

# BUILDING A TRANSIT CITY



January, 2005



# Toronto's Official Plan

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## Objectives

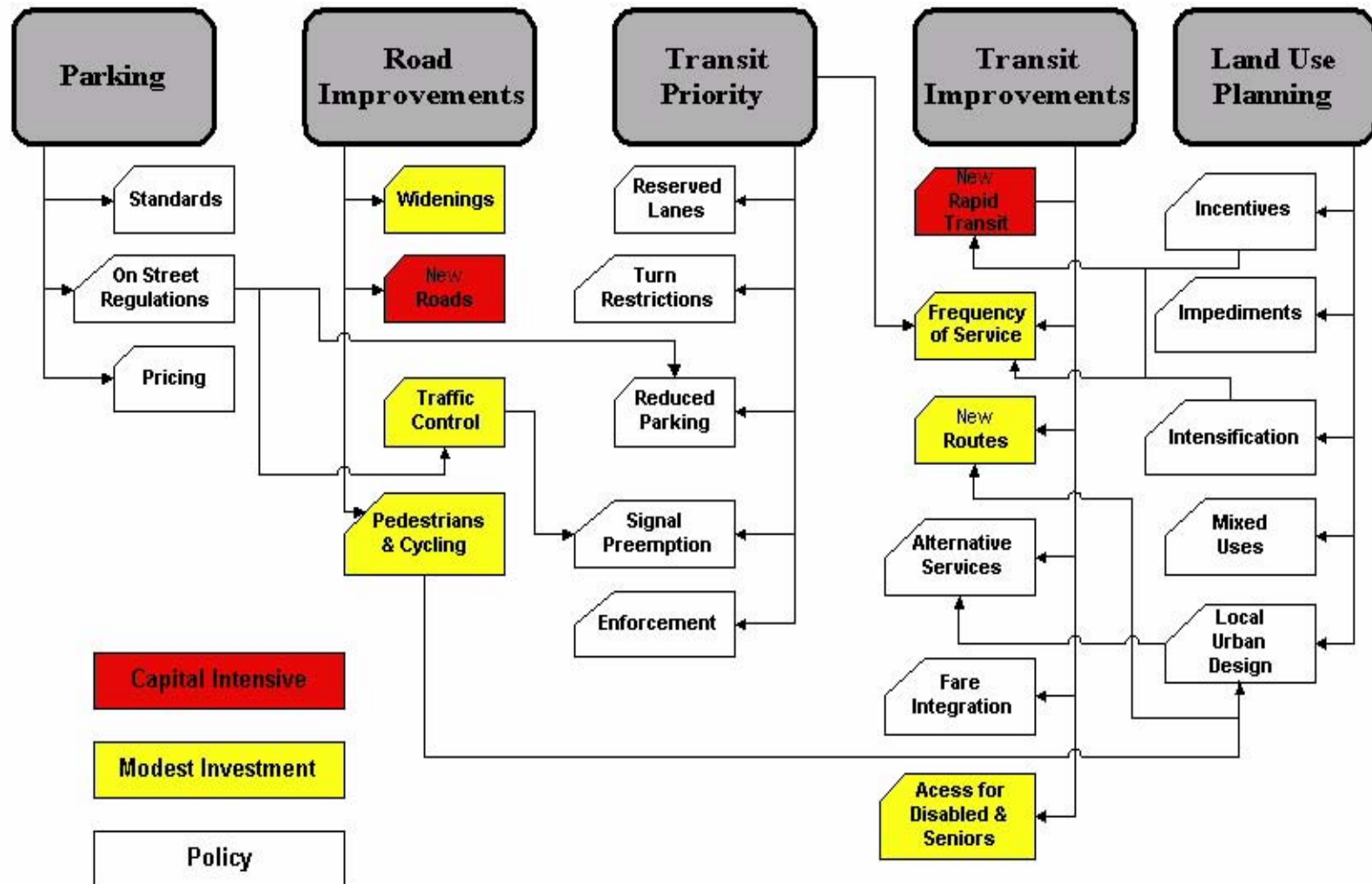
Link land use and transportation planning policies to create an effective strategy for accommodating the City's future trip growth in a way that reduces auto-dependency by making transit, cycling and walking more attractive alternatives

"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

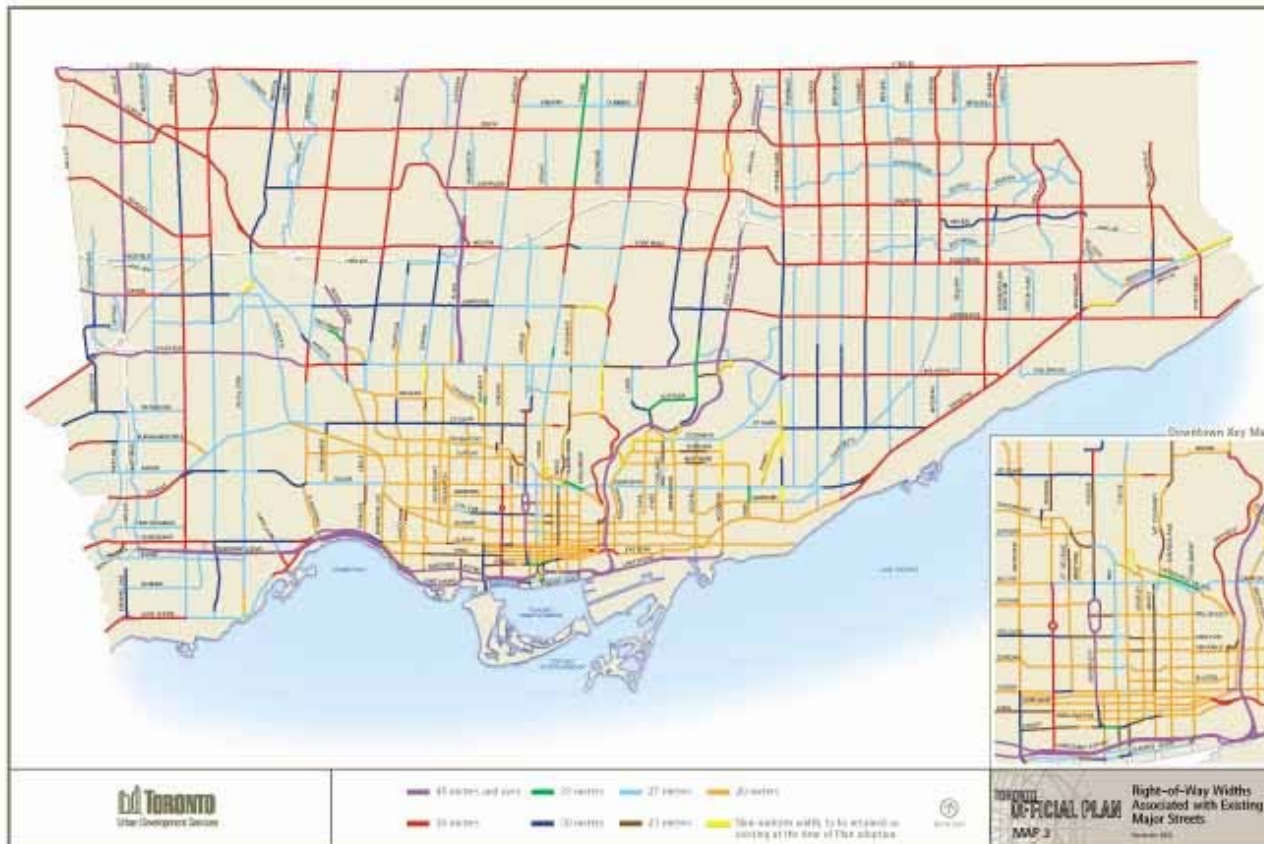
# City of Toronto Transportation Plan Building Blocks



# 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

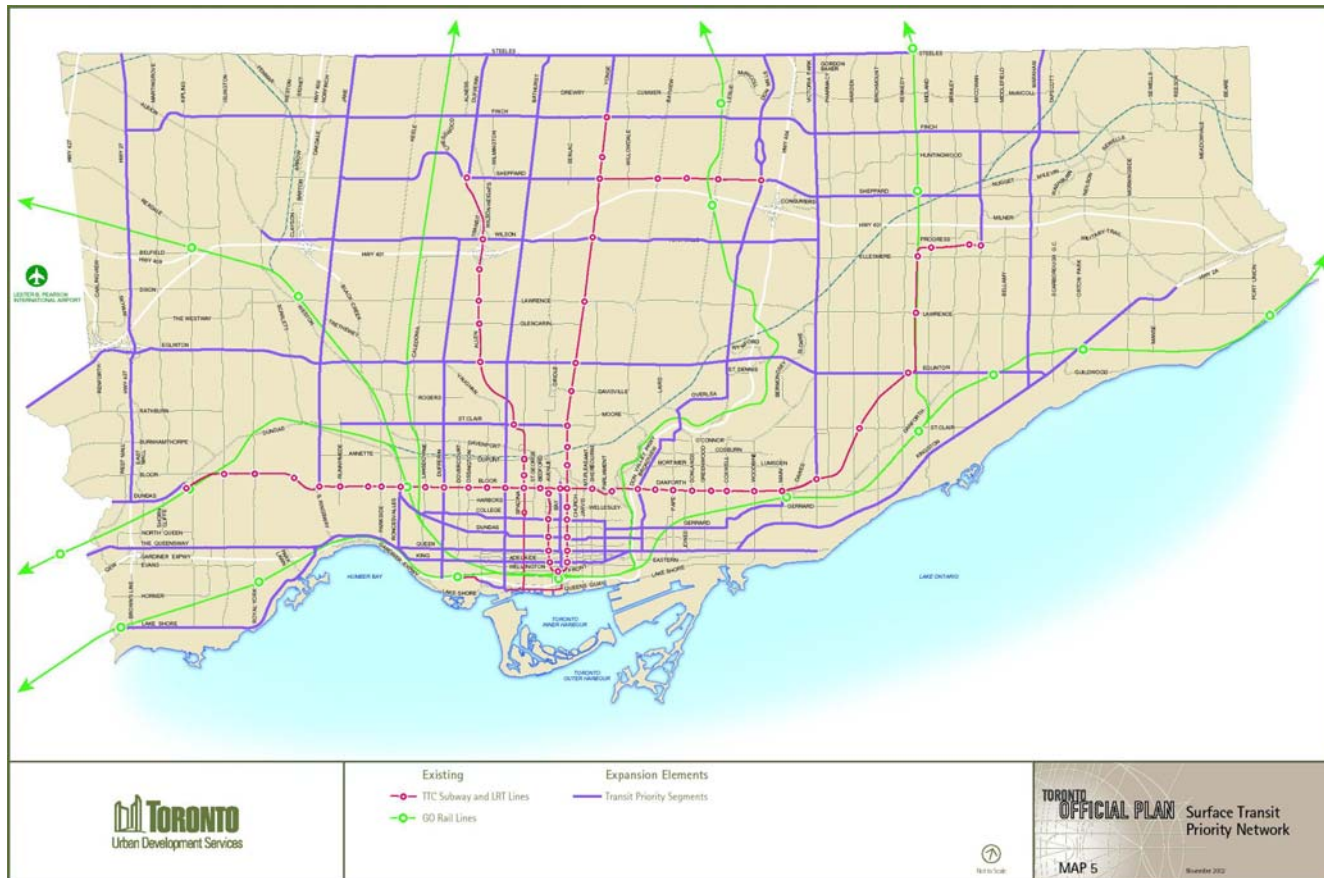
Protect existing and planned rapid transit networks (busways, streetcar/LRT and subways) shown on **Map 4**. Implement new lines over the LONGER TERM as needs identified, EA studies completed and funding becomes available.



