



For Action

City Council Transmittal – EX11.8 RapidTO: Surface Transit Network Plan

Date: April 11, 2024
To: TTC Board
From: Director – Commission Services

Summary

City Council on February 6 and 7, 2024 considered the subject item and has forwarded a copy of City Council's decision to the TTC Board for consideration.

Recommendations

1. City Council request the Toronto Transit Commission Board to consider the following immediate steps to alleviate overcrowding, improved service and upgraded buses on Dufferin Route 29 bus route, while Transportation Services undertakes its RapidTO Surface Transit Network Plan:
 - a. include the use of more articulated buses;
 - b. increase frequency of service;
 - c. deployment of Toronto Transit Commission personnel to deal with overcrowding and congestion; and
 - d. any other immediate actions that may improve service and conditions for the long suffering Dufferin Route 29 bus passengers.

Signature

Chrisanne Finnerty
Director – Commission Services

Attachments

Attachment 1 – City Council Decision – EX11.8 – RapidTO: Surface Transit Network Plan

City Clerk's Office

Secretariat
Sylvia Przewdziecki
Council Secretariat Support
City Hall, 12th Floor, West
100 Queen Street West
Toronto, Ontario M5H 2N2Tel: 416-392-7032
Fax: 416-392-2980
e-mail:
Sylvia.Przewdziecki@toronto.ca
web: www.toronto.ca**In reply please quote:
Ref.: 24-EX11.8**

(Sent by Email)

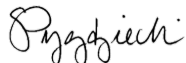
February 27, 2024

TORONTO TRANSIT COMMISSION BOARD:
commissionservices@ttc.ca**Subject: Executive Committee Item 11.8
RapidTO: Surface Transit Network Plan (Ward All)**

City Council on February 6 and 7, 2024, adopted [Item EX11.8](#) as amended and, in so doing, has requested the Toronto Transit Commission Board to consider the following immediate steps to alleviate overcrowding, improved service and upgraded buses on Dufferin Route 29 bus route, while Transportation Services undertakes its RapidTO Surface Transit Network Plan:

- a. include the use of more articulated buses;
- b. increase frequency of service;
- c. deployment of Toronto Transit Commission personnel to deal with overcrowding and congestion; and
- d. any other immediate actions that may improve service and conditions for the long suffering Dufferin Route 29 bus passengers.

Yours truly,



for City Clerk

S. Przewdziecki/wg

Attachment

c. City Manager

City Council

Executive Committee - Meeting 11

EX11.8	ACTION	Amended		Ward: All
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RapidTO: Surface Transit Network Plan

City Council Decision

City Council on February 6 and 7, 2024, adopted the following:

1. City Council endorse, in principle, the Surface Transit Network Plan as depicted in Attachment 1 to the report (January 16, 2024) from the General Manager, Transportation Services and City Council direct the General Manager, Transportation Services to use the Surface Transit Network Plan as the basis of Transportation Services' planning and programming of surface transit priority projects.
2. City Council direct the General Manager, Transportation Services, in consultation with the Chief Planner and Executive Director, City Planning and the Chief Executive Officer, Toronto Transit Commission, to initiate three additional roadway-specific studies, public consultation, and design of the following individual roadways proposed for surface transit priority, and to bring study findings and recommendations to the appropriate Committee and City Council for approval at the appropriate time:
 - a. Finch Avenue East between Victoria Park Avenue and McCowan Road;
 - b. Dufferin Street between Wilson Station and Dufferin Gate;
 - c. Lawrence Avenue East between Victoria Park Avenue and Morningside Avenue; and
 - d. Steeles Avenue West between Pioneer Village Station and Bathurst Street.
3. City Council request the General Manager, Transportation Services, as part of Part 2.b. above, the roadway specific study for Dufferin Street between Wilson Station and Dufferin Gate, to take into account the projected level of multi-residential development intensification along Dufferin Street and consideration for additional multi-modal trips from residents; and conversely, request that all future planning processes and associated studies along this corridor take into account potential future implementation of the RapidTO: Surface Transit Network Plan along Dufferin Street.
4. City Council direct the General Manager, Transportation Services, in consultation with the Chief Planner and Executive Director, City Planning and the Chief Executive Officer, Toronto Transit Commission, to consult with the local Councillors, DUKE Heights Business Improvement Area and post-secondary institutions to identify key considerations and stakeholders that will inform the roadway-specific study, public consultation, and design for Steeles Avenue West between Pioneer Village Station and Bathurst Street.

