# **RapidTO: Jane Street**

Step 2 Consultation | October & November 2024





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# **Study Overview**

The City of Toronto and TTC are exploring ways to improve transit operations on Jane Street, from Steeles Avenue West to Eglinton Avenue West.

- Aim to make public transit a more attractive travel option by improving bus speed, enhancing reliability and reducing travel times for transit riders travelling between Pioneer Village Station (Line 1) and the future Mt. Dennis Station (Line 5)
- Coordinate with nearby transportation projects including the Maple Leaf & Rustic Neighbourhood Streets Plan, Weston Cycling Connections and Trethewey Drive Complete Street.





# **Consultation & Evaluation Process**

Step 1: Develop Design **Options & Preliminary Evaluation** (March 2023) Step 2: Evaluate & WE ARE HERE! **Identify Recommended Design Option** (Fall 2024) **Report to City Council** (Early 2025) **Step 3: Project Delivery** (Summer 2025+)

- Technical analysis and evaluation of five design options
- Identify proposed bus stop removals and relocations for each option
- Seek public feedback on challenges, priorities and preferences on design options
- Present the recommended option and full evaluation measuring transportation impacts
- Seek public input and address questions or concerns about the recommended design
- Report to a City Council to seek approval for project implementation
- Implementation of RapidTO: Jane Street can be phased by segment
- Monitor project performance, respond to ongoing public feedback and make operational improvements

# Existing Conditions | Ridership

- Public transit use along Jane Street is consistently higher than average TTC bus boardings systemwide.
- 37% of people living near Jane Street rely on public transit to get around, evidenced by the higher ridership during the covid pandemic, and faster recovery
- The Jane Street study area passes through 7 of Toronto's 33 Neighbourhood Improvement Areas (21%)



# Existing Conditions | Current Operations

- 15–26% of afternoon TTC bus trips are on time\*
- Riding transit takes 66% longer than driving\*
- Public transit has the highest capacity for moving people in a constrained space

\*Based on 2019 TTC Statistics

Change in average round-trip transit times for the entire route, from pre-pandemic to post-pandemic

	AM Peak	PM Peak
35 – Jane	+2 minutes (+2%)	+13 minutes (+11%)
935 – Jane	+3 minutes (+4%)	+13 minutes (+13%)

Maintaining Service Along Jane Requires:

5 additional buses during the PM Peak

**\$1.7 M** / year in additional operating costs

These costs are just to maintain existing service in an increasingly congested environment.



# Existing Conditions | 2024 Daily Traffic Volumes

The current design of Jane Street does not prioritize public transit:

- In the study area, the number of bus riders on a typical weekday (> 40,000 riders/day) is greater than the number of people driving through all major intersections
- Daily traffic volumes are highest between Wilson Avenue and Lawrence Avenue West



Average number of cars passing through Jane Street on a typical weekday (2024) \*these volumes are estimated based on 2018 volumes and growth at adjacent intersections

>40.000

Legend

<20,000

# **Reviewing the Proposed Design Options**

- Five different options were evaluated as part of Step 1 Consultation
- The key difference between the options is the degree of benefit to public transit

#### Option 1 Baseline

 Planned and approved changes to bus routes as part of the opening of Line 5 Eglinton Crosstown LRT **Option 2** Priority Bus Lanes

Bus lanes between
 Steeles Avenue West and
 Eglinton Avenue West
 except for 1.1 km around
 the highways

**Option 3** Priority Bus Lanes on Key Segments

• Option 2 with breaks around some intersections

**Option 4** High Occupancy Vehicle Lanes (HOV 3+)

- Converts existing curb lanes to lanes for HOV 3+, taxis, motorcycles and bicycles
- HOV lanes between Steeles Avenue West and Eglinton Avenue West, with a break around the highways

**Option 5** Queue Jump Lanes at Key Intersections

New or extended lane

 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

# What We Heard



More than 70% of respondents identified existing concerns on Jane Street about:

- Slow and unreliable public transit service
- Traffic delays
- Crowded buses



### 60% of respondents ranked Priority Bus Lanes as their first or second choice

 Respondents living north of Highway 401 were generally more supportive of options with greater bus priority (Priority Bus Lanes or Priority Bus Lanes on Key Segments)



# Top three evaluation criteria from survey respondents

- More reliable bus arrival times
- Shorter bus travel times
- Faster implementation



# Top concerns heard about the design options

- Removal of bus stops will impact accessibility and safety for residents
- Traffic congestion will increase at the Highway 400 ramps
- Non-local traffic volumes will increase and impact neighbourhoods on roads adjacent to Jane Street