# 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**.

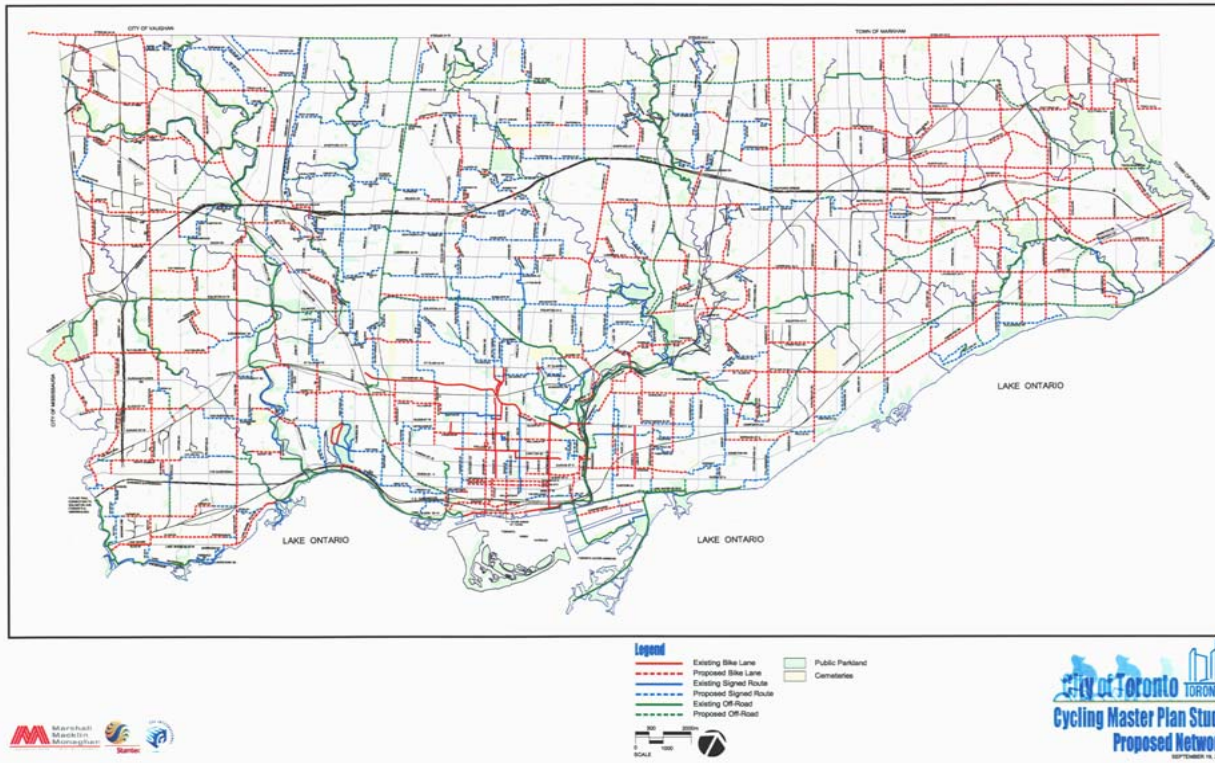


# Toronto's Official Plan

## 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





# Toronto's Official Plan

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## Sustainable Transportation Practices

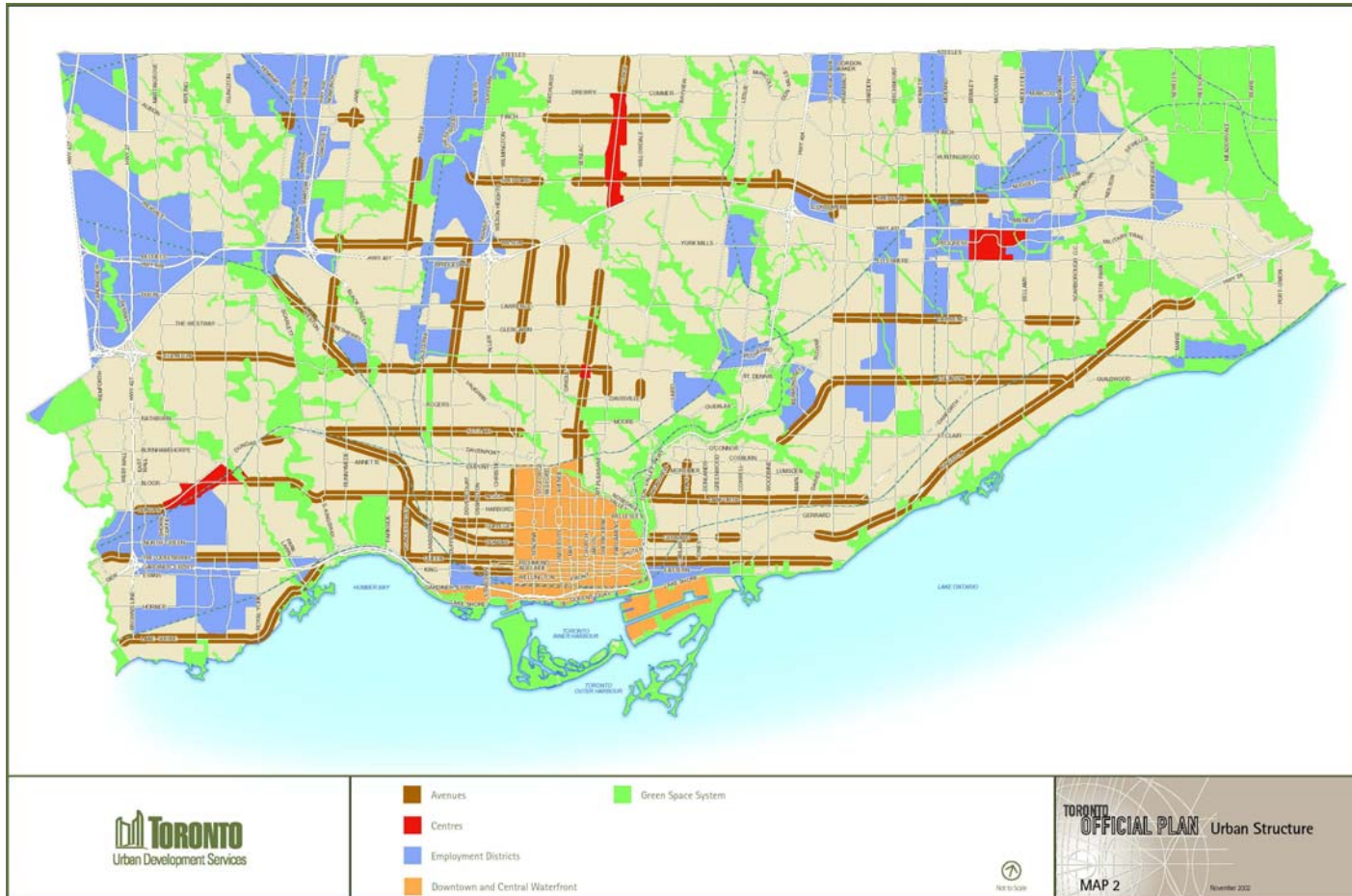
- Implement Travel Demand Management (TDM) measures to encourage people to take fewer and shorter vehicle trips (e.g. ridesharing, telecommuting and parking management).
- Balancing the traffic needs of new development with the broader social and environmental objectives of the Plan.
- Develop a goods 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.





# Toronto's Official Plan

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## 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.

