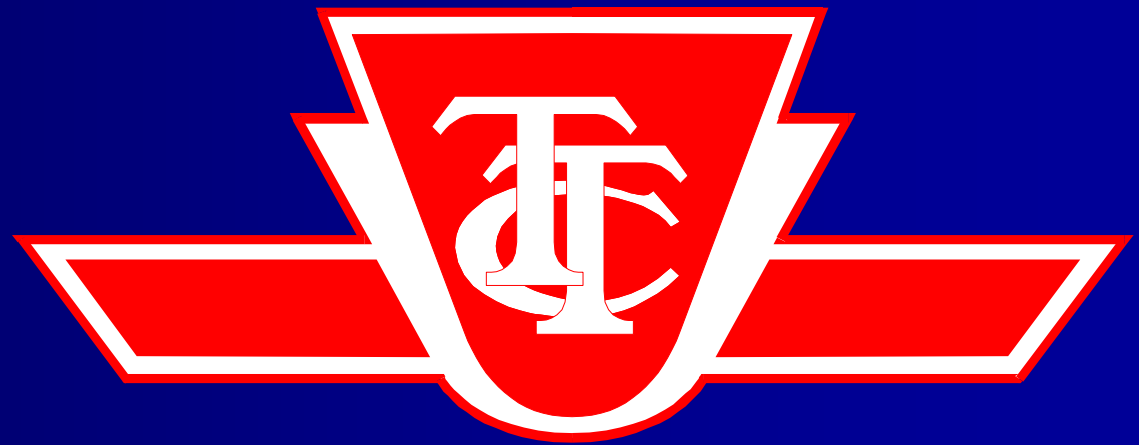


Transit in Toronto



TORONTO TRANSIT COMMISSION

Chair Adam Giambrone
Sunday, October 19 2008

TTC is a City of Toronto Commission



Serving Toronto since 1921

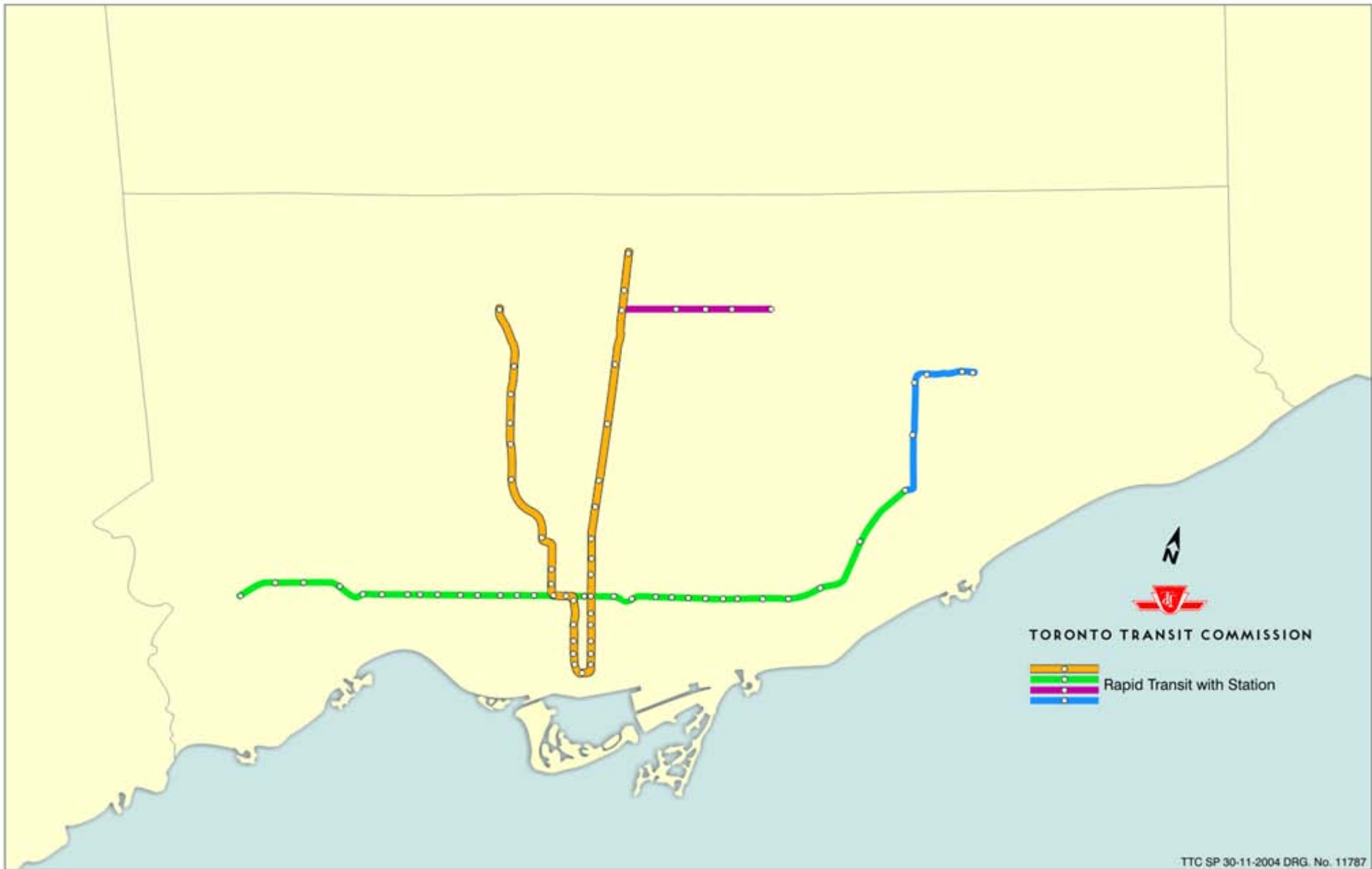


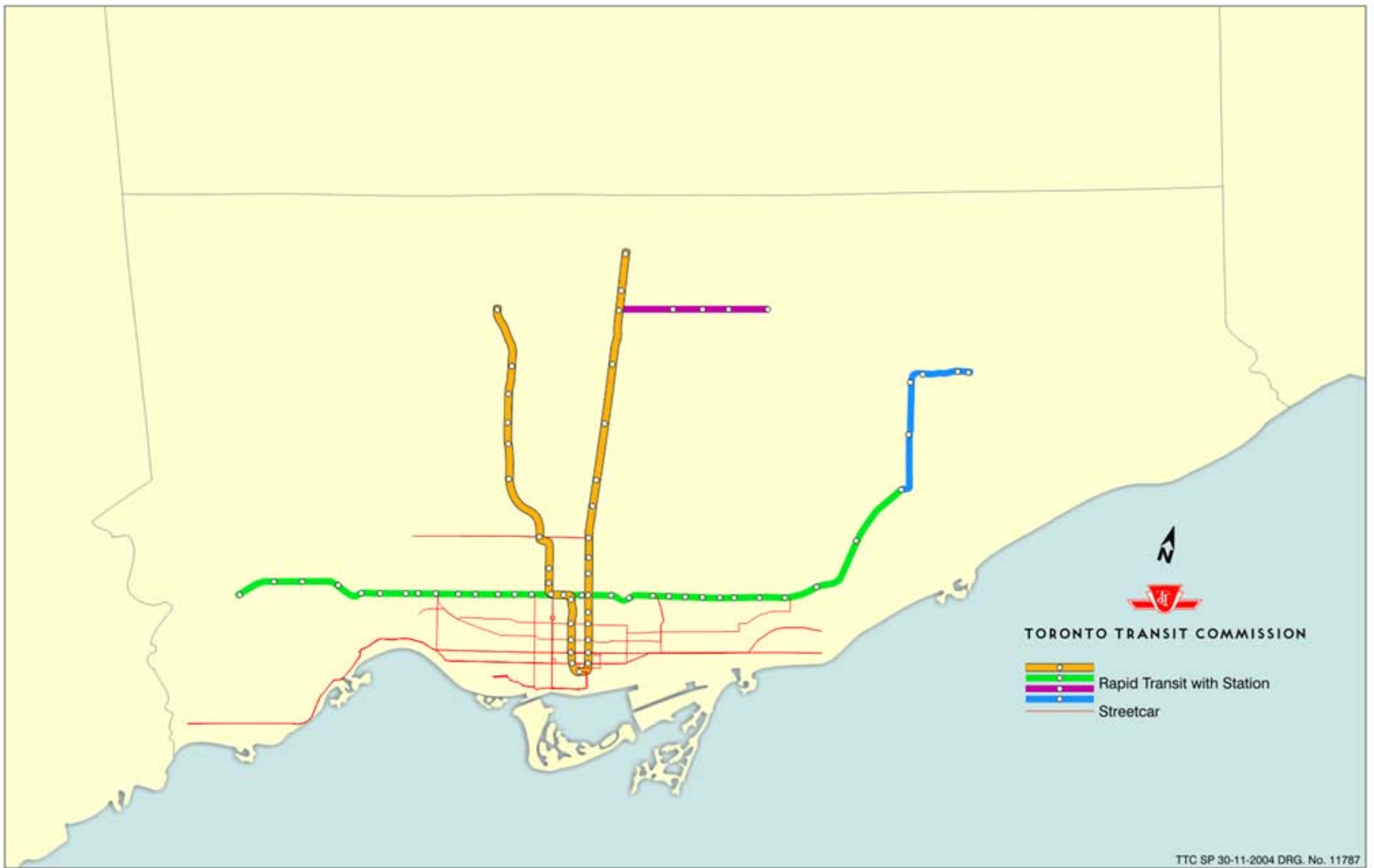
Canada's largest transit agency

Annual customer-trips, 2006

TTC:	444,544,000
Société de transport de Montréal:	365,200,000
TransLink – Greater Vancouver:	165,073,000
OC Transpo (Ottawa):	91,800,000
Calgary Transit:	87,900,000
GO Transit:	46,830,000
Mississauga Transit:	29,024,000
York Region Transit:	17,100,000

