RapidTO: Jane Street

Virtual Public Meeting | March 2023

RapidTO

TORONTO

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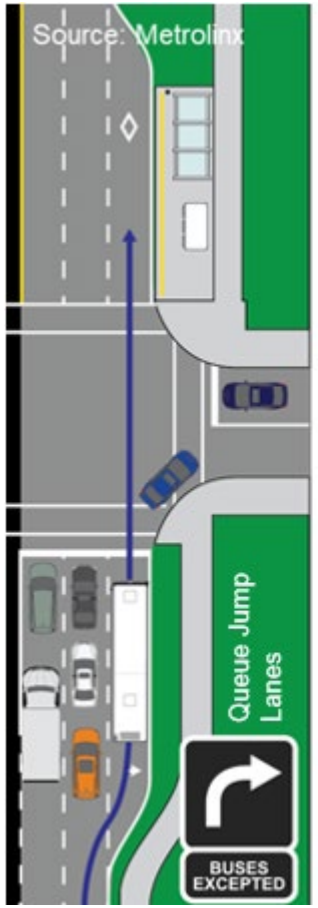
Meeting Agenda

1. Introduction to RapidTO: Jane Street
2. Consultation & Evaluation Process
3. Preliminary Design Options
4. Supporting Studies
5. Next Steps

Introduction to RapidTO: Jane Street

What is RapidTO?

- The City of Toronto and Toronto Transit Commission (TTC) are developing a strategy to enhance bus and streetcar **reliability and improve travel times** across Toronto through the implementation of transit priority solutions
- Goals:
  - Improve access to employment, healthcare and community services, as well as transportation equity
  - Make public transit a more attractive and convenient transportation option
  - Move more people more efficiently



RapidTO Supporting Policies

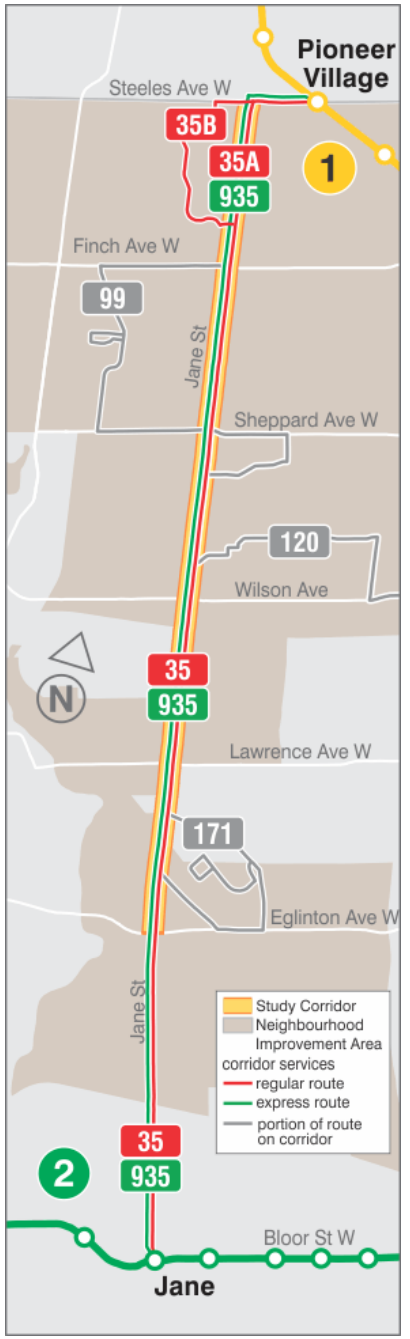
- RapidTO: Bus & Streetcar Priority (RapidTO) supports the City's Official Plan and other policy objectives, all recognizing the importance of transit in our growing region

- Public transit is an essential tool to support shared goals of an inclusive society that offers equitable access to employment, healthcare and community services

RapidTO: Jane Street

Steeles Avenue West to Eglinton Avenue West

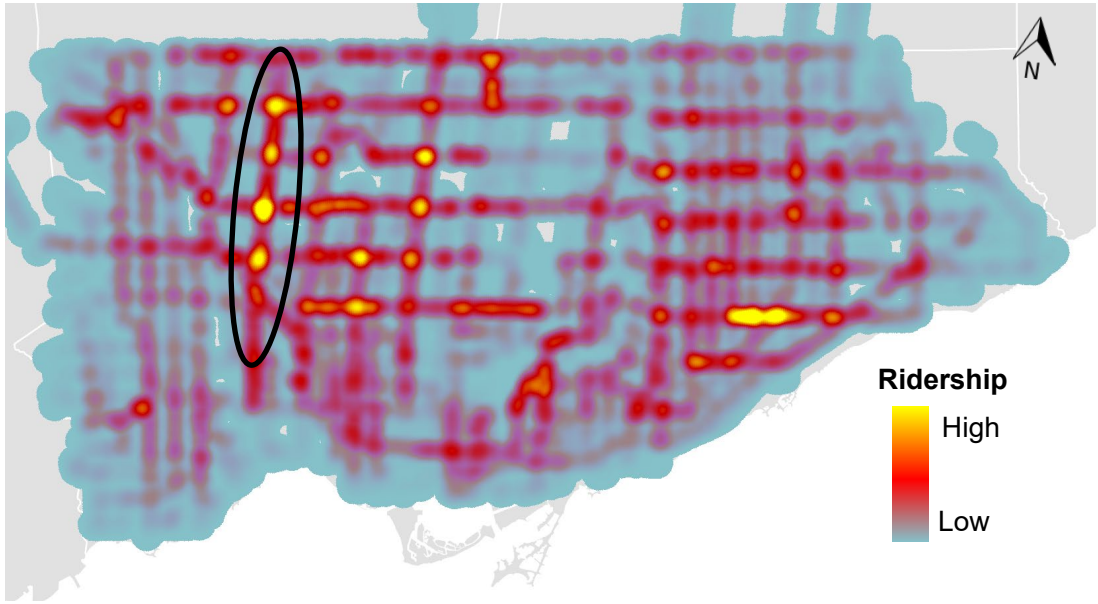
- Jane Street was one of the highest-scoring roadways in the RapidTO: Bus & Streetcar Priority Plan (RapidTO)
- Jane Street was identified in TTC's 5-Year Service Plan & 10-Year Outlook as a key candidate for transit priority
- The City and TTC are exploring bus priority solutions along Jane Street that take into account the unique needs of the community
- This study is being coordinated with other studies along Jane Street



Why Jane Street?