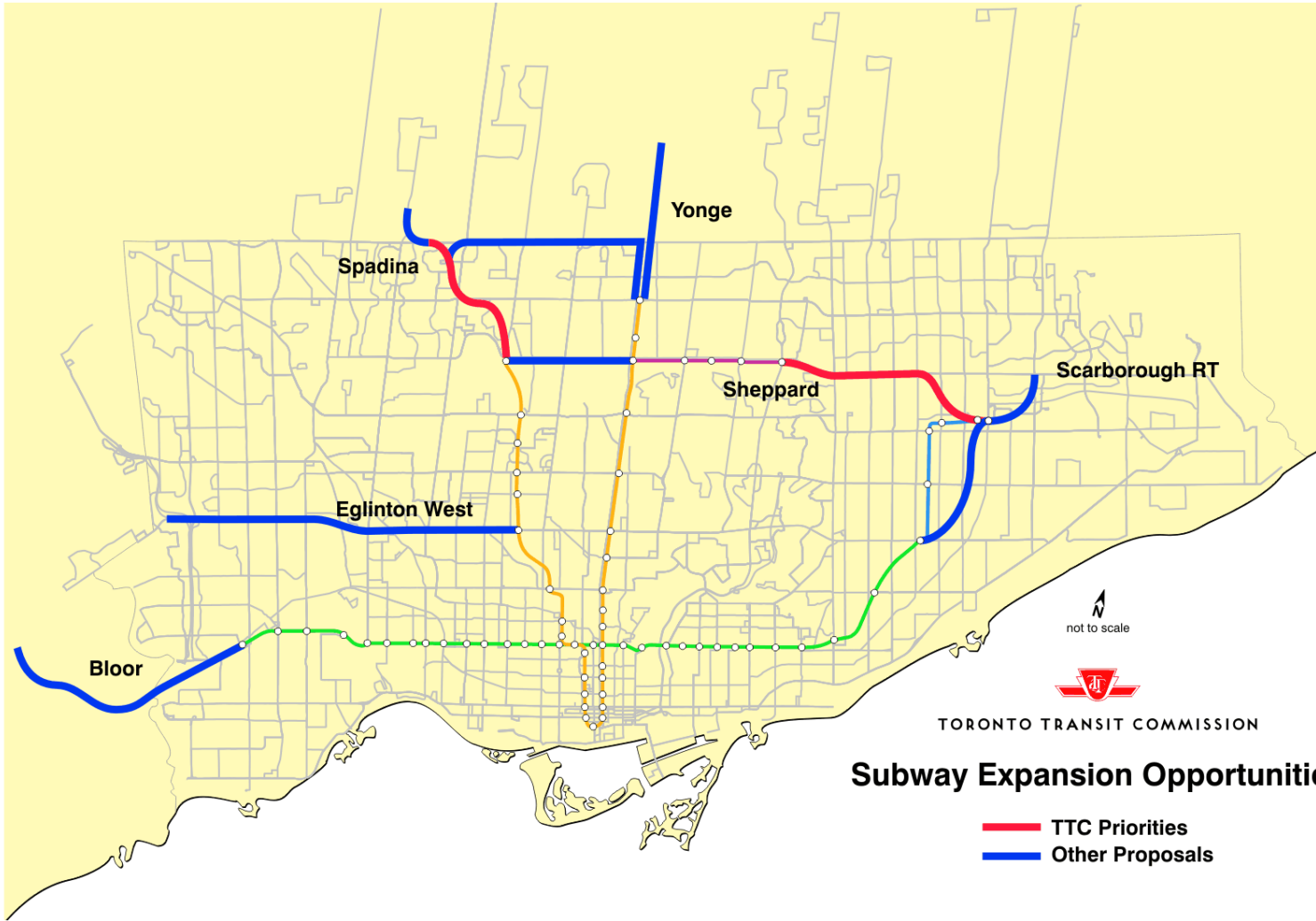


# Successful City Building, Excellent Transit

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City, TTC Work Together:

- St. Clair streetcar rapid transit
- York University bus rapid transit
- Yonge Street bus rapid transit
- Scarborough RT capacity, technology study

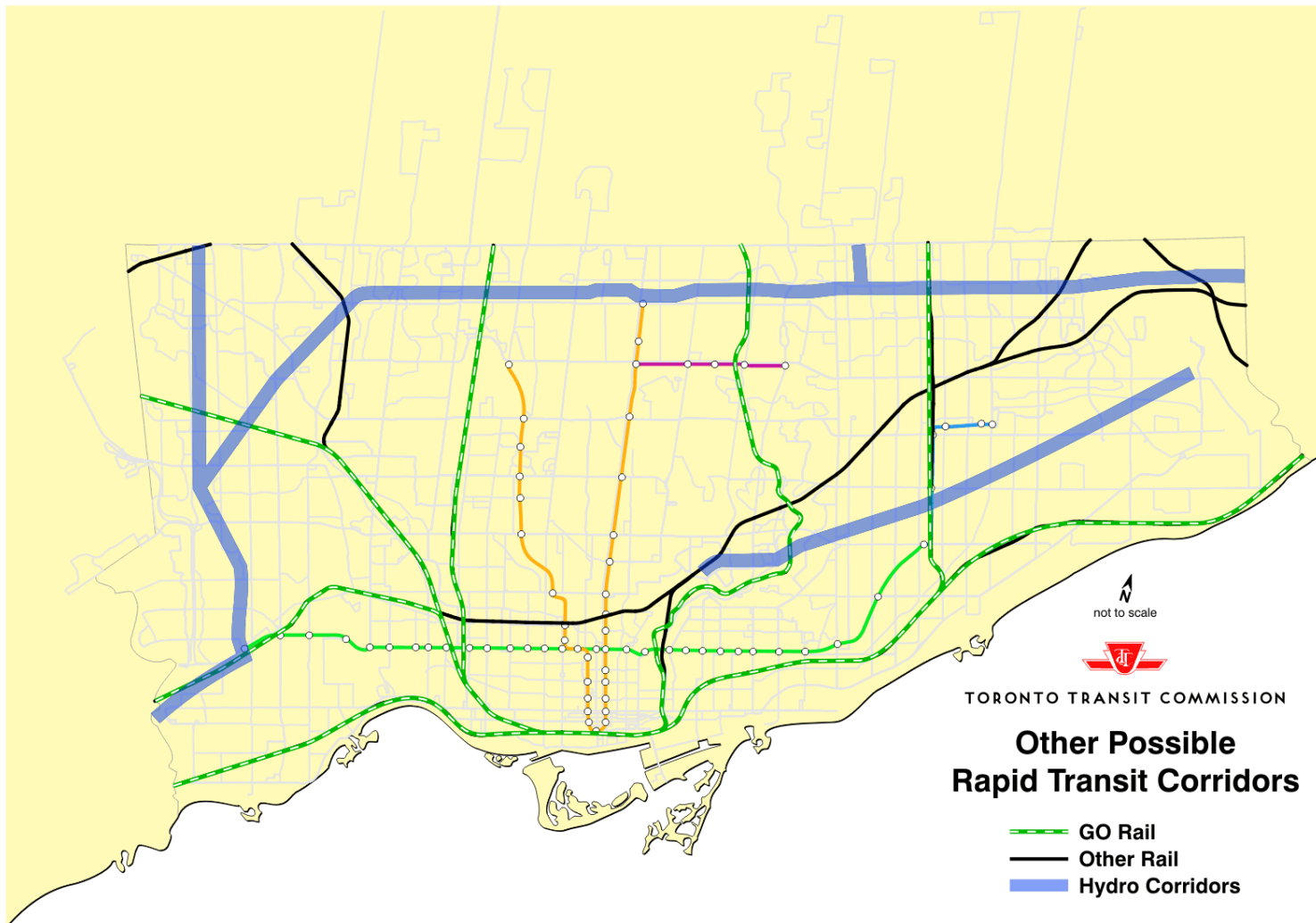


TORONTO TRANSIT COMMISSION

# Subway Expansion Opportunities

- TTC Priorities
- Other Proposals

TTC SP 29-10-2004 DRG. No. 11778



not to scale



TORONTO TRANSIT COMMISSION

### Other Possible Rapid Transit Corridors

- GO Rail
- Other Rail
- Hydro Corridors



LESTER B. FRASER INTERNATIONAL AIRPORT



- | Existing                 | Expansion Elements |
|--------------------------|--------------------|
| TTC Subway and LRT Lines | Transit Corridors  |
| GO Rail Lines            | GO/TTC Interchange |
|                          | GO Rail Station    |



