



Obstacles and Opportunities to Moving Surface Transit

Improving speed and reliability of surface transit operations

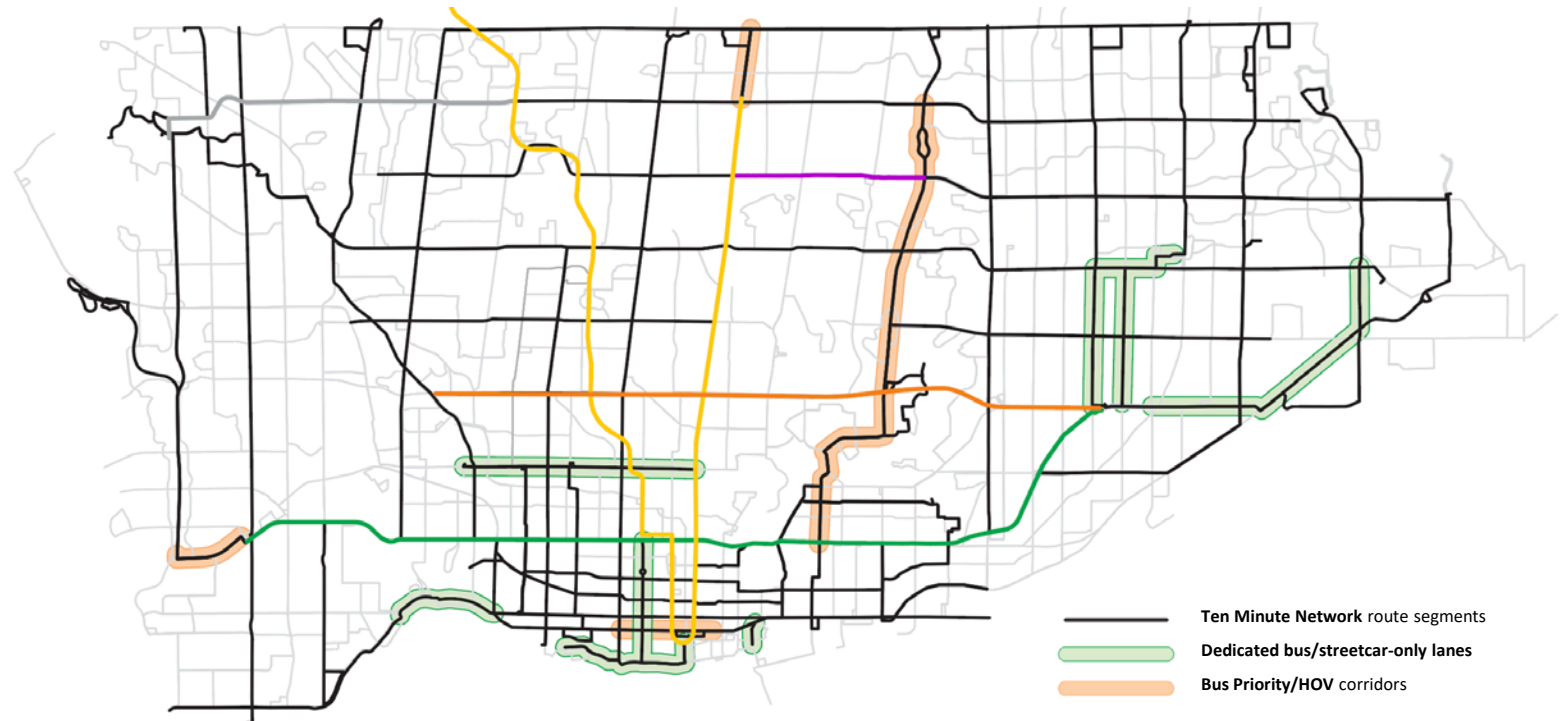


CONGESTION MANAGEMENT
PLAN 2023-2026

TTC Corporate Plan emphasizes **Strategic Direction 2** to Attract New Riders, Retain Customer Loyalty by focusing on the basics of service reliability and speed, and advancing the implementation of measures to prioritize surface transit

