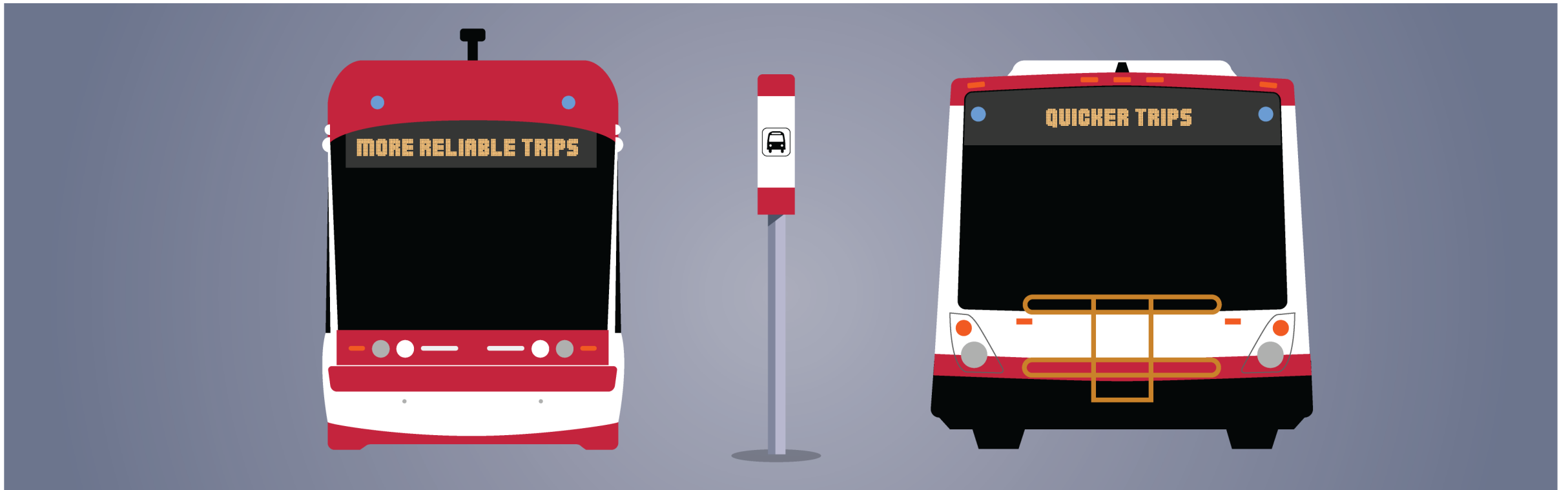


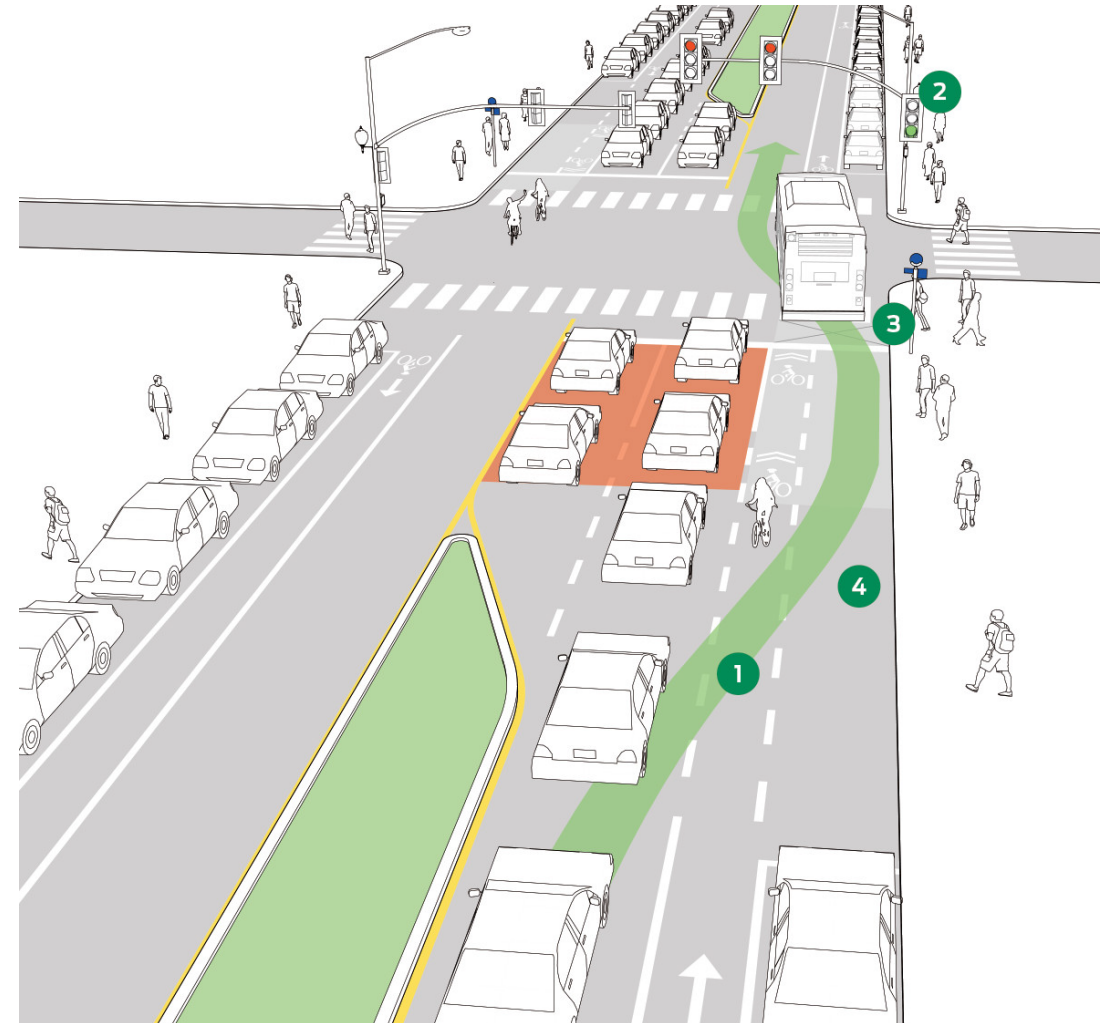
# RapidTO: Bus & Streetcar Priority

Phase 2: Identifying Top Roadways (Winter/Spring 2022)



# About RapidTO: Bus & Streetcar Priority

- The TTC and City of Toronto are developing a plan to deliver safe, efficient and equitable bus and streetcar service improvements
- Transit priority improvements will make bus and streetcar service more reliable, reduce delays and shorten travel times on congested roadways
- The goal of these improvements is to make public transit a more attractive and practical transportation option