- **43,000** TTC customers on an average weekday*
- **15–26%** of afternoon TTC bus trips are on time*
- **37%** of people living near Jane rely on public transit to get around
- Riding transit takes **66%** longer than driving*
- Serves **7** Neighbourhood Improvement Areas

Average All Day Passenger boardings (Week of June 8, 2020)



The TTC and City have already made operational improvements through optimized traffic signals and signage, installation of transit signal priority, parking restrictions and bus bays

*Based on 2019 TTC Statistics

Consultation & Evaluation Process

Consultation Process

Step 1: Develop Design Options & Preliminary Evaluation
(Feb 2023)
WE ARE HERE!

- Introduce design options and trade-offs for each option
- Identify proposed bus stop removals and relocations for each option
- Seek stakeholder & public feedback on challenges, priorities and preferences on design options

Step 2: Evaluate & Identify Preferred Design Option
(Mid 2023)

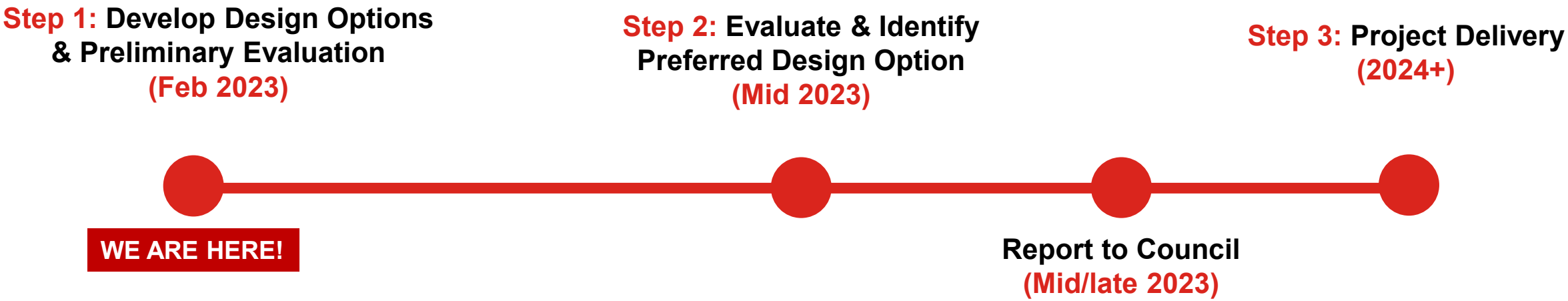
- Present the preferred design option and final evaluation measuring transportation impacts
- Seek stakeholder & public feedback and address questions or concerns about the preferred design option
- Report to Council to seek approval for project implementation

Step 3: Project Delivery
(2024+)

- If project is approved, initiate project installation
- Monitor project performance, respond to ongoing public feedback and make operational improvements

Evaluation Process

- Technical analysis, informed by public feedback, will guide the City of Toronto and the TTC in identifying the recommended options to be studied and evaluated
- Safety will inform selection of the recommended option, through a Road Safety Audit of all design options
- Subject to Council approval, the recommended option will be installed



Evaluation Framework

Public Transit

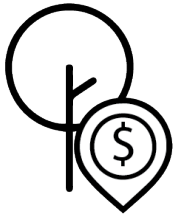
- Change in transit travel times (mins)
- Change in average rush hour bus waiting time (mins)
- Number of new public transit customers
- Number of bus stops removed and change in average travel distance (average walking time)

Traffic

- Change in driving travel times (mins)
- Change in number of vehicles driving on Jane Street or diverting to other roads in the local network
- Changes in driving travel times on adjacent roads
- Changes in intersection delays
- Changes to driveway access

Active Transportation

- Impacts to sidewalks/boulevards
- Ability to provide protected facilities
- Ability to future-proof dedicated bikeways



Cost & Other Impacts

- Impacts to properties
- Impacts to trees and utilities
- Implementation costs
- Transit operational savings
- Ease of implementation

Safety will inform selection of the preferred option through a Road Safety Audit of all design options

Design Options

Step 1 Design Options for Jane Street

Option 1 – Existing Conditions with Minor Road & Public Transit Changes

Option 2 – Priority Bus Lanes

Option 3 – Priority Bus Lanes on Key Segments

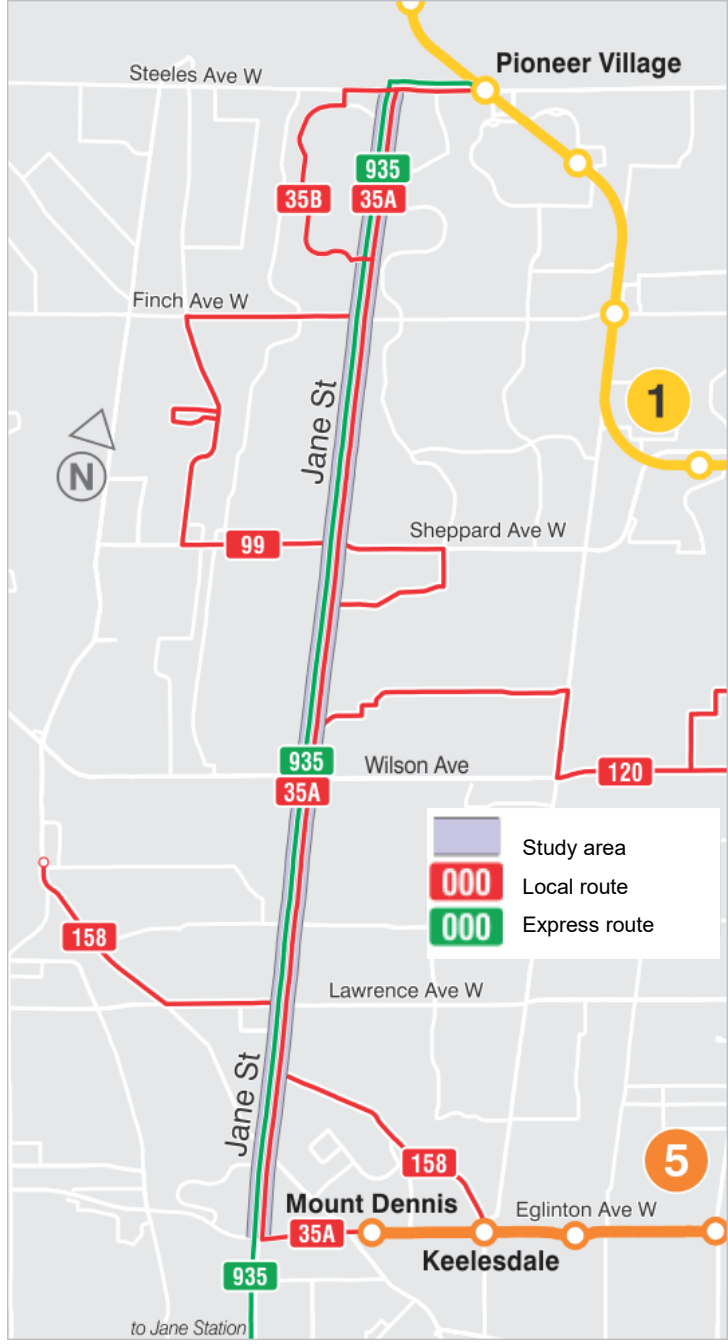
Option 4 – High Occupancy Vehicle (3+) Lanes