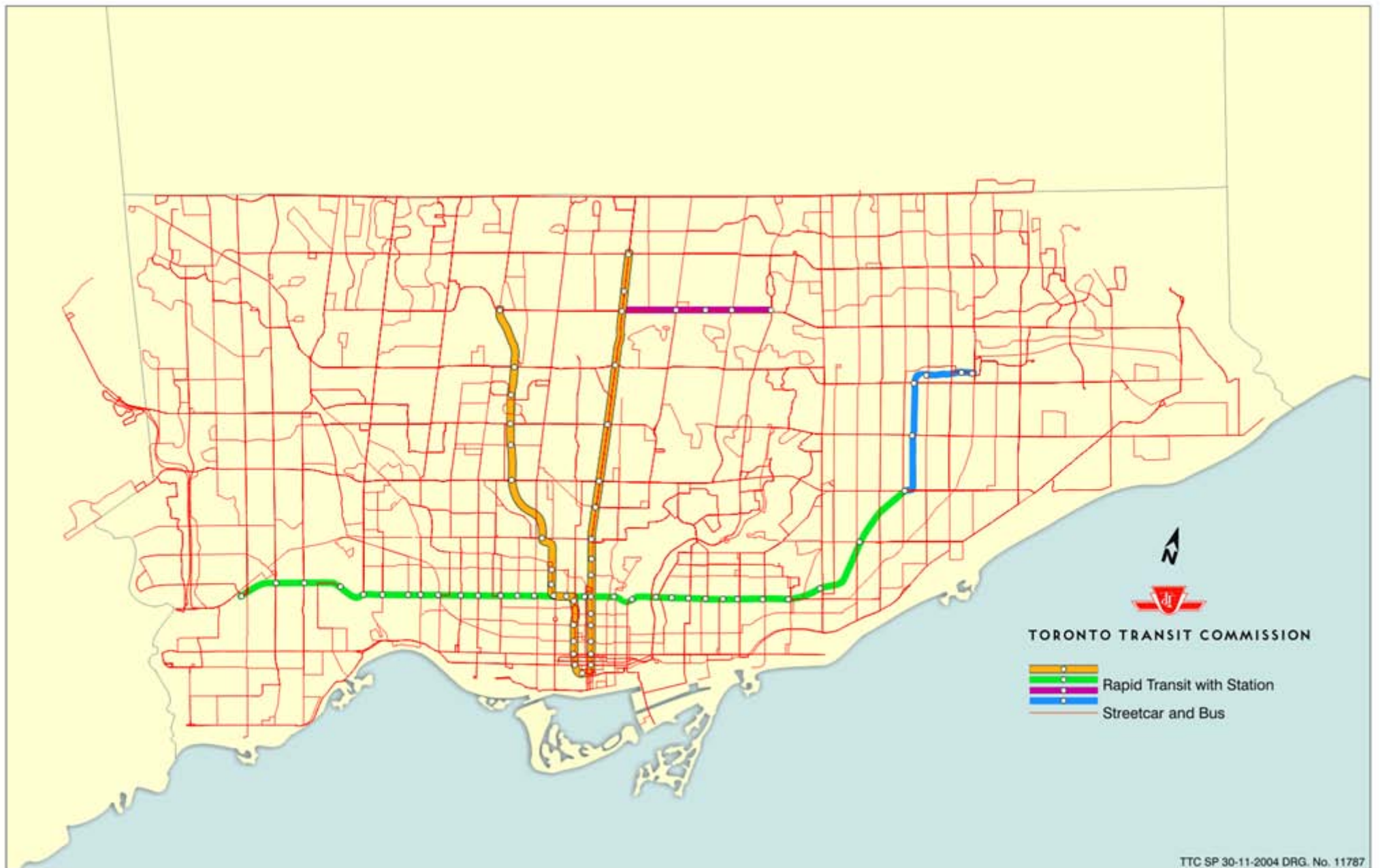


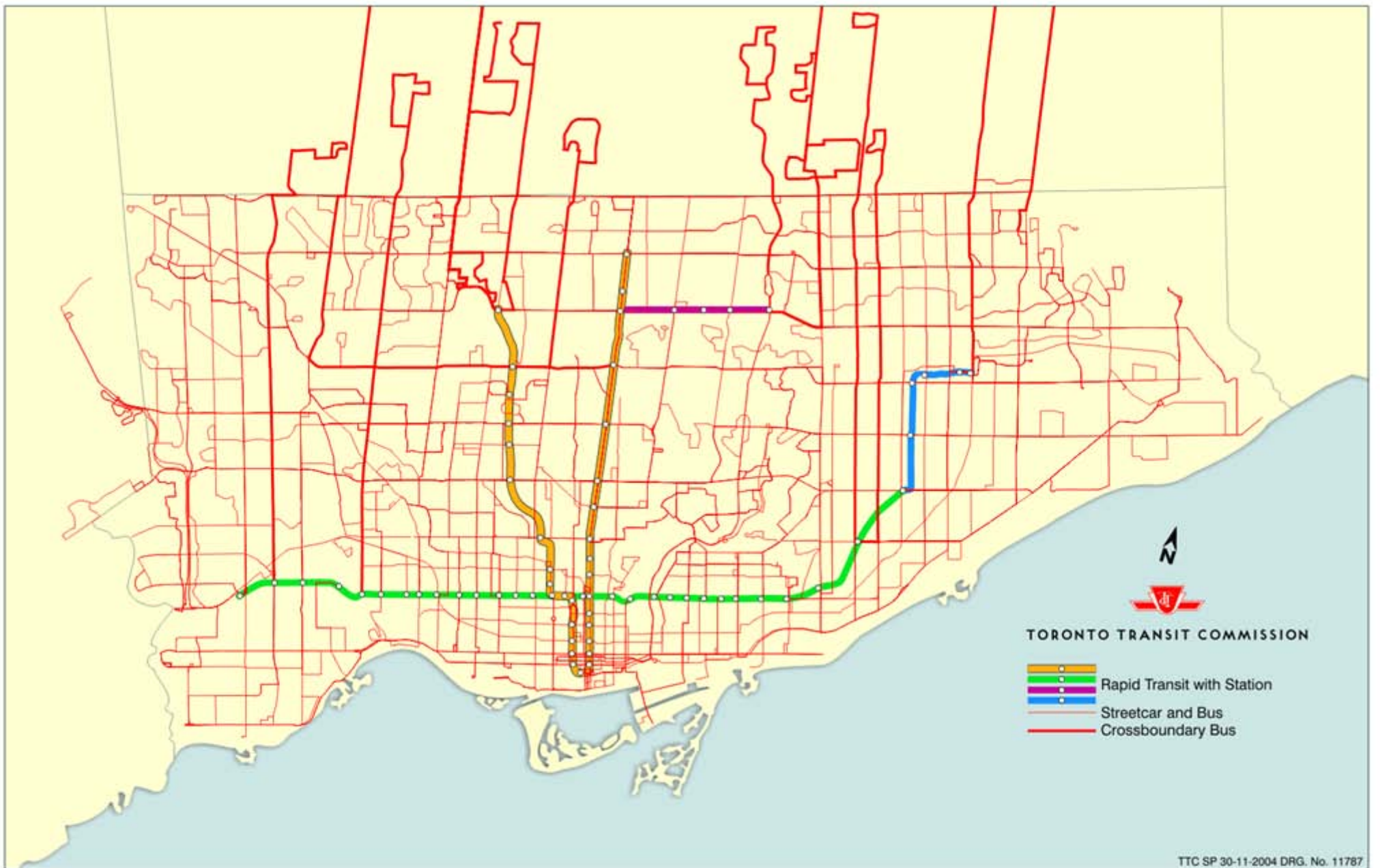


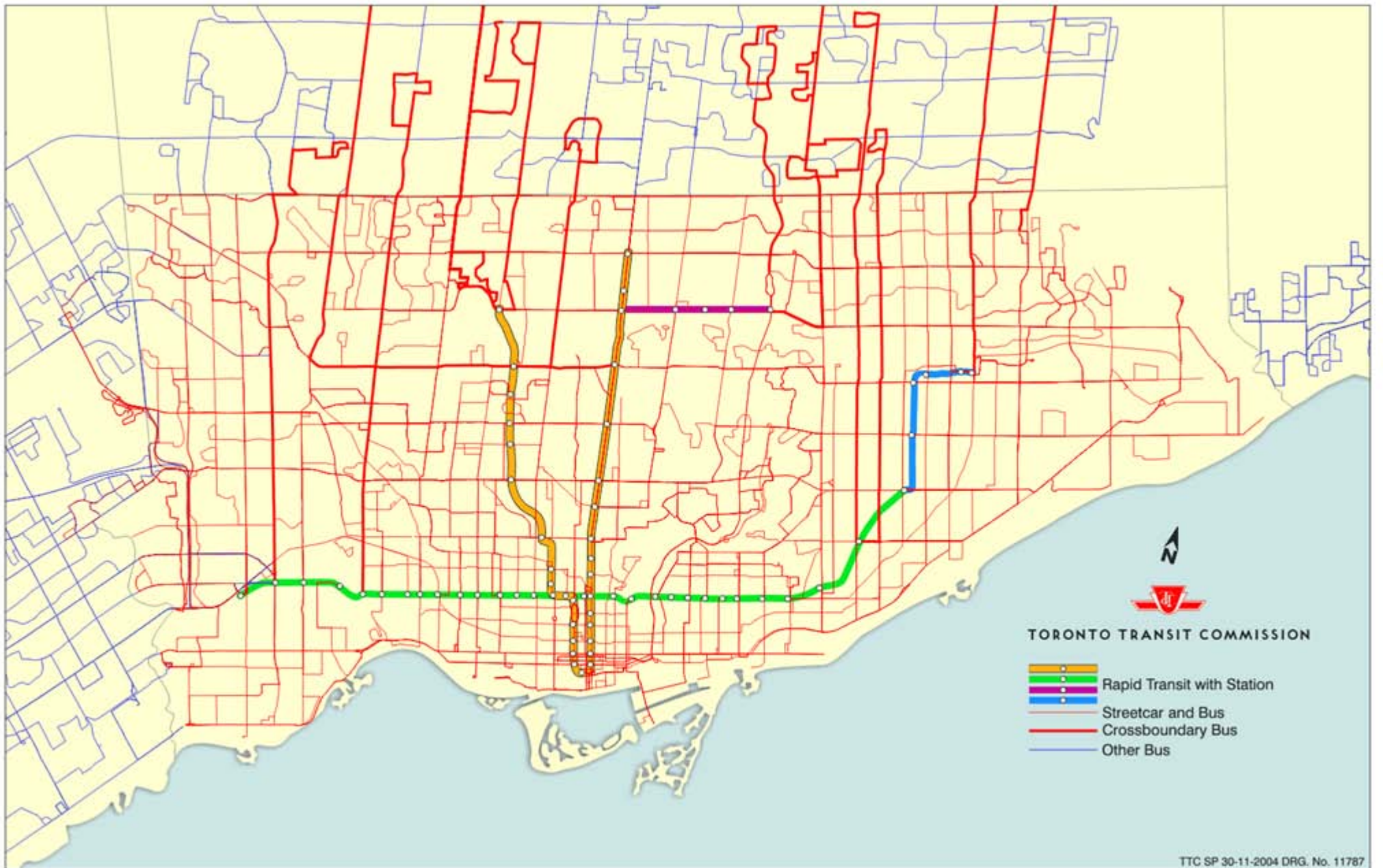


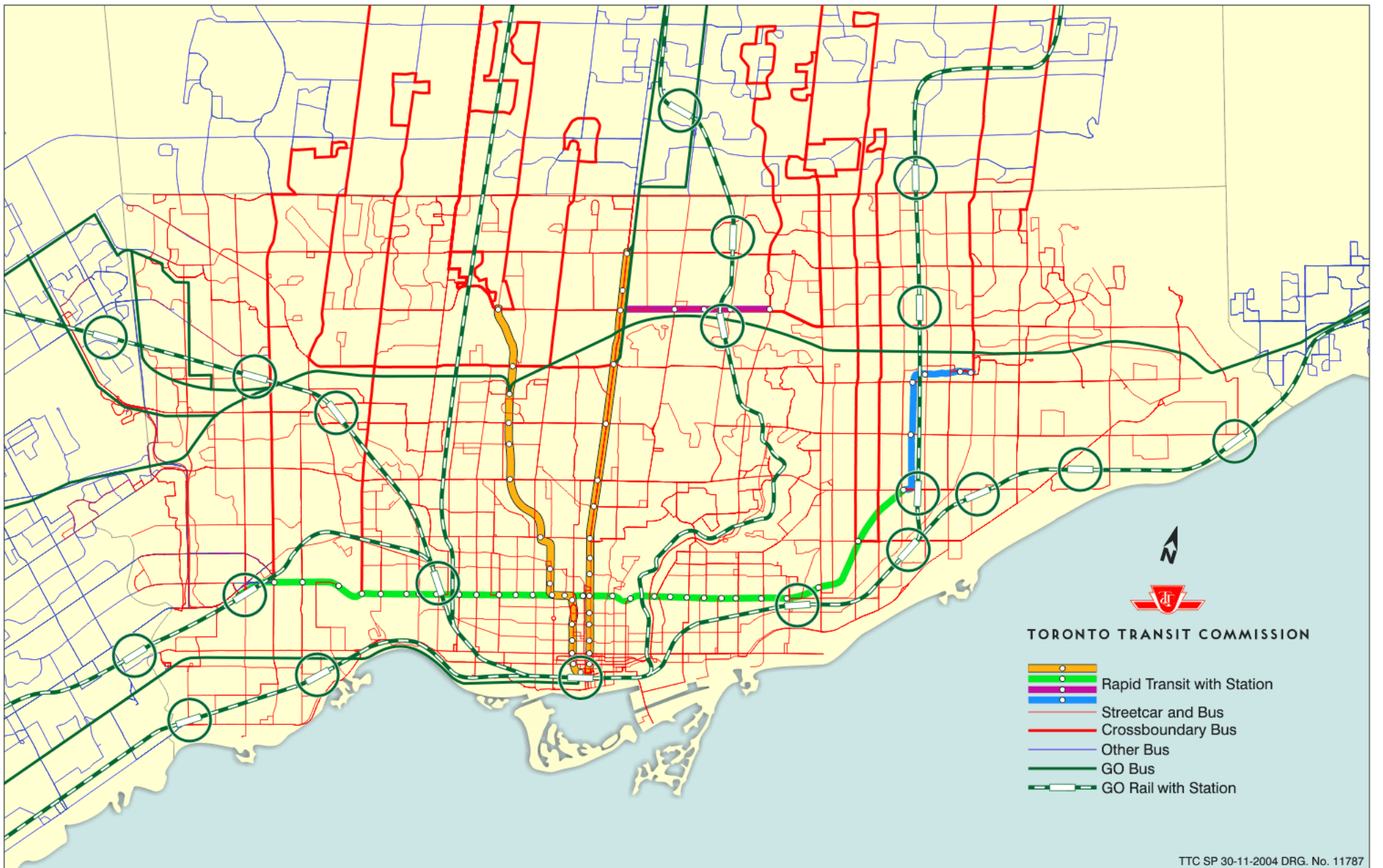
TTC SP 30-11-2004 DRG. No. 11787











TTC SP 30-11-2004 DRG. No. 11787

















Daily TTC System Ridership
1.5 million





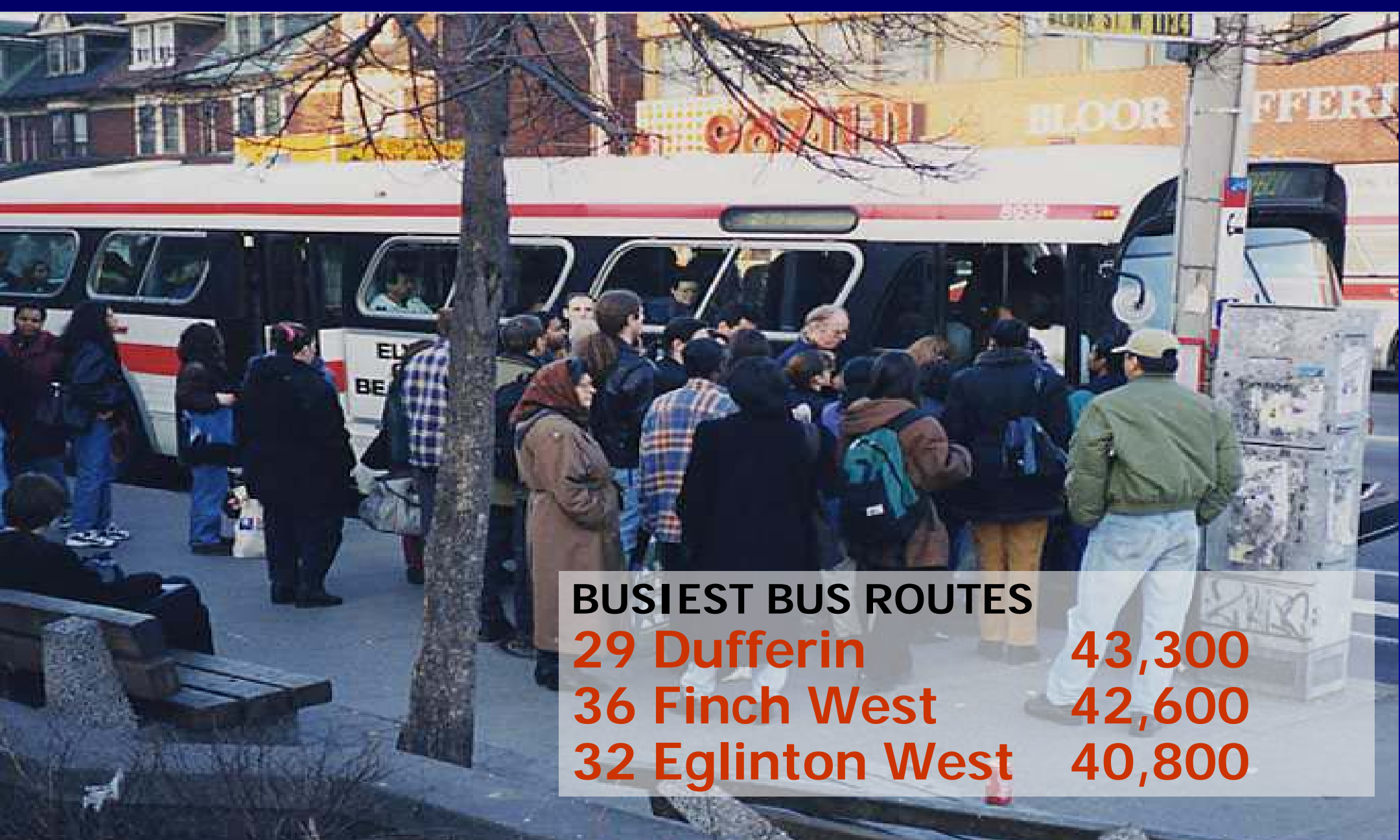
SUBWAY RIDERSHIP
830,000 Daily





PEAK VEHICLES
1700 Buses
200 Streetcars





BUSIEST BUS ROUTES

29 Dufferin	43,300
36 Finch West	42,600
32 Eglinton West	40,800

BUSIEST STREETCAR ROUTES

