

## Slide 1

**RapidTO** 

# RapidTO: Bus & Streetcar Priority

Phase 1 Consultation (October to December 2021)



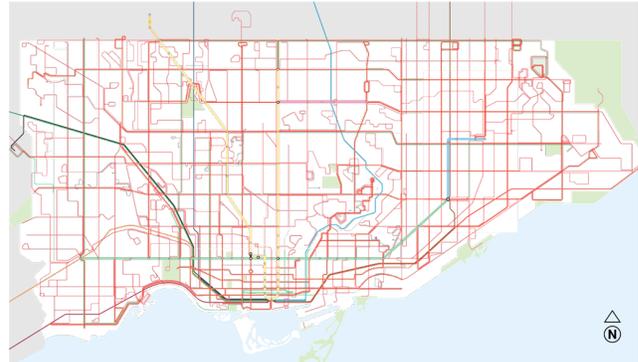
 

[toronto.ca/RapidTO](https://toronto.ca/RapidTO)

- Thank you for taking the time to learn about RapidTO: Bus & Streetcar Priority.
- Over the next 15 minutes we will review the project details discuss why improving bus and streetcar transit in Toronto is important and share how you can help contribute to future plans.
- So let's get started.

## About RapidTO: Bus & Streetcar Priority

- The TTC and City of Toronto are developing a plan that **will deliver safe, efficient and equitable bus and streetcar service improvements** through transit priority solutions.
- **We want to hear from you!**



Current TTC public transit network map.

- RapidTO started as a planning exercise in 2019 in partnership with the TTC. Through RapidTO, the TTC and the City of Toronto are developing a plan that will deliver safe, efficient and equitable bus and streetcar service improvements through transit priority solutions.
- We are now ready to begin Phase 1 of consultation.
- In this phase we'd like to understand your priorities for selecting bus and streetcar roadways needing transit priority solutions over the next 10 years.
- Continue watching this video or visit [toronto.ca/RapidTO](https://toronto.ca/RapidTO) for more information on how to get involved in the various consultation activities planned.

## Problem: Slow & Unreliable Service

- **Bus and streetcar trips** make up the bulk of the public transit routes, with **70% of TTC journeys** requiring their use (2016).
- **Traffic congestion** significantly **impacts the speed and reliability** of buses and streetcars.
- **22% of buses and 34% of streetcars** experienced **delays** between January 2019 to February 2020.

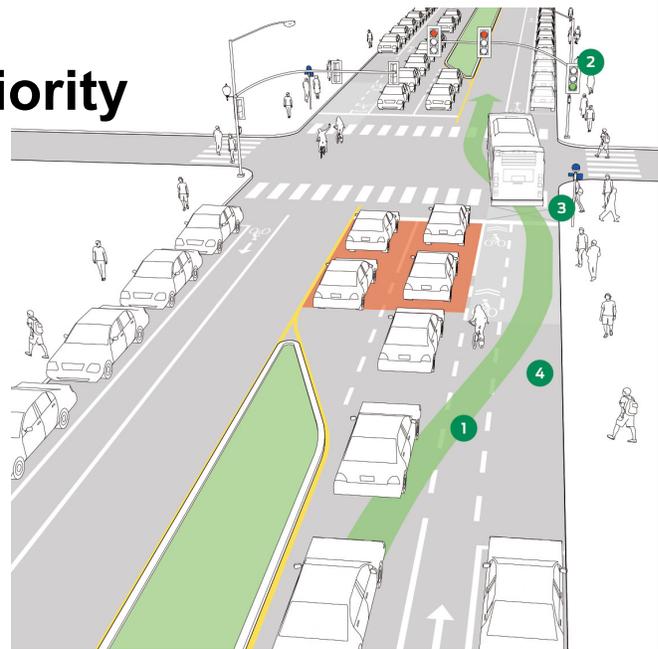


Traffic congestion on Toronto's roadways.

- Buses and streetcars do heavy lifting in moving people around the city to access employment, services, education, recreational, facilities and more.
- In fact 2016 survey found that 70 per cent of daily trips in Toronto require use of a bus or streetcar.
- Data collected between January 2019 to February 2020 showed that 22 per cent of buses and 34 per cent of streetcars experienced delays.
- Given the high demand in bus and streetcar travel, and more than 140 TTC routes that share the road with cars, it is essential to make bus and streetcar service a practical and reliable travel option for the most people.