Option 5 – Queue Jump Lanes at Key Locations

Option 1 – Existing Conditions with Minor Road & Public Transit Changes

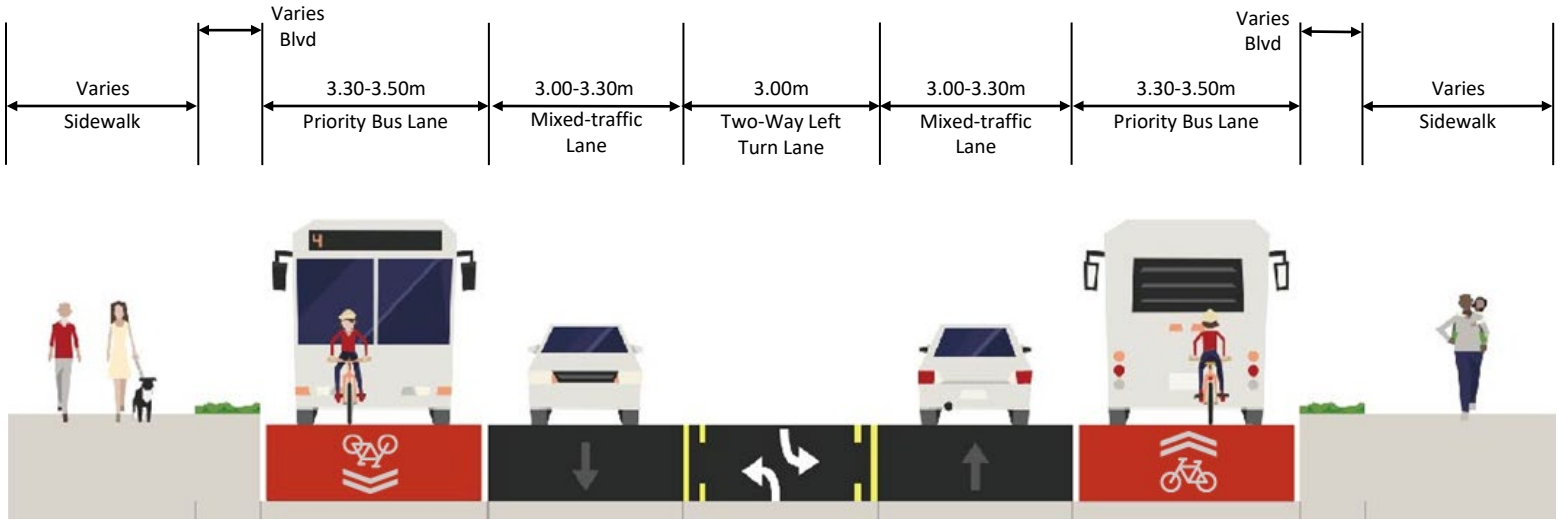
- Planned & approved changes:
  - **2023–2025:**
    - Bus route changes as part of the opening of Line 5 Eglinton (consultation is complete)
    - Accessibility and articulated bus stop improvements
    - Remove or relocate bus stops with no protected pedestrian crossings:
      - Up to 7 northbound stops
      - Up to 5 southbound stops
  - **2027+**: Road resurfacing
    - Finch Avenue West to Steeles Avenue West
    - Sheppard Avenue West to Chalkfarm Drive

These changes will be carried out irrespective of selection of other design options