Prioritizing surface transit is also a Pillar of the TTC's 5-Year Service Plan

In 2023 and 2024, congestion added **\$30M** to annual operating costs





CONGESTION MANAGEMENT PLAN



**IMPLEMENTING NEXT
GENERATION
TECHNOLOGY THAT
FAVOURS ALL
ROAD USERS**



**INCREASED SUPPORT
FOR TRANSIT WITH
TRAFFIC AGENT AND
TRANSIT PRIORITY
SUPPORTS**



**IMPROVED
CONSTRUCTION
COORDINATION AND
ONLINE TOOLS**



**CREATION OF
A SPECIAL
EVENT
TRAFFIC TEAM**

TTC is taking a range of measures to improve reliability and transit quality

Tactics currently used by TTC



Adjust schedules to reflect observed conditions



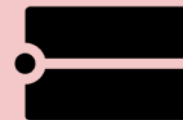
Supervisors at stations and on street to support operators and monitor routes



Run-as-directed buses to fill gaps and for construction



Monitoring and counselling for **early and late departures**



Ongoing review of **terminal and end-of-line constraints**

TTC also partners with the City to improve speed and reliability of transit

Shared Tools



Transit signal priority (TSP)



Queue jump lanes (QJL)

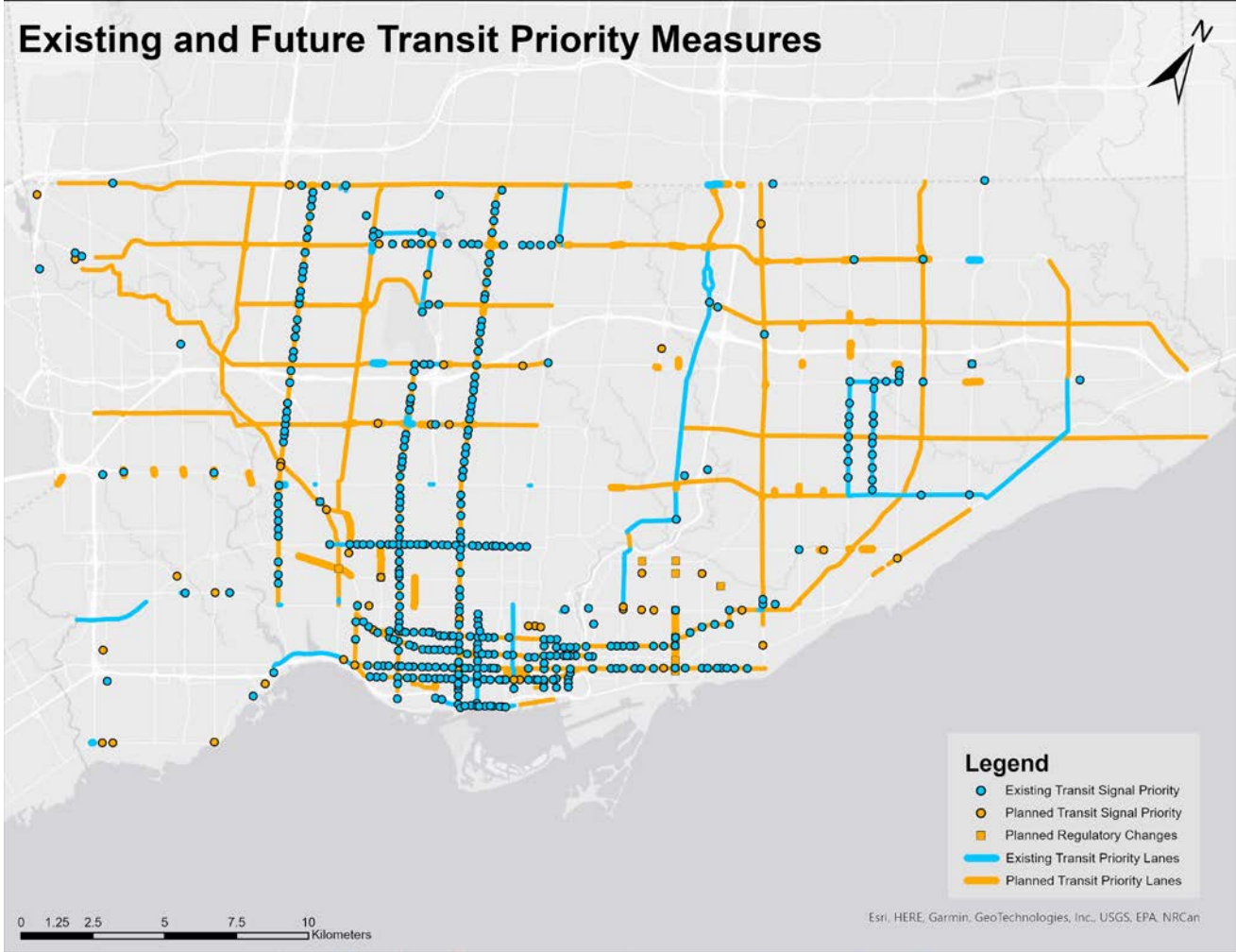


Bus priority lanes



Regulatory changes

Existing and Future Transit Priority Measures

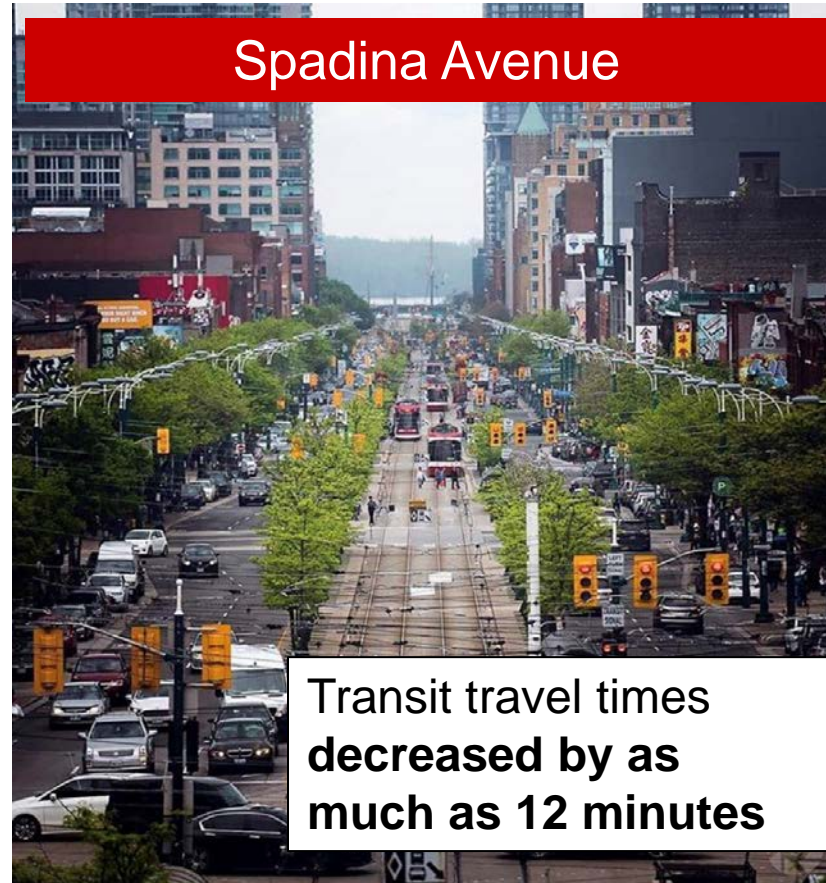
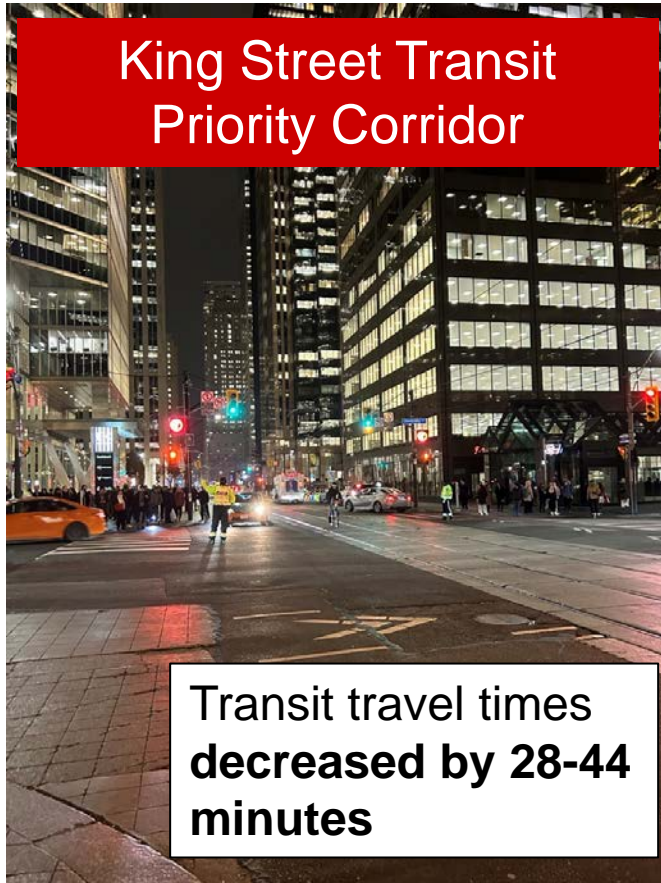


