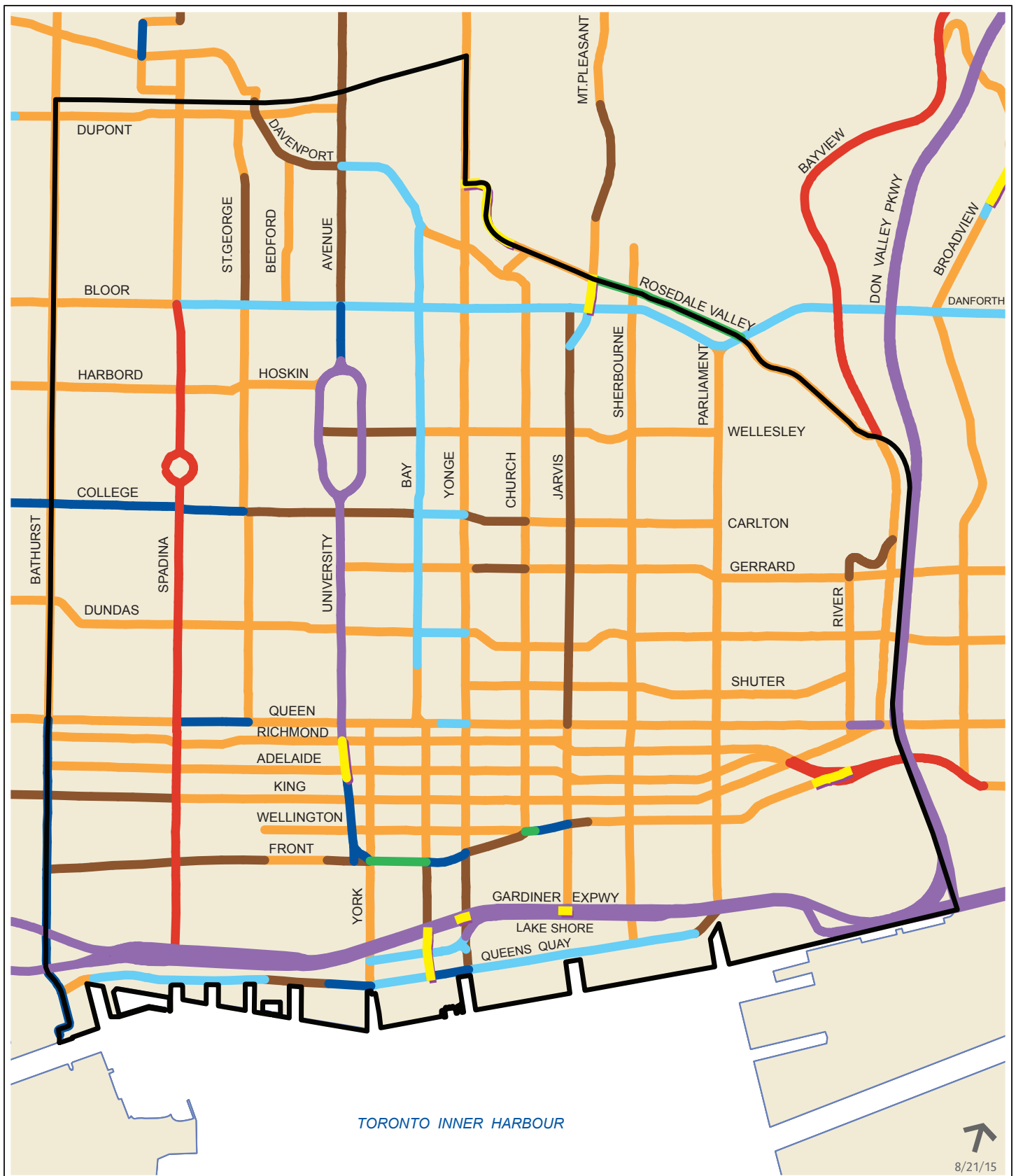
- Using innovative solutions to improve the balance of parking demand with traffic operational requirements;
- Reducing illegal parking which may affect traffic flow; and
- Increasing legal parking availability and reducing parking "search time".

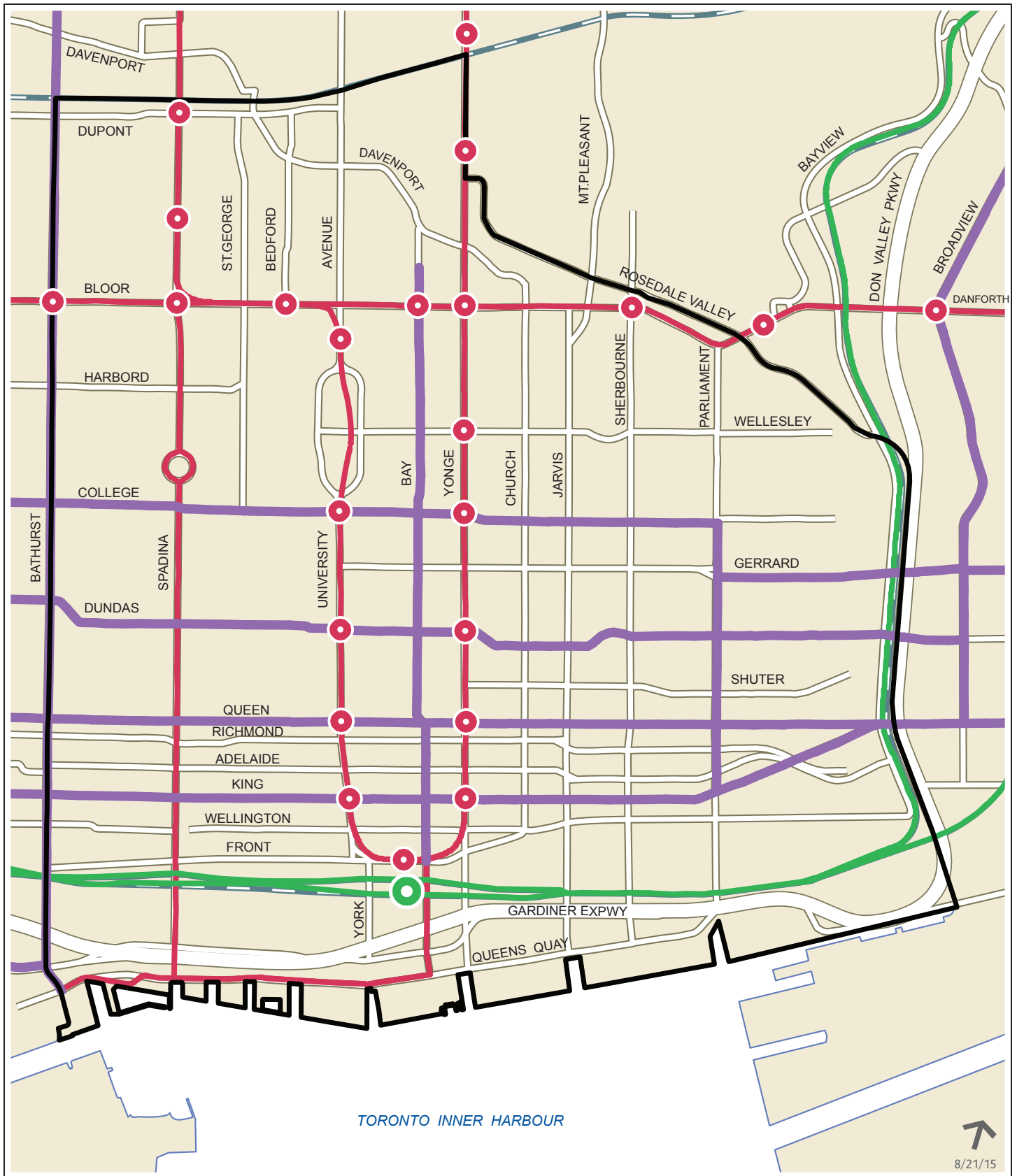
A consultant has been engaged, is undertaking an existing conditions review and will conduct outreach and stakeholder engagement over the course of 2016. Following this and best practice review, alternative strategy development and evaluation will be undertaken and a recommended policy approach for the Study Area is expected by year's end.

Parking 'Big Move': Downtown Parking Strategies

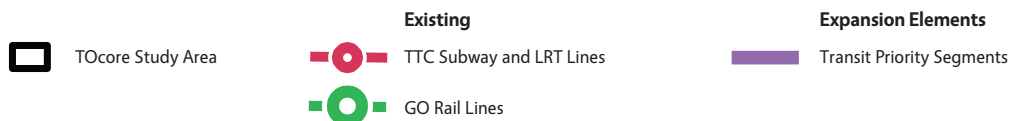
- Explore how to incorporate more shared public parking in new developments, including consideration of the Zoning By-Law to facilitate the convertibility of unused parking, particularly in the downtown, of private parking spaces to municipal parking spaces for new developments if/when needed.
- Explore further the impacts of new emerging technology that better utilizes existing Downtown parking supply (i.e. smartPhone apps that allow people to share unused parking spaces, paying for parking via smartphone, etc.).
- Explore how to deal with on-street parking on busy major streets. How to effectively manage uncontrolled curbside areas and users, including one hour free parking zones, unmarked three hour zones (particularly Downtown Residential areas that serve as daytime parking), parking along commercial/residential on-street flankages, and by users such as couriers, loading/unloading by businesses, and accessible parking permit holders.

