

# Mobility

The City recognizes that long-term prosperity and environmental sustainability depend on affordable, reliable and accessible transit and active transportation options for everyone.

During this term, the City and its partners continued to address long-term system needs and respond to emerging mobility needs by instituting priority bus lanes, advancing transit expansion projects, improving cycling infrastructure, protecting pedestrians and reducing traffic congestion through demand management initiatives.

## Corporate/Strategic Commitment

We are committed to a city with safe, affordable and accessible transportation choices for people and goods.

The City Manager's End of Term achievements [report](#) highlights and recognizes the accomplishments of the Toronto Public Service over the 2018-2022 Council term and progress towards the [Corporate Strategic Plan priorities](#).

To view more achievements, visit [toronto.ca/succesSTO](https://toronto.ca/succesSTO).

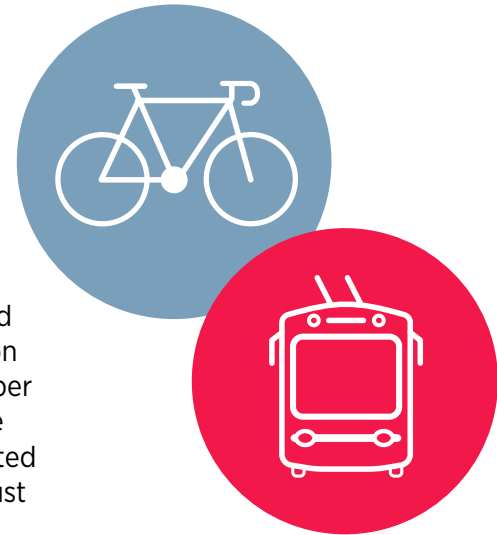
## Gardiner Expressway Rehabilitation

The first phase of the [Gardiner Expressway Strategic Rehabilitation Plan](#) was completed in April 2021, which included:

- Rehabilitating the westbound off-ramp to Yonge, Bay and York Streets,
- Replacing the concrete deck and steel girders between Jarvis Street and Cherry Street, and
- Replacing the westbound off-ramp at Sherbourne Street and the eastbound on-ramp at Jarvis Street

To complete this work faster and to be less disruptive to the public, the City used an innovative construction technique called Accelerated Bridge Construction, the largest of its scale in North America.

In this approach, sections of the expressway were cut, hoisted out of place and transported elsewhere for recycling, and new prefabricated concrete deck panels were inserted. In contrast to conventional cast-in-place methods, this approach resulted in less dust and noise and reduced overall construction time and traffic impacts by up to 40 per cent. In total, 409 unique panels were produced in the fabrication yard located north of Lake Shore Boulevard East just east of Cherry Street.



## MoveTO Action Plan

City Council approved the [MoveTO Action Plan 2021- 2025](#) to reduce travel times, improve safety for pedestrians and cyclists, enhance transit operations and coordinate construction activities to minimize impacts on the transportation network.

The MoveTO Action Plan complements safety and efficiency programs such as the [Vision Zero Safety Plan](#), [Cycling Network Plan](#), [Automated Speed Enforcement](#), [Traffic Agent program](#), and [Freight and Goods Movement Strategy](#).

City Actions



In 2019, the City established the [Transit Expansion Office](#) (TEO) to coordinate and direct the City’s participation in the planning, design, construction and operation of multi-billion dollar transit projects. TEO provides single-channel access for all City Divisions, the TTC, Metrolinx and other orders of government, ensuring City interests and priorities are advanced and that the City’s assets and infrastructure are protected in transit network expansion efforts.



[Automated Speed Enforcement](#) (ASE) was launched in 50 Community Safety Zones near schools and uses an automated camera and a speed measurement device to detect and capture images of speeding vehicles. In July 2020, the City began issuing ASE tickets to vehicles travelling in excess of the posted speed limit.



City Council approved a [long-term traffic management strategy](#) to ensure the construction of the Ontario Line from Exhibition Station to the future Corktown Stations from 2022 to 2029.



City Council made King Street a permanent [Transit Priority Corridor](#) in 2019 to move people more efficiently, support economic prosperity, and improve public spaces.



We launched five new [construction hubs](#) to manage dense construction areas for safety and efficiency.



[Bike Share Toronto](#) has expanded its services to [20 of Toronto’s 25 wards](#) and now offers access to 6,850 bikes and 525 stations across 200 km of the city.



The City continues to update and implement its [Vision Zero Road Safety Plan](#).



[Updates](#) to our Cycling Network Plan were released in 2022 to grow, connect and renew parts of the City’s cycling infrastructure.



In 2021, construction of the [King-Liberty Pedestrian/Cyclist Bridge](#) was completed, which spans the Metrolinx Rail Corridor and connects Liberty Village to King Street West.



Toronto is one of the first municipalities in Ontario to [approve by-law amendments](#) to pilot the use of pedal-assisted cargo e-bikes.

## Spotlight on the COVID-19 Pandemic

The pandemic changed Torontonians' transportation patterns and preferences, and drew new focus to how the City's sidewalks and roads are used.