| Transit Priority Measures: Keys to Success

- TTC and City Transportation Services Collaboration
 - Transportation Services oversees traffic signal operations and has control of the public right-of-way
- City Council Approvals
 - Most TPMs, from QJLs to RapidTO, require Council approval and local councillor support to be advanced and implemented
- Sustainable Funding
 - Implementation of TPMs is dependent on availability of staffing resources and available capital funding
- Community and Customer Support
 - Continue to build partnerships and awareness with community groups like local residents and BIAs
 - Communicate the customer, climate, and community benefits of more rapid transit



Recent Successes



King Street

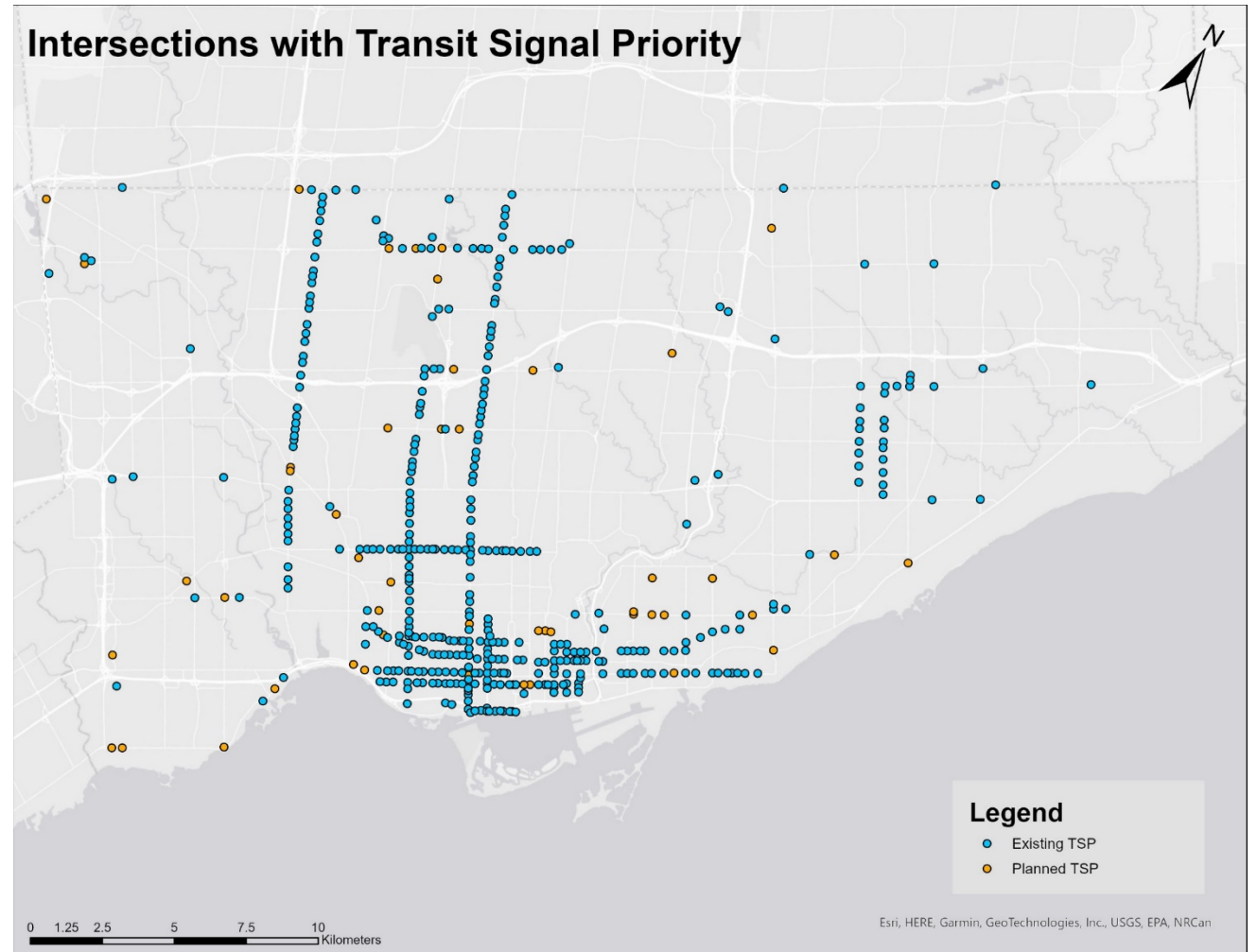
- Efforts that included the deployment of Traffic Agents, Toronto Police support, traffic signal adjustments and modifications resulted in significant improvements for TTC surface operations