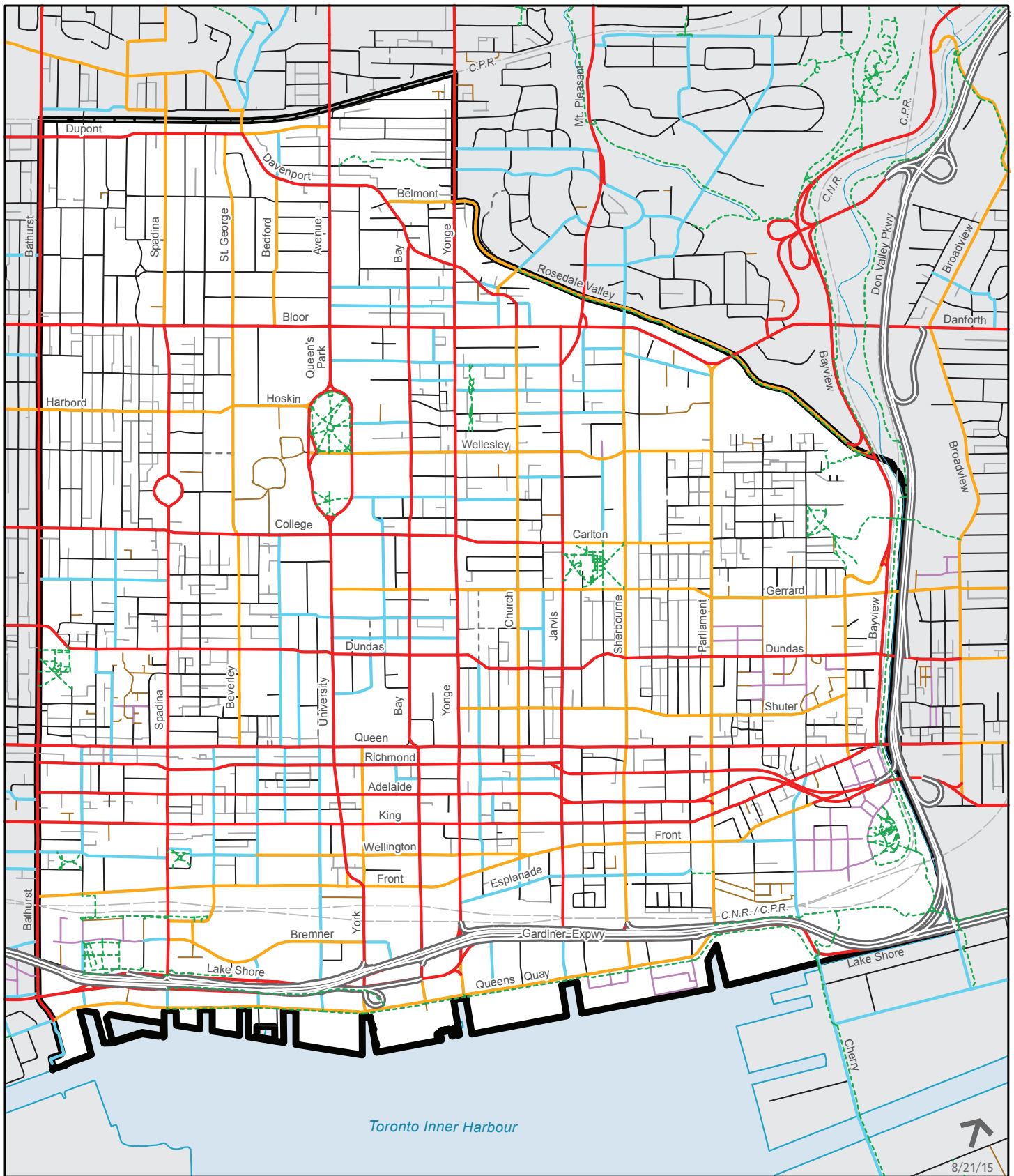
APPENDIX: MAPS





Official Plan Map 5 - Surface Transit Priority Network









Road Classification

Road Classification Type

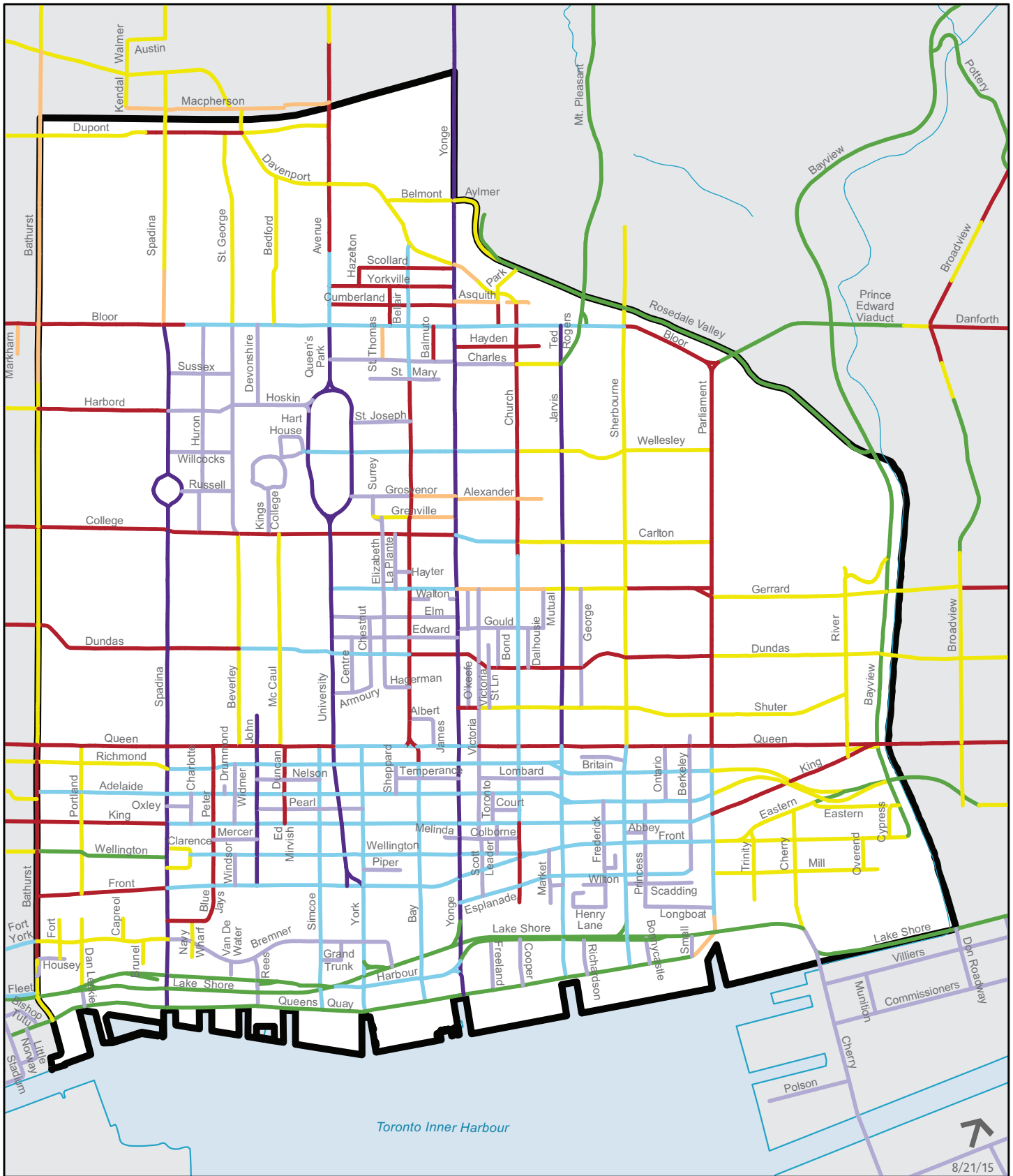
 TOcore Study Area

 Expressway
 Major Arterial
 Minor Arterial
 Collector

 Local
 Other
 Laneway
 Pending

 Trail
 Walkway

 River
 Railway



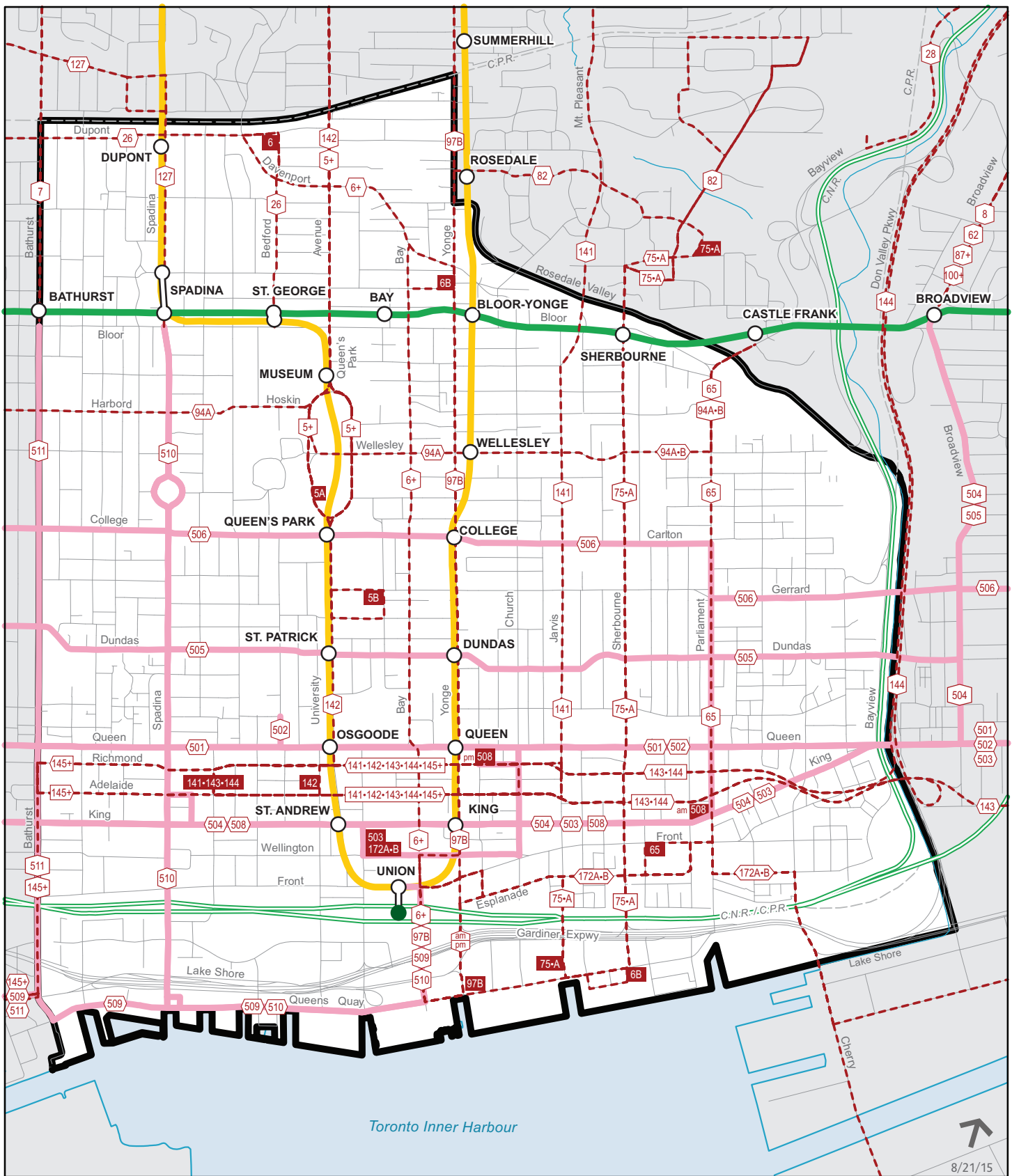
Urban Design Streetscape Manual

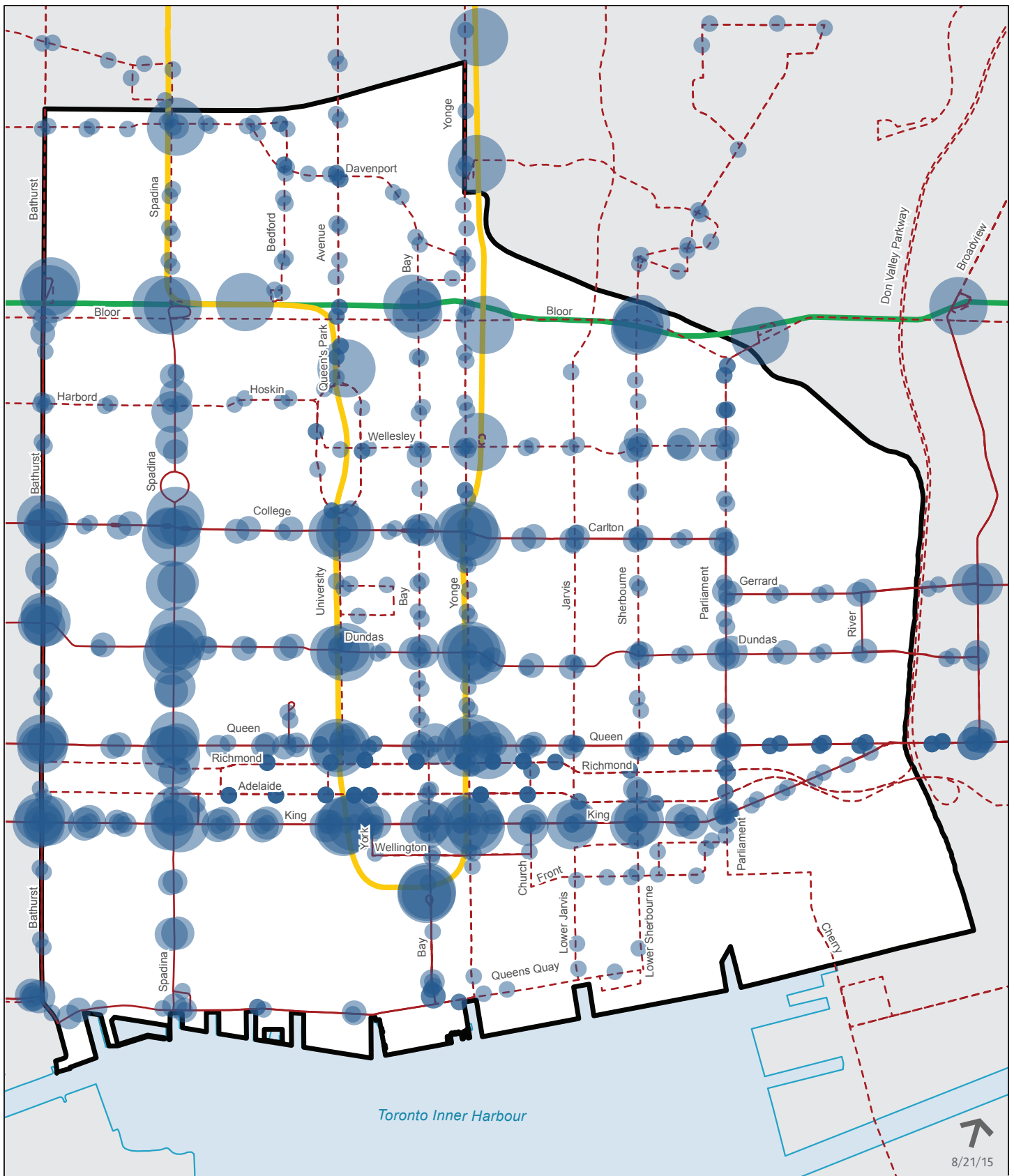