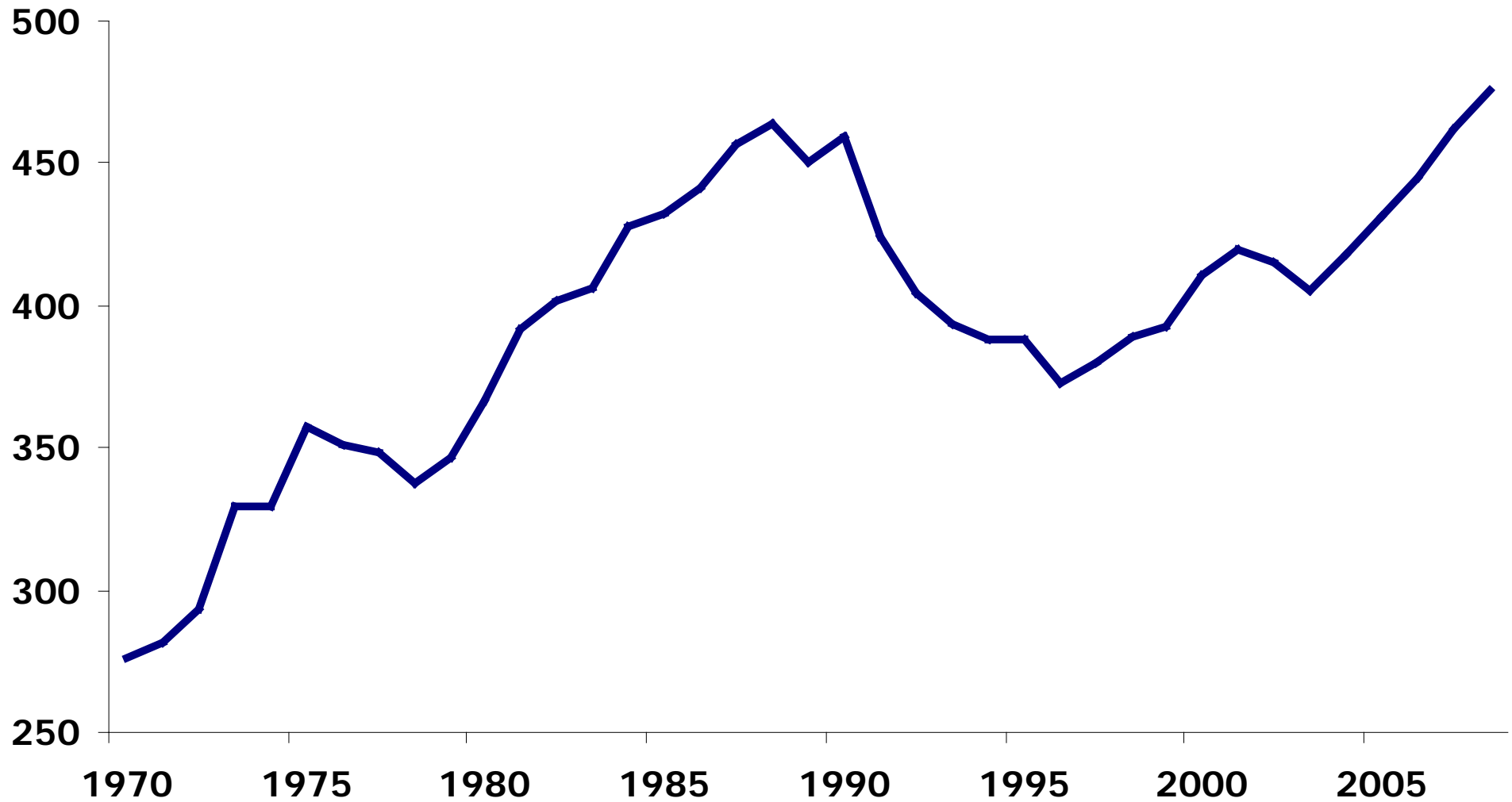
504 King 50,700

501 Queen 41,200

506 Carlton 41,200

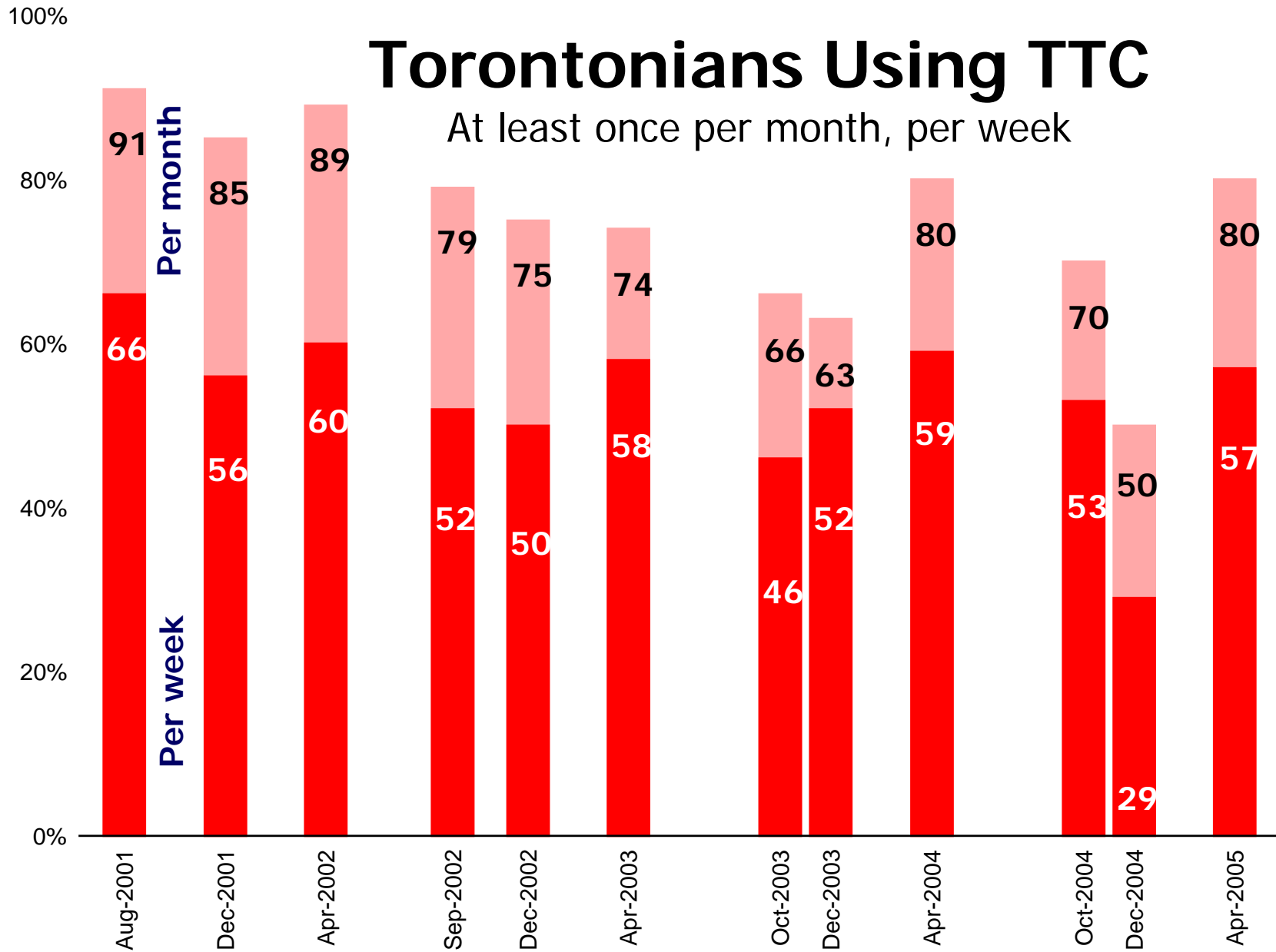


TTC Annual Ridership (in millions)



Torontonians Using TTC

At least once per month, per week



Monitoring Ridership and Adjusting Service

- highly responsive to changing customer demand, complaints, operating conditions
- prepare new route schedules, drivers' work ("crews") *ten times per year*
- continual review of new ridership information



Accommodating Passenger Demand is Critical to:

- retaining, attracting ridership
- supporting City objectives:
 - reducing auto dependence
 - reducing congestion, gridlock
 - reducing pollution, smog-alert days
 - encouraging transit-oriented lifestyles



Proposals for New Service

- if new resources required, then proposal tested for "ROI":
 - new riders gained/\$
- develop service design - routing, length, vehicles
- calculate cost of proposed service
- assess projected performance against financial standard
- if acceptable, recommend implementation