Spadina Avenue

- Efforts that included the creation of a dedicated bus lane, traffic signal adjustments, traffic agents and Toronto Police enforcement support

Transit Signal Priority

- A system that modifies traffic signals to provide extended green time for streetcars and buses
- As part of MoveTO initiative (the City of Toronto's congestion management plan), a record pace of TSP activations have been installed since 2022
- Approximately 50 locations are now being activated every year



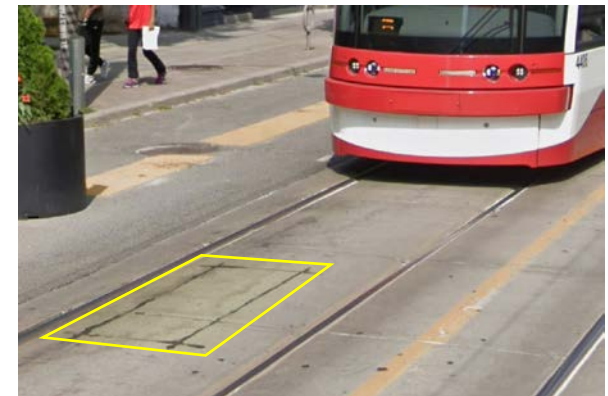
| Advanced Transit Signal Priority

- Legacy TSP uses hardware (transponders on-board vehicles and embedded ground loops) to request priority
- Advanced TSP will use GPS and cellular to communicate priority requests – hardware solution will only be required in areas with interference (i.e. downtown canyons)
- Without hardware requirement, ATSP can be delivered to more intersections, more quickly, and allow for more tailored priority
- ATSP is in development, with initial testing planned for Q2 2025