5. City Council request the General Manager, Transportation Services, in consultation with the Chief Planner and Executive Director, City Planning and the Chief Executive Officer, Toronto Transit Commission to reconsider the ranking of surface transit priority measures along Highway 27 within the priority roadways of the Surface Transit Network Plan, in light of anticipated development intensification and upcoming completion of the Finch Light Rail Transit project.

6. City Council direct the General Manager, Transportation Services, in consultation with the Chief Planner and Executive Director, City Planning and the Chief Executive Officer, Toronto Transit Commission, to put in place any new way-finding, transportation signage in the Eglinton Avenue East/Kingston Road/Morningside Avenue RapidTO route, as they are implemented on other routes, to harmonize all RapidTO routes infrastructure.

7. City Council direct the General Manager, Transportation Services, to accelerate timeframes for the review of feasibility, design and implementation of projects within the Surface Transit Network Plan, where possible, including opportunities to proceed with segments of routes when feasible.

8. City Council direct the General Manager, Transportation Services to forward a copy of the report (January 16, 2024) from the General Manager, Transportation Services to the Toronto Transit Commission Board.

9. City Council request the Toronto Transit Commission Board to consider the following immediate steps to alleviate overcrowding, improved service and upgraded buses on Dufferin Route 29 bus route, while Transportation Services undertakes its RapidTO Surface Transit Network Plan:

- a. include the use of more articulated buses;
- b. increase frequency of service;
- c. deployment of Toronto Transit Commission personnel to deal with overcrowding and congestion; and
- d. any other immediate actions that may improve service and conditions for the long suffering Dufferin Route 29 bus passengers.

Summary

While the majority of transit planning efforts in the City of Toronto are focused on higher-order transit initiatives, bus and streetcar routes provide transit services across most parts of the city as complements to, and extensions of, the higher-order transit network. Currently, 70 percent of all Toronto Transit Commission journeys include a surface transit trip.

Improving the reliability of bus and streetcar transit supports the City's priority of keeping Toronto moving. A reliable surface transit network is essential to enable people to move around the city and access employment, business/retail, education and recreational/cultural facilities, particularly for Neighbourhood Improvement Areas and equity-deserving communities. Improving transit services in the inner suburbs is a key recommendation of the City of Toronto's Poverty Reduction Strategy. Supporting transit reliability is critical for meeting the City's TransformTO Climate Action Strategy's goal of 75 percent of trips under a 5 kilometres area walked, biked, or by transit by 2030.

The Official Plan identifies that "recognizing their importance, the network of bus and streetcar routes will be enhanced to improve service reliability and travel times by reducing interference

from other road traffic through the implementation of transit priority measures, and by improving operational efficiency and rider convenience by such means as providing more frequent service.”

The Surface Transit Network Plan aims to create a comprehensive network of surface transit priority corridors along arterial roads through the use of tools such as reserved lanes, intersection and signal improvements and customer comfort improvements at transit stops to prioritize public transit in the City's road network. The Surface Transit Network Plan was referred to as the RapidTO: Surface Transit Network Plan during the consultation process.

This report seeks City Council endorsement in principle of the overall Surface Transit Network Plan, provides a status update on four projects where roadway-specific studies have been completed or initiated, seeks City Council endorsement of the initiation of three (3) additional roadway-specific studies in the near-term (2024-2025), and responds to a related request from Infrastructure and Environment Committee.