Full Accountability

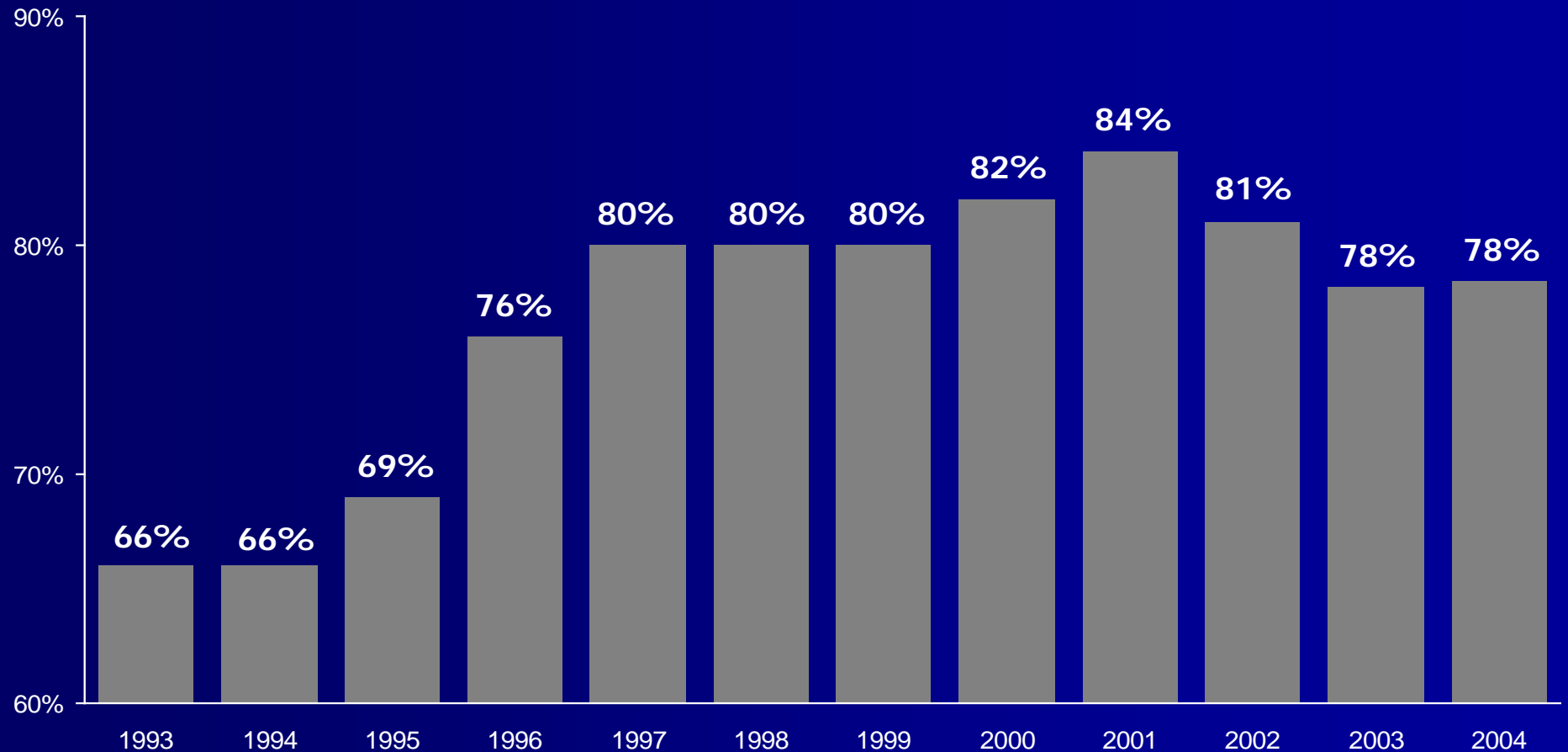
- all service changes monitored with ridership counts
- post-implementation Review reports to Commission
- clear public evaluation of achievement of service objectives
- corrective action as required



Route Efficiency Reviews

- detailed passenger counts analysed for all routes
- overcrowding identified and resolved
- opportunities for reallocating service identified
- first/last trips analysed for improvements or savings
- running time and route performance reviewed

TTC Revenue/Cost Ratio



Challenges and Plans For The Future





Official Plan: Higher Order Transit Corridors



"No one should be disadvantaged getting around Toronto if they don't own a car"



Ridership Growth Strategy

- increase amount of service provided:
 - more frequent service
 - longer hours of service
 - restore all off-peak services
- fare-reduction incentives