# Need for RapidTO: Bus & Streetcar Priority

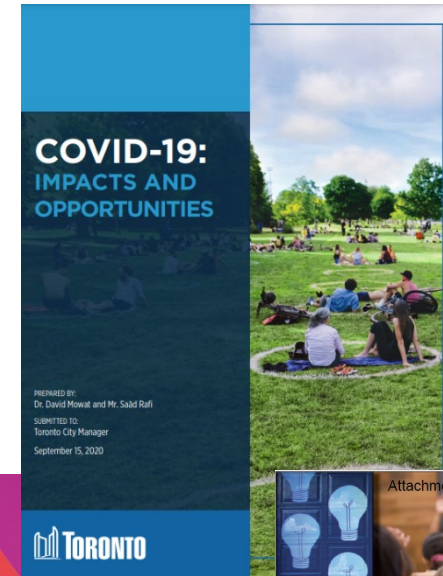
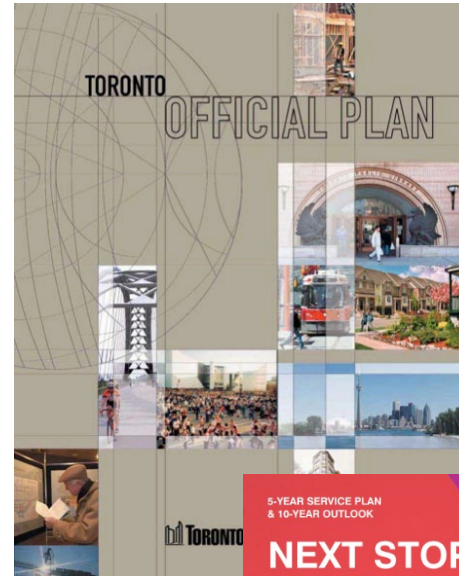
- Bus and streetcar routes make up most of the City's public transit system and serve 70% of all TTC trips
- Traffic congestion significantly impacts the speed and reliability of buses and streetcars
- Between January 2019 to February 2020, 22% of buses and 34% of streetcars experienced delays
- Transit priority solutions are generally faster and cheaper to implement compared to subway and light rail options





# Policies & Plans that Support RapidTO

- RapidTO: Bus & Streetcar Priority (RapidTO) is supported by numerous official plans and strategies, all recognizing the importance of transit in our growing region
- Public transit is an essential tool to support shared goals of an inclusive society that offers equitable access to employment, healthcare and community services



# Consultation Process



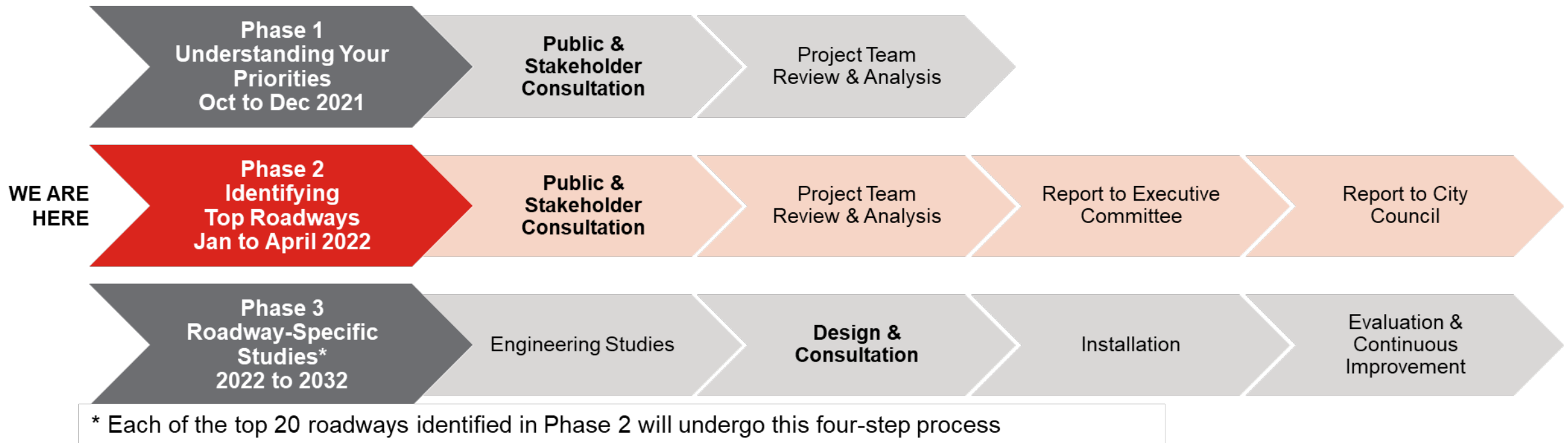
# RapidTO Consultation Process

The TTC and City of Toronto will engage the public through a three-phased consultation strategy to develop and deliver RapidTO projects.



# Decision-Making Process

- Technical analysis informed by public feedback will guide the City of Toronto and the TTC in identifying the roadways where transit priority solutions will be studied, evaluated and delivered over the next 10 years and beyond
- Public consultation is a key component of every phase in the study process



# Phase 1: Understanding Your Priorities Objectives

Completed!

- Understand the public's priorities on draft criteria that will be used to assess roadways used by buses and streetcars
- Apply a weight to these criteria in the scoring analysis to reflect these priorities
- Gather recommendations for additional evaluation criteria and assign a corresponding weight
- Identify gaps, barriers, challenges and opportunities in the transportation network





# Phase 2: Identifying Top Roadways Objectives

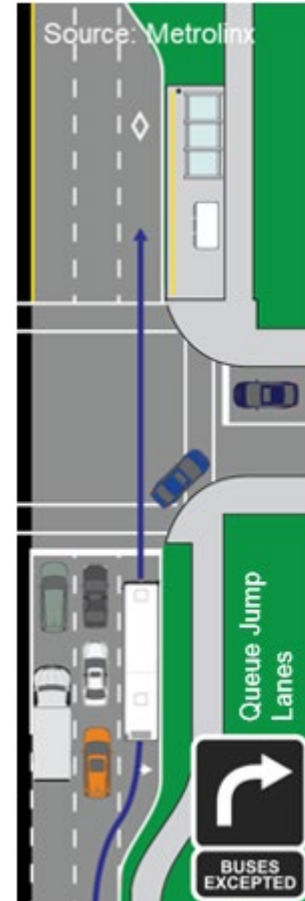
We are here!