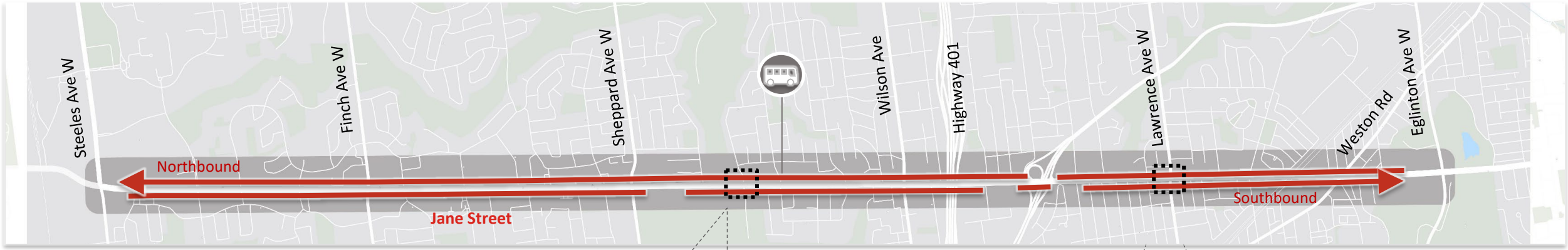
Option 2 – Priority Bus Lanes

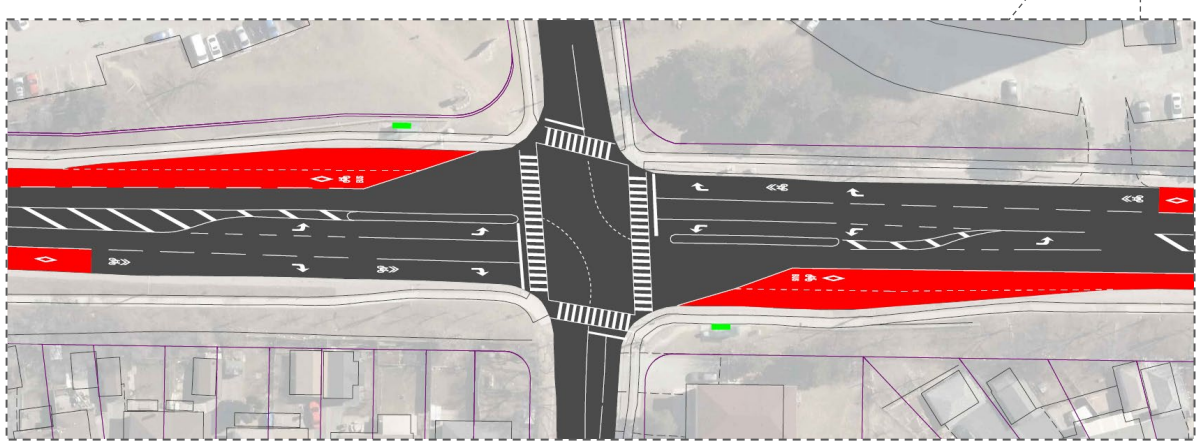
Typical Cross-section



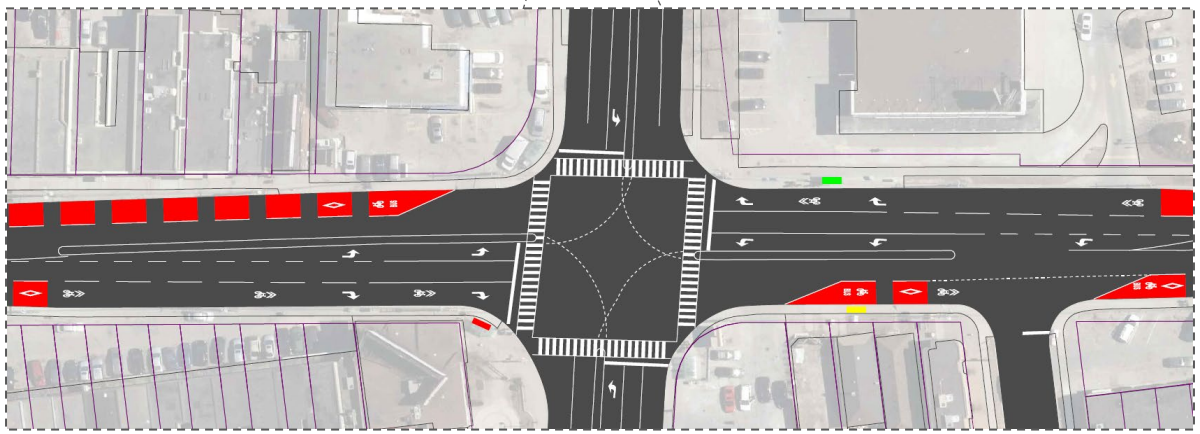
- Converts existing mixed traffic curb lanes to lanes prioritized for buses (including school buses), emergency vehicles and bicycles using red paint
- Continuous bus lanes between Steeles Avenue West and Eglinton Avenue West, with breaks near the Highway 400 ramps and Sheppard Avenue West
- Cars, trucks and taxis may use the bus lanes to access driveways or make right turns

Option 2 – Priority Bus Lanes





Jane Street & Chalkfarm Drive / Exbury Road



Jane Street & Lawrence Avenue West

Trade-Offs: Option 2 – Priority Bus Lanes

Public Transit

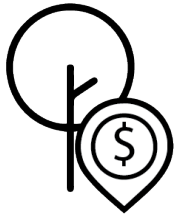
- Decrease in rush hour travel time (from Eglinton Ave W to Steeles Ave W):
  - 5 mins AM / PM
- Decrease average rush hour bus waiting time by:
  - 1 min AM / 2 mins PM
- Increase average travel distance to bus stop by about 55 m (or 55 second walk) as a result of proposed stop removals:
  - 16 northbound / 15 southbound

Active Transportation

- Maintains existing sidewalks and street furniture zones
- Continuous shared bus lanes reduce cyclists' exposure to mixed traffic

Traffic

- Increase in rush hour travel time (from Eglinton Ave W to Steeles Ave W):
  - 4 mins AM / 3 mins PM
- Diverted motor vehicles travelling north during rush hour (at intersections) by up to:
  - 550 in AM / 400 in PM

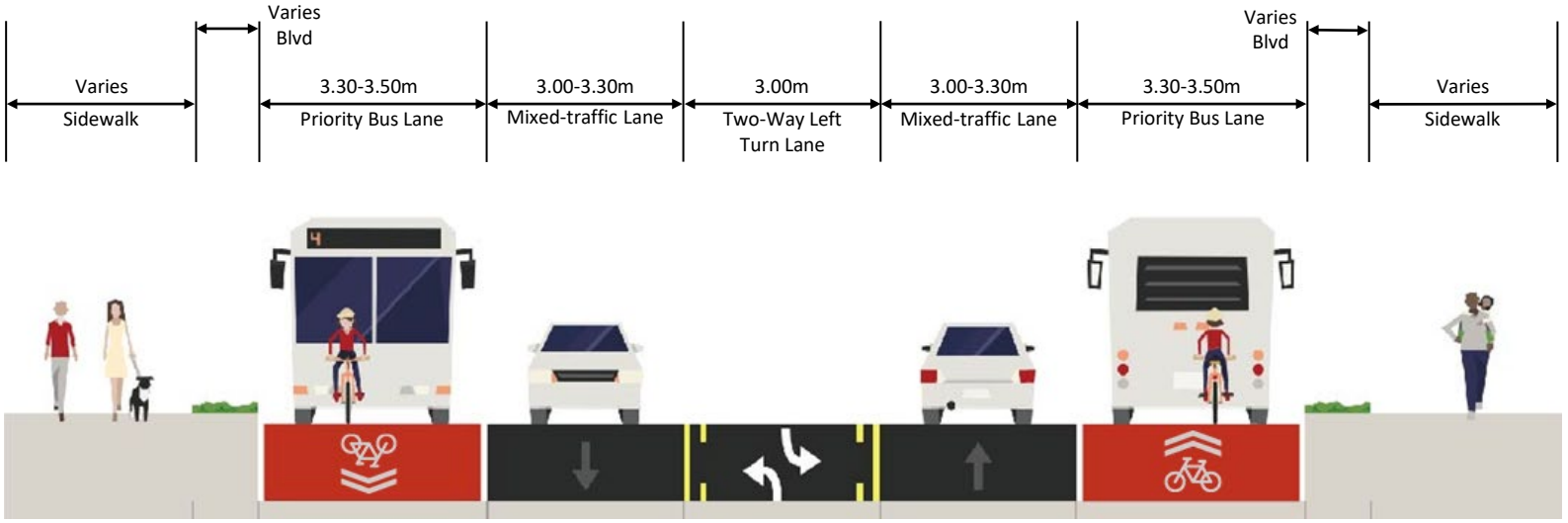


Cost & Other Impacts

- No impacts to properties or driveways
- Minor impacts to trees and utilities
- Installation costs about $4.7 million
- Quick implementation (1–2 years), no reconstruction required