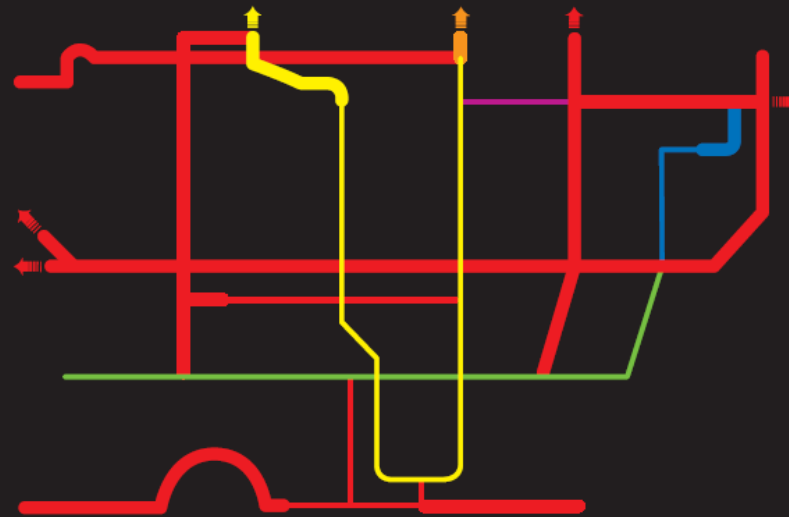


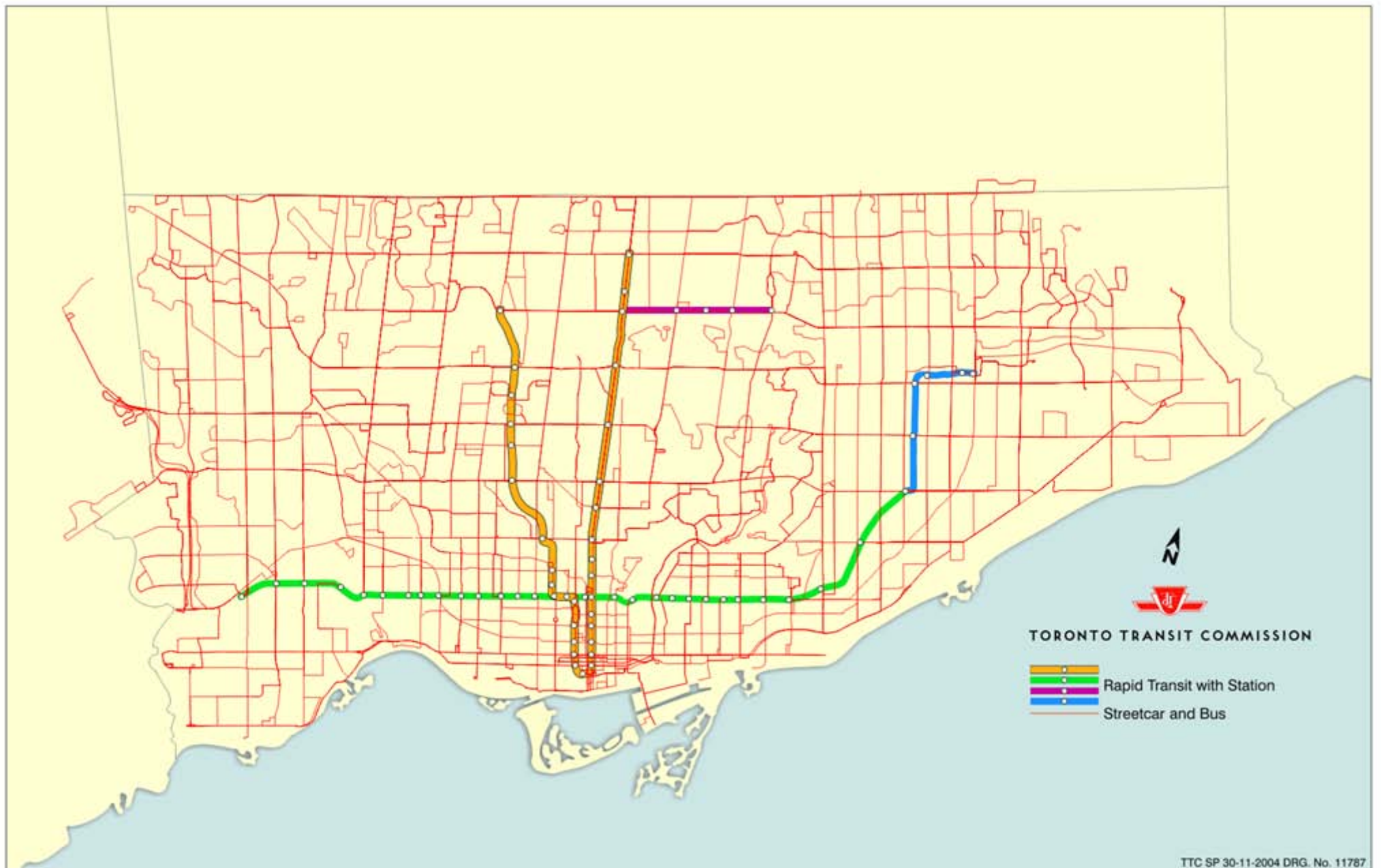
Ridership Growth Strategy

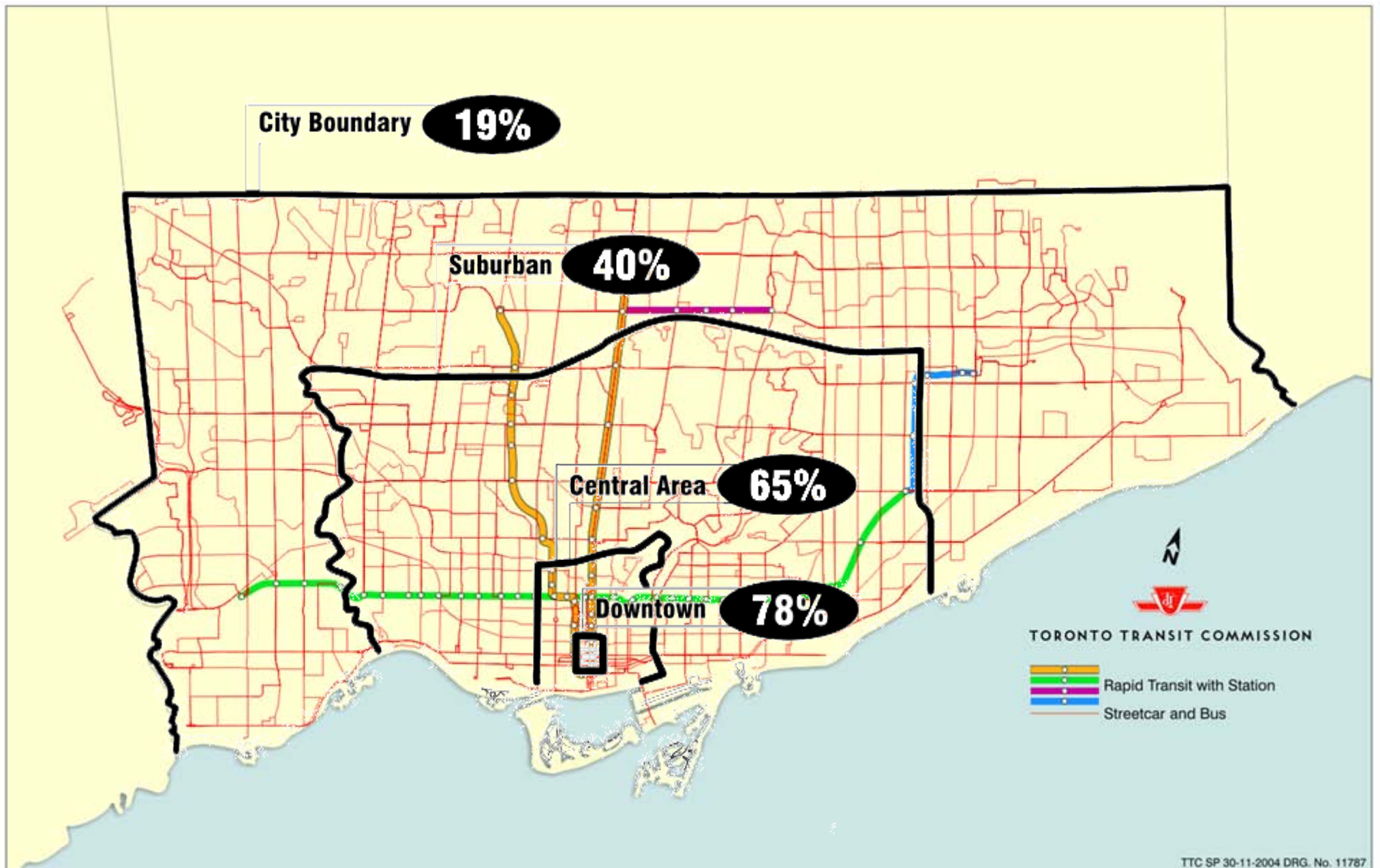
- long term program initiated in 2003
 - changes in policies and standards
 - reduce off-peak crowding on major routes – 2005
 - fare/pass initiatives – 2005 – 2006
 - reduce peak period crowding – October 2007
- proposed for 2008 -2010
 - restore periods of operation cut in 1996
 - all routes operate to match subway hours
 - at least 20-minute frequency on all routes at all times (2009/2010)



TRANSITCITY





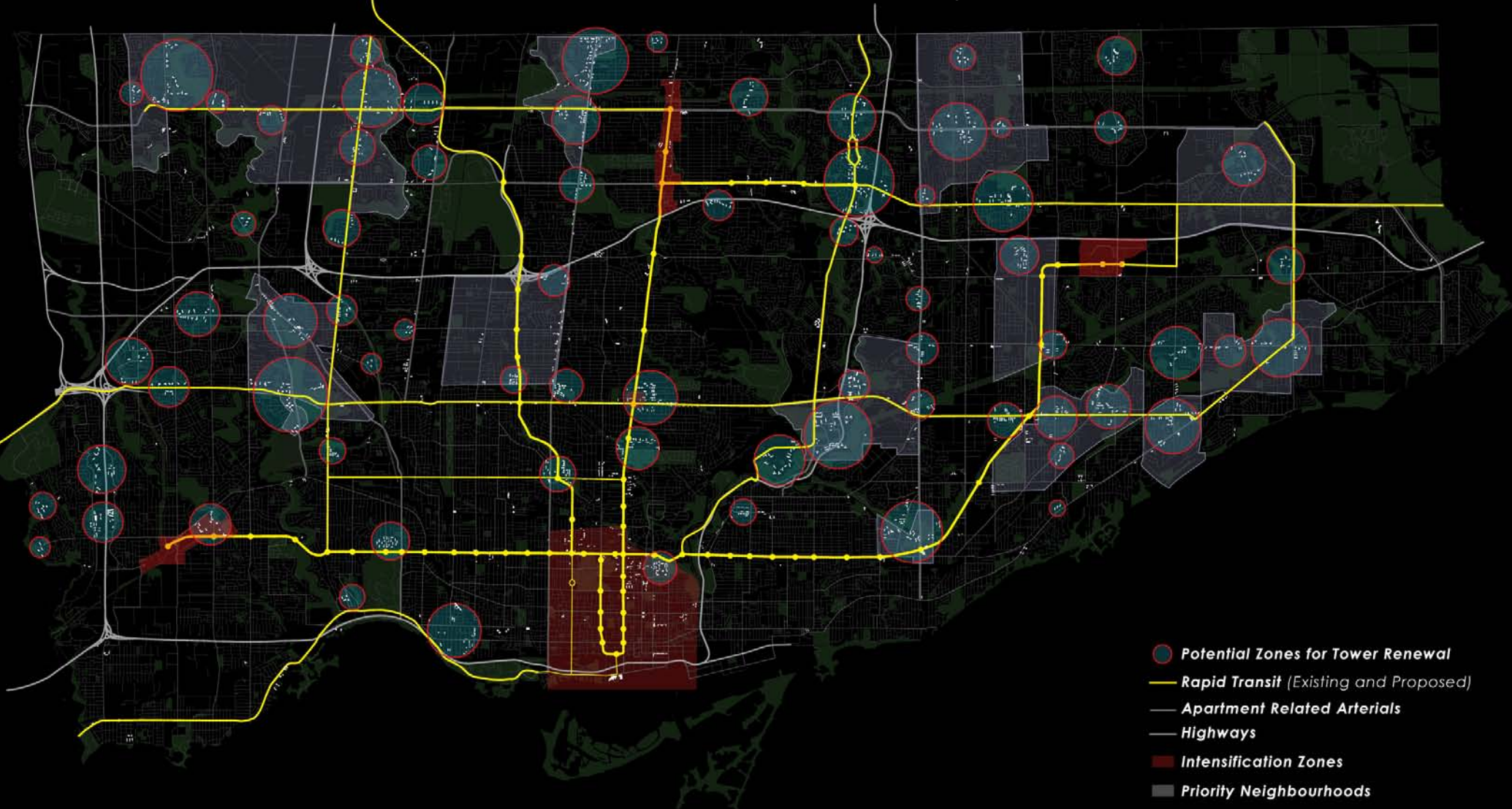


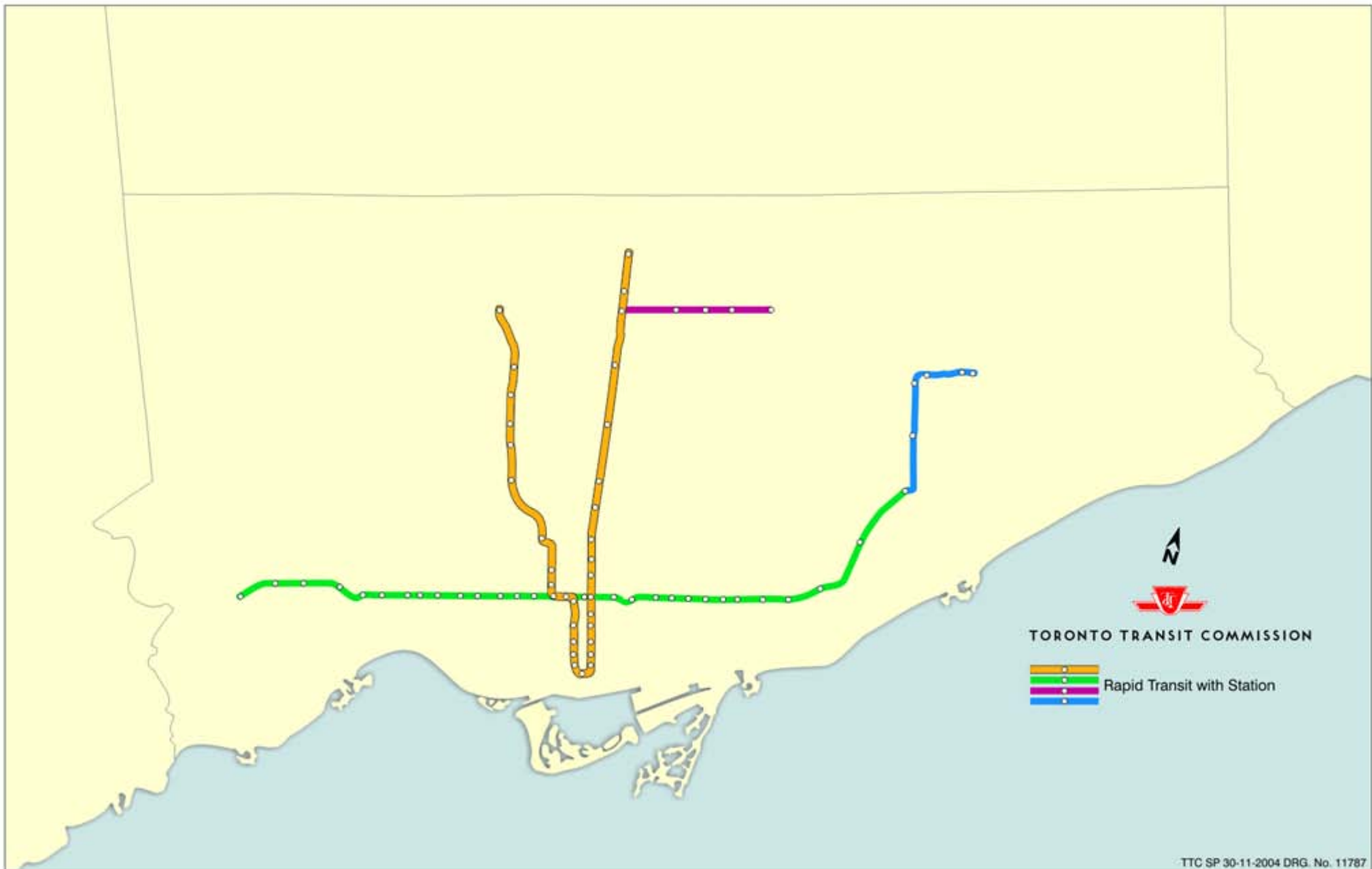
TTC SP 30-11-2004 DRG. No. 11787



Mayor's Tower Renewal

In collaboration with ERA Architects and the University of Toronto









25-Year Plan for Regional Rapid Transit and Highway Improvements

Rapid Transit

- Express Rail
- Regional Rail (full-day, 2-way)
- Regional Rail (peak)
- Subway
- Other Rapid Transit (BRT / LRT / AGT)
- Possible Regional Rail extensions beyond the GTHA

