BUILDING A TRANSIT CITY

January, 2005
Objectives

Link land use and transportation planning policies to create an effective strategy for accommodating the City’s future trip growth in a way that reduces auto-dependency by making transit, cycling and walking more attractive alternatives

“No one should be disadvantaged getting around Toronto if they don’t own a car”

The Means:

1. Transportation Infrastructure
2. Sustainable Transportation Practices
3. Supportive Land Use Planning
Toronto’s Official Plan

Transportation Infrastructure
Protect existing and planned network of major roads through designated public right-of-ways shown on Map 3 and Schedule 2. Only LIMITED road widenings and extensions contemplated.
Toronto’s Official Plan

Transportation Infrastructure

Protect existing and planned rapid transit networks (busways, streetcar/LRT and subways) shown on Map 4. Implement new lines over the LONGER TERM as needs identified, EA studies completed and funding becomes available.
Toronto’s Official Plan

Transportation Infrastructure
Make more efficient use of transportation network by giving greater priority to buses and streetcars (signal priority, restrict on-street parking and exclusive transit lanes) as shown on Map 5.
Toronto’s Official Plan

Transportation Infrastructure
Institute planning, traffic engineering and street design practices that encourage walking and cycling and which support the City’s “Pedestrian Charter” and “Bike Plan”.
Build a transportation system that meets the travel needs of all Torontonians, including persons with disabilities, the elderly and those without access to a car.
Sustainable Transportation Practices

- Implement Travel Demand Management (TDM) measures to encourage people to take fewer and shorter vehicle trips (e.g. ridesharing, telecommuting and parking management).

- Balancing the traffic needs of new development with the broader social and environmental objectives of the Plan.

- Develop a goods movement strategy that boosts the economic competitiveness of the City and the Region.

- Exploit new technologies that improve urban travel conditions and help protect the environment.

- Moving minds and changing attitudes - every bit as big a challenge as moving people and goods.
Toronto’s Official Plan

Supportive Land Use Planning
Direct growth to the Centres, Downtown and Avenues to concentrate people and jobs in areas well served by transit.
Supportive Land Use Planning

- Promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips.

- In the targeted growth areas with good transit service, consideration should be given to:
  - minimum development density requirements
  - lower parking standards
  - enhanced pedestrian facilities

- Recognize the diverse roles and functions of streets as elements of the City’s broader public realm. Ensure that public streets are not closed to public use and require new streets to be public.
Successful City Building, Excellent Transit

City, TTC Work Together:
- St. Clair streetcar rapid transit
- York University bus rapid transit
- Yonge Street bus rapid transit
- Scarborough RT capacity, technology study
The TTC's Signal Priority Program

- Red: Routes Currently Equipped
- Blue: Routes Planned to be Equipped
- Gray: Subway/RT with Station
Traffic Congestion in the GTA

Source: Ontario Ministry of Transportation, GO Transit, The Globe and Mail

- Roads that are at or above 95% capacity
Travel Patterns in Toronto


- vehicle travel (+10% to +61%) increasing more than person travel (+7% to +41%)
- HOV use declining: -15% to -36%
- average auto occupancy declining: 1.22 → 1.08
- peak period traffic conditions now extending to 3 hours
Transit Market Share

Percentage of Trips by Toronto Residents

Year

1986 1996 2001

Peak Periods
All Day
Market Research Study Area
Respondents’ Reasons For Not Using Transit

- Transit too slow/Trip too long: 27%
- Car faster: 25%
- Poor connections/Wait too long: 19%
- Car more convenient: 17%
- Poor/infrequent service: 16%
- No transit service at trip origin/destination: 14%
- Car less expensive/Transit too expensive: 11%
Changes Required to Increase Transit Use

- Service related: 59% Car Only, 55% Car & Transit, 59% Transit Only
- Nothing: 10% Car Only, 10% Car & Transit, 10% Transit Only
- Other (incl. Parking, Security): 16% Car Only, 15% Car & Transit, 13% Transit Only
- Unsure: 14% Car Only, 10% Car & Transit, 8% Transit Only
- Reduce costs/fores: 10% Car Only, 9% Car & Transit, 5% Transit Only
What Do People Want From Transit?