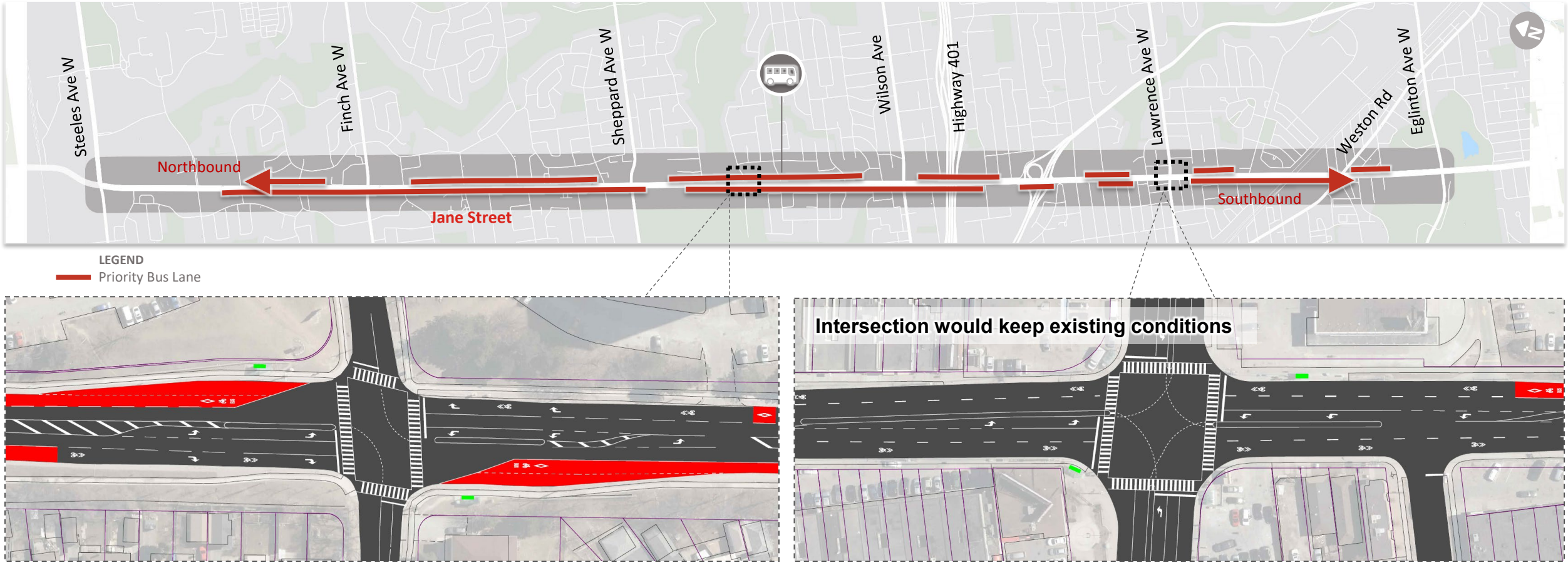
Option 3 – Priority Bus Lanes on Key Segments

Typical Cross-section



- Converts mixed traffic curb lanes to lanes prioritized for buses (including school buses), emergency vehicles and bicycles using red paint – but only applied at key segments of the roadway
- Bus lanes stop and restart at multiple locations between Steeles Avenue West and Eglinton Avenue West
- Cars, trucks and taxis may use the bus lane to access driveways or make right turns

Option 3 – Priority Bus Lanes on Key Segments



Jane Street & Chalkfarm Drive / Exbury Road

Jane Street & Lawrence Avenue West

Trade-Offs: Option 3 – Priority Bus Lanes on Key Segments

Public Transit

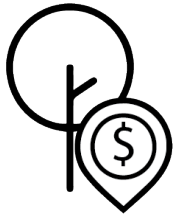
- Decrease in rush hour travel time (from Eglinton Ave W to Steeles Ave W):
  - 4 mins AM / 4 mins PM
- Decrease average rush hour bus waiting time by:
  - 1 min AM / 1 min PM
- Increase average travel distance to bus stop by about 55 m (or 55 second walk) as a result of proposed stop removals:
  - 16 northbound / 15 southbound

Traffic

- Increase in rush hour travel time (from Eglinton Ave W to Steeles Ave W):
  - 2 mins AM / 3 mins PM
- Diverted motor vehicles travelling north during rush hour (at intersections) by up to:
  - 450 in AM / 250 in PM

Active Transportation

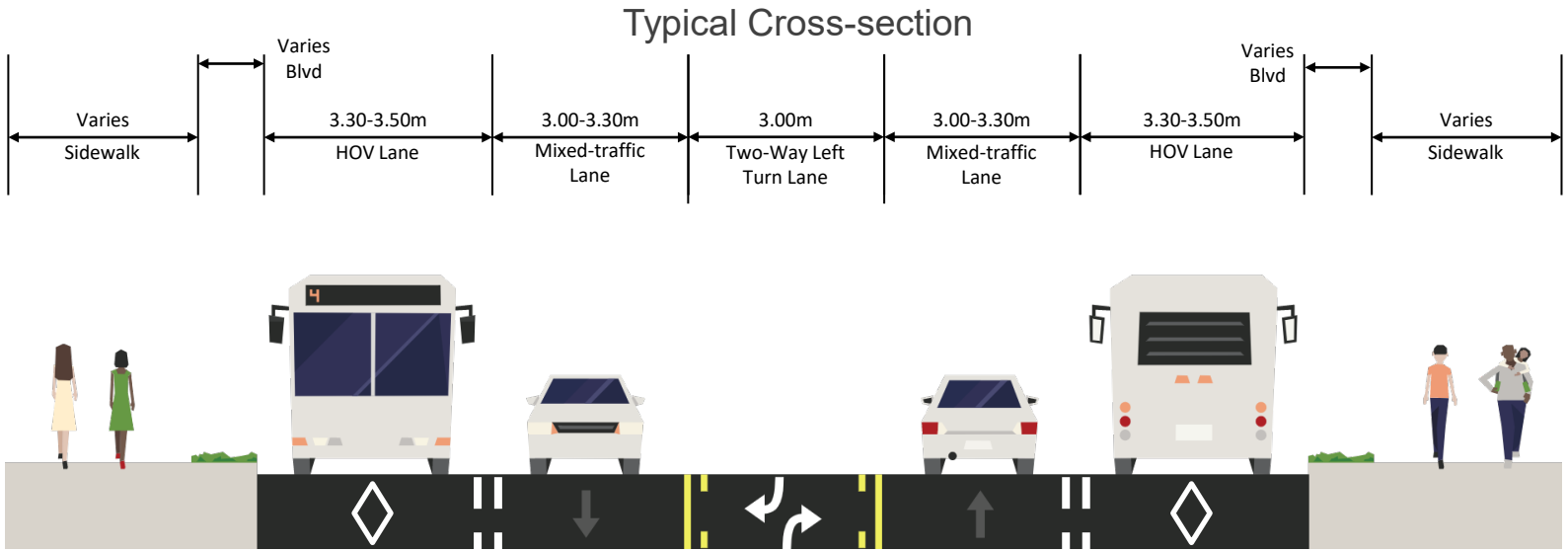
- Maintains existing sidewalks and street furniture zones
- Shared bus lanes reduce cyclists' exposure to mixed traffic, but lane breaks reduce overall benefit



Cost & Other Impacts

- No impacts to properties or driveways
- Minor impacts to trees and utilities
- Installation costs about $3.9 million
- Quick implementation (1–2 years), no reconstruction required