# **Evaluation Criteria Summary**

				Most Impacts	Least Impacts
Evaluation Criteria	<b>Option 1</b> Baseline	<b>Option 2</b> Priority Bus Lanes (except for 1.1 km around the Highways)	<b>Option 3</b> Priority Bus Lanes on Key Segments	<b>Option 4</b> High Occupancy Vehicle Lanes (3+)	<b>Option 5</b> Queue Jump Lanes at Key Intersections
Public Transit	-				O
Traffic		$\bullet$	$\bigcirc$	•	
Active Transportation					O
Costs & Other Impacts					0
Overall Assessment	Baseline for Comparison	<ul> <li>Recommended</li> <li>Greatest improvement in bus reliability &amp; travel time</li> <li>Improves active transportation &amp; safety</li> <li>Quick implementation with no reconstruction required</li> <li>Car and bus travel times are more comparable, making public transit more attractive</li> </ul>	<ul> <li>Not Recommended</li> <li>Little improvement in bus reliability &amp; travel time</li> <li>Car travel times increase with more merging for both cars and buses</li> </ul>	<ul> <li>Not Recommended</li> <li>Some improvement is expected for all users, but the benefit to transit users and active transportation is less than priority bus lanes</li> <li>Benefit of the HOV lanes is dependent on compliance levels</li> </ul>	<ul> <li>Not Recommended</li> <li>Least improvement in bus reliability and travel time performance</li> <li>Most expensive and disruptive to implement due to road reconstruction</li> </ul>



Legend

Least Benefit/

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Most Benefi

()

# Recommended Design | Overview

Priority bus lanes are recommended from Steeles Avenue West and Eglinton Avenue West, except for a gap of 1.1 km between Wilson Avenue and Maple Leaf Drive around Highway 400 access ramps.



# Recommended Design | Study Area Highlights



by Bus

Priority bus lanes would save bus riders travelling the full distance between Steeles Avenue West to Eglinton Avenue West

About 5.5 minutes per direction during peak period

### Or up to 11 minutes a day

15% bus reliability during peak period

Buses are more likely to arrive on time

### 26% daily bus ridership

Bus ridership along Jane Street is expected to increase by 26%

Transit riders currently need to allocate 36-40 minutes for their commute. With priority bus lanes, they would only need to allocate 30-33 minutes.



Priority bus lanes would increase travel times for drivers travelling between Steeles Avenue West to Eglinton Avenue West

Travelling by Car About 4.5–6.5 minutes per direction during peak period

Or up to 13 minutes a day

# How do the recommended design support the study goals?

It will take people riding the bus or driving

### just under 30 minutes

to travel from Steeles Avenue West to Eglinton Avenue West during peak period, making public transit a more competitive option.

As more people choose public transit, traffic conditions will improve for those who need to drive.



### Segment 1 | Steeles Avenue West to Wilson Avenue



#### **Summary of Recommendation**

- vehicle lane converted into
   priority bus lane in each direction
- 3 northbound and 4 southbound bus stops removed

### Summary of Travel Time Changes (compared to Baseline)



.

**4–4.5 minutes reduction** during peak period

Car

**2–2.5 minutes increase** during peak period

### **Segment 2** | Wilson Avenue to Maple Leaf Drive/ **Church Street**



#### **Summary of Recommendation**

- No change to vehicle lane configuration
- Two vehicle lanes will be maintained in . each direction, with no change to the twoway left turn lane or highway access ramps
- 1 northbound and 1 southbound bus stop ٠ removed

### **Summary of Travel Time Changes** (compared to Baseline)



< 1 minute reduction during peak period

Car

< 1 minute increase

during peak period

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# Segment 3 | Maple Leaf Drive/ Church Street to Lawrence Avenue



#### **Summary of Recommendation**

- vehicle lane converted into
   priority bus lane in each direction
- No bus stop removals

### Summary of Travel Time Changes (compared to Baseline)



**0.5–2 minutes reduction** during peak period



**0.5–1 minute increase** during peak period

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### Segment 4 | Lawrence Avenue West to Eglinton Avenue West





lane

### Summary of Proposal

- 1 mixed-traffic lane converted into 1 priority bus lane in each direction
- Illegal curbside activity currently observed northbound near Lawrence Avenue will need to move to boulevard parking or nearby plazas
- No bus stop removals

### Summary of Potential Travel Time Changes (compared to Baseline)



**1–1.5 minutes reduction** during peak period





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Recommended

# **Traffic Volume Diversion**

Traffic infiltration has been identified as a key concern. Traffic analysis has identified:

- There are no local roads that provide a direct connection; local roads are circuitous and less efficient for people driving.
- Drivers that travel north-south along Jane Street are expected to divert primarily to Highway 400 and Black Creek Drive
- Priority bus lanes are not proposed for a 1.1km section north of Maple Leaf Drive / Church Street to maintain capacity around the Highway ramps.
- A licence plate study undertaken found that <10% of traffic entering the Maple Leaf & Rustic neighbourhood from Jane Street is cut-through, which amounts to 60 veh/hr over a 2 hour peak period.
- Priority bus lanes on Jane Street will be designed in alignment with the on-going Maple Leaf-Rustic Neighbourhood Streets Plan.