Legacy TSP Setup



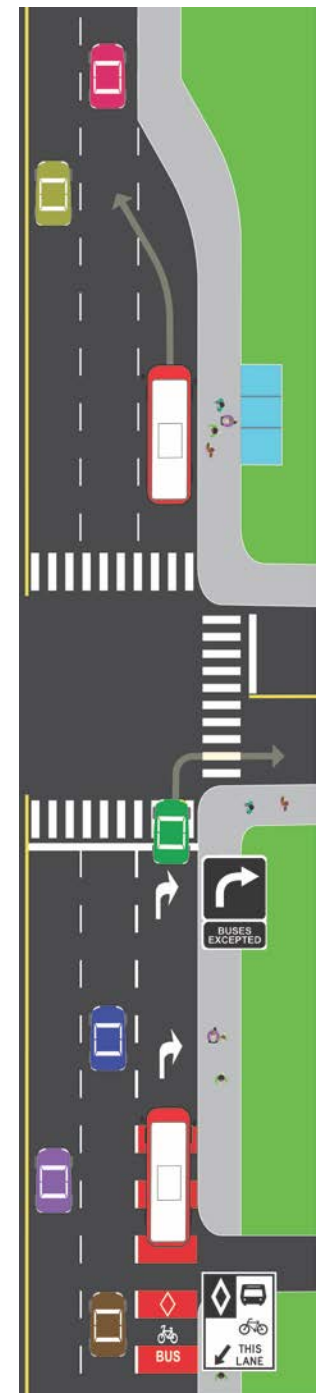
Transponder under bus



Embedded ground loop

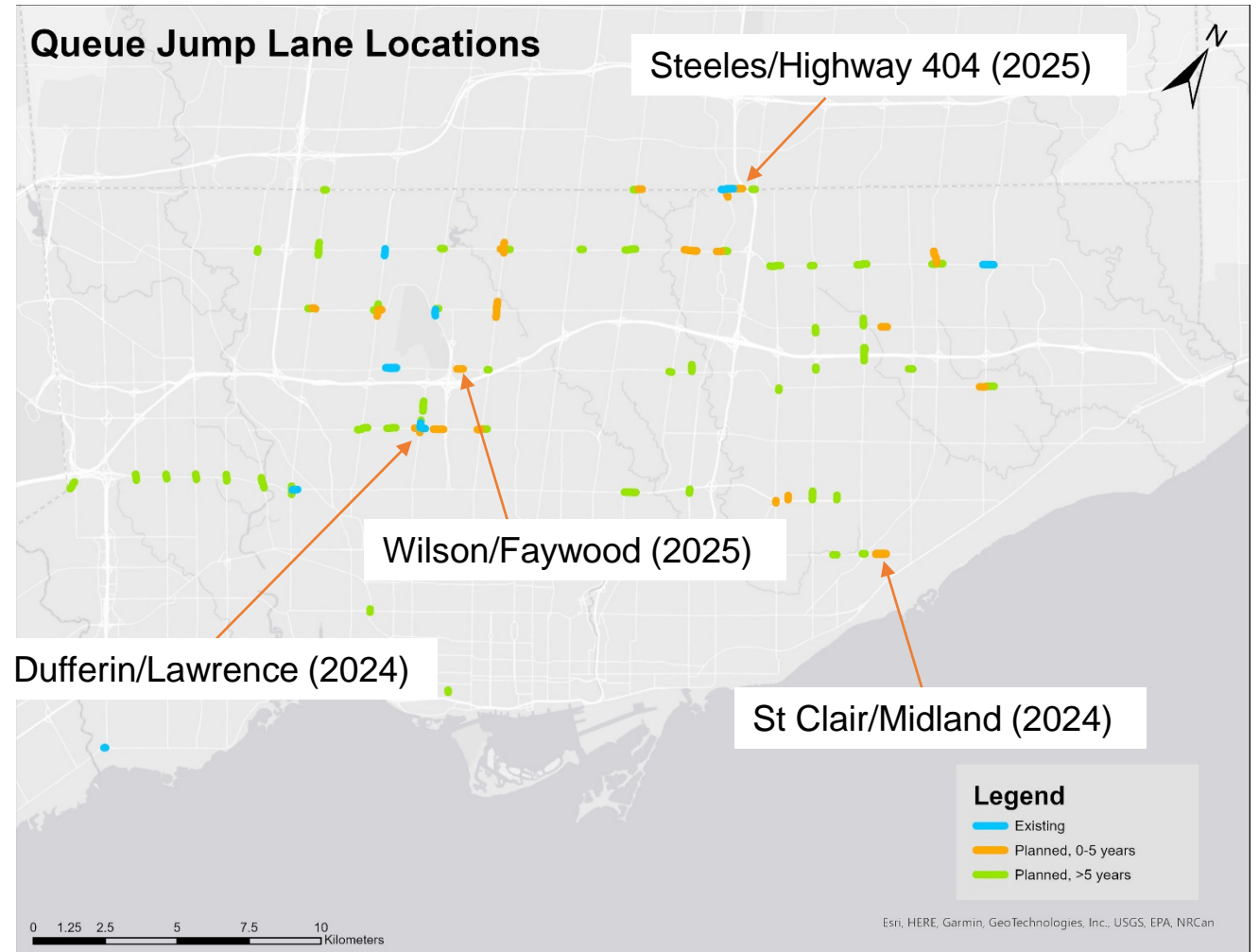
| Queue Jump Lanes

- QJLs are long turn lanes that allows transit to move to the front of the queue and bypass congestion at intersections
- Components include:
 1. A right-turn lane (with red-paint, where applicable) that allows bus to travel through using a “Buses Excepted” tab
 2. A farside bus-bay and stop (where space permits)