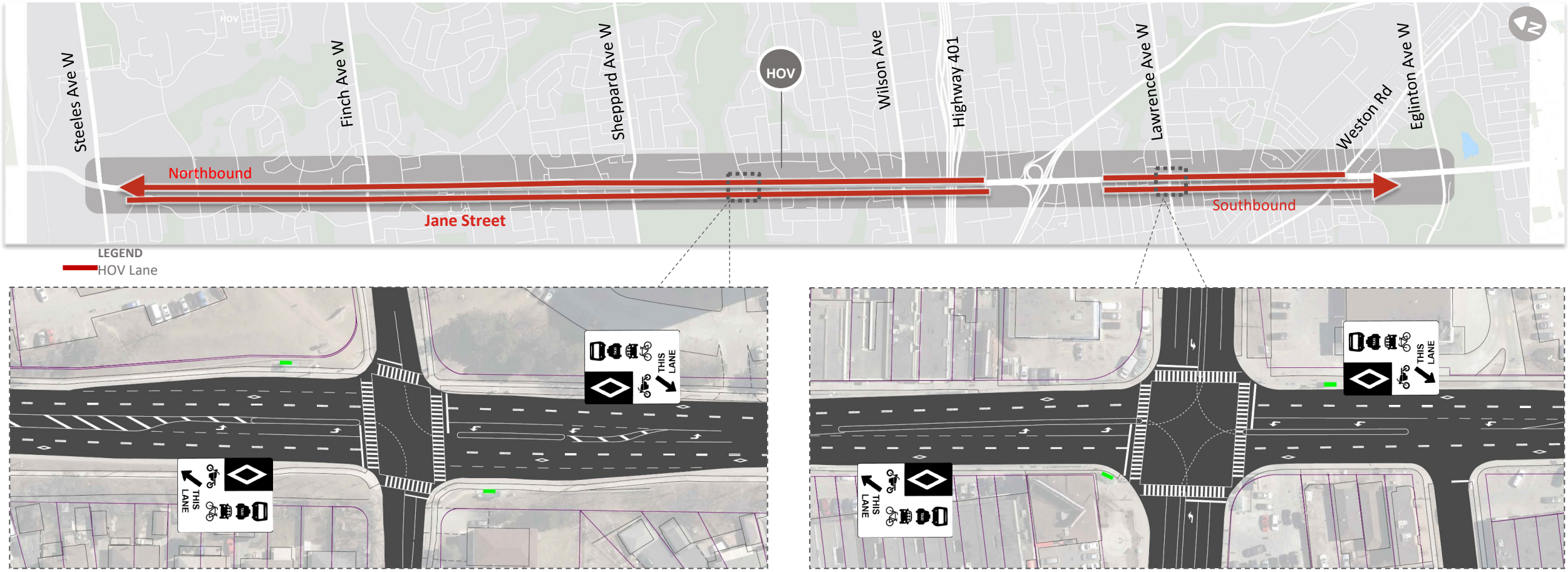
Option 4 – High Occupancy Vehicle Lanes (3+)



- Converts existing mixed-traffic curb lanes to lanes for High Occupancy Vehicles (HOV 3+), taxis, motorcycles and bicycles
- Continuous HOV lanes between Steeles Avenue West and Eglinton Avenue West, with a break near the Highway 400 ramps
- All vehicles may use the HOV lanes to access driveways or make right turns

Staff will investigate HOV 2+ if the preferred design includes HOV lanes

Option 4 – High Occupancy Vehicle Lanes (3+)



Jane Street & Chalkfarm Drive / Exbury Road

Jane Street & Lawrence Avenue West

Trade-Offs: Option 4 – High Occupancy Vehicle Lanes (3+)

Public Transit

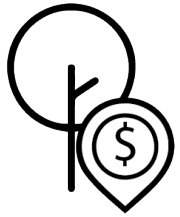
- Decrease in rush hour travel time (from the Eglinton Ave W to Steeles Ave W):
  - 2 mins AM / 3 mins PM
- Decrease average rush hour bus waiting time by:
  - 0 min AM / 1 min PM
- Increase average travel distance to bus stop by about 45 m (or 45 second walk) as a result of proposed stop removals:
  - 9 northbound / 8 southbound

Active Transportation

- Maintains existing sidewalks and street furniture zones
- HOV lanes provide access to people cycling but exposure to mixed traffic reduce overall benefits

Traffic

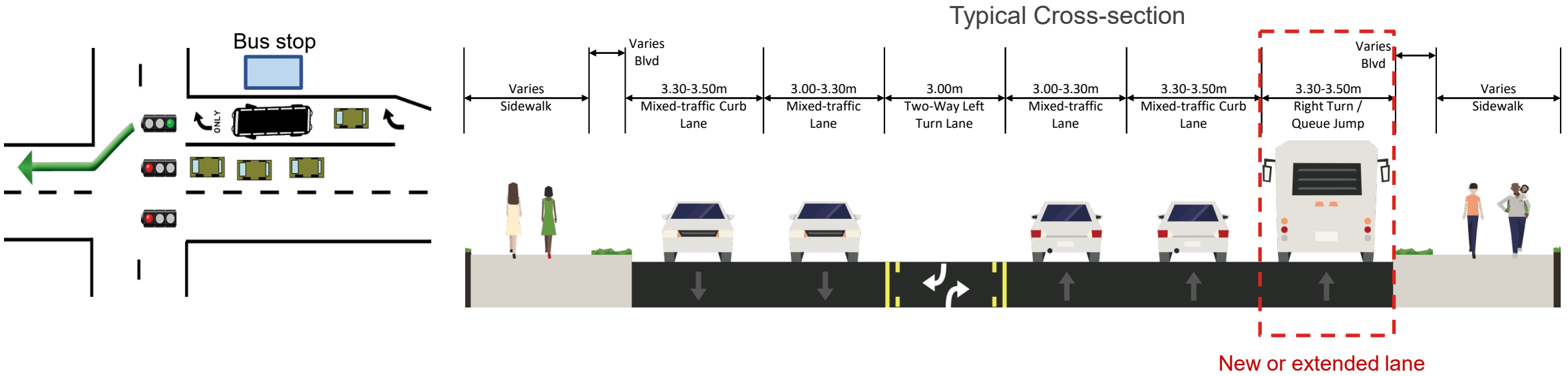
- Increase in rush hour travel time (from Eglinton Ave W to Steeles Ave W):
  - 2 mins AM / 3 mins PM
- Diverted motor vehicles traveling north during rush hour (at intersections) by up to:
  - 150 in AM / PM