Streetscape Type - April 2014

 TOcore Study Area

 Emerging Main
 Existing Main
 Intermediate
 Major

 Scenic
 Special
 Special Area





8/21/15

Existing Surface Transit Activity

TOcore Study Area

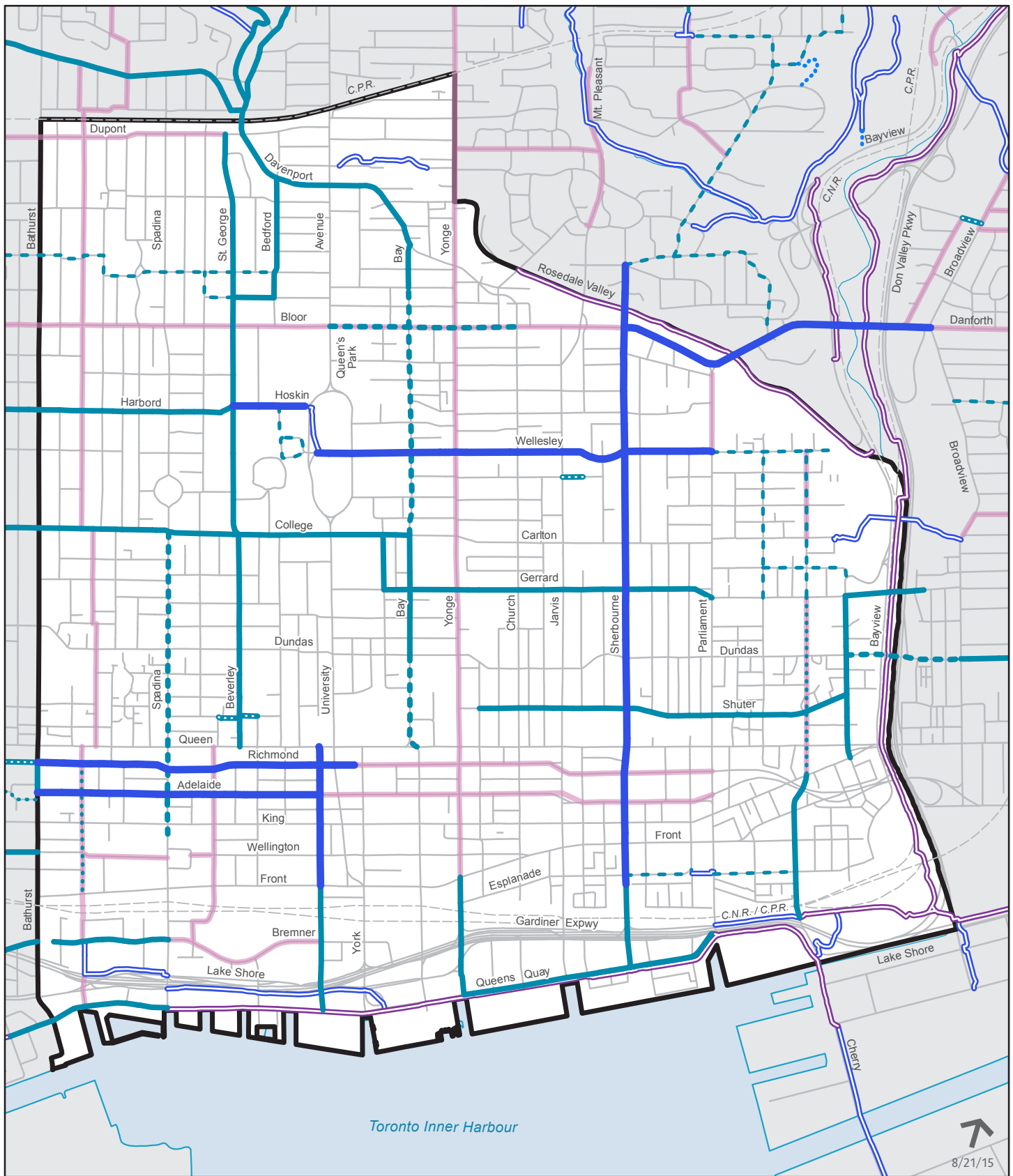
Transit Route Type

- Bus
- Streetcar
- Yonge-University Subway
- Bloor-Danforth Subway

Total Daily Passenger Count at Select Stops

- up to 499
- 500 to 999
- 1000 to 1499
- 1500 to 1999
- 2000 to 2999
- more than 3000