# **Balancing Stops on Jane Street**

### Why should we remove or relocate stops?



- Safety concerns Mid-block stops without a protected pedestrian crossing encourage jaywalking
- To improve transit speed and reliability Each additional stop increases the travel time of buses
- Adherence to TTC service standards Some existing stops are located closer than the standard requires



### Which stops should we keep?

- Maintain stops with high ridership, intersecting bus routes and/or key destinations
- Maintain stops that access senior or nursing homes, libraries, community centres, hospitals and shopping centres
- Minimize the change in walking distance to grocery stores and pharmacies



# Recommended Design | Bus Stop Removals

- In Phase 1, we proposed removing stops at 10 locations. Based on public feedback, 5 locations were added back in.
- Stops at 5 locations are still recommended for removal primarily because there is no protected pedestrian crossing at that location which is a pedestrian safety concern.
- All locations with proposed stop removals are within a 2-3 mins walk of the next nearest stop.
- Some stops will move from nearside to farside to improve operations.

Stoples Aug M	Jane St Stop At:	Recommended Design	
Steeles Ave W	Steeles Ave W	0	
	Hullmar Dr	0	
	4800/4717 Jane St	0	
	Shoreham Dr	0	
8	Milo Park Gt/Driftwood Ave	0	
	Opp 4359/4359 Jane St	0	
Finch Ave W	York Gate Blvd/Stong Ct	0	
	4148 Jane St/San Romanoway	0	
	Finch Ave W	0	
ð l	Yewtree Blvd/Firgrove Cr	0	
t s 🖁	2900/2901 Jane St		
e	Yorkwoods Gt/Firgrove Cr	0	
ğar	Eddystone Ave	•	
Sheppard Ave W	Grandravine Dr/Frith Rd	0	
	Courage Ave	0	
	Stanley Rd/Rita Dr	0	
ð	Clair Rd/Spenvalley Dr	•	
	Sheppard Ave W	0	
9	Giltspur Dr	0	
	Troutbrooke Dr	•	
😧 Wilson Ave	Exbury Rd/Chalkfarm Dr	0	
8	Opp 2265/2265 Jane St	0	
1 I	Heathrow Dr/Chalkfarm Dr	0	
- 1 <b>8</b>	William Cragg Dr	0	
	Wilson Ave	0	Access HUB
9	Beverly Hills Dr / Downsview Ave	e 0	
	Falstaff Ave/Gordon MacKay Rd	0	Family of Services
Lawrence Ave W	Raven Rd	0	
- Ž	Maple Leaf Dr/Church St	0	Express and Local
<i>s k</i>	John St	0	Dropood Stop Delegation
0	Patika Ave	0	<ul> <li>Proposed Stop Relocation</li> </ul>
	Lawrence Ave W	0	<ul> <li>Proposed Stop Removal</li> </ul>
	Wright Ave/Speers Ave	•	Proposed Stop Removal
Eqlinton Ave W	Harding Ave	•	(southbound only)
	Trethewey Dr/Denison Rd	0	(
	Weston Rd	0	Stops Reinstated Based on Public Foodback
•	Goldwin Ave/Cornell Ave	•	Fublic Feedback
	Eglipton Avo W	0	



# **Data Collection & Monitoring**

- Once installation is finished, the project is not yet complete. It takes time for people to adjust to change.
- Immediately following installation and up to one year after, the City and TTC will:
  - Collect data and observe new travel behaviour along Jane Street and adjacent streets to understand and address potential impacts on neighbourhood infiltration. Intersections identified for monitoring include: all major intersections, Highway 400 ramps, Maple Leaf/ Church & Jane, Maple Leaf & Keele, and Church & Weston
  - Implement operational and regulatory changes to improve the project (e.g. signal timing adjustments, signs & marking changes)



# **Next Steps**



# **Provide Your Feedback**



Visit toronto.ca/JaneTransit for more information



Complete the online survey!

Subscribe to the project email list

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### Contact:

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

### Feedback Deadline:

Visit **toronto.ca/JaneTransit** to complete the online survey or contact us by November 17, 2024