Cost & Other Impacts

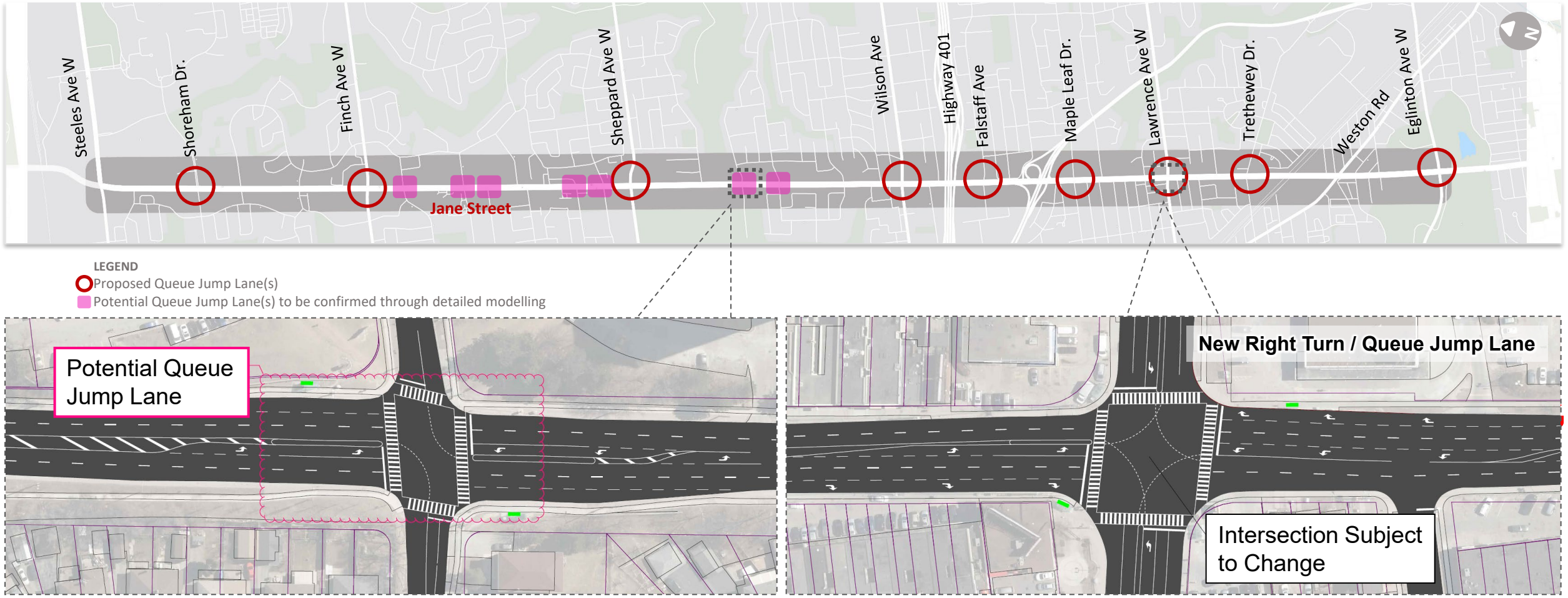
- No impacts to properties, driveways or trees
- Minor impacts to utilities
- Installation costs about $2.5 million
- Quick implementation (1–2 years), no road or boulevard reconstruction required

Option 5 – Queue Jump Lanes at Key Intersections



- Construct queue jump lanes by adding or extending right-turn lanes at key intersections to give buses a head start
- Cars, trucks and taxis may use the queue jump lane to access driveways or make right turns

Option 5 – Queue Jump Lanes at Key Locations



Jane Street & Chalkfarm Drive / Exbury Road

Jane Street & Lawrence Avenue West

Trade-Offs: Option 5 – Queue Jump Lanes at Key Intersections

Public Transit

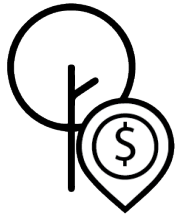
- Decrease in rush hour travel time (from Eglinton Ave W to Steeles Ave W):
  - 2 mins AM / 2 mins PM
- Decrease average rush hour bus waiting time by:
  - 0 min AM / 1 min PM
- Increase average travel distance to bus stop by about 45 m (or 45 second walk) as a result of proposed stop removals:
  - 9 northbound / 8 southbound

Active Transportation

- Localized impacts to existing sidewalks and street furniture zones at key locations
- May introduce additional conflicts between cyclists and right turning vehicles at new queue jump lane locations

Traffic

- Minimal impact on traffic travel time
- Localized improvements to intersection operations
- No diverted motor vehicles



Cost & Other Impacts

- No impacts to properties
- Minor impacts to driveways at a few intersection locations
- Localized impacts to trees and utilities
- Installation costs about $10.7M
- Longer implementation (3-4 years) with road reconstruction required

Design Options Summary

Option #	Option Name	Existing General Lane Configuration	Proposed General Lane Configuration	Proposed Bus Stop Removals
1	Keep Existing Conditions with Minor Road & Public Transit Changes	4 General Purpose Lanes (2 per direction)	No changes	• 7 northbound • 5 southbound
2	Priority Bus Lanes		• 2 mixed traffic lanes (1 per direction) • 2 bus lanes (1 per direction)	• 16 northbound • 15 southbound
3	Priority Bus Lanes on Key Segments			
4	High Occupancy Vehicle (3+) Lanes		• 2 mixed traffic lanes (1 per direction) • 2 HOV Lanes (1 per direction)	• 9 northbound • 8 southbound
5	Queue Jump Lanes at Key Intersections		No changes, except at specific intersections where new or extended right-turn lanes would be built	• 9 northbound • 8 southbound

The City and TTC will also consider a potential sixth option combining these options to account for local challenges and opportunities!

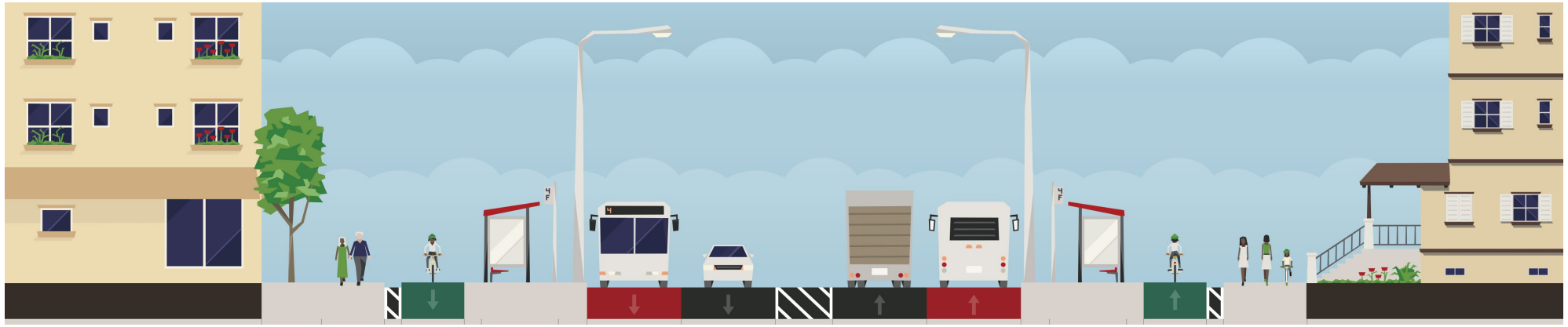
Supporting Studies

Road Safety Audit (RSA)