Bus and Streetcar 24-hour Passenger On & Off Activity - Source: Toronto Transit Commission (TTC)



8/21/15

Existing Bicycle Infrastructure



TOcore Study Area



Cycle Tracks



Bike Lanes



Contra-Flow Bike Lanes



Sharrows



Signed Routes



Suggested On-Street Routes



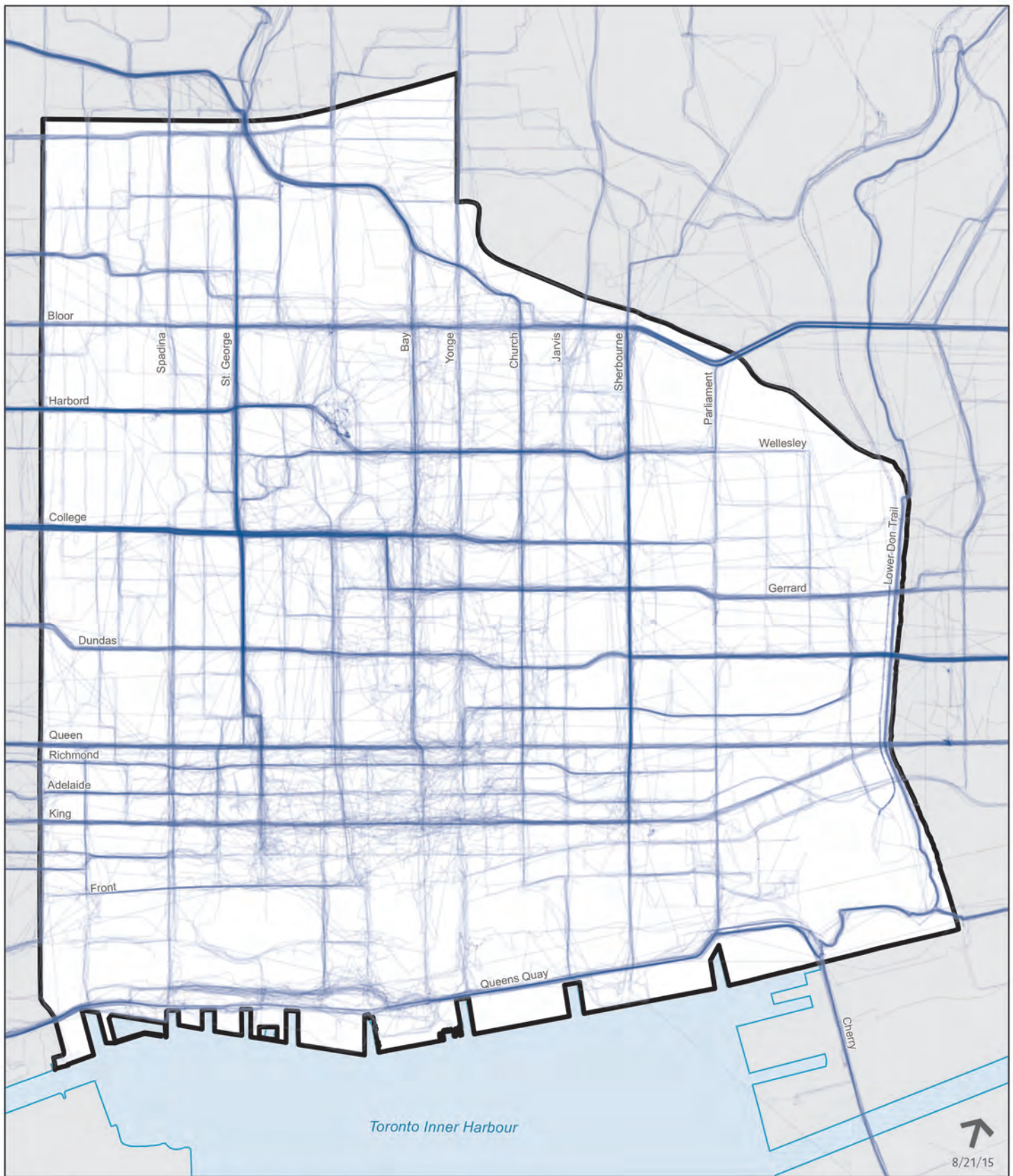
Major Multi-use Pathway



Minor Multi-use Pathway



Proposed Routes



Cycling Activity