Mobility Hubs

- Anchor Hub
- Gateway Hub

Highway

- Highway
- New Highway Corridor
- New Transportation Corridor Implemented in Accordance with the Results of EA Studies
- Transportation Corridor Under Study
- Approved 2006 Settlement Area (Conceptual)

Other

- Greenbelt Area
- Urban Growth Centre
- International Airport
- Proposed International Airport
- Major Port

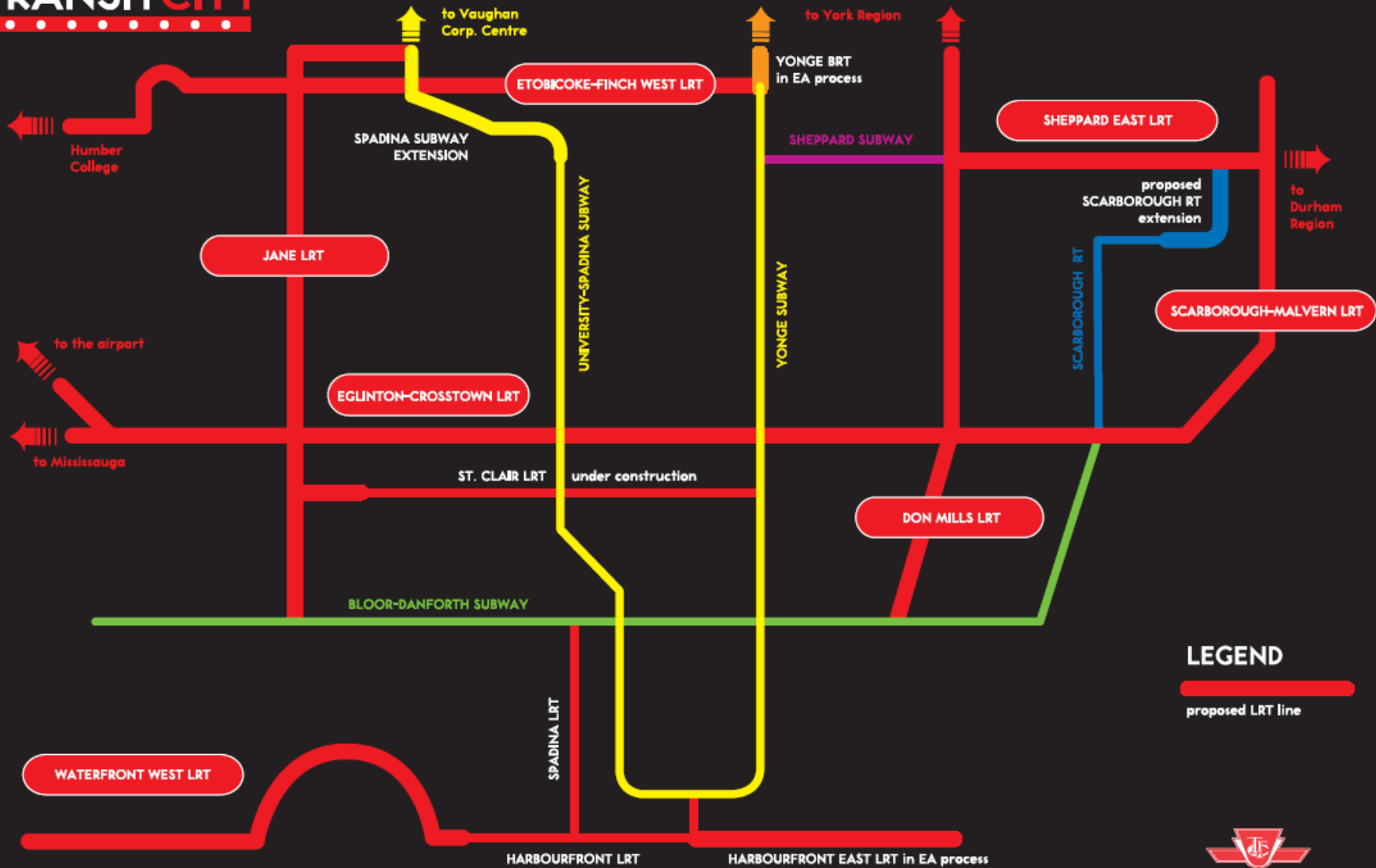
The information displayed on this map is conceptual only. It represents projects proposed for full or substantial completion within 25 years of the Regional Transportation Plan's adoption. Recommended alignments and technologies will be developed during the project-level benefits case analysis that Metrolinx will carry out for some projects in partnership with municipalities and transit agencies, as part of the funding approval process for individual projects.

Transportation Corridors Under Study include projects that are at various stages of study as of the date of this Plan, including projects that are fully funded but are waiting completion of environmental assessments.

This map is not to scale, and it does not accurately reflect approved land-use or planning boundaries or actual transportation routes or alignments.

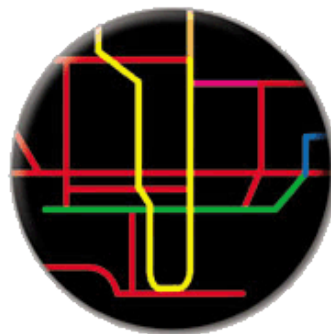


TRANSITCITY



TORONTO TRANSIT COMMISSION





TRANSIT CITY



NEWSFLASH

TransitCity.ca went live today at 10:15 a.m. Thanks to everyone who helped get us up and running.

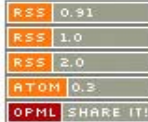
MAIN MENU

- Home
- News
- About Transit City
- Full Report
- Media
- Links
- Contact Us

WHO'S ONLINE

We have 1 guest online

SYNDICATE



TRANSIT CITY 120km of service. 175 million riders a year.
[Click here to find a route near you.](#)

LATEST NEWS

- [TransitCity.ca goes live!](#)
- [Welcome to TransitCity.ca](#)

Home

Welcome to TransitCity.ca

How do you build a Transit City? The first and most important step is a vision and a plan. This plan includes a network of light rail lines across the city, moving swiftly along dedicated rights-of-way. Moving thousands of Torontonians through every priority neighbourhood, and through every former municipality, they will help make our city green, clean, and liveable.

We're proud to share this plan with you, and welcome your comments. This website is designed to provide you with information, inspiration, and the details of our plan that will make Toronto not just a great city, but also a Transit City.



POLLS

We want to hear from you!
 Where will you Ride the new Rocket?

- Don Mills LRT
- Eglinton Crosstown LRT
- Etobicoke Finch West LRT
- Jane LRT
- Scarborough Malvern LRT
- Sheppard East LRT
- Waterfront West LRT

[Vote](#)

[Results](#)

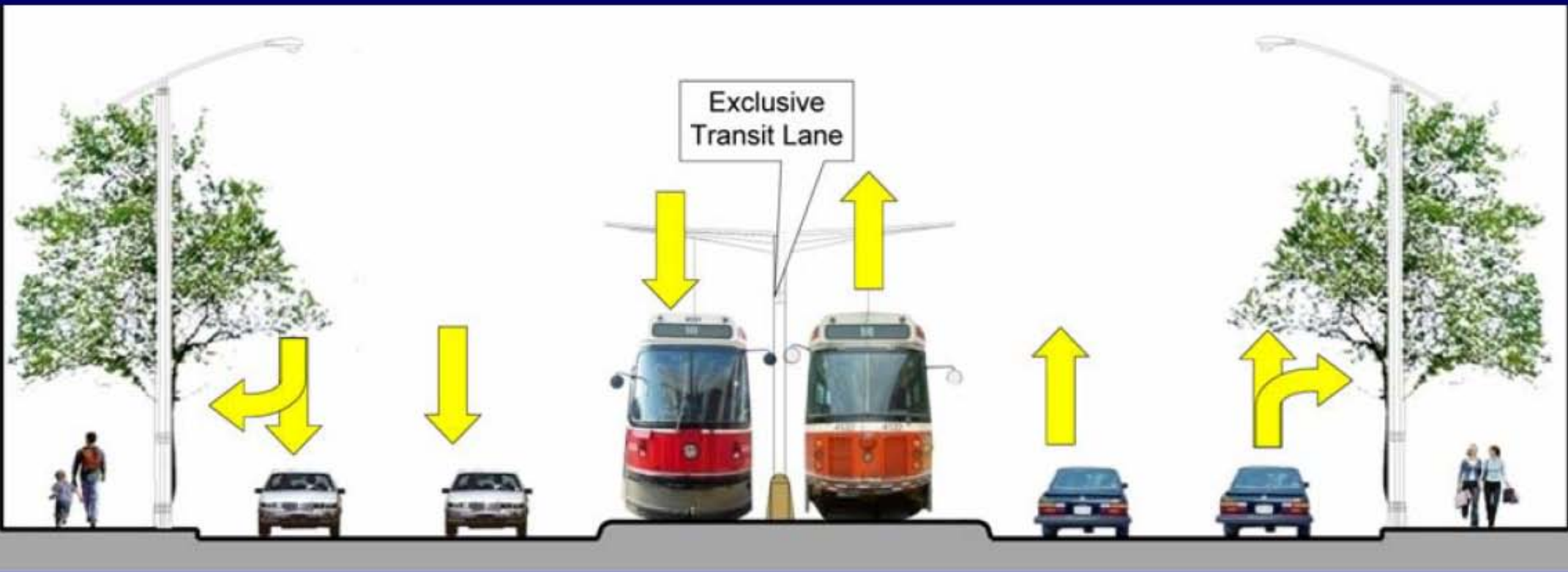
© 2007 TransitCity.ca

Joomla! is Free Software released under the GNU/GPL License.