- A Road Safety Audit (RSA) was completed through a different consultant team to help identify safety design improvements for all options
- An In-Service Safety Review (ISSR) is also underway using an equity-informed lens to identify safety needs of the local residents
- The Jane Finch Community & Family Centre was responsible for leading supporting public engagement and consultation activities
- Recommended safety improvements will be reflected in the preferred option

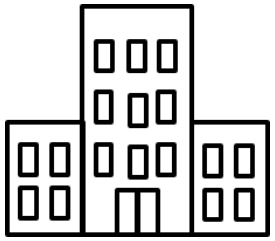
Future Bikeways Improvements

- Planned road reconstruction and resurfacing is scheduled for 2027+
- These works provide an opportunity to explore dedicated bikeways through the Jane Street - Keele Street Major City-wide Cycling Route Feasibility Study
- Step 2 will explore opportunities to space-proof potential future separated bikeway on the preferred transit alternative
- Recommendations will not preclude ability to install separated bikeways in the future where the road right-of-way allows



Example of a typical cross-section with separated bikeways along a roadway with priority bus lanes

Balancing Stops on Jane Street

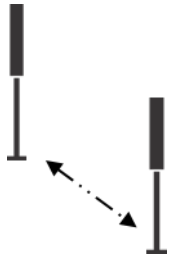


Maintain **access to key destinations** like senior or nursing homes, libraries, community centres, hospitals, and shopping centres

Maintain ability to transfer to **intersecting bus routes**

Remove or relocate stops with no protected pedestrian crossing **and stops that do not meet TTC service standards**

Maintain **high ridership stops** with improvements to stop accessibility

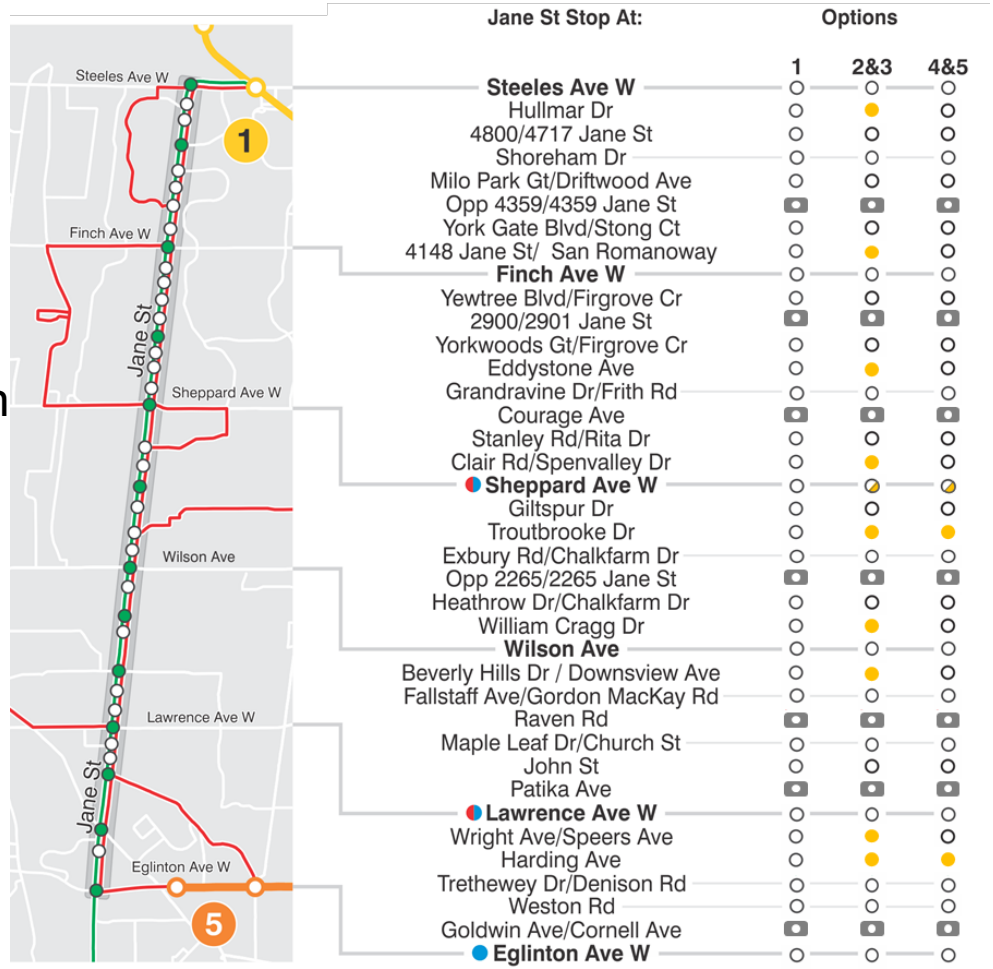


Minimize change in walking distance to grocery stores and pharmacies (less than an extra 2.5 mins walk)

TTC will consider consolidating some bus stops to balance passenger convenience, safety, community impacts, and bus reliability and travel times.

Comparison of Proposed Stop Removals

- **Option 1** – remove stops with no pedestrian protected crossings
  - Average customer travel distance from front door to bus stop: about 240 m or 4 mins walk
- **Options 2 & 3** – remove stops with no pedestrian protected crossings, optimize stop spacing and maximize benefits of priority bus lanes
  - Average customer travel distance from front door to bus stop: about 240 m or 4 mins walk
- **Options 4 & 5** - remove stops with no pedestrian protected crossings and optimize stop spacing
  - Average customer travel distance from front door to bus stop: about 240 m or 4 mins walk

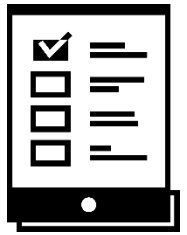


Jane bus stop consolidation will be refined through consultation and the selection of a preferred design option

Next Steps

Provide Your Feedback

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



Complete the **online survey!**

Subscribe to the **project email list**

Contact:

Public Consultation Unit
City of Toronto
Telephone: 416-338-7797
Email: rapidto@toronto.ca

Feedback Deadline:

Visit **toronto.ca/RapidTO** to complete the online survey or contact us by April 3, 2023

Next Steps

- Review public and stakeholder feedback to develop a consultation summary and inform project evaluation
- Conduct additional traffic modelling analysis
- Present and seek feedback on the preliminary preferred design option in mid 2023