## Solution: Transit Priority

- Transit priority can make bus and streetcar service **more reliable, reduce delays and shorten travel times** on congested roadways.
- Transit priority also **provides relief on overcrowded bus and streetcar routes**.
- Generally **faster and cheaper** to build compared to subway and light rail options.



- So what is the solution? RapidTO: Bus & Streetcar Priority seeks to improve bus and streetcar service through a toolbox of solutions that can make bus and streetcar service more reliable, reduce delays and shorten travel times.
- Transit priority provides relief on overcrowded bus and streetcar routes.
- These solutions are also generally faster and cheaper to build than a subway or light rail transit.

## Approved Policies & Plans

- RapidTO: Bus & Streetcar Priority (RBSP) is supported by the **City's Official Plan** and **TTC's 5-Year Service Plan and 10-Year Outlook**, which set out to move more people faster with more reliable and comfortable transit services.
- The City's **COVID-19: Impacts & Opportunities** identifies RBSP as a recommended action as part of COVID recovery.



- RapidTO: Bus & Streetcar Priority is supported by the City's Official Plan, TTC's 5-Year Service Plan & 10-Year Outlook and the City's COVID-19 Impacts and Opportunities.
- In November 2020, Toronto City Council endorsed the recommendations of a RapidTO report asking City staff to initiate a plan to implement transit priority solutions across the city over the next 10 years.
- In April 2021, City Council approved a second RapidTO report outlining consultation activities for 2021 and 2022.

## Supporting Toronto's Growth

- Toronto's Growth Plan (2020) forecasts **3.65 million people** and **1.98 million jobs** in the City of Toronto by 2051.
- As Toronto grows, the number of people who rely on transit increases, while **roadway space dedicated to transportation remains the same**.
- New strategies are needed to **move more people quickly and comfortably**.



View of the Toronto's ever-changing skyline from the Humber Bay.

- RapidTO: Bus & Streetcar Priority plays an important role in keeping Toronto moving and supports two priorities of the City's Corporate Strategic Plan: the first – Keeping Toronto Moving and the second – Tackle Climate Change and Build Resilience.
- Toronto is growing and changing.
- Toronto's Growth Plan forecasts 3.65 million people and 1.98 million jobs in the City of Toronto by 2051.
- As Toronto grows, the number of people who rely on transit increases while roadway space dedicated to transportation remains.
- The same new strategies are needed to move more people quickly and comfortably.

## Addressing TransformTO Goals

- RapidTO: Bus & Streetcar Priority will help **reduce vehicle use** and **reduce greenhouse gas (GHG) emissions**, particularly when electric buses are used on the routes.
- The TTC is currently in the process of expanding its electric fleet, which aims to be about **40–50% electric by around 2030**.
- It is more **energy and space efficient** when people use electric buses instead of personal motor vehicles.



**36%** of GHG emissions  
in Toronto

are generated by transportation, with 80% of those emissions by personal motor vehicles



The TTC's 60 all-electric bus fleet is the largest fleet of electric buses in North America.

- TransformTO is Toronto's ambitious climate action strategy.
- It includes a set of long-term low-carbon goals and strategies to reduce local greenhouse gas emissions and improve our health, grow our economy and improve social equity.
- The TTC is already doing its part by expanding its electric bus fleet and aims to be about 40 to 50 per cent electric by 2030.
- RapidTO will help contribute to TransformTO's goals by transforming our roadways through investment and transit priority solutions.
- When buses and streetcars are given priority, they will operate more efficiently and reliably.
- Ultimately, the hope is that we can provide people with a practical travel option other than driving personal motor vehicles.

## Addressing COVID-19 & Transit Equity

- RapidTO: Bus & Streetcar Priority will **support increasing ridership** after COVID-19, especially **for the city's most equity-deserving communities**.
- The City's **COVID-19: Impacts & Opportunities** report has identified that improving transit can help serve priority areas that need investment to **improve access to employment, healthcare and community services**.



Transit users boarding a crowded 35 Jane bus, which supports nine (9) of Toronto's most equity-deserving neighbourhoods.

- During COVID-19, TTC bus ridership decreased to 21 of pre-COVID-19 levels at the lowest point in April 2020.
- Nevertheless, bus and streetcar transit has proved vital for our society, particularly for the city's most vulnerable communities.
- As part of Toronto's strong COVID-19 recovery plan, the city is working hard to build back transit ridership and reliability in service.
- RapidTO: Bus & Streetcar Priority will support transit in equity-deserving communities and help improve access to employment, health care and community services.