“Various governments have recognized that investments in infrastructure will be critical for Toronto's and Canada's recovery to COVID-19. Any stimulus funding for infrastructure should support Toronto's effort to build back better and prioritize investments that support key priorities – all through an equity and resilience lens.”

**Dr. David Mowat and Mr. Saad Raffi. COVID-19: Impacts and Opportunities. September 2020**

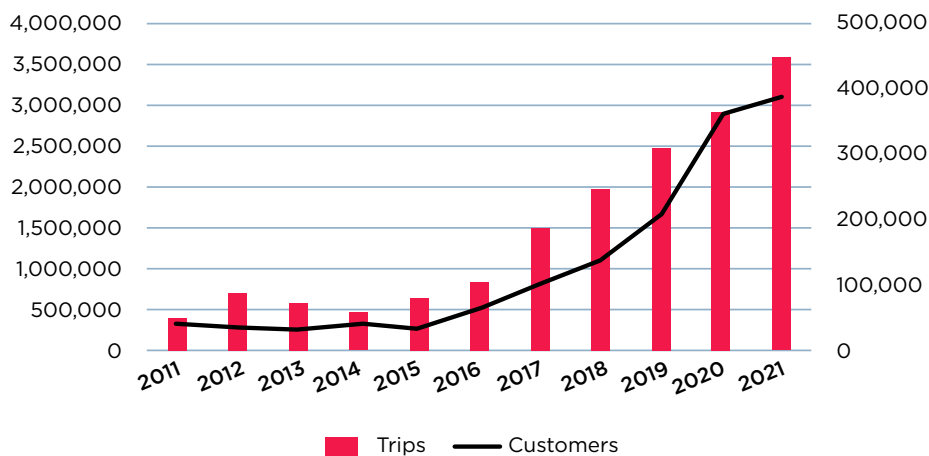
Throughout the pandemic, the TTC continued to provide safe and reliable service to all customers. Safety measures, including enhanced cleaning and disinfection, improving station management and customer flow, improved public education and awareness, and matching service with demand, were implemented to protect customer and employee safety. Despite COVID-19 impacts, significant progress and milestones were achieved, including major capital project milestones and funding commitments.



When the pandemic required businesses to restrict in-person shopping, [CurbTO](#) launched curb-lane installations in more than 100 locations across Toronto to allow businesses to operate for pick-up, increase space for pedestrians to physically distance, and provide temporary parking around businesses.

[ActiveTO](#) temporarily closed major roadways and piloted quiet streets and bike lanes to provide space and active transportation options for people to get around while respecting physical distancing measures. City Council has extended two temporary projects and made seven cycling infrastructure projects permanent. [Data](#) from Spring 2021 shows that thousands of cyclists and pedestrians enjoy the route closures, and reinforces the value of studying local traffic impacts following construction schedules and understanding feedback from local communities before implementing closures.

**Bike Share Toronto Growth**



## Spotlight on Equity and Reconciliation

Through [RapidTO: Bus and Streetcar Priority](#), the City and TTC are studying and implementing transit priority solutions that improve service reliability, reduce travel times and enhance bus and streetcar transit across Toronto, particularly for equity-deserving communities.

The [Fair Pass Transit Discount Program](#) began in 2018 to support transit affordability, and in 2022, Council [expanded eligibility](#) to include more low-income residents.



The City applied the use of the [Transportation Equity Lens tool](#) to the [Cycling Network Plan](#) to address program impacts.

## Spotlight on Partnerships

The [TTC Streetcar Program](#) is a \$568 million program that includes the purchase of 60 new streetcars and is funded by the City and \$180 million in contributions each from the federal and provincial governments, announced in 2021.

In March 2022, the City and Metrolinx signed a [Master Agreement for the GO Expansion Program](#) that advances our interests and protects our infrastructure, assets and services as Metrolinx undertakes this work to provide faster and more efficient trains, two-way all-day service, and 15-minute or better service on core portions of the GO rail network.

The Province of Ontario and the City have also signed agreements on several significant transit investment initiatives, including:

- In 2021, the revised [Ontario-Toronto Agreement in Principle](#), represents an investment of \$1.463 billion by the City of Toronto and will enable the delivery of the five SmartTrack Stations at St. Clair-Old Weston, Finch-Kennedy, King-Liberty, Bloor-Lansdowne and East Harbour.
- [The Memorandum of Understanding for Transit Oriented Development](#) reached in 2020 defines objectives for Transit Oriented Communities associated with Provincial Subways, GO Expansion and SmartTrack Stations Programs. This MOU along with additional City Council approvals has enabled the Province to integrate transit with new development.



- The 2020 [Ontario-Toronto Transit Partnership Preliminary Agreement](#) describes multi-billion-dollar investments by the City and Province to deliver transit expansion projects and state of good repair enhancements to Toronto's transit system, including advancing the design of the Ontario Line, Scarborough Subway Extension, Eglinton Crosstown West Extension and Yonge North Subway Extension projects.

In partnership with Exhibition Place, the City implemented a [Transportation Innovation Zone](#) which will facilitate trials of new transportation approaches and technologies in the public right of way, in specific geographical areas of the city.

The City, Toronto Hydro, Toronto Parking Authority and Toronto Atmospheric Fund are partnering on an electric vehicle strategy to install on-street charging stations.