- Review information collected in Phase 1 to inform the evaluation of transit priority roadways
- Apply an analysis score to the key roadways and develop a Bus and Streetcar Priority Network Map
- Identify the preliminary top 20 roadways that are to be studied for transit priority implementation in the next 10 years



# Phase 3: Roadway-Specific Studies Objectives

- Develop roadway-specific planning and engineering studies to identify the most context-sensitive transit priority solutions
- Identify roadway-specific consultation strategies to enhance local outreach
- Consider roadway characteristics in determining the most appropriate solutions



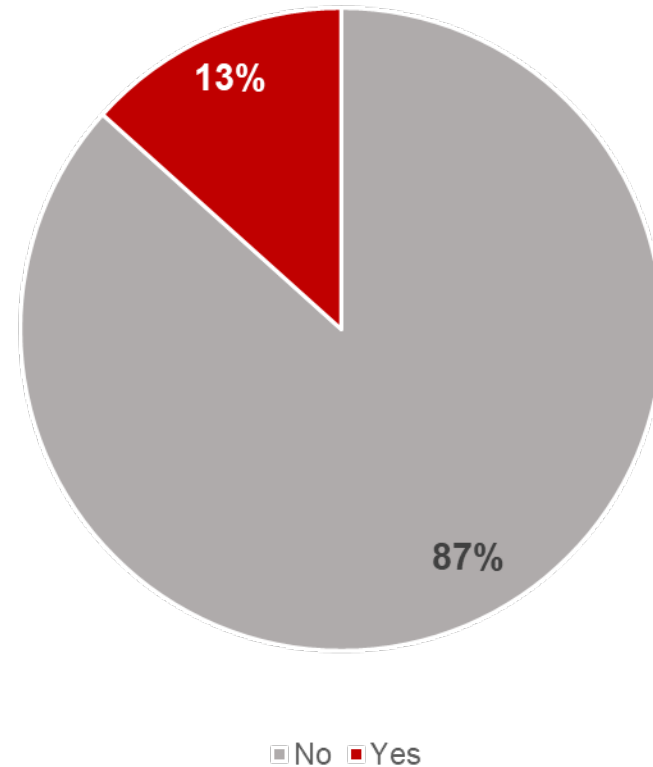
# What We Heard in Phase 1



# Survey: Participation

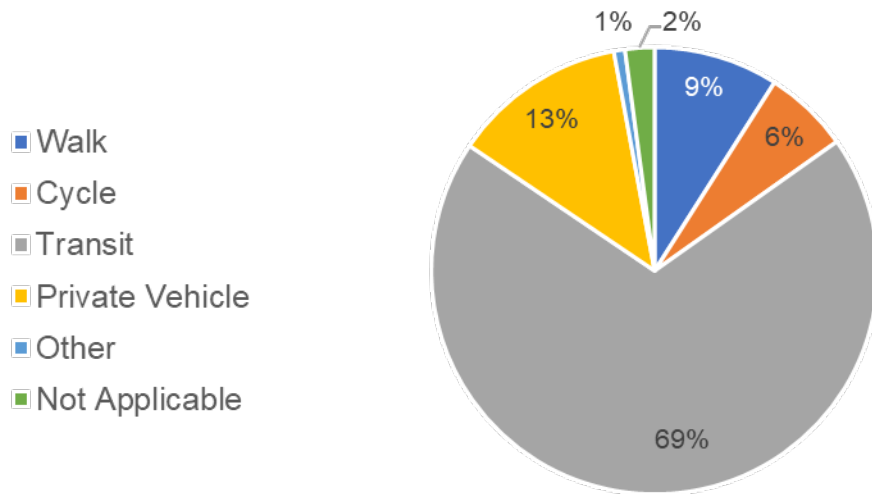
- 5,200 survey respondents
- 137 respondents completed a survey in a language other than English
- 45% of respondents provided a valid home postal code
- 13% of respondents who provided a valid home postal code live in equity-deserving neighbourhoods

Respondents who live in an equity-deserving neighbourhood  
(based on 2,315 responses)

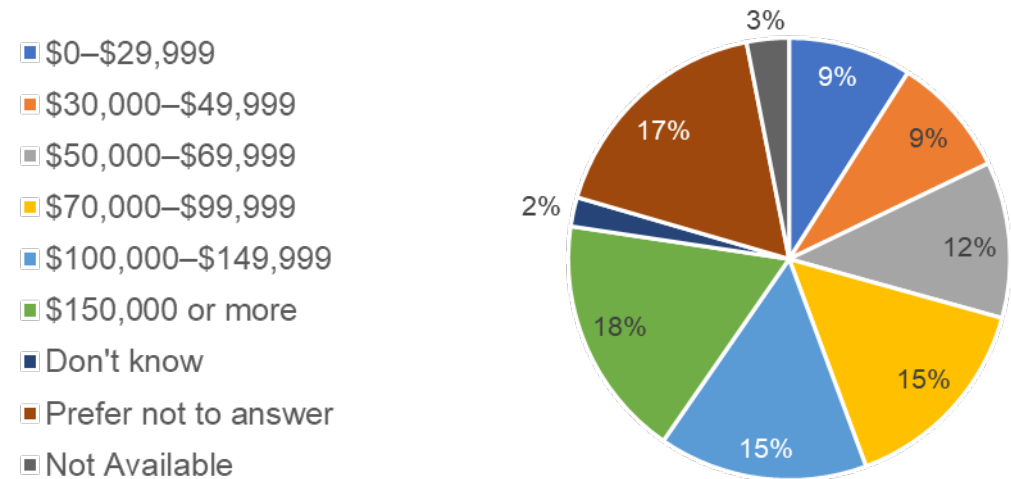


# Survey: Respondents Demographics\*

Main Mode of Travel on a Typical Weekday



Household Income



- Gender and age groups had a similar representation compared to city-wide trends
- 69% of survey respondents said transit was their preferred mode of travel, 15% said walking and cycling, and 15% said driving
- The survey had a relatively proportional representation of income groups



# Survey: Understanding Your Priorities

The TTC and City of Toronto received input on what is important when prioritizing bus and streetcar roadways for transit priority improvements. **Eight** criteria were rated and used in the final evaluation, including:



## Connections

- Connections to existing rapid transit
- Connections to future rapid transit



## Ease of Implementation

- Implementation before 2026
- Implementation after 2026



## Equity

- Equity-deserving neighbourhoods



## Growth

- Population growth
- Job growth



## Ridership

- Transit boardings



## Safety

- Collision history



## Travel Experience

- Travel times
- Reliability
- Crowding



## Major Destinations (New criteria added!)

- Schools, community services and other amenities

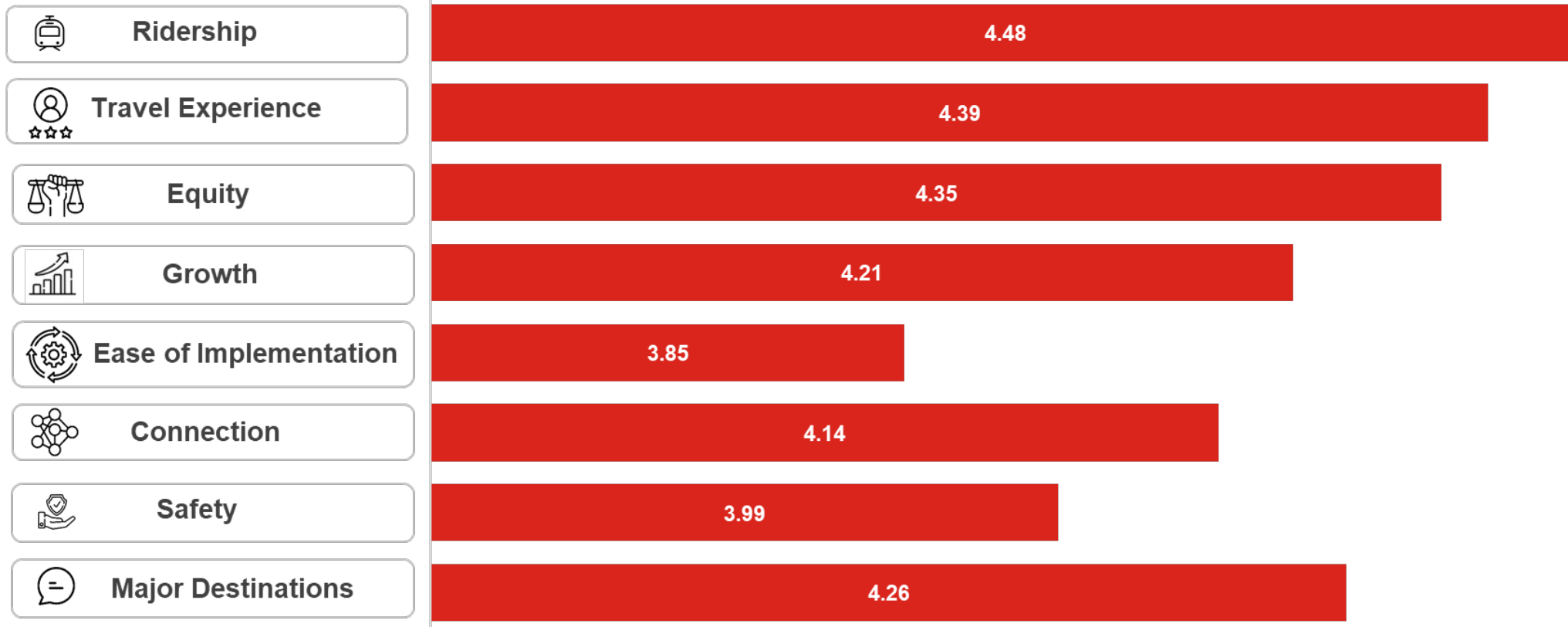
# Evaluating Your Priorities

- Respondents were asked to rate existing evaluation criteria on a scale of 1 to 5 based on level of importance to them
- Individual scores for each criteria were collected and a “weight” was assigned based on the final rating results
- Many people rated each of the evaluation criteria as five-stars, suggesting general support for existing evaluation criteria
- From 2,000 suggestions for additional criteria, prioritizing roadways that service **major destinations**, such as schools, community services and other amenities was added to the evaluation framework

The screenshot shows a survey titled "2 Understanding Your Priorities" with the instruction "Tell us what is important to you when choosing bus and streetcar roadways to prioritize in the plan." The interface features a sidebar with a "Project Overview" menu and a list of criteria: Connections, Ease of Implementation, Equity, Growth, Ridership, Safety, Travel Experience, and Other. The "Connections" criterion is selected and expanded, showing two sub-sections: "Connections" (Provide transit priority to buses and streetcars on routes connecting to existing and future rapid transit) and "Connections to Existing Rapid Transit" (Roadways connecting to existing TTC subway, UP Express, GO Transit stations or neighbouring municipal rapid transit (e.g. MiWay, Pulse, vivaNext, Züm)). Both sub-sections have a 5-star rating bar. The "Connections to Future Rapid Transit" (Roadways connecting to future rapid transit (e.g. Eglinton Crosstown East/West, Finch West LRT, Waterfront LRT, Ontario Line, SmartTrack, GO Expansion, Scarborough Subway, Yonge North Subway Extension)) section also has a 5-star rating bar. The sidebar on the right shows the progress of the survey, with steps 1 through 5: Understanding Your Priorities, Mapping Your Travel Issues, Travelling Before COVID-19, and Tell Us About You.