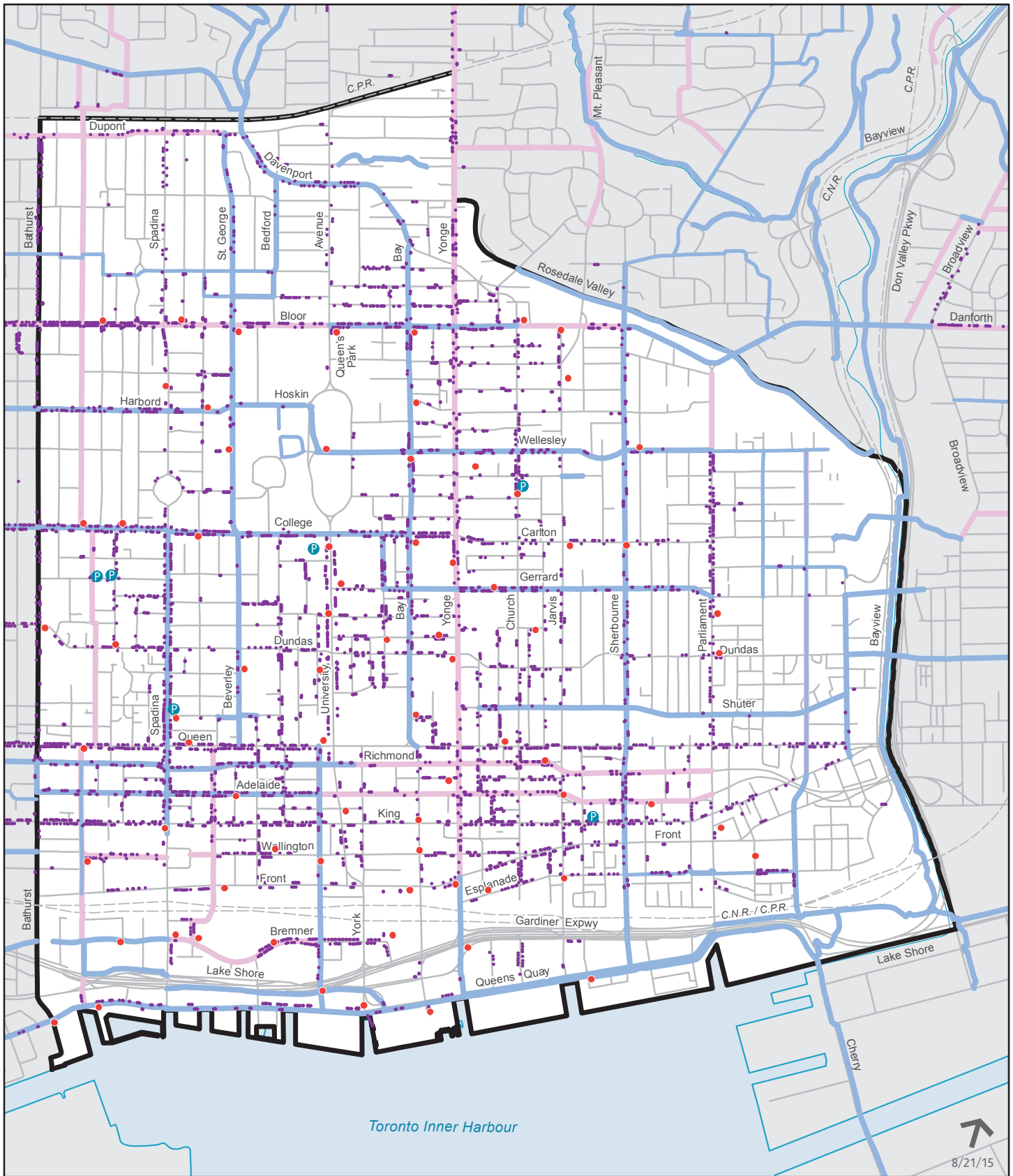
Relative Volume of Cycling Trips

 TOcore Study Area

High

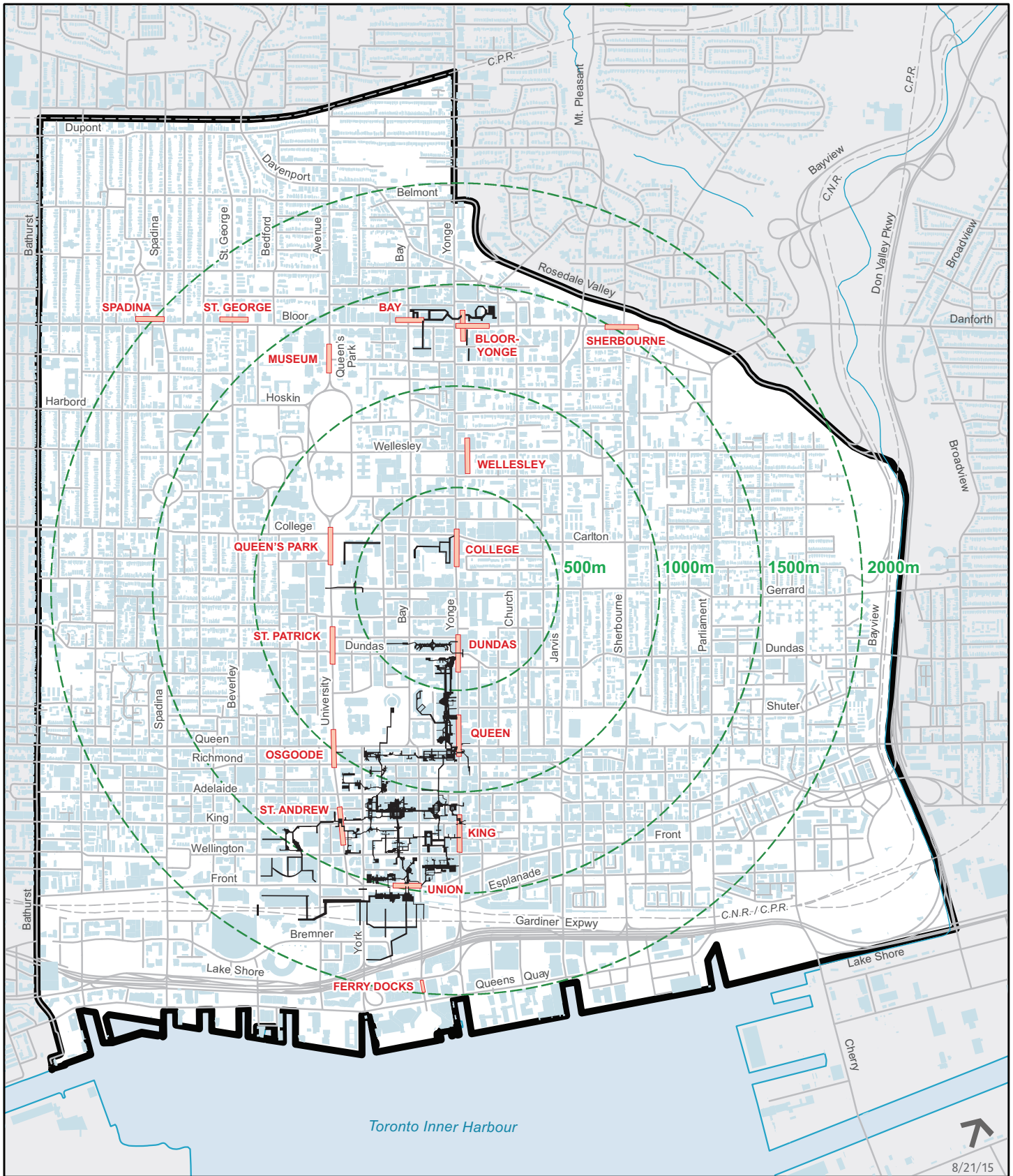
Low



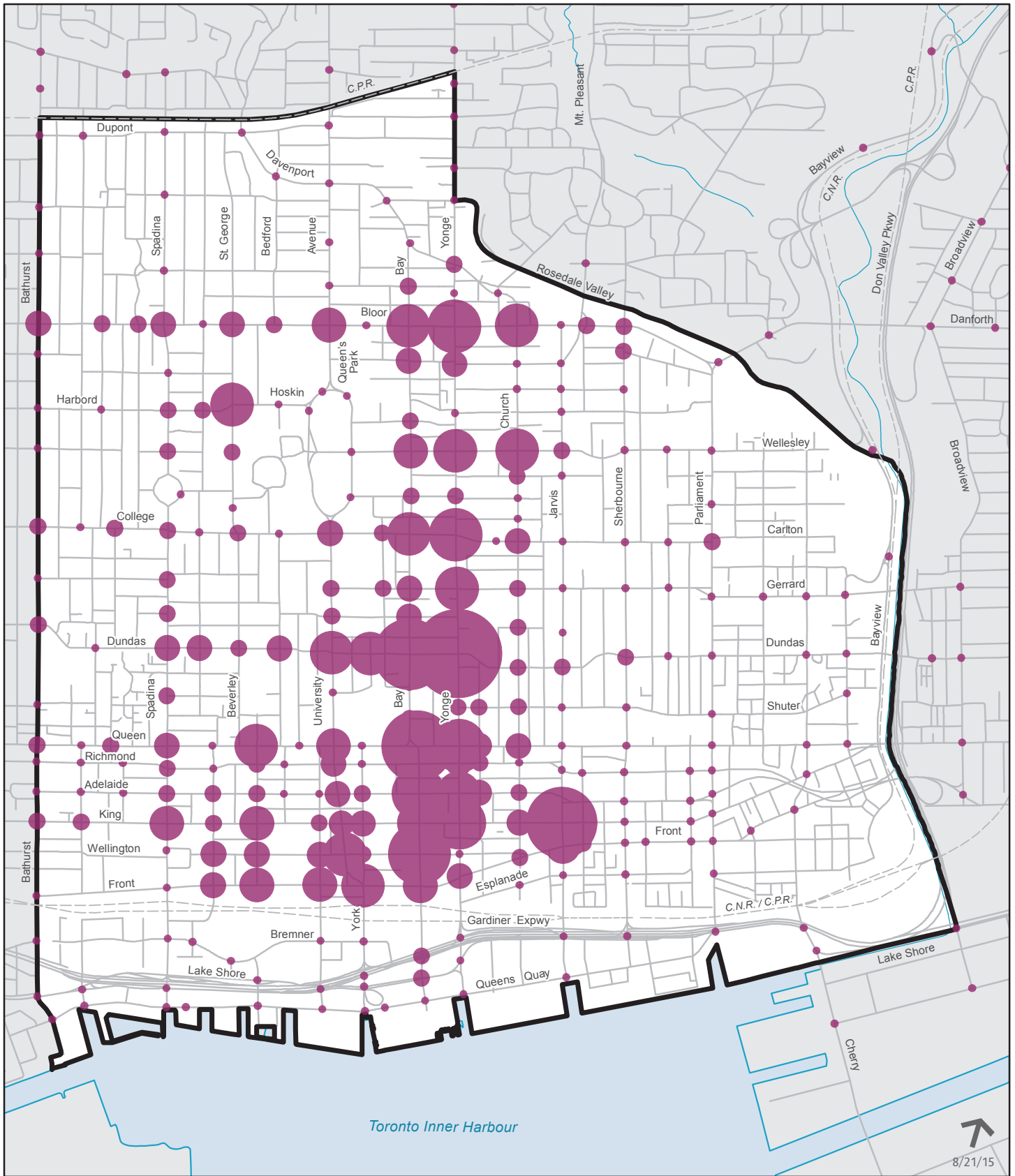


Bikeshare and Bicycle Parking

- TOcore Study Area
- Bike Post-and-Rings
- Existing Bicycle Routes
- P Bike Parking
- Proposed Routes
- Bike Share Locations



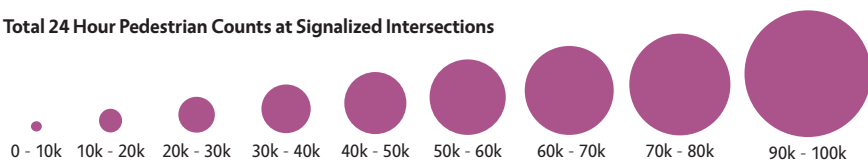
PATH - Toronto's Underground Pedestrian Walkway