- fast, reliable transit service
- competitive with car
Ridership Growth Strategy

Transit Rights-of-Way assessed, prioritized:

- road at capacity by 2011?
- forecast of future ridership based on Official Plan
- feasibility of accommodating ROW
- return on investment (new riders/$)
## Summary Evaluation of Surface Rapid Transit Projects

<table>
<thead>
<tr>
<th>Priority Group</th>
<th>Current annual ridership</th>
<th>At capacity</th>
<th>Capital costs</th>
<th>Annual new ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>In 2011</td>
<td>Project total</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>million</td>
<td>$ million $ million</td>
</tr>
<tr>
<td>Category 1</td>
<td></td>
<td></td>
<td>$50.0</td>
<td>$3.3 $2.27</td>
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<td>Projects with current status</td>
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<tr>
<td>Downsview Stn to York University/Steeles Ave</td>
<td>1</td>
<td>10.8</td>
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<tr>
<td>Yonge St – Finch Stn to Steeles</td>
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<tr>
<td>Sheppard Av East – Don Mills Stn to Scarborough Centre Stn</td>
<td>2</td>
<td>7.5</td>
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<tr>
<td>Dundas St West – Kipling Stn to Etobicoke Creek</td>
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<td>5.6</td>
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<tr>
<td>St. Clair Av streetcar – Yonge St to Runnymede</td>
<td>1</td>
<td>10.9</td>
<td>No</td>
<td>$25.0 $1.6</td>
</tr>
</tbody>
</table>

Ridership figures in millions.
## Summary Evaluation of Surface Rapid Transit Projects

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<th>Priority Group</th>
<th>Current annual ridership</th>
<th>At capacity In 2011</th>
<th>Capital costs</th>
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<th>Annual new ridership</th>
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<tr>
<td></td>
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<td></td>
<td>Project total</td>
<td>Annual</td>
<td>Subsidy per new rider</td>
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<td></td>
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<td>$ million</td>
<td>$ million</td>
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<td>Category 2 Other corridors in Official Plan</td>
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<tr>
<td>Don Mills Rd/Overlea Blvd – Millwood Ave To Sheppard Av</td>
<td>2</td>
<td>4.9</td>
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<td>$6.2</td>
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<tr>
<td>Don Mills Rd – Sheppard Av to Steeles Av</td>
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<td>8.1</td>
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<td>$3.5</td>
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<tr>
<td>Eglinton Av West – Renforth Dr to Weston Rd</td>
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<td>$10.0</td>
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<tr>
<td>Eglinton Av East – Leslie St to Kennedy Stn</td>
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<td>6.9</td>
<td>No</td>
<td>$42.9</td>
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<td>Eglinton Av East – Kennedy Stn to Guildwood GO Stn</td>
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<td>13.8</td>
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<td>Markham Rd – Ellesmere Rd to Steeles Av</td>
<td>3</td>
<td>2.5</td>
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<td>-</td>
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</table>
Roadways Requiring Transit Priority Treatment
Because of Passenger Volumes and Traffic Condition

- Current
- by 2011

FEBRUARY 2003
Exhibit 8
Proposed Surface Rapid Transit Corridors

- Red: Overcapacity in 2011 but requires alternate priority treatment
- Blue: Priority 1
- Purple: Priority 2

Toronto Transit Commission

February 2003
Transit ROW’s and Technologies

Mixed Traffic

Partially Exclusive Right-of-Way

Exclusive Right-of-Way

Subway/GO

Max. subway capacity 30,000

Streetcar

LRT/SRT

Bus

0 5000 10000 15000 20000
passengers per hour

TCC SP 9-12-2004 DRG. No. 11791b
Transit Improvements in Toronto

- R-O-W proposals require EA’s:
  - significant staff resources
  - 1 - 2 years to complete EA

- implementation of R-O-W’s:
  - $30 million - $90 million → length, civil works, buses
  - 2 - 3 years to construct
Staging - Start Date

2004

- St. Clair (Yonge to Keele)
- York U BRT (Downsview to Steeles)
- Yonge Street (Finch to Steeles)
Staging - Start Date

2005

- St. Clair: Keele → Jane (Council directive)
- Scarborough RT Corridor (preliminary EA work)
- Don Mills (Steeles → Danforth)
- Waterfront “Transit First”: - West Don
  - East Bayfront
- Transit Opportunities in Hydro Corridors
Staging - Start Date

2006

- King Street (operational study/EA)
- Sheppard East (Don Mills → Scarborough City Centre)
- Bremner Boulevard
Staging - Start Date

2007

- Eglinton East (Kingston Road → Leslie/Kennedy)
- Kingston Road (Victoria Park → Eglinton)
Staging - Start Date

2008

- Eglinton West (Eglinton West Stn → Renforth/Airport)

2009

- Dundas West (Kipling → Etobicoke Creek)
  - subject to regional terminal
- Lawrence West (Spadina Subway → Jane Street)