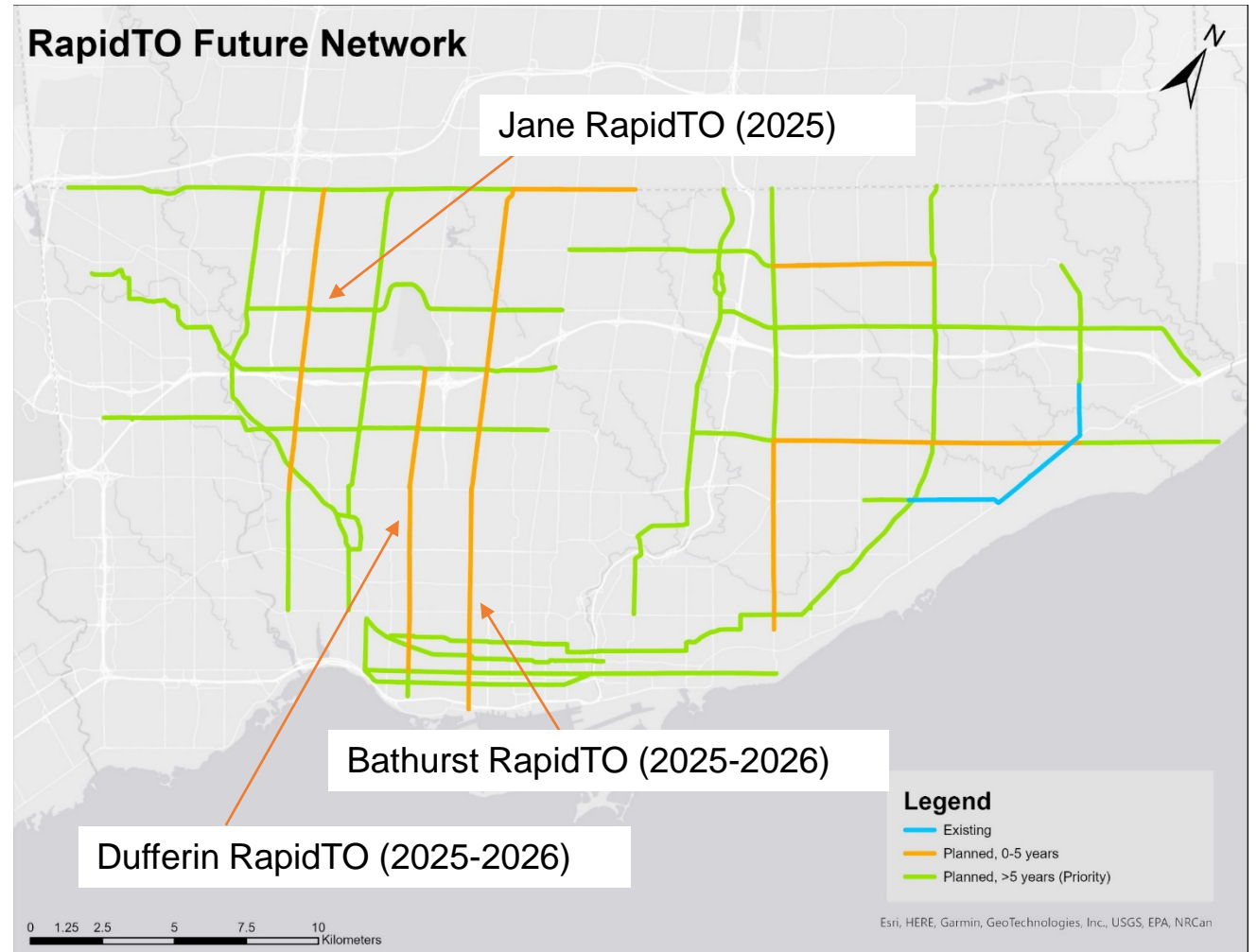
QJL Program

- To date, TTC has supported the construction of 11 queue jump lane projects
- Currently, there are another 22 queue jump lanes at different stages of progress (only 8 of which are fully funded)
- Within the current program, there are 73 other locations that are identified as candidates for QJLs



| Bus Priority Lanes and RapidTO

- At a corridor level, RapidTO delivers TPMs like bus priority lanes and stop consolidation
- Bus priority lanes were also delivered as part of Line 3 Bus Replacement
- Targeted solutions were also implemented most recently on Spadina, between King and Lake Shore
- Must have council support and approval to implement



| Targeted Priority Lane Treatment

- TTC and City are exploring opportunities to add red-paint marking to enhance awareness and compliance with existing transit facilities to improve operations and safety
- Station driveways, queue jump lanes, bus priority lanes, and streetcar ROW will be priority – approximately 50 initial locations have been identified