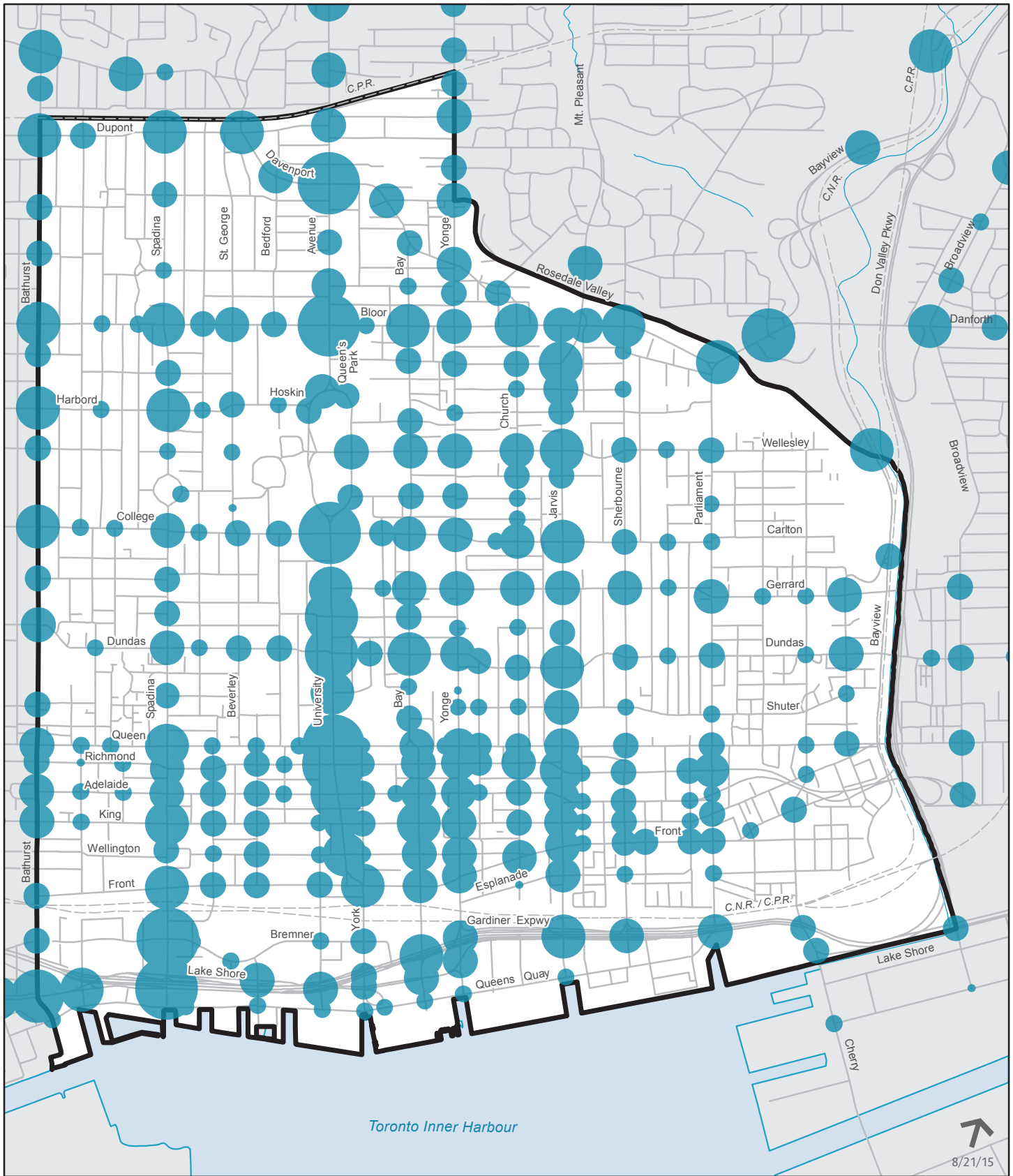


Traffic Volume - Pedestrians

Total 24 Hour Pedestrian Counts at Signalized Intersections

 TOcore Study Area

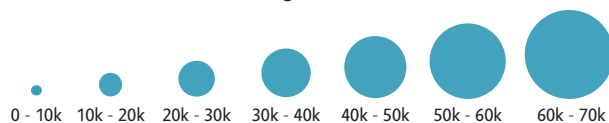


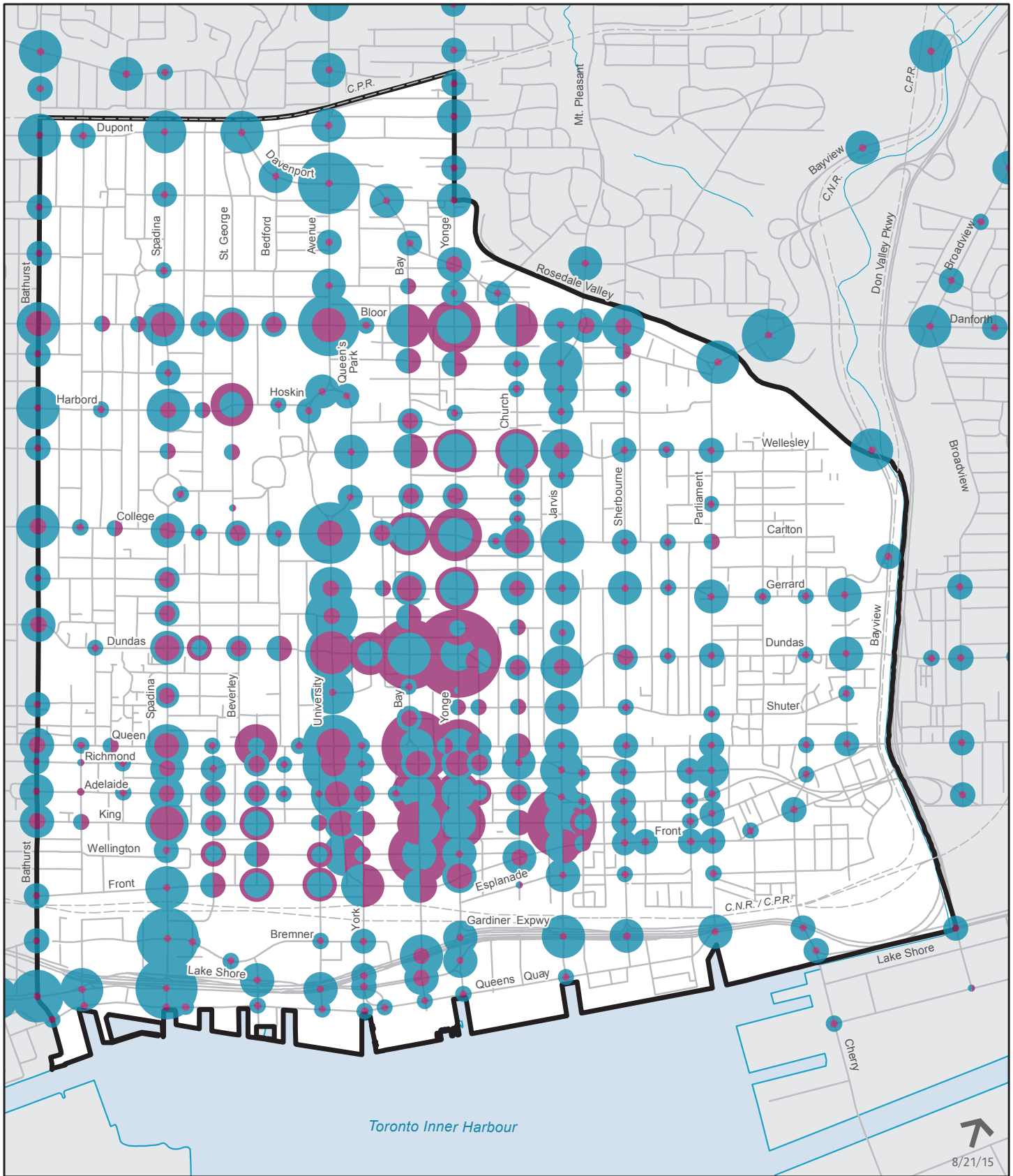


Traffic Volume - Vehicles

Total 24 Hour Vehicle Counts at Signalized Intersections

 TOcore Study Area





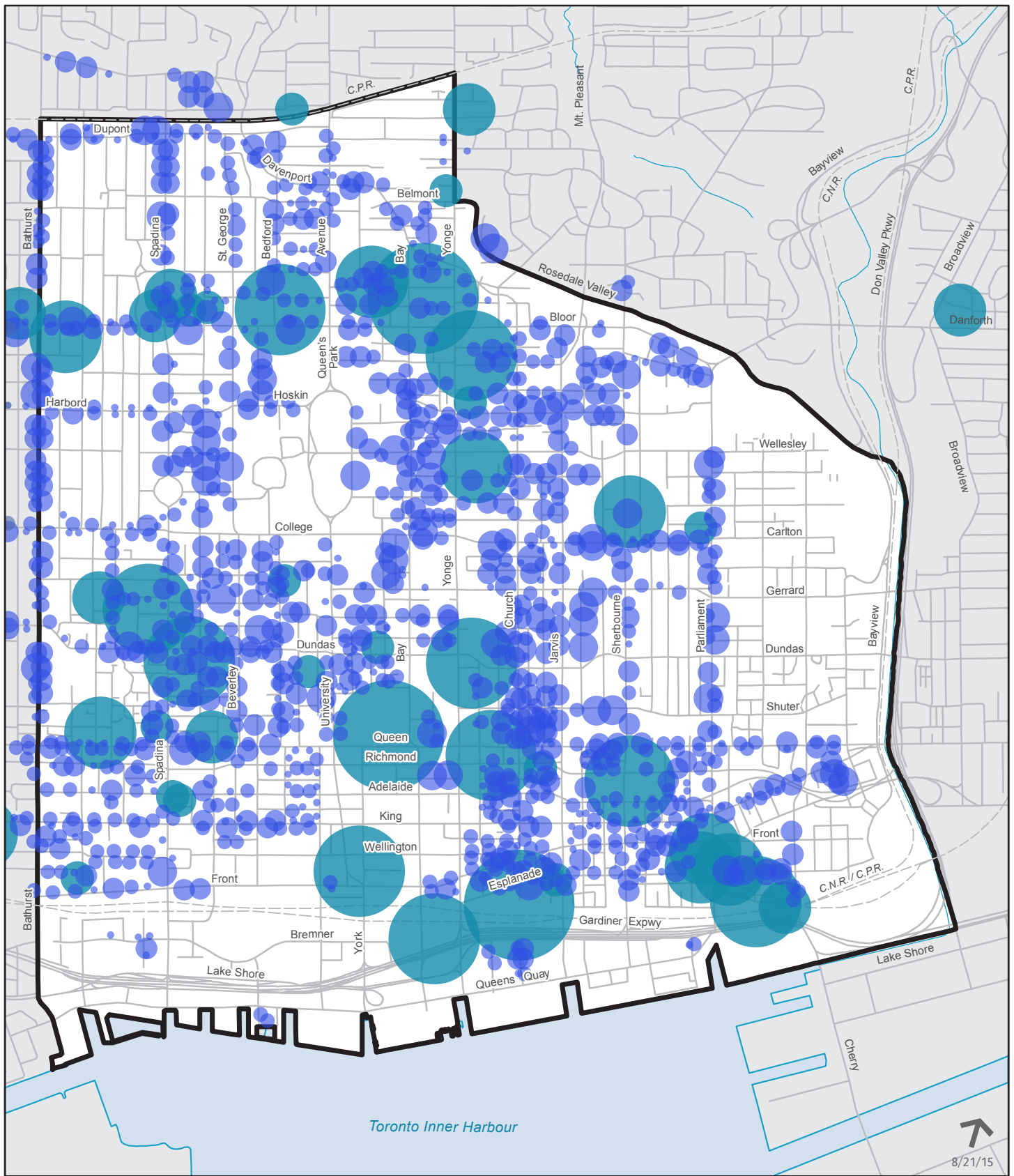
Traffic Volume - Vehicles and Pedestrians