Staff from Transportation Services, City Planning and the Toronto Transit Commission worked collaboratively to develop the Surface Transit Network Plan with consideration for roadways identified in the City of Toronto Official Plan's Surface Transit Priority Network (Map 5), the Toronto Transit Commission's 5-Year Service Plan and 10-Year Outlook, as well as other bus and streetcar routes with more than 20,000 daily riders.

In developing the plan, feedback was received from over 7,100 participants over two phases of consultation with local community representatives and the public:

In Phase 1 (October to November 2021), participants were asked to rate and provide feedback on the importance of evaluation criteria in selecting bus and streetcar roadways to prioritize. There was overall support for the initial evaluation criteria presented, and a new criterion for connectivity to Major Destinations was added as a result of the consultation feedback.

In Phase 2 (March to April 2022), participants were asked to provide feedback on the list of roadways to be prioritized over the next ten years. Overall, participants expressed support for the initial twenty (20) roadways. Many survey respondents expressed support for accelerated implementation and some frustration about the need to undertake more studies for individual roadways.

Assessment of technical data and public input helped inform the identification, evaluation, and prioritization of 47 candidate roadways for surface transit improvements. As a result, twenty (20) priority roadways have been identified to be included in the Surface Transit Network Plan over the next ten years. Attachment 1 shows the location of the Surface Transit Network Plan priority roadways, along with the 27 candidates for long-term planning studies across the City of Toronto.

Corridors identified for roadway-specific studies will be subject to further feasibility analysis to determine suitable surface transit priority measures and development of design options. Public consultation for each corridor will strive to engage residents and local community groups through online and in-person consultation activities, where possible. Staff will work with Councillors' offices to identify key groups, such as residents, businesses and other community representatives, that should be included in outreach and notification efforts. The public will have an opportunity to review and provide feedback on proposed design options.

Confirmation of the preferred design will be developed with both technical analysis and community input. The preferred option would be recommended in an

implementation report to the appropriate Committee for Council approval, before proceeding to implementation.

As previously directed by Council, there are four (4) projects where roadway-specific studies have been completed or initiated associated with the Surface Transit Network Plan: Eglinton Avenue East, Jane Street, Steeles Avenue, and Victoria Park Avenue. This report contains updates on each of these studies.

Subject to City Council approval of the Surface Transit Network Plan, three (3) additional roadway-specific studies are proposed to be initiated in the near-term (2024-2025) to move forward on feasibility study, design, and community consultation for the following roadways:

- Finch Avenue East between Victoria Park Avenue and McCowan Road;
- Dufferin Street between Wilson Station and Dufferin Gate; and
- Lawrence Avenue East between Victoria Park Avenue and Morningside Avenue. Transit signal priority and improving accessibility at bus stops will be considered east of Morningside Avenue.

Finch Avenue East, Dufferin Street, and Lawrence Avenue East were identified as priority corridors in Toronto Transit Commission's 5-Year Service Plan and 10-Year Outlook. Dufferin Street and Lawrence Avenue East were identified as high priority corridors under the Surface Transit Network Plan evaluation framework. The above referenced sections of these roadways are being recommended for near-term study to leverage potential opportunities for delivery as part of upcoming capital projects. Initiation of feasibility studies for the remaining segments of Finch Avenue East and Lawrence Avenue East will be considered at a future time.

Each roadway-specific study will require two to three years to undertake feasibility study, design, and community consultation prior to seeking City Council approval for implementation of the proposed changes which will include a phased approach to accelerate implementation of shorter segments of the roadway, where possible.

While the Surface Transit Network Plan looks at delivering large scale surface transit improvements on priority roadways, there are other concurrent programs that aim to implement localized transit priority measures city-wide to enhance service. Actions include:

- Delivering up to 12 stand alone queue jump lanes in the next 5 years;
- Implementing transit signal priority to 50 locations annually; and
- Implementing targeted regulatory measures at 10 locations per year.

More information about these actions along with other transit improvements will be presented in the Toronto Transit Commission's 5-Year Service and Customer Experience Action Plan to be submitted to the Toronto Transit Commission Board in the first quarter of 2024.