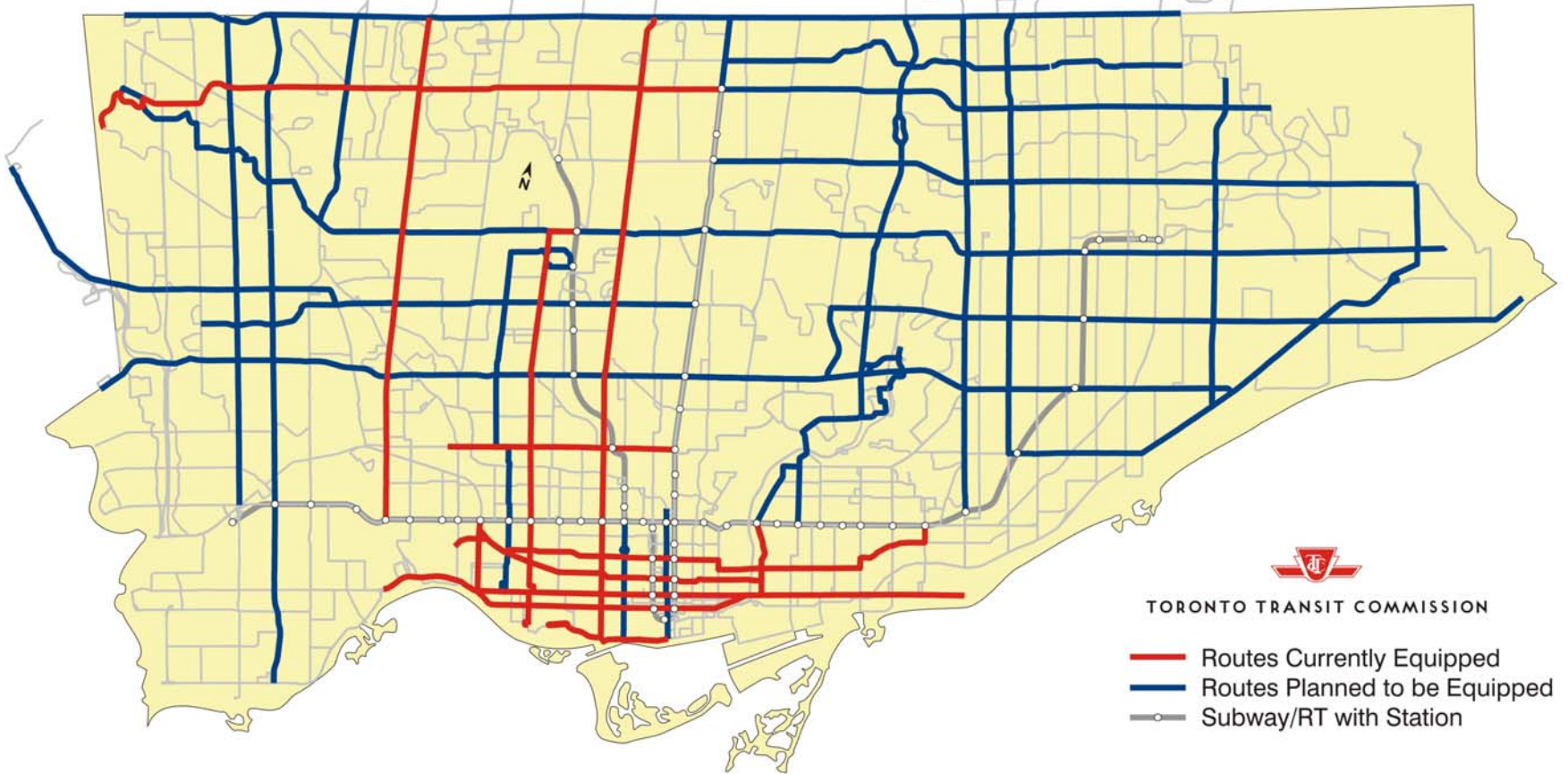
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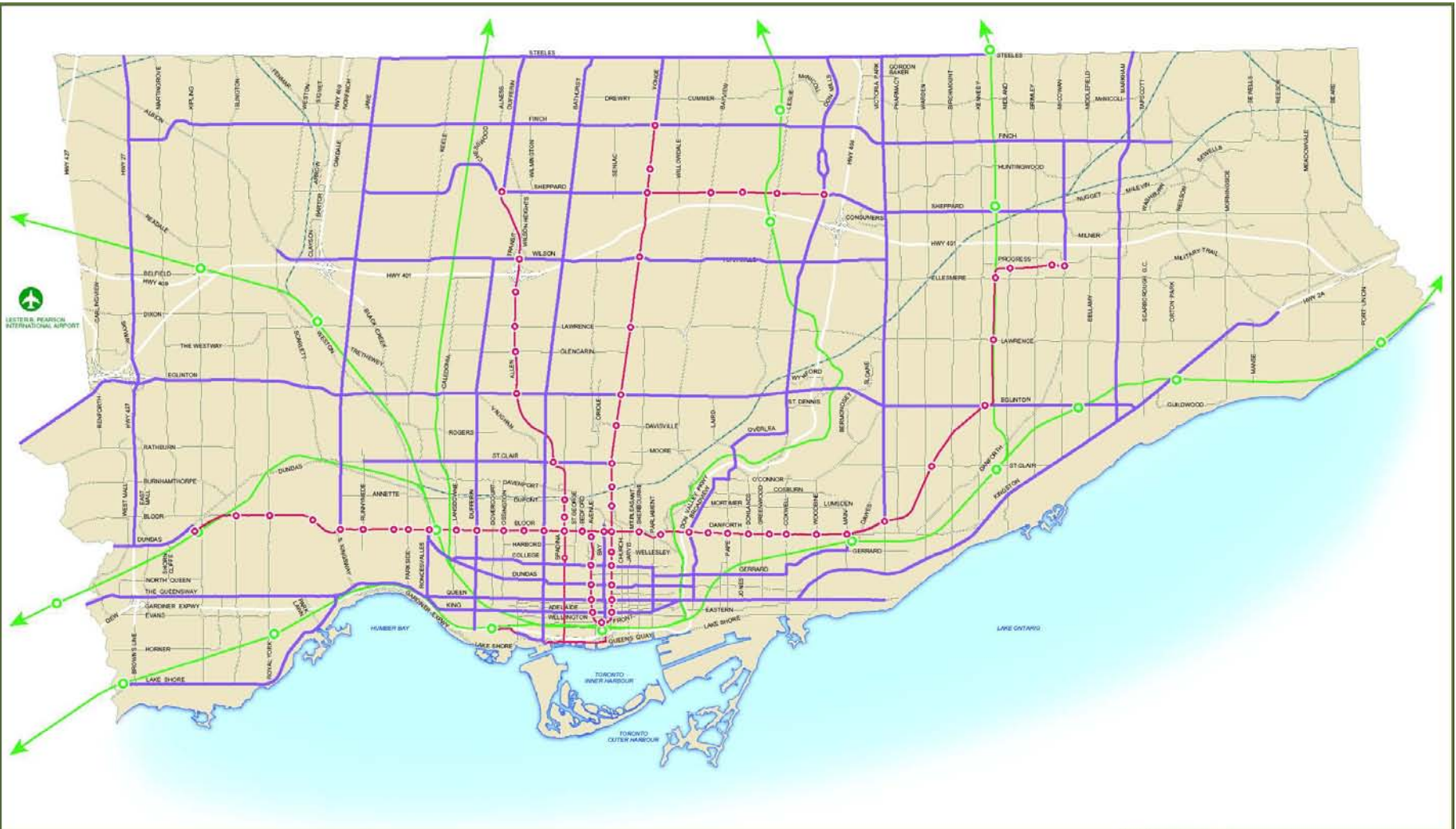
TORONTO OFFICIAL PLAN Higher Order Transit Corridors

MAP 4

November 2002

# The TTC's Signal Priority Program





- |          |                          |                    |                           |
|----------|--------------------------|--------------------|---------------------------|
| Existing |                          | Expansion Elements |                           |
|          | TTC Subway and LRT Lines |                    | Transit Priority Segments |
|          | GO Rail Lines            |                    |                           |