TOcore Study Area

Total 24 Hour Counts at Signalized Intersections

0 - 10k 10k - 20k 20k - 30k 30k - 40k 40k - 50k 50k - 60k 60k - 70k 70k - 80k 90k - 100k

Vehicles Pedestrians
 Vehicles = Pedestrians



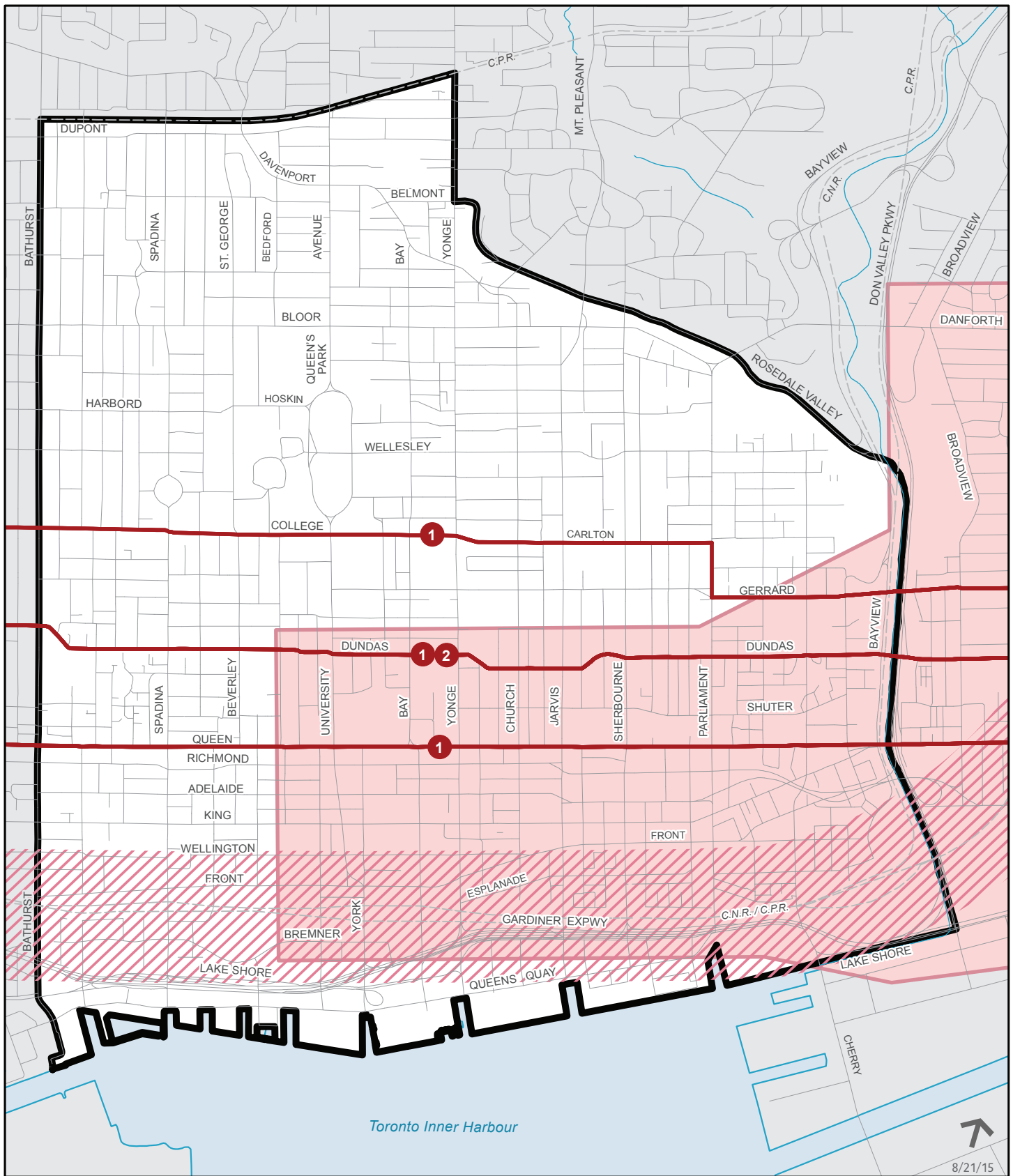
TPA Parking Spaces

Metered Curbside Spaces

1-4 5-7 8-10 11-16

Parking Lot Spaces

18-50 51-100 101-200 201-1000 1000+



Transportation Initiatives - Transit

TOcore Study Area

Relief Line EA

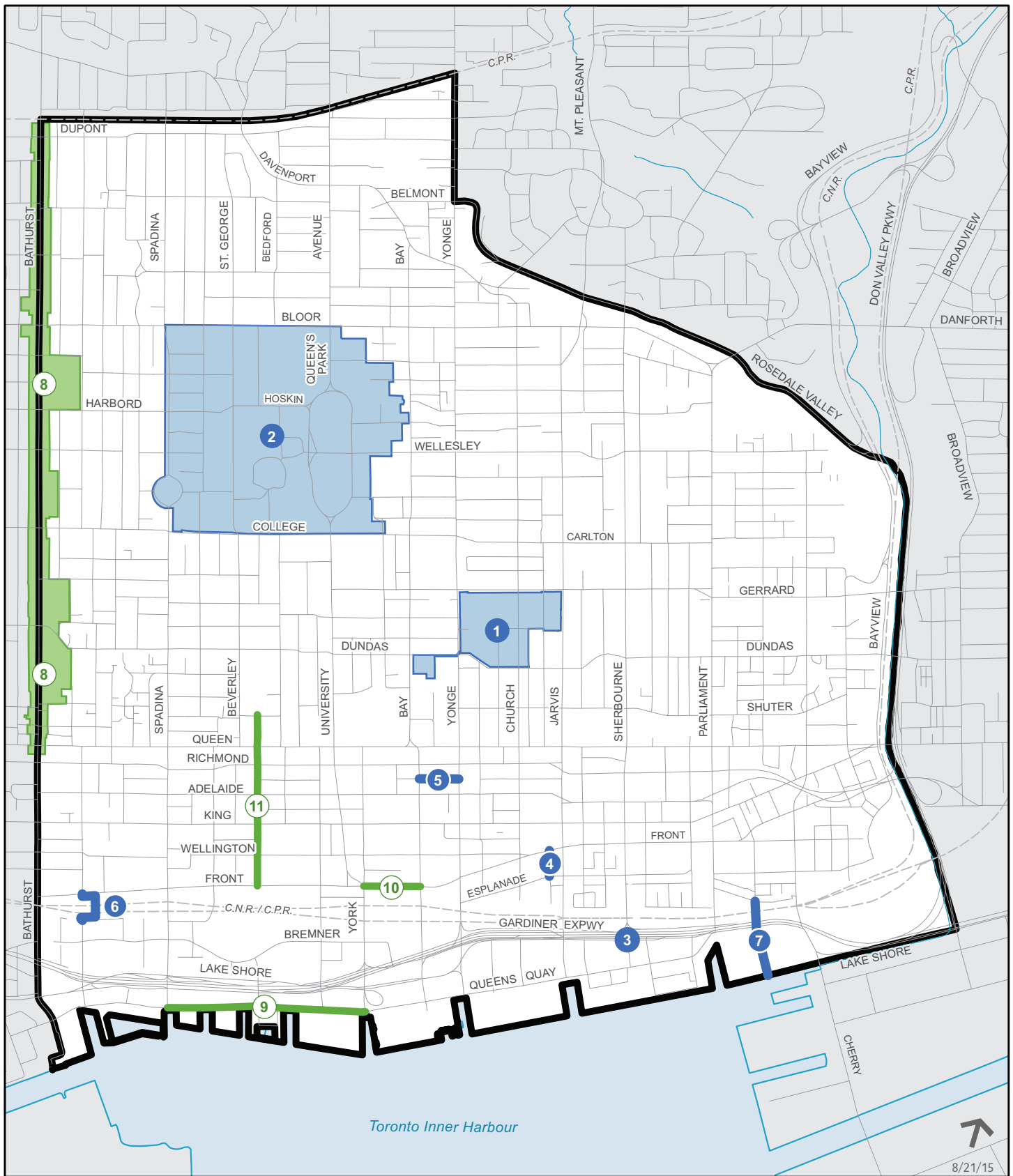
Smart Track EA

1

Surface Transit Peak Hour Parking Restrictions

2

Traffic Signal Corridor Studies



Transportation Initiatives - Pedestrian and Streetscape

TOcore Study Area

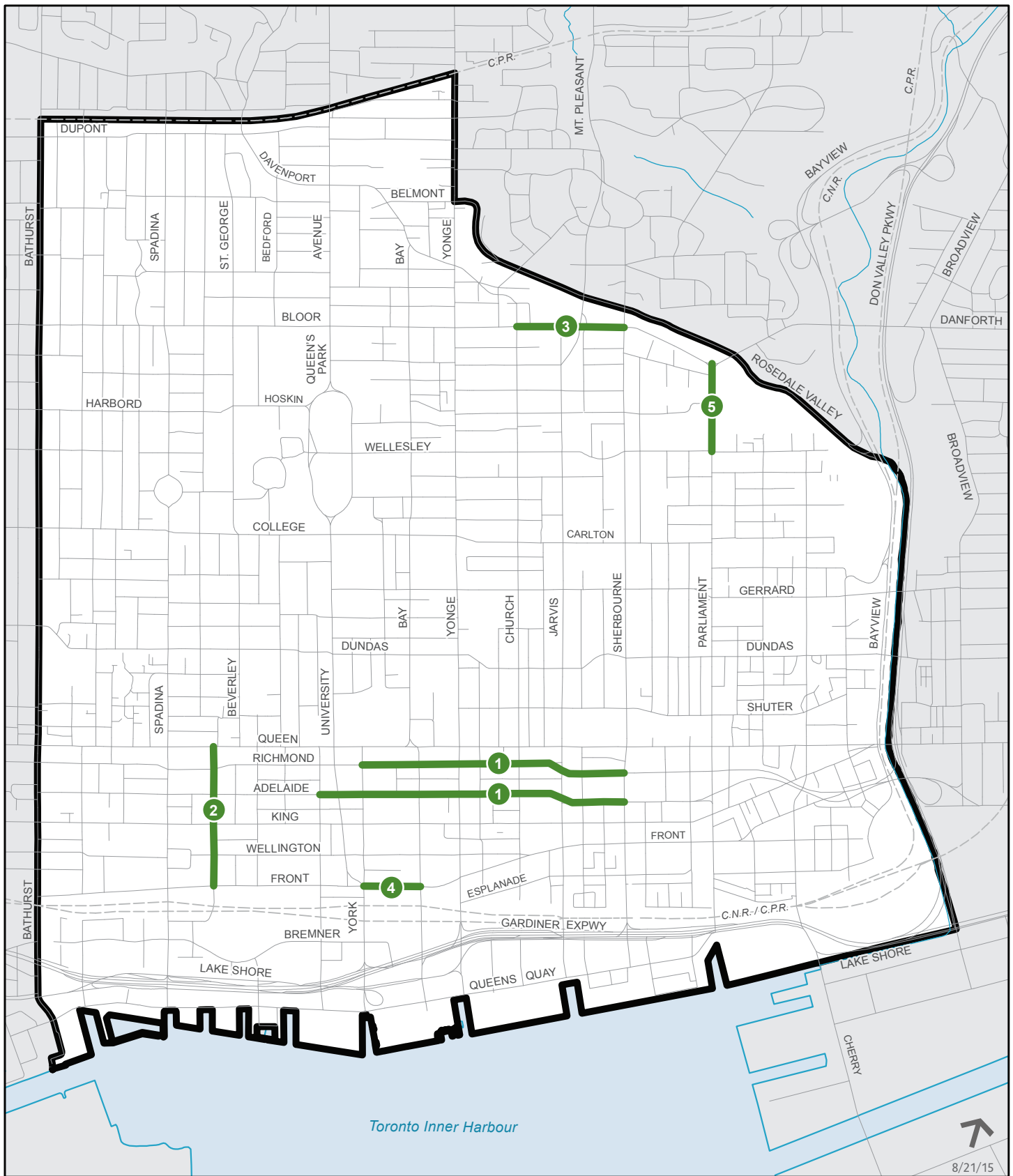
Pedestrian

- 1** Ryerson Public Realm Plan
- 2** U of T Master Plan
- 3** Sherbourne/Lake Shore Intersection Reconfiguration