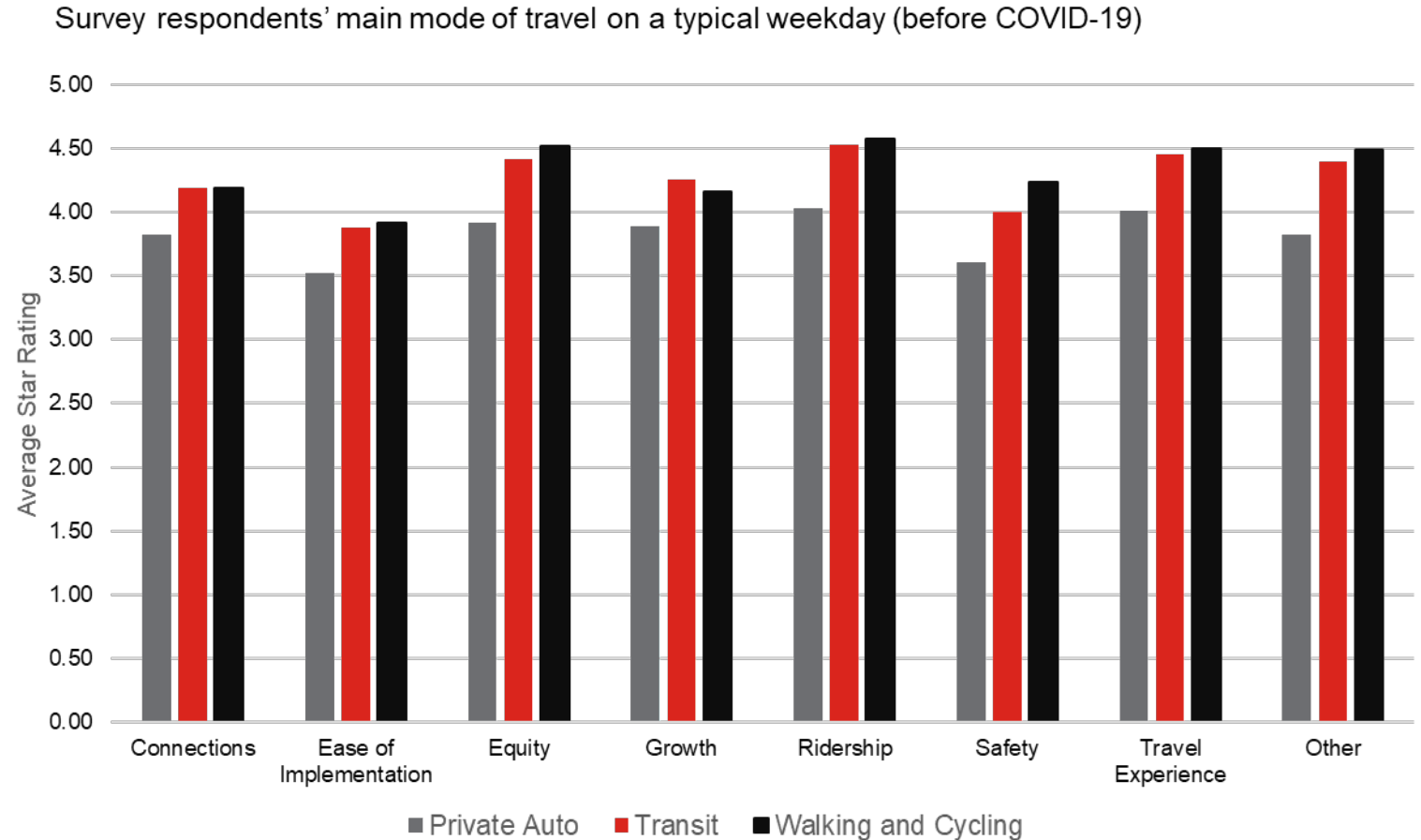
# Your Priorities Average Ratings

The average star rating for each criteria ranged between 3.85 and 4.48 stars based on 5,054 respondents' input. The overall weighted average rating for all criteria was 4.20.



# Ratings by Travel Mode

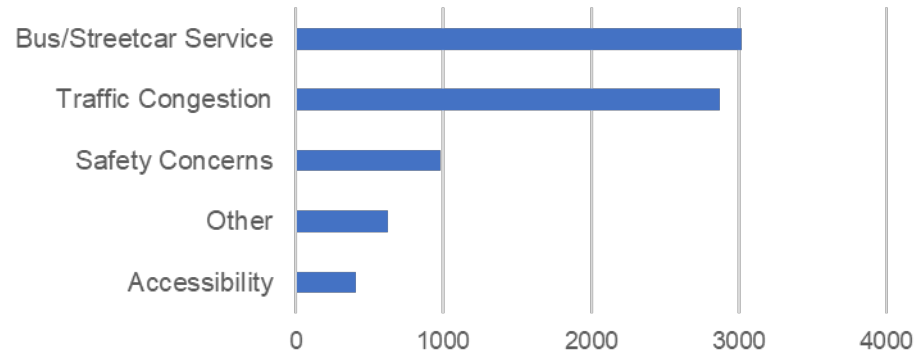
- Public transit and auto users ranked the relative importance of each criteria very similarly
- Auto users tended to rate criteria lower in importance than other road users, but the relative ranking remained similar
- People walking, cycling and using public transit rated priorities very similarly
- Similar weights suggest similar priorities for all users



# Challenges & Opportunities

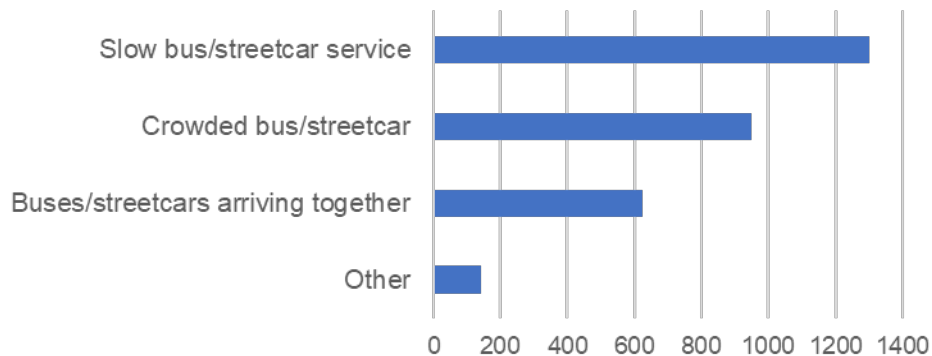
General Transportation Challenges

(7,900 Responses)