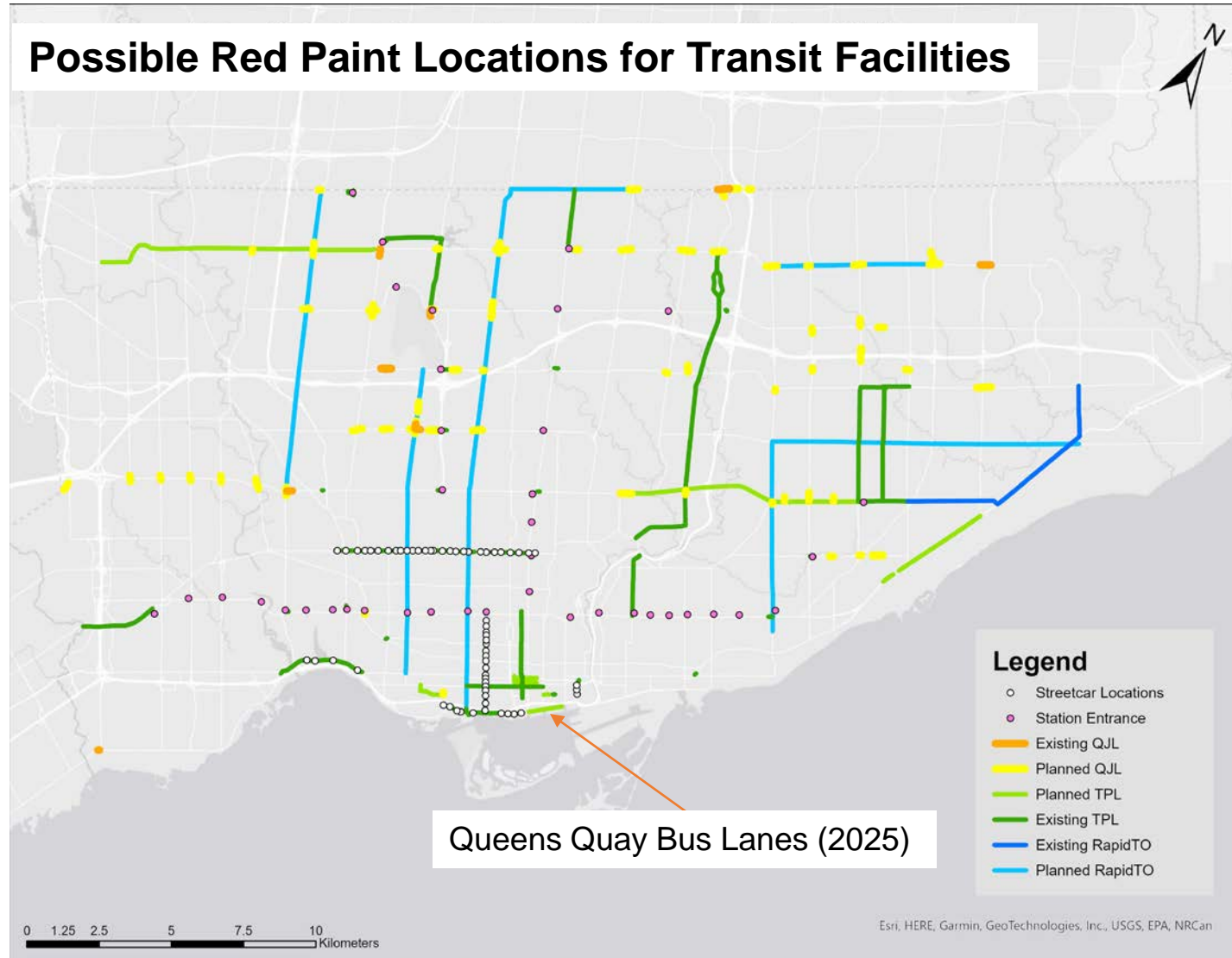


Project to expand red-paint application like at Queens Quay / Spadina (installed since 2018)



Example of treatment at Mississauga Transitway driveway

Targeted Priority Lane Treatment



Regulatory Changes

- TTC works with the City on targeted regulatory changes to support transit. This includes:
 1. Parking restrictions
 2. Turning restrictions
 3. Lane rationalizations
- Recently, parking regulation changes have been implemented on three corridors where construction was impacting streetcar replacement buses
- TTC is working with the City to look at two additional locations/corridors (Dundas West and Donlands)



Map of temporary changes being made to help bus replacement on Queen West