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## What We've Heard in the Past

Through public engagement in previous projects, feedback to the City and TTC have included:

Improve **service reliability and speed**, particularly for buses and streetcars.

Improve the efficiency of transit vehicles by **giving them priority at signalized intersections**.

Improve **connections** between TTC routes and other transit providers.

Improve **transit stop customer comfort and spacing**.

Consider community context and **engage local residents** to ensure solutions meet the community's needs.

- So, what have we heard thus far?
- Through the TTC's 5-Year Service Plan, the City's Official Plan Amendment and other transit project consultations, we have gathered feedback from people across the city about public transit.
- The most common feedback we heard was that we need to improve service reliability of buses and streetcars.

## RapidTO Consultation Process

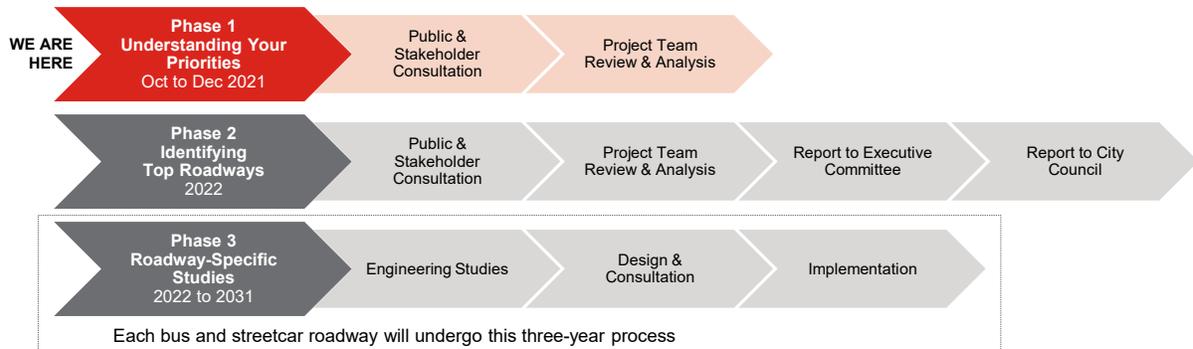
The TTC and City of Toronto will engage the public through a three-phased consultation to develop and deliver RapidTO: Bus & Streetcar Priority.



- As such, consultation on RapidTO: Bus & Streetcar Priority will take place in three phases:
  - Phase 1: Understanding Your Priorities to commence in Fall 2021
  - Phase 2: Identifying Top Roadways throughout early 2022
  - Phase 3: Roadway-Specific Studies between 2022 and 2031.

# Decision-Making Process

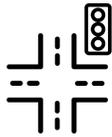
Together with feedback received through public and stakeholder engagement and technical analysis (Phase 1 & 2), the City of Toronto and the TTC will identify the roadways where transit priority solutions will be studied, evaluated and delivered over the next 10 years (Phase 3).



- We are currently in Phase 1 and are seeking feedback on your priorities for bus and streetcar transit. By understanding your priorities, an evaluation criteria will be developed and used to identify and prioritize roadways for future studies.
- In Phase 2, we will report back on the evaluation results and a preliminary schedule.
- For Phase 3, the public will have the opportunity to comment on results of the evaluation and give additional feedback.
- Together with feedback received through public and stakeholder engagement and technical analysis, the City of Toronto and the TTC will identify the corridors where transit priority solutions will be studied evaluated and delivered over the next 10 years in Phase 3.
- After City Council approves the RapidTO plan, we will then come back to your communities to consult with you on the unique design and transit priority solutions for each roadway appropriate for your specific needs through a three-year Phase 3 process.

## Transit Priority Solutions

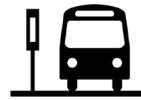
- Transit priority solutions can make our transit system **more reliable, reduce delays and make transit travel times shorter**.
- Transit priority solutions can help **remove** some of the **congestion impacts** to our bus and streetcar routes.
- The transit priority toolbox of solutions include, but are not limited to:



Intersection &  
Signal Improvements



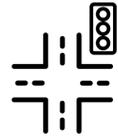
Bus Lanes



Customer Comfort  
Improvements at Stops

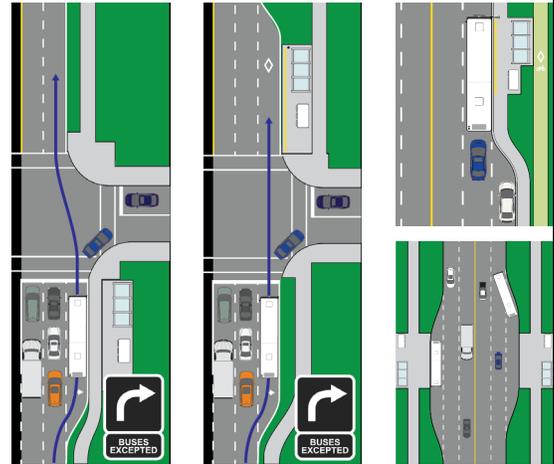
- Now let's learn more about the toolbox of transit priority solutions which may be implemented.
- Transit priority solutions are tools that we can use to make buses and streetcars move more efficiently on our roadways.
- These tools can generally be classified into Intersection & Signal Improvements, Bus Lanes and Customer Comfort Improvements at Stops.
- The main takeaway here is that there is no one-size-fits-all approach in implementing transit priority solutions.
- In Phase 3, we will provide different options that are best suited for the community and you will have the opportunity to participate in the consultation process that will help shape the final design.

## Transit Priority Solutions: Intersection & Signal Improvements



Examples of Intersection & Signal Improvements include:

- Queue jump or bypass lanes MD2  
CT16
- Transit signal priority
- Traffic signal coordination
- Bus bulbs or bus bays
- Near or far side stops
- Signs and pavement markings
- Pedestrian crossing facility



Illustrations: Metrolinx

- The first category of tools is Intersection & Signal Improvements. This includes:
  - queue jump or bypass lanes
  - transit signal priority
  - traffic signal coordination
  - bus bulbs or bus bays
  - near- or far-side stops
  - signs and pavement markings
  - pedestrian crossing facilities.

## Transit Priority Solutions: Bus Lanes



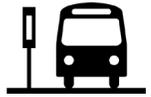
Examples of Bus Lanes include:

- Curbside bus lanes
- Offset bus lanes
- Contra-flow bus lanes
- High-occupancy vehicle (HOV) lanes
- Transit malls



- The second category of tools is Bus Lanes. This includes:
  - curbside bus lanes
  - offset bus lanes
  - contra-flow bus lanes
  - high-occupancy vehicle lanes or HOV lanes
  - transit malls.

## Transit Priority Solutions: Customer Comfort Improvements at Stops



Examples of Customer Comfort Improvements at Stops include:

- Transit shelters
- Accessible ramps (streetcars)
- Real-time transit arrival panels
- Lighting around transit stops
- Street furniture (e.g. benches, newspaper boxes and litter boxes)
- Wide, evenly-paved areas for boarding
- Connections to sidewalk
- Tactile walking surface indicators and curb cuts
- Ring and post bicycle stands



- The third and final category of tools is Customer Comfort Improvements at Stops. This includes:
  - transit shelters
  - accessible ramps for streetcars
  - real-time transit arrival panels
  - lighting around transit stops
  - street furniture (for example benches and newspaper boxes and litter boxes)
  - wide, evenly-paved areas for boarding
  - connections to sidewalks
  - tactile walking surface indicators and curb cuts
  - ring and post bicycle stands.

## Example: Eglinton East Bus Lanes

- **8.5 km priority bus lanes** along Eglinton Avenue East, Kingston Road and Morningside Avenue from Brimley Road, through to the University of Toronto Scarborough Campus.
- One of the TTC's **most heavily used routes** that also **serves** seven of Toronto's most **equity-deserving neighbourhoods**.
- Conversion to bus lanes **benefits 47,000 bus passengers every day** with faster, more reliable service.



RapidTO: Priority Bus Lanes are identified using red surface paint.

- We mentioned earlier that transit priority solutions are generally cheaper and faster to build than rapid transit options.
- While some of these terms may seem unfamiliar, the City has already been implementing solutions like queue jump lanes, bus lanes and transit signal priority in different locations across Toronto.
- For example, the 8.5-kilometre priority bus lanes along Eglinton Avenue East, Kingston Road and Morningside Avenue through the University of Toronto Scarborough Campus were implemented in 2020 after about a year of planning, designing and consulting.
- 47,000 people use this route every day and it serves seven of Toronto's equity-deserving neighbourhoods.