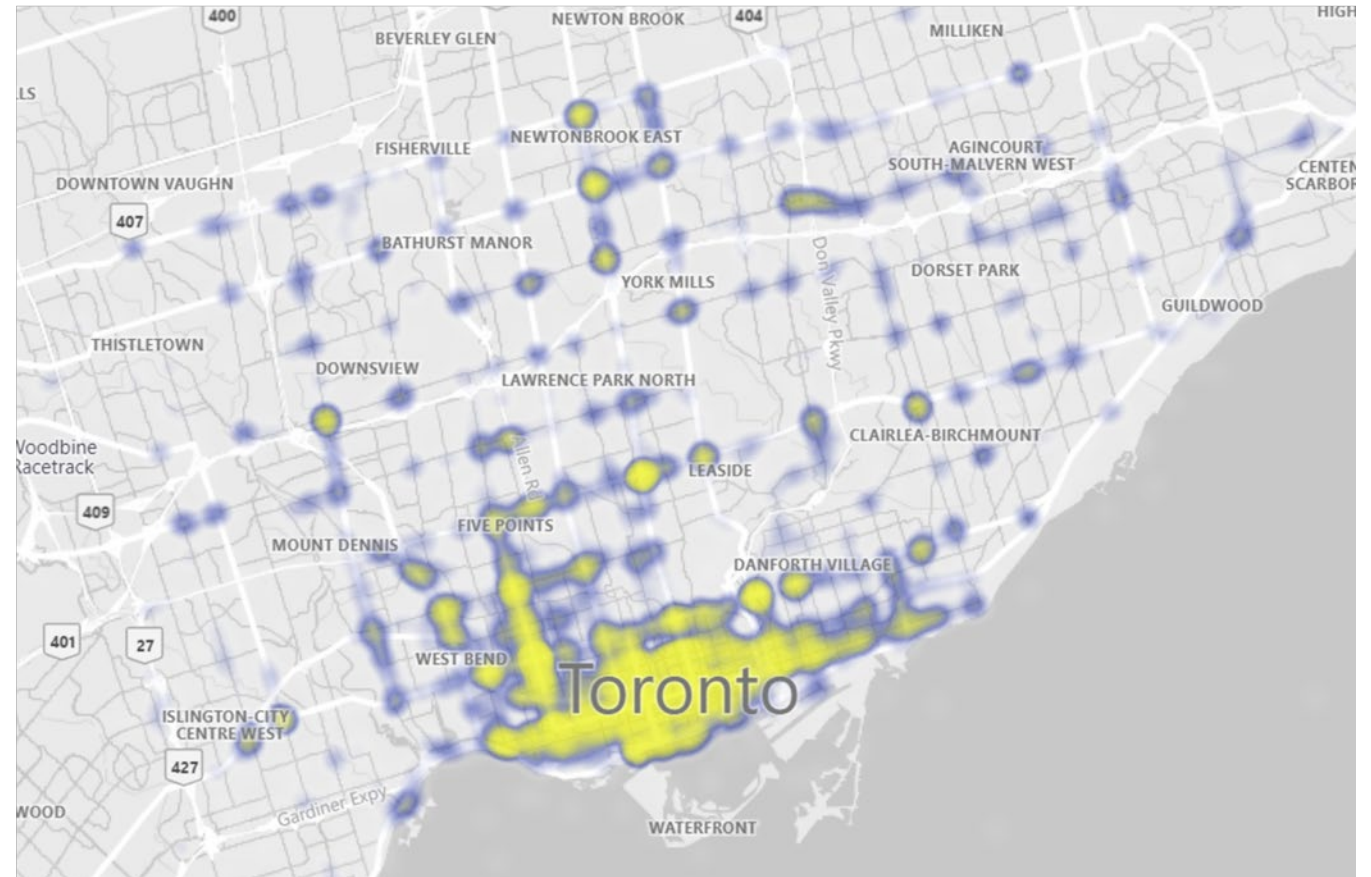


Transit Challenges

(3,200 Responses)



Transit Challenges – Heat Map



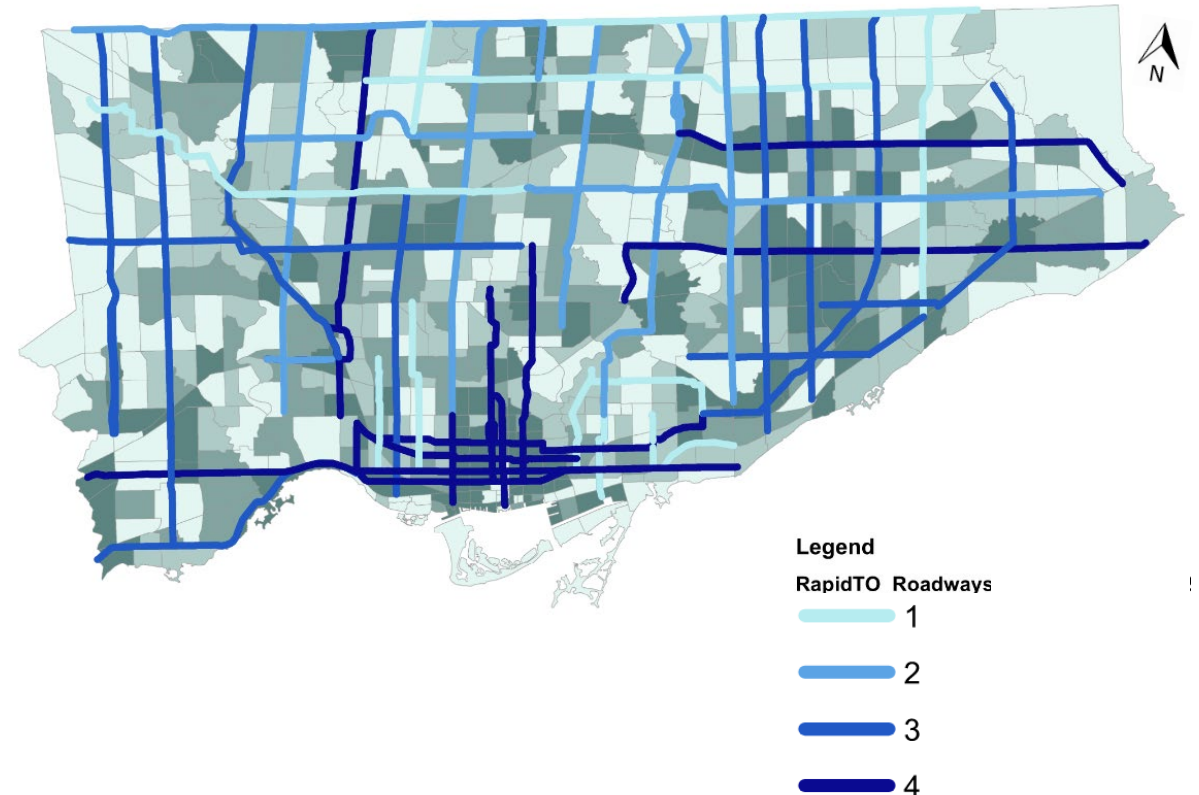


# Evaluation Process & Results



# Evaluation of Roadways

- Each roadway received a score based on how well it fared against each of the criteria
- For example, for the criteria Population Growth, roadways along neighbourhoods with high population growth would get a score of 4 and those with the lowest growth, would get a score of 1
- Finally, a “weight” was applied to each score based on the priority rating provided by the public