**TORONTO OFFICIAL PLAN** Surface Transit Priority Network

MAP 5

November 2002



# Traffic Congestion in the GTA



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

■ Roads that are at or above 95% capacity



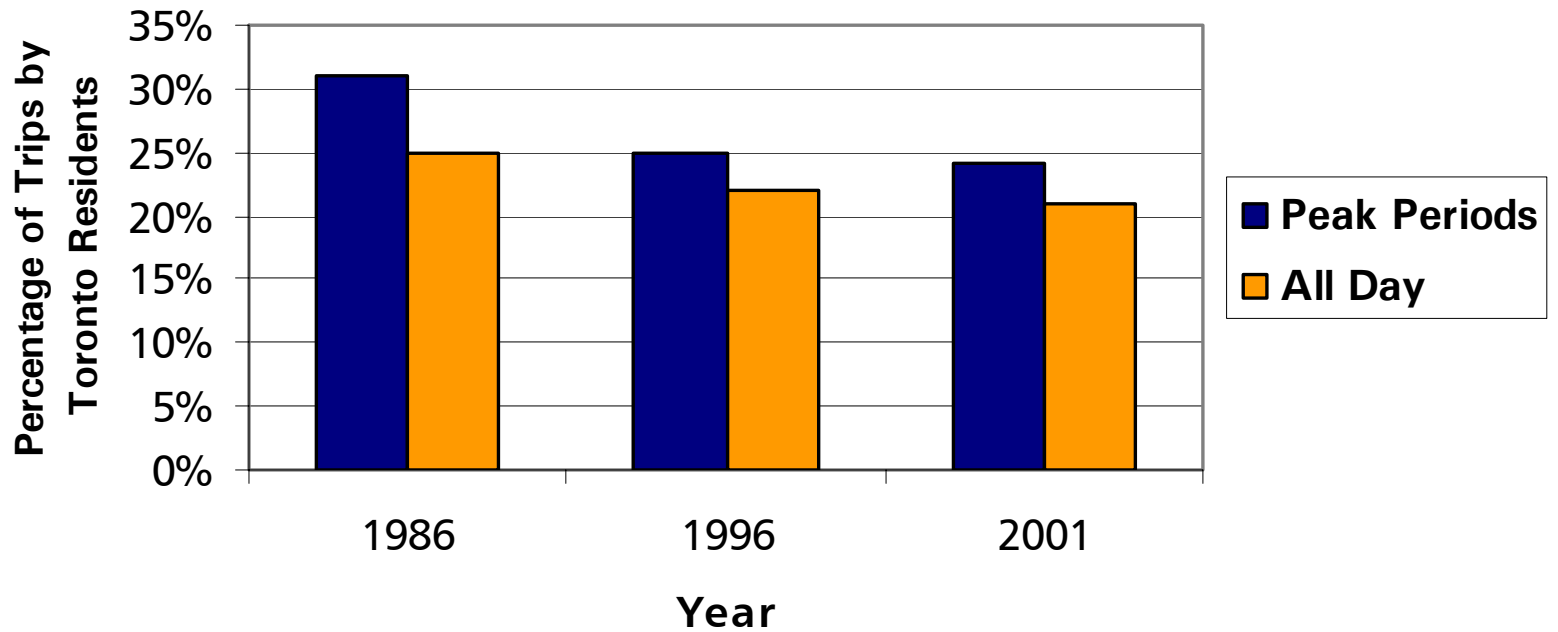
# Travel Patterns in Toronto

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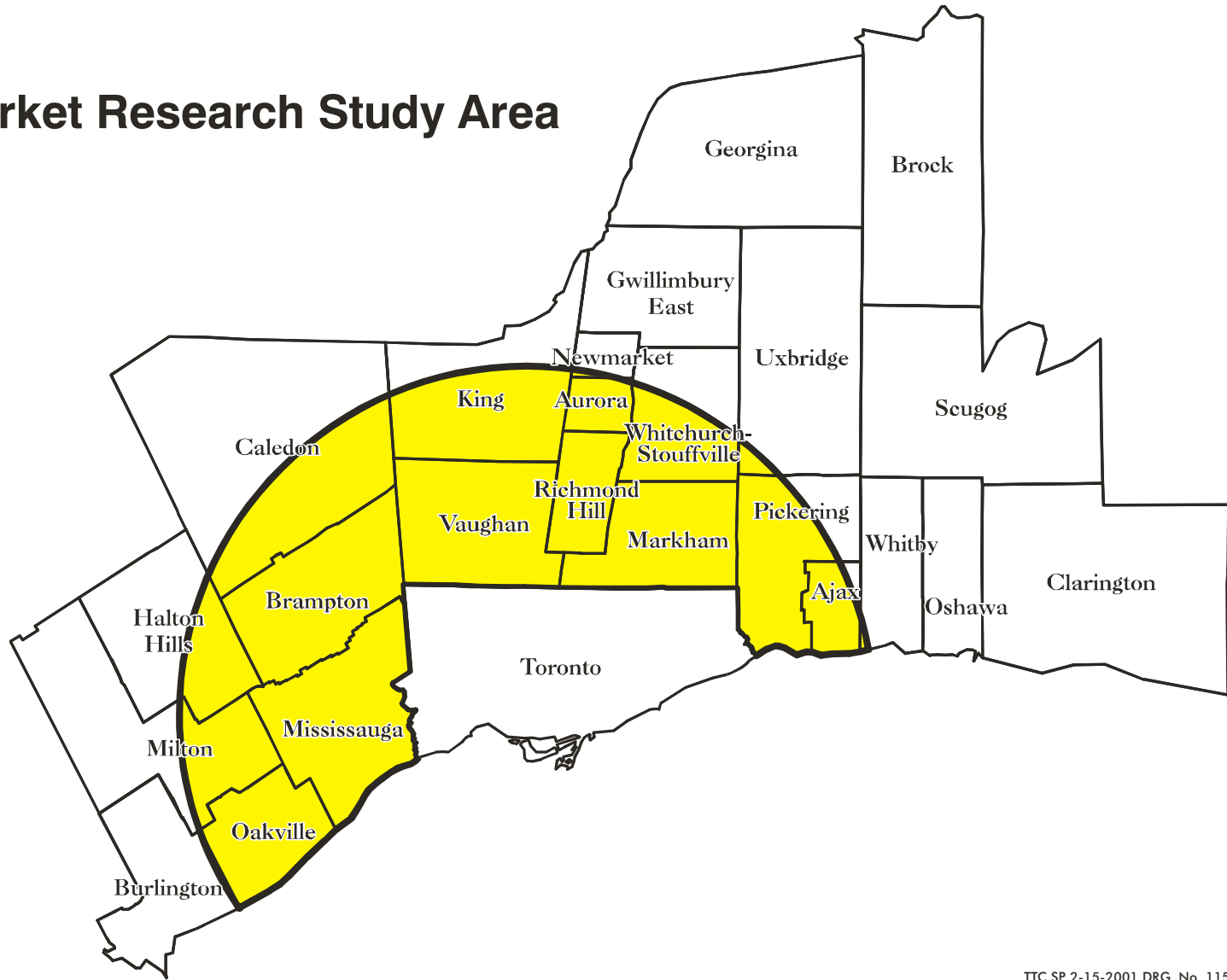
Cordon Count Data (1991 - 2001):

- 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

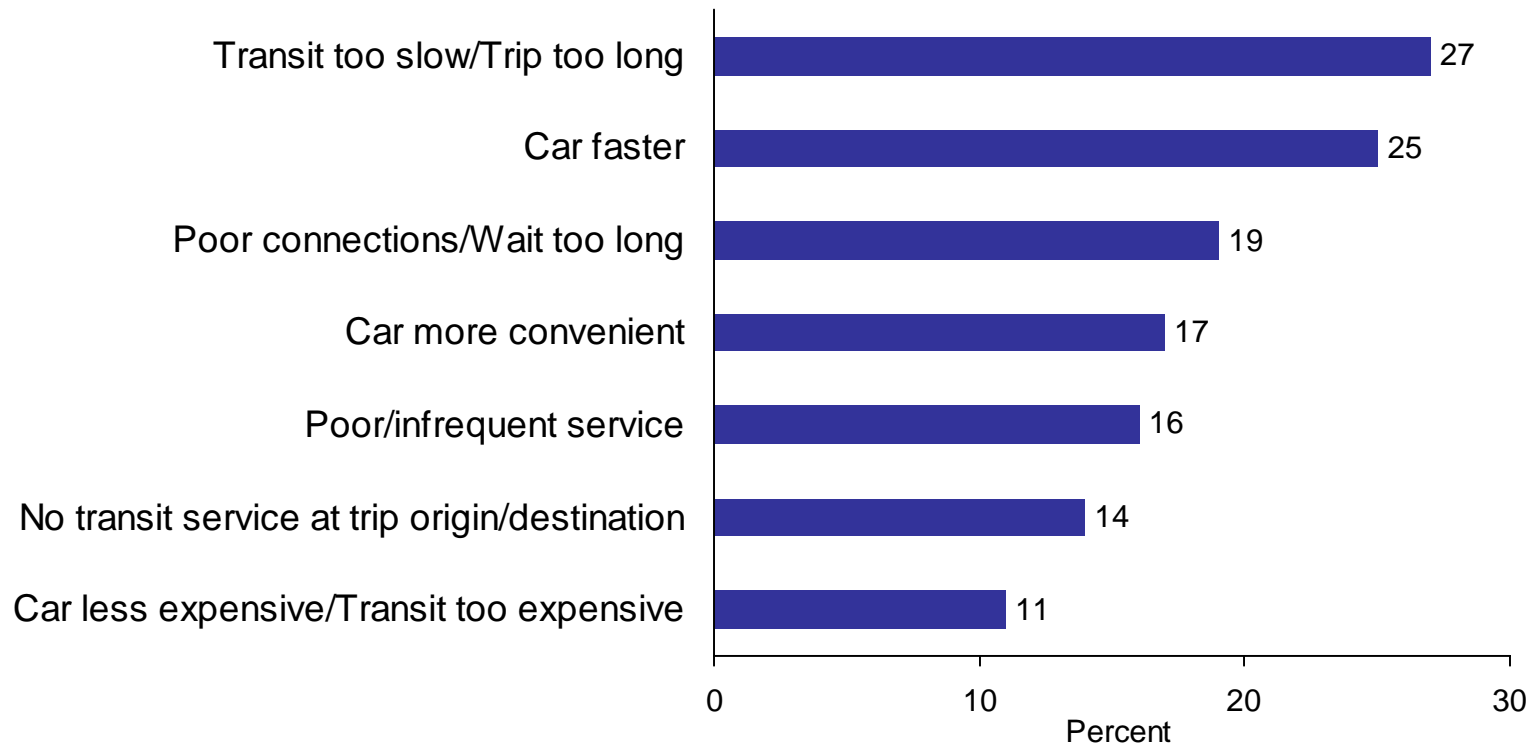
# Transit Market Share



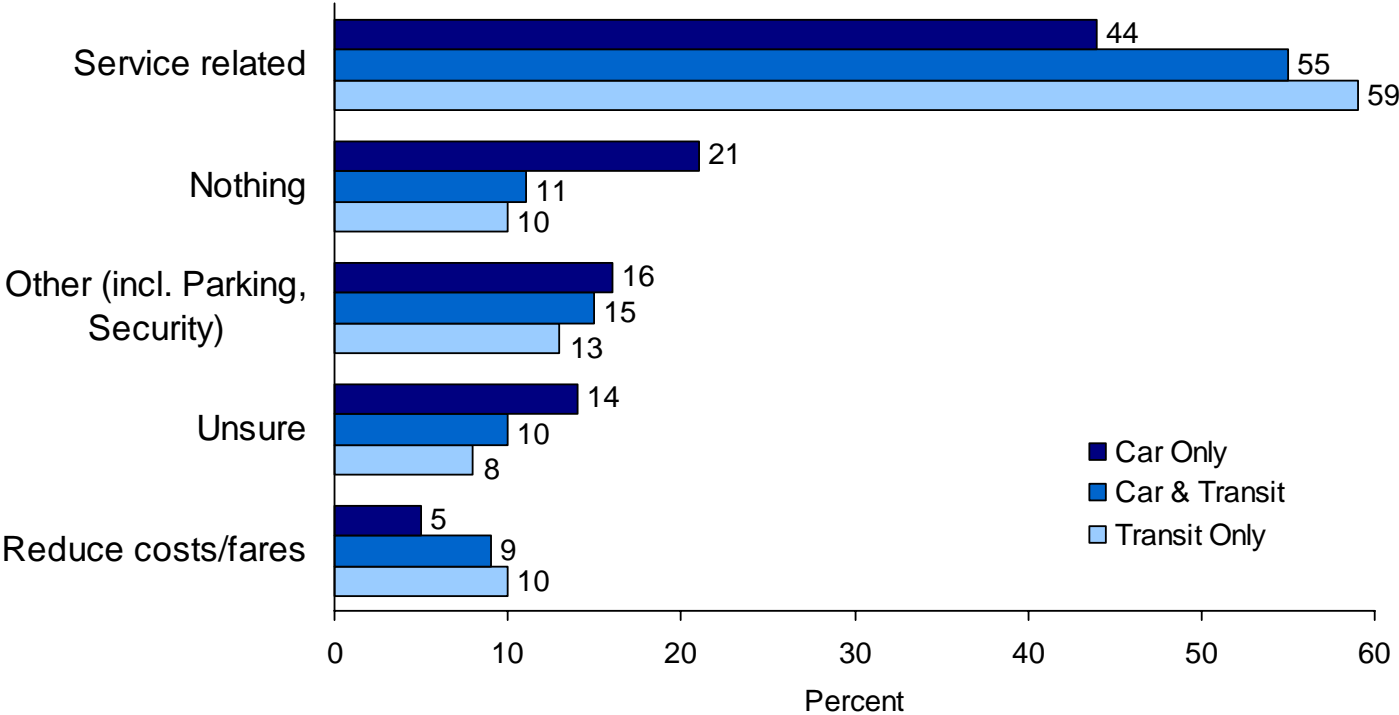
# Market Research Study Area



# Respondents' Reasons For Not Using Transit



# Changes Required to Increase Transit Use





# What Do People Want From Transit?

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- fast, reliable transit service
- competitive with car



# Ridership Growth Strategy

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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/\$)