## Example: Eglinton East Bus Lanes Highlights



### Transit

**Travel Times**

  **1–2 minutes**  
decrease in transit travel times during the **AM peak**

  **1–5 minutes**  
decrease in transit travel times during the **PM peak**

**Reliability**

 **12%**  
average increase in reliability



### Motor Vehicles

**Travel Times**

 decrease in average travel times along the roadway

**Traffic Volumes**

 decrease in average traffic volumes along the roadway and alternative routes

The data above was compared against baseline travel time, reliability and traffic volumes of May 2021. Transit and traffic data is posted on the City's Open Data Portal at [toronto.ca/open](https://toronto.ca/open).

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- Along Eglinton East, just six months after transit priority solutions were implemented, transit travel times went down by up to five minutes in the afternoon peak period.
- Bus service reliability improved by 12 per cent, meaning bus arrivals have become more predictable for passengers and travel times, and volumes for private vehicles have remained the same along Eglinton East and other surrounding roads.
- We are aware that the many restrictions on travel due to COVID-19 have influenced the data and we will continue to monitor Eglinton East performance and will aim to release more data in the future.

## Have Your Say: Understanding Your Priorities

The TTC and City of Toronto are looking for **feedback on what is important to you when choosing bus and streetcar roadways to prioritize as part of the plan**. Some factors we are considering are:



### Connections

- Connections to existing rapid transit
- Connections to future rapid transit



### Ease of Implementation

- Implementation before 2026
- Implementation after 2026



### Equity

- Equity-deserving neighbourhoods



### Growth

- Population growth
- Job growth



### Ridership

- Transit users



### Safety

- Collision history



### Travel Experience

- Travel times
- Reliability
- Crowding



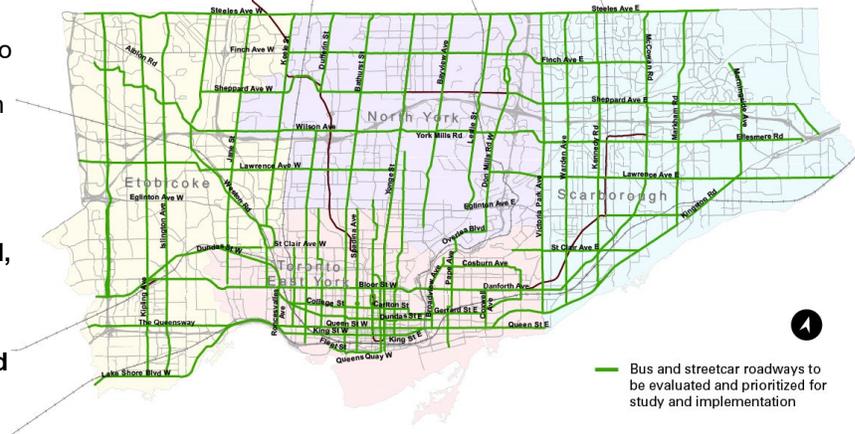
### Other

- Suggestions received through public feedback during consultation

- So how can you get involved in this project?
- In Phase 1, the TTC and City of Toronto are looking for feedback on what is important to you when choosing bus and streetcar roadways to prioritize as part of the plan.
- Some factors we are considering are:
  - Connections
  - Ease of Implementation
  - Equity
  - Growth
  - Ridership
  - Safety
  - Travel Experience
  - Any other suggestions received through public feedback during consultation.

## Evaluation Process: Identifying Top Bus & Streetcar Roadways

- Data supporting your priorities will be applied to bus and streetcar roadways that have been identified for transit priority evaluation.
- Based on the public feedback received, the criteria will be **prioritized, weighted and used to select which roadways should be studied, evaluated and delivered** as part of RapidTO: Bus & Streetcar Priority.



- From October 4th to November 28th, you can visit the project web page at [toronto.ca/RapidTO](http://toronto.ca/RapidTO) and complete the online survey to have your say on each of the priorities.
- Data supporting your priorities will be applied to bus and streetcar roadways that have been identified for transit priority evaluation.
- Based on the public feedback received the criteria will be prioritized, weighted and used to select which roadways should be studied evaluated and delivered as part of RapidTO: Bus & Streetcar Priority.

# Get Involved



**Visit [toronto.ca/RapidTO](https://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](mailto:rapidto@toronto.ca)

**Feedback Deadline:**  
November 28, 2021

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- If you have any questions or would like to complete the online survey, please visit the project web page at [toronto.ca/RapidTO](https://toronto.ca/RapidTO).
- The survey will be available until November 28, 2021.
- You can also contact us by telephone at 416-338-7797 or by emailing us at [rapidto@toronto.ca](mailto:rapidto@toronto.ca).
- Thank you for doing your part to Keep Toronto Moving.