# Changes to the Evaluation Criteria

## Before

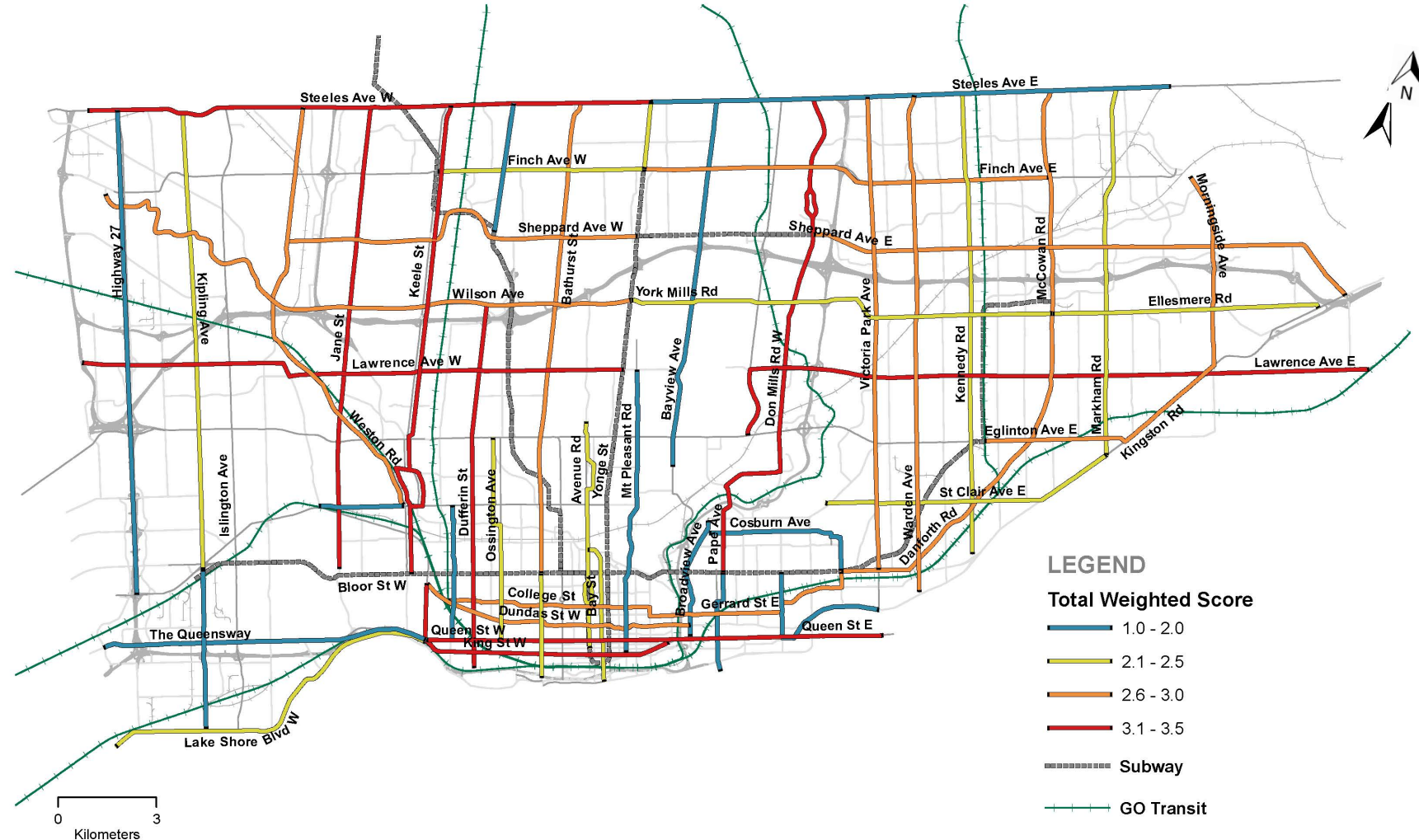
1. Ridership (20%)
2. Equity (20%)
3. Ease of Implementation (20%)
4. Growth (20%)
5. Connections (20%)

## After

1. Ridership (13.3%)
2. Travel Experience (13.0%)
3. Equity (12.9%)
4. Growth (12.5%)
5. Connections (12.3%)
6. Safety (11.8%)
7. Ease of Implementation (11.6%)
8. Major Destinations (12.6%) (new criteria)