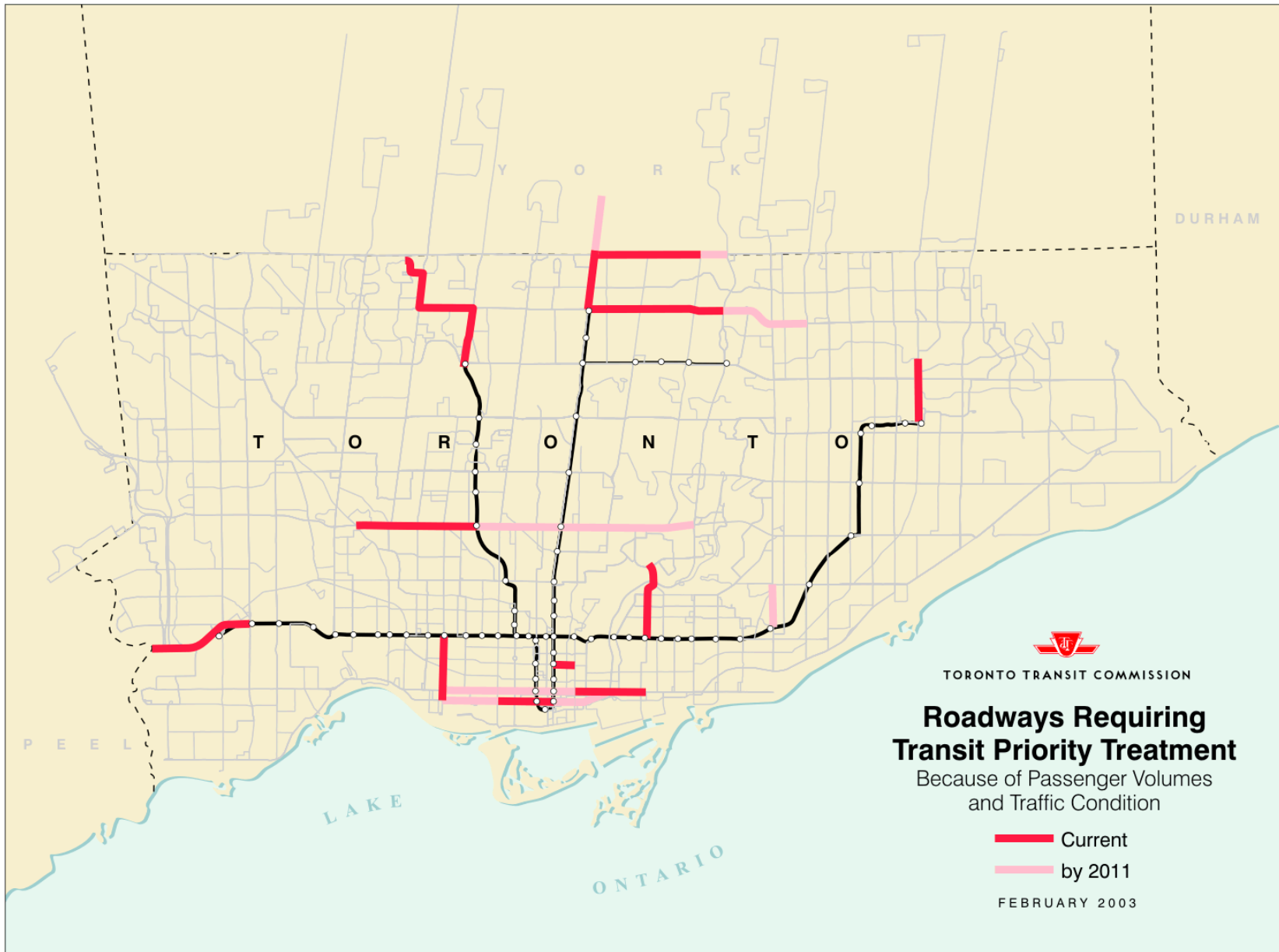


# Summary Evaluation of Surface Rapid Transit Projects

	Priority Group	Current annual ridership	At capacity in 2011	Capital costs		Subsidy per new rider	Annual new ridership		
				Project total	Annual		Pop. and diverted	Attracted due to speed	Total
				\$ million	\$ million		\$	million	million
<b>Category 1 Projects with current status</b>									
Downsview Stn to York University/Steeles Ave	1	10.8	Yes	\$50.0	\$3.3	\$2.27	1.0	0.5	1.5
Yonge St – Finch Stn to Steeles	1	10.0	Yes	\$10.0	\$0.7	\$0.30	1.7	0.5	2.2
Sheppard Av East – Don Mills Stn to Scarborough Centre Stn	2	7.5	Yes	\$113.8	\$7.4	\$4.76	1.2	0.4	1.6
Dundas St West – Kipling Stn to Etobicoke Creek	1	5.6	Yes	\$25.9	\$1.7	\$1.13	1.2	0.3	1.5
St. Clair Av streetcar – Yonge St to Runnymede	1	10.9	No	\$25.0	\$1.6	\$0.75	1.5	0.7	2.2

# Summary Evaluation of Surface Rapid Transit Projects

	Priority Group	Current annual ridership	At capacity In 2011	Capital costs		Subsidy per new rider	Annual new ridership		
				Project total	Annual		Pop. and diverted	Attracted due to speed	Total
				\$ million	\$ million		\$	million	million
<b>Category 2</b> Other corridors in Official Plan									
Don Mills Rd/Overlea Blvd – Millwood Ave To Sheppard Av	2	4.9	No	\$96.0	\$6.2	\$5.32	0.8	0.4	1.2
Don Mills Rd – Sheppard Av to Steeles Av	2	8.1	No	\$53.8	\$3.5	\$6.10	0.4	0.2	0.6
Eglinton Av West – Renforth Dr to Weston Rd	2	4.4	No	\$154.6	\$10.0	\$9.61	0.8	0.2	1.0
Eglinton Av East – Leslie St to Kennedy Stn	1	6.9	No	\$42.9	\$2.8	\$2.66	0.7	0.3	1.0
Eglinton Av East – Kennedy Stn to Guildwood GO Stn	1	13.8	No	\$42.9	\$2.8	\$1.33	1.4	0.7	2.1
Markham Rd – Ellesmere Rd to Steeles Av	3	2.5	No	-	-	-	-	-	-



TORONTO TRANSIT COMMISSION

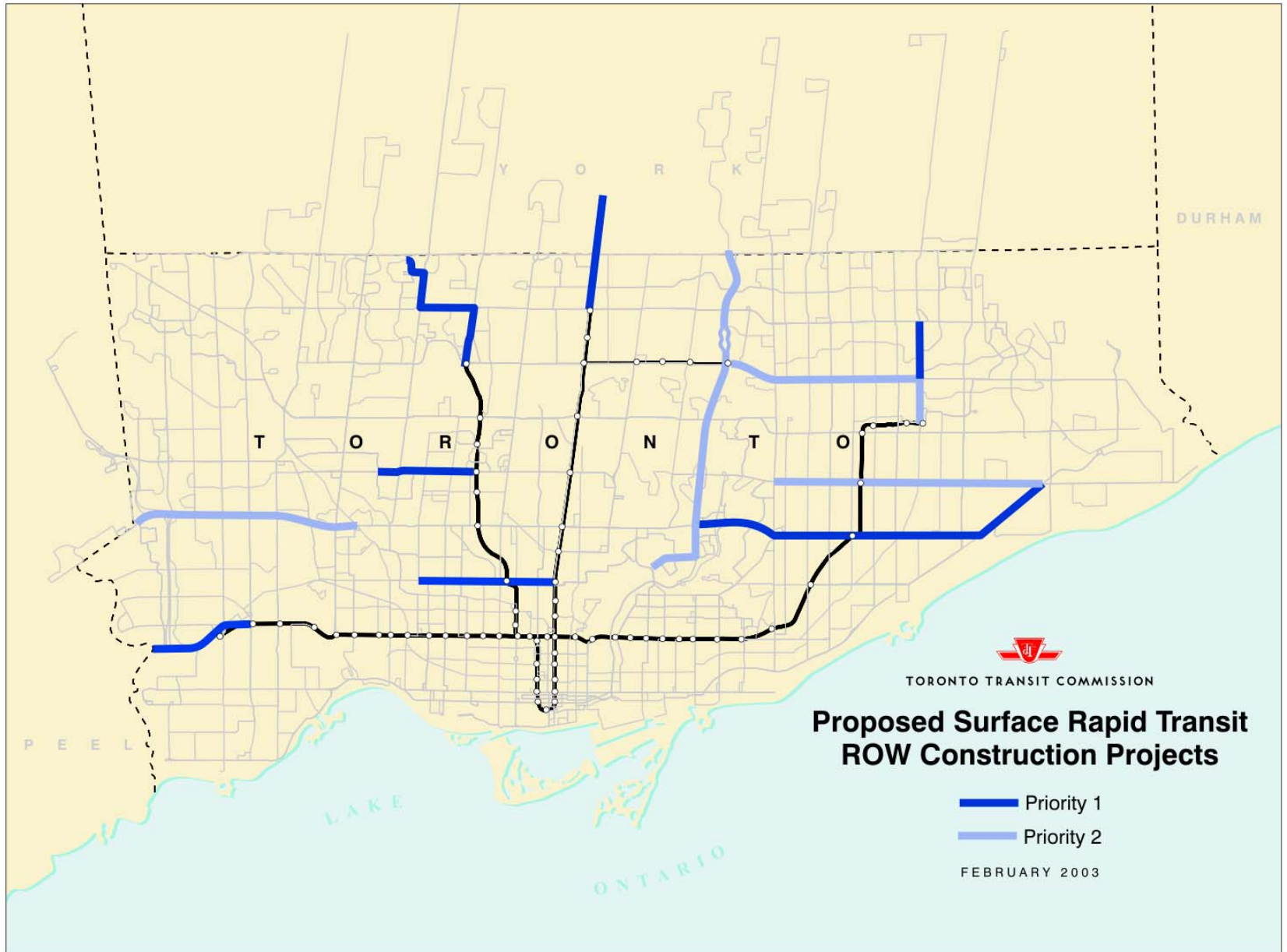
## Roadways Requiring Transit Priority Treatment