In partnership with Toronto Transit Commission and City Planning, Transportation Services will report to the appropriate Committee and City Council at key milestones as part of the implementation of the Surface Transit Network Plan.

Background Information (Committee)

(January 16, 2024) Report and Attachments 1-6 from the General Manager, Transportation Services on RapidTO: Surface Transit Network Plan

(<https://www.toronto.ca/legdocs/mmis/2024/ex/bgrd/backgroundfile-242221.pdf>)

Presentation from the General Manager, Transportation Services and the Director, Planning, Design and Management, Transportation Services on RapidTO: Surface Transit Network Plan

(<https://www.toronto.ca/legdocs/mmis/2024/ex/bgrd/backgroundfile-242660.pdf>)

Background Information (City Council)

Presentation from Transportation Services on Rapid TO: Surface Transit Network Plan
(<https://www.toronto.ca/legdocs/mmis/2024/cc/bgrd/backgroundfile-242942.pdf>)

Communications (Committee)

(January 24, 2024) Multiple Communications from 93 Individuals (from January 24, 2024 to January 29, 2024) (EX.Supp)

(<https://www.toronto.ca/legdocs/mmis/2024/ex/comm/communicationfile-177045.pdf>)

(January 24, 2024) E-mail from Nicholas Cole (EX.Supp)

(January 26, 2024) E-mail from Isaac Berman (EX.Supp)

(January 26, 2024) E-mail from Allan Baker (EX.Supp)

(January 26, 2024) E-mail from Fred Spek (EX.Supp)

(January 27, 2024) E-mail from Alexandrina Canto Thaler (EX.Supp)

(January 28, 2024) E-mail from Lyba Spring (EX.Supp)

(January 29, 2024) Letter from Howard Paskowitz, Vice President, Development, Starlight (EX.Supp)

(<https://www.toronto.ca/legdocs/mmis/2024/ex/comm/communicationfile-177168.pdf>)

(January 29, 2024) E-mail from George Bell (EX.Supp)

(January 24, 2024) Letter from Ersan Ozon, Director of Cycling Programs, Regensis (EX.Supp)

(<https://www.toronto.ca/legdocs/mmis/2024/ex/comm/communicationfile-177175.pdf>)

(January 29, 2024) E-mail from Hamish Wilson (EX.Supp)

(January 29, 2024) E-mail from Julian Cappelli (EX.Supp)

(January 30, 2024) Letter from How-Sen Chong, Climate Campaigner, Toronto Environmental Alliance (EX.New)

(<https://www.toronto.ca/legdocs/mmis/2024/ex/comm/communicationfile-177181.pdf>)

(January 29, 2024) Letter from Lew Pliamm, Chair, DUKE Heights BIA (EX.New)

(<https://www.toronto.ca/legdocs/mmis/2024/ex/comm/communicationfile-177183.pdf>)

(January 29, 2024) Letter from Graeme Kennedy, Senior Associate, Development, Tenblock (EX.New)

(<https://www.toronto.ca/legdocs/mmis/2024/ex/comm/communicationfile-177184.pdf>)

(January 30, 2024) Letter from Joshua Butcher, Senior Director, Development, First Capital REIT (EX.New)

(<https://www.toronto.ca/legdocs/mmis/2024/ex/comm/communicationfile-177201.pdf>)

Communications (City Council)

(February 1, 2024) E-mail from Ben Bateson (CC.Supp)

(February 2, 2024) E-mail from Astrid Ameresekere (CC.Supp)

(February 5, 2024) Letter from Michael Longfield, Executive Director, Cycle Toronto (CC.New)

(<https://www.toronto.ca/legdocs/mmis/2024/cc/comm/communicationfile-177371.pdf>)

(February 6, 2024) E-mail from Andrew Hunter (CC.New)

(February 6, 2024) Letter from Melissa Bruzzese, RioCan Marketplace (CC.New)

(<https://www.toronto.ca/legdocs/mmis/2024/cc/comm/communicationfile-177388.pdf>)

(February 5, 2024) E-mail from Hamish Wilson (CC.Supp)