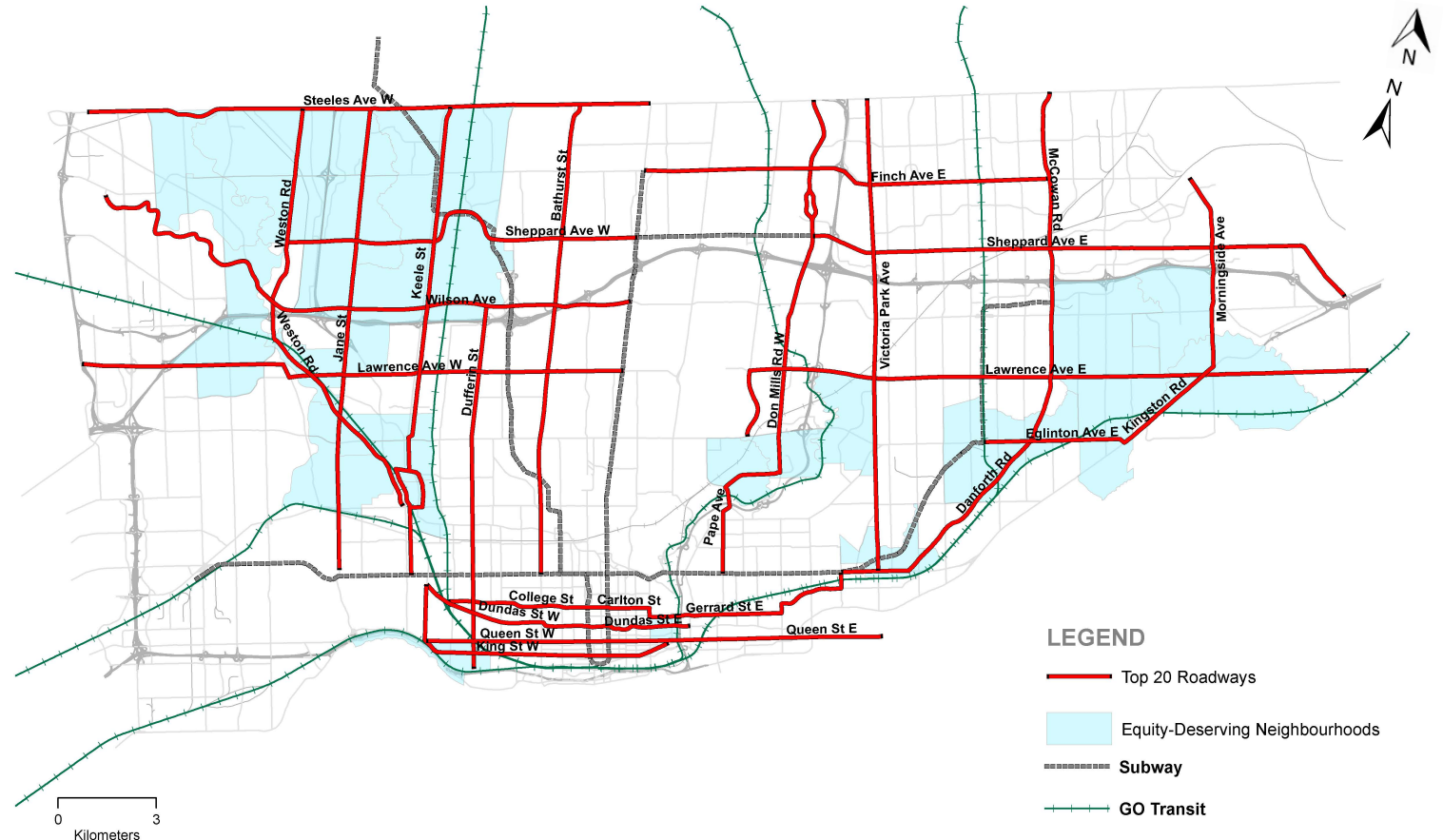
# Evaluation Results

- Red roadways scored the highest, followed by orange, yellow and blue the lowest
- The higher the score, the more likely they will be studied and prioritized for implementation in the shorter term



# Top 20 Roadways

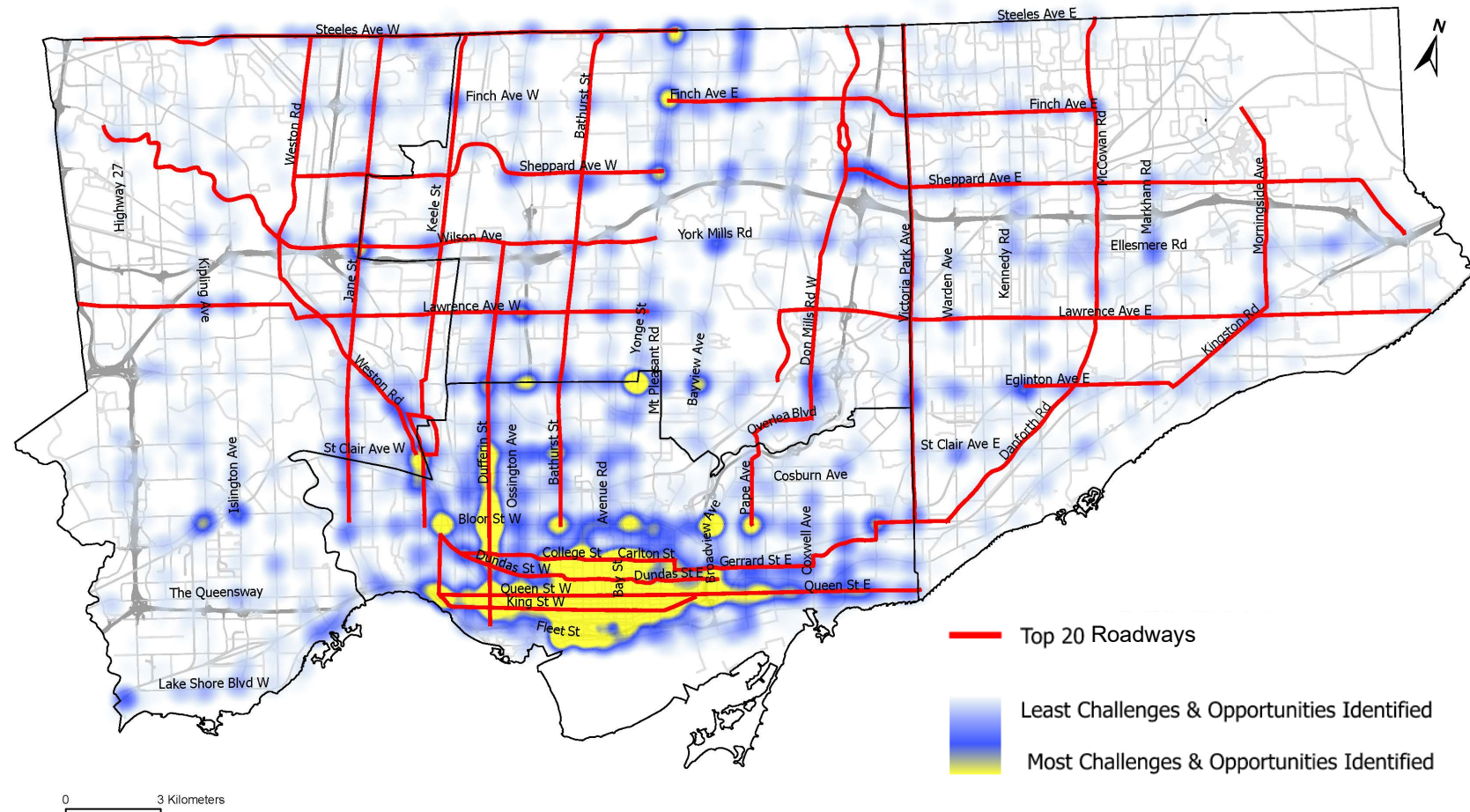
- The top 20 roadways received the highest scores against the evaluation criteria
- Proposed to be further studied over the next 10 years for which transit priority solutions would benefit the most
- 17 of 20 roadways pass through equity-deserving neighbourhoods





# Will the Top Roadways Address Challenges & Opportunities You Identified?

- Numerous transportation challenges and opportunities identified in Phase 1 were within 50 m of the top 20 roadways
- Input on challenges and opportunities will be considered in Phase 3



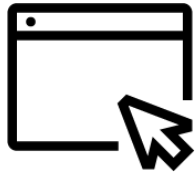
# What this Means for the Next 10 Years

- Subject to approval from City Council, the City and TTC will study, design and install transit priority solutions for the top 20 roadways over a 10-year period
- The City will study the top 20 roadways informed by the timing of planned capital projects
- Should any of the top 20 roadways not align with local priorities or other planned capital projects, projects planned for the longer term will be considered earlier
- For roadways where Metrolinx is leading rapid transit projects, interim transit priority solutions will be considered

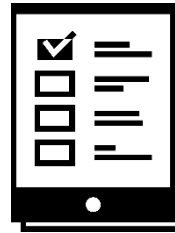
# Next Steps



# Get Involved



Visit **toronto.ca/RapidTO**  
for more information



Complete the  
**online feedback form**



Subscribe to the  
**project email list**

## Contact:

Public Consultation Unit  
City of Toronto

**Telephone:** 416-338-7797

**Email:** [rapidto@toronto.ca](mailto:rapidto@toronto.ca)

## Feedback Deadline:

April 20, 2022