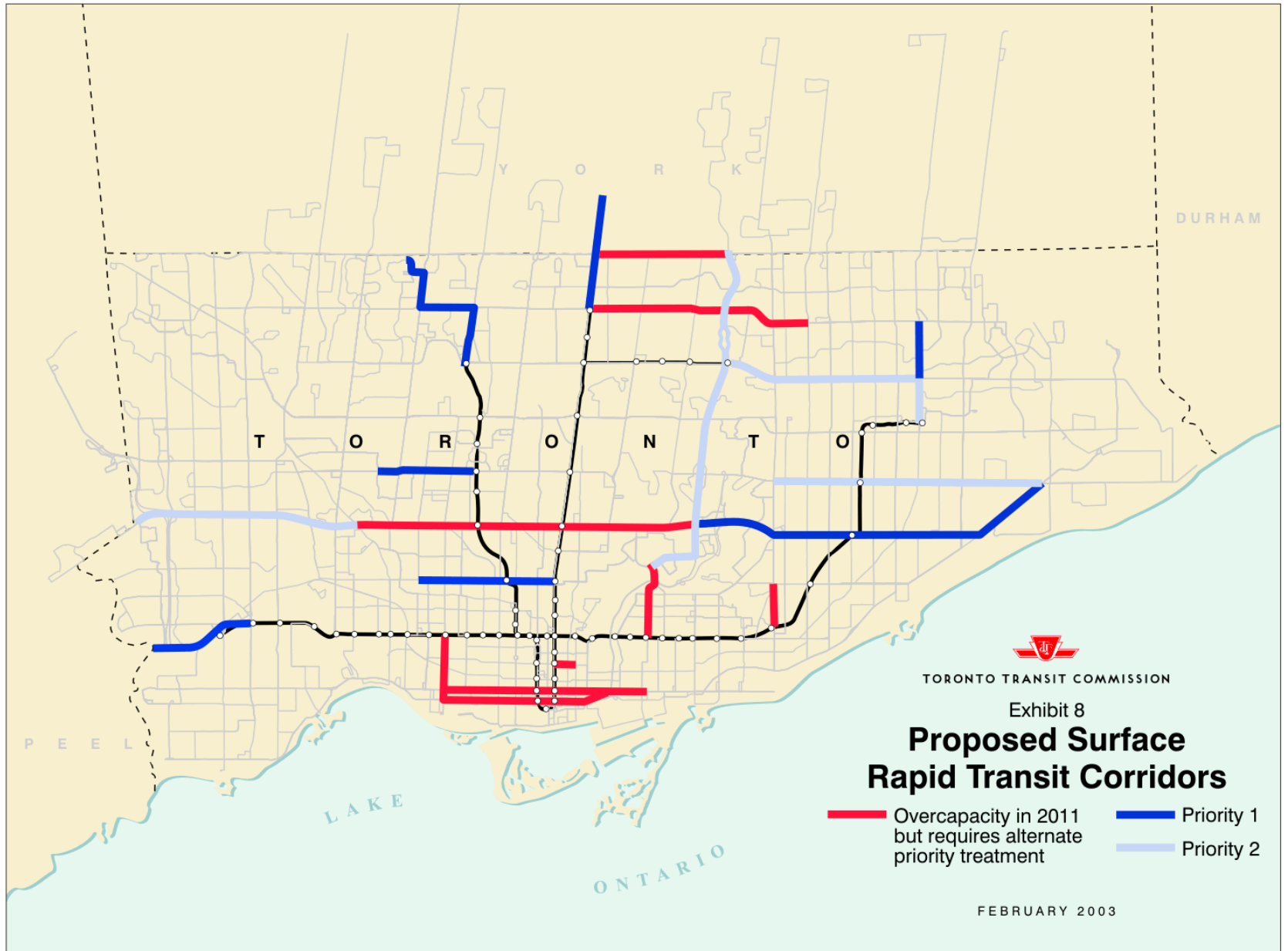
Because of Passenger Volumes and Traffic Condition

— Current

— by 2011

FEBRUARY 2003







LESTER B. PEARSON INTERNATIONAL AIRPORT



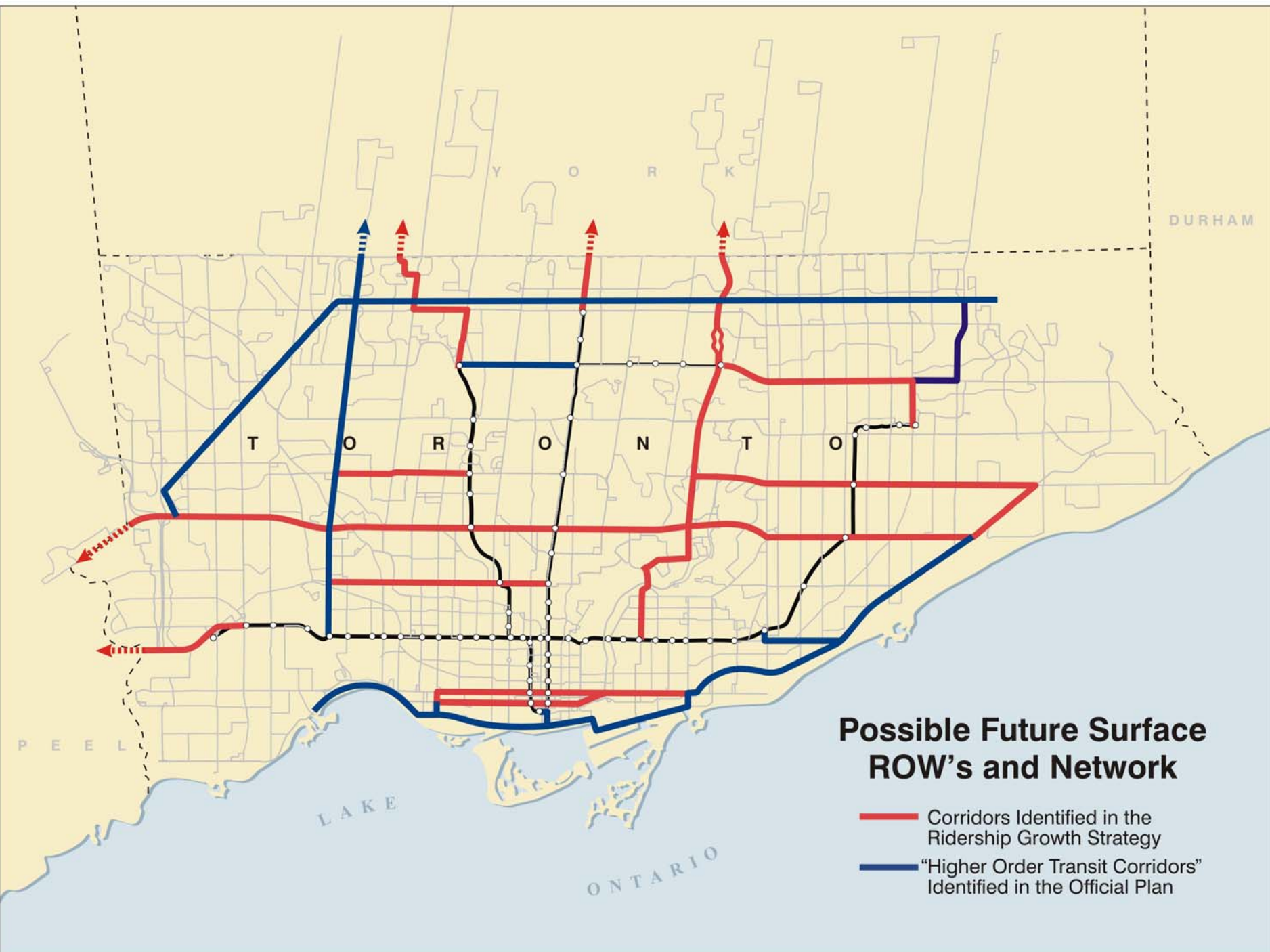
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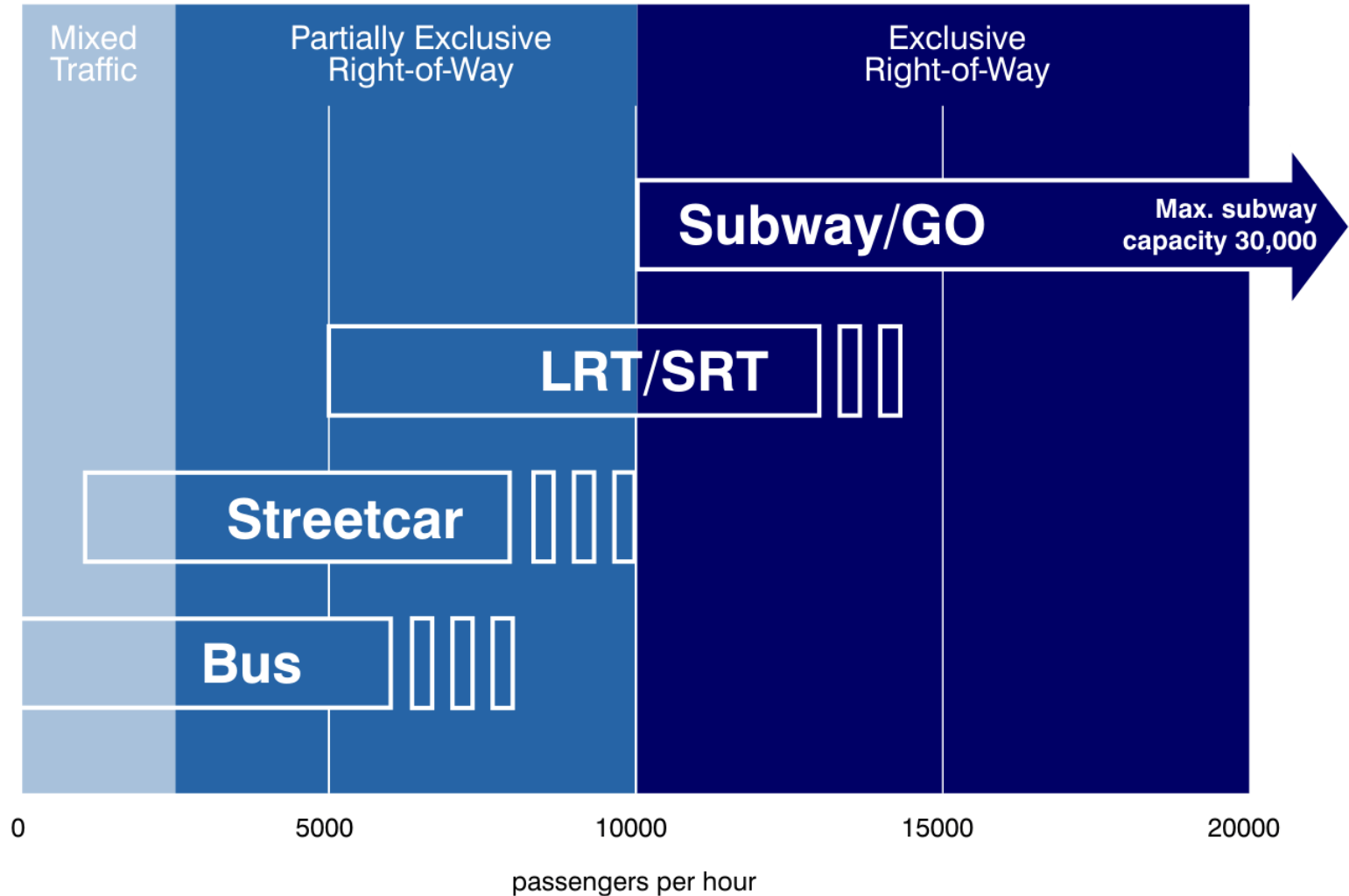
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**TORONTO OFFICIAL PLAN** Higher Order Transit Corridors