- 4** Market Street
- 5** Temperance Street
- 6** Portland Bridge
- 7** Trinity Street Extension – Pedestrian Only

Streetscape

- 8** Bathurst Street Land Use and Built Form Study
- 9** Queens Quay Revitalization
- 10** Front Street
- 11** John Street



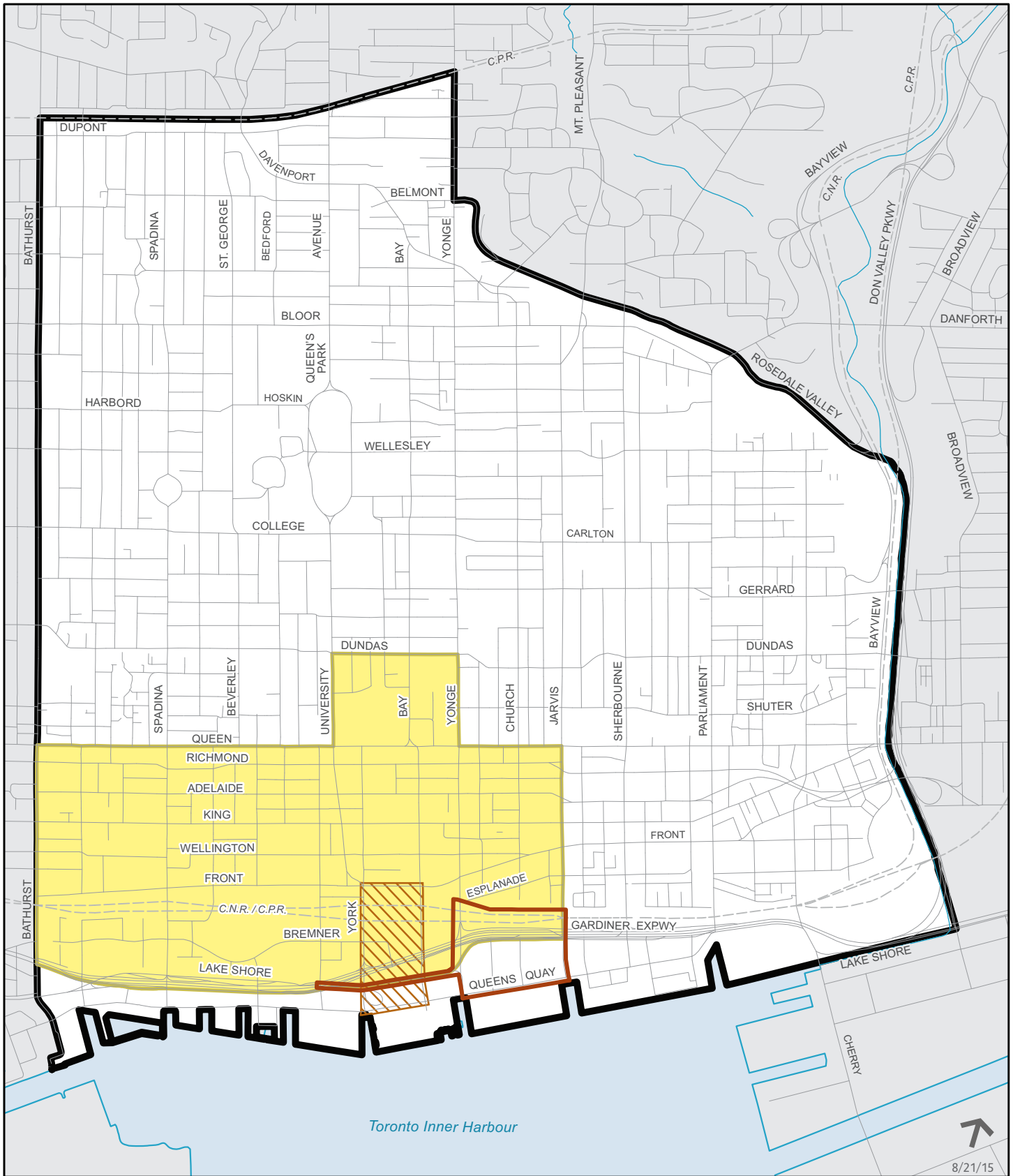
Transportation Initiatives - Cycling







TOcore Study Area

- ① Richmond Adelaide Cycle Track
- ② Beverly to Waterfront via Peter/Blue Jays Way
- ③ Bloor Lanes Extension from Sherbourne to Church
- ④ Front Street Sharrows

- ⑤ Parliament Improvements



Transportation Initiatives - Traffic and Parking

-  TOcore Study Area
-  Curbside Management Study and Downtown Traffic Operations Study (DTOS)
-  Lower Yonge Precinct TMP – Church Extension to Front Street Study
-  York/Bay/Yonge Interchange EA