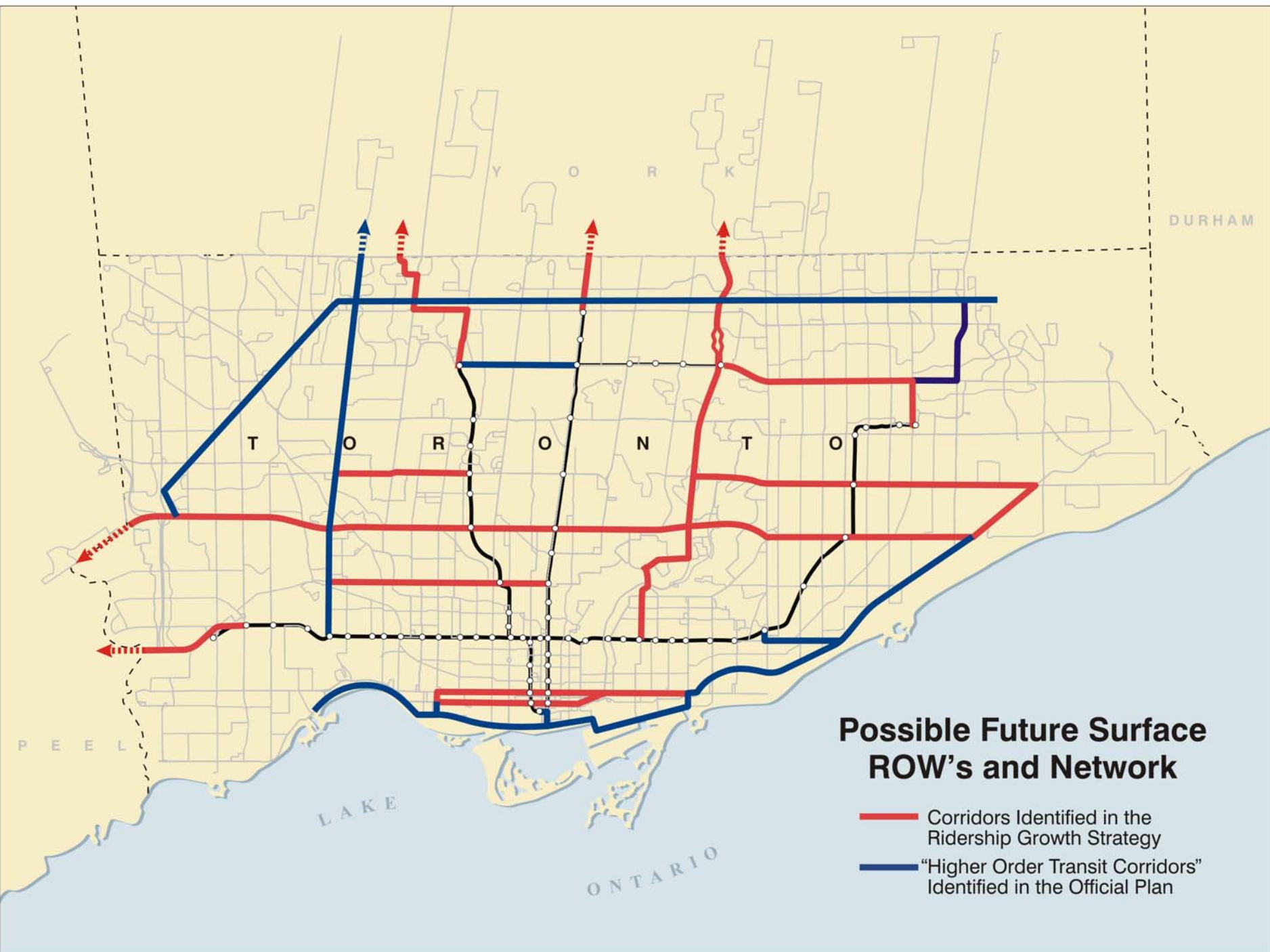
**MAP 4** November 2002



# Transit ROW's and Technologies







### Possible Future Surface ROW's and Network

- Corridors Identified in the Ridership Growth Strategy
- "Higher Order Transit Corridors" Identified in the Official Plan



# Transit Improvements in Toronto

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- 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

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2004

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



# Staging - Start Date

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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

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2006

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



# Staging - Start Date

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2007

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



# Staging - Start Date

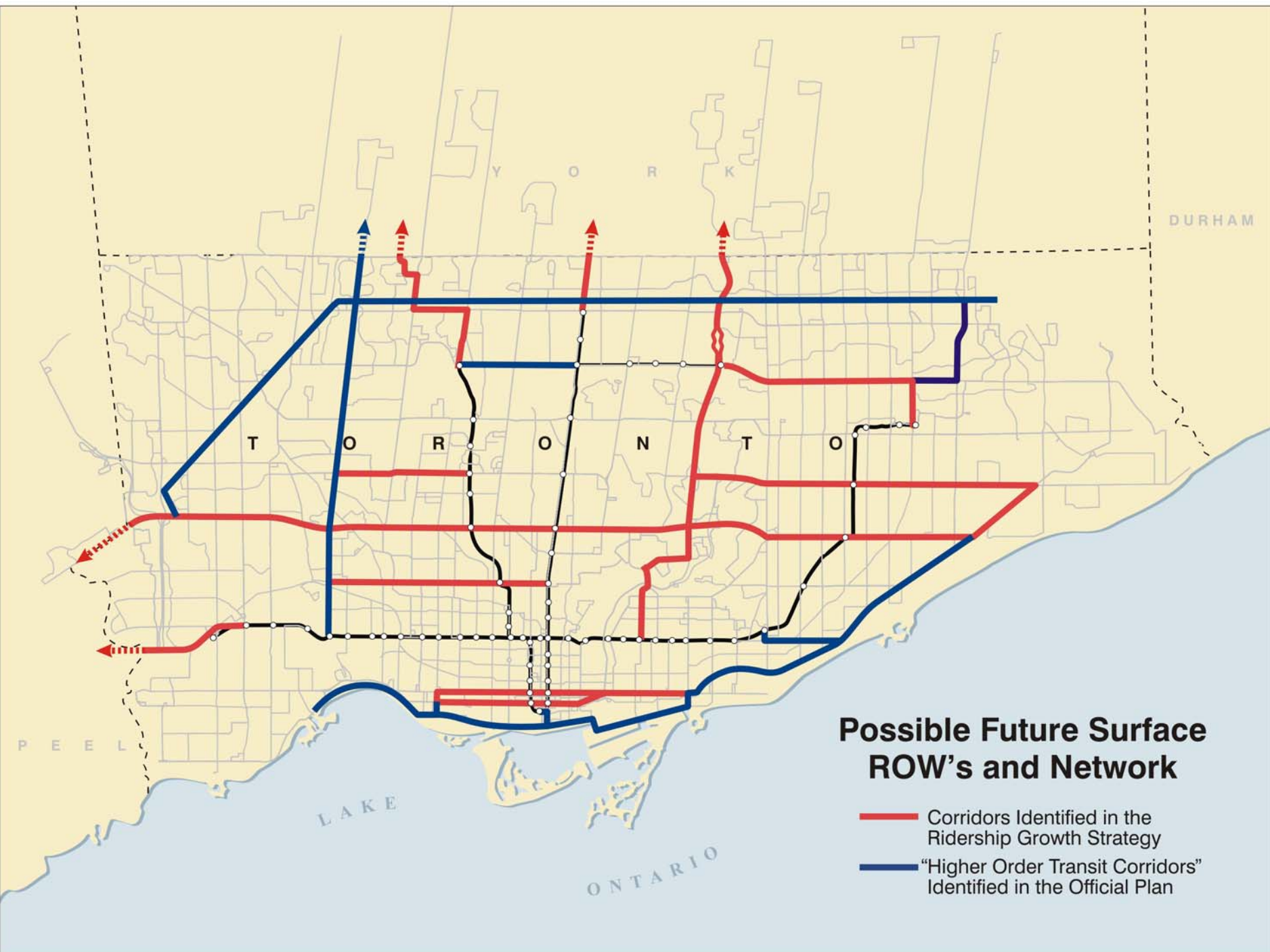
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## 2008



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

## 2009

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



## Possible Future Surface ROW's and Network

-  Corridors Identified in the Ridership Growth Strategy
-  "Higher Order Transit Corridors" Identified in the Official Plan