Read www.transitcity.ca



Typical Mid-Block Cross Section























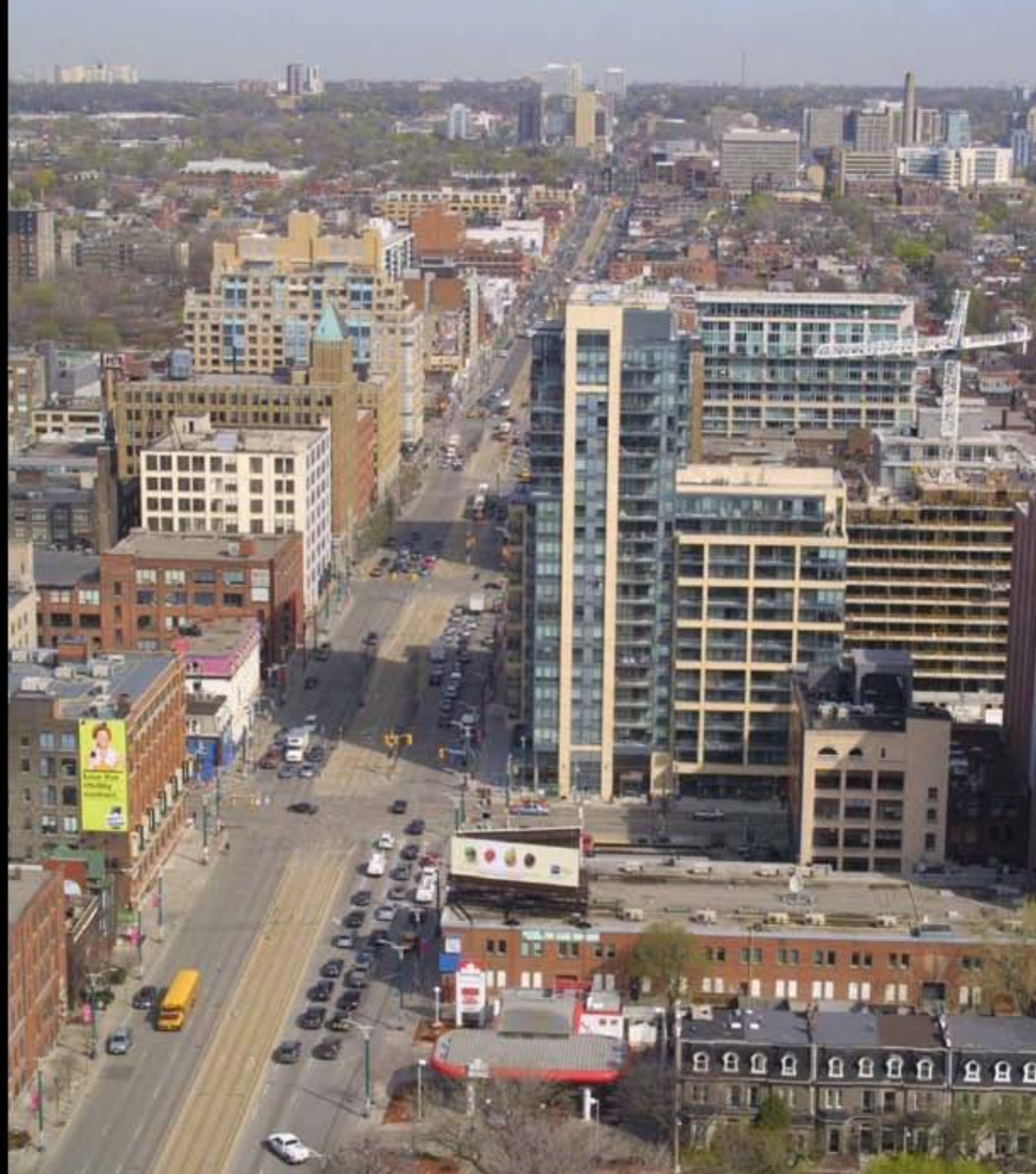






















Other Challenges and Plans

Making transit more appealing



Engaging riders

Bloggers Help TTC Website
Posted by Zach Filed in City January 3, 2007

TORONTO TRANSPORT COMMISSION
in your city today!
Ride the Rocket.
Changes - November
Service Disruption
THE BETTER WAY
TTC Service
ALL Service
Fares & Passes
ALL Fares & Passes
TTC Information
ALL About The TTC

Robert Ouellette from [Reading Toronto](#) has [openly challenged Adam Giambone](#), chair of the TTC, to redesign their web site with the help of Toronto's active blogging community. "Toronto bloggers are more than willing to offer their insights into how the TTC site might be designed Why not give us a call and ask for our input." Ouellette writes at RT.

The [current TTC web site](#) is terrible. Using drop-down menus for the most important information and ad-like banners for less important announcements and links, the TTC web site throws the study of human-computer interaction on its head. Information that could save you 15 minutes in transit might take 30 minutes to find online.

Giambone responded to Ouellette's challenge and is interested in the project. This could mark a huge change in the TTC's attitude towards some of its biggest supporters, between the TTC and the large

On Facebook? Try blogTO's Toronto Favos Facebook application.

Jump To
Toronto Halloween Guide
Toronto Event Listings
Toronto Fashion Stores
Restaurant Reviews
blogTO Urban Maps
Neighbourhood Profiles

Podcasts [Launch Player in New Window]
Toronto Independent Music Podcast ALL
moviesTO Podcast ALL
Arts Now Podcast ALL

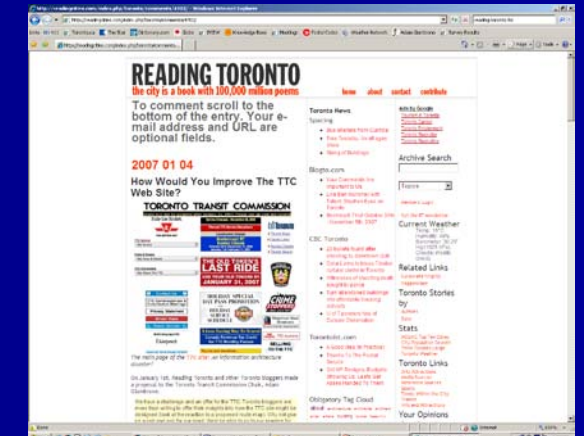
Email Newsletter
Get daily email alerts delivered to your inbox.
Enter your email:

Latest Photo



Public Consultation

Website
redesign
and the
Toronto
blogging
community



Public Consultation

- “My TTC is:”
 - Rider consultation survey
 - Key input: service, fares and subsidies
 - Accompanied by advertising campaign
 - 25,000 surveys returned in 2-week period, mostly on the web

metro

“My TTC is:

a safe ride home”

getting to work before my boss (she drives)

cleaner air for my kids”

The TTC has been asked to set its budget for 2007 and 2008, starting with a call to action, raise fares, or both, from August 27 to September 14. We’re asking Torontonians what kind of TTC they want today, and for the future. Get out the survey at www.ttc.ca/nytc

TORONTO TRANSIT COMMISSION

“My TTC is:

a safe ride home”

getting to work before my boss (she drives)

cleaner air for my kids”

“My TTC is:

In the past 10 years the TTC has grown by over 90 million riders. We’ve been replacing our aging vehicles, expanding our network, and improving our stations. We’ve launched our Transit City plan, a vision for transit that will bring high-speed light rail to Scarborough, North York and Etobicoke.

But that’s where the good news ends. This year, there isn’t enough money to operate the TTC’s service, and the City has been forced to ask for major cuts. We need your help.

Our budget crisis

A decade of underfunding has created a financial crisis for the TTC and the City. While other world cities thrive, Toronto’s reserves are empty and it is struggling to pay for services. We can’t afford to invest in transit or other programs.

The TTC has a plan to keep up with growth, but without a combination of upgraded services, property taxes, and some new taxes like the Land Transfer Tax or the Vehicle Registration Tax, we can’t afford it. City Council delayed its decision to approve new taxes until after the provincial election this fall. Without new revenue, we are forced to find cuts now.

Sustainable transit

The TTC is funded from two major sources: fares and property taxes. It also receives one-time grants from other levels of government for specific projects.

In other cities around the world, provincial and federal governments are partners in paying for transit. The Ontario government used to share half of the operating costs now covered by the City, but this is no longer the case.

Projected TTC Operating Costs By Funding Source, 2008

FARES	\$635 million
PROPERTY TAXES	\$289 million
PROVINCIAL GAS TAX	\$97 million
TOTAL	\$1,021 million

The TTC has been asked to make significant cuts to its budget for 2007 and 2008. Such massive reductions will force us to cut services, raise fares, or both. Service improvements planned for this year to keep up with growth have already been canceled. Further cuts might include the elimination of some bus routes and the closing of the Sheppard Subway. We have a vision of a growing transit system, but without new funding, thousands of transit riders will be affected.

Before making a decision that will affect every rider on the TTC, we need to hear from you.

What can I do?

From August 27 to September 10, we are asking Torontonians what kind of TTC they want — for today, and for the future. You find our survey online, and on buses, streetcars, and subways. We’ll be handing them out in a station or on a near you.

We haven’t abandoned our vision for better transit, but riders have to choose. We support our transit system so that it is properly funded and able to meet riders’ needs, or we accept a TTC with less and less service? It’s a choice we have to make together.

We need to hear from you. Get the whole story, and tell us what your TTC is to you. Fill out the survey at www.ttc.ca today.

“My TTC is:

the green alternative, and the best way to get to work.”

It is a ride to school, and a senior’s independence. On a typical day, the TTC is The Better Way for over 1.4 million riders.

Survey inside.

www.ttc.ca 416-393-INFO





Transfer to the Future

Toronto is Transit City



Public Consultation

- Streetcar Procurement
 - TTC is purchasing new streetcars, and eventually LRVs for Transit City
 - Public consultation included website, advertising, video, traveling road show
 - June 14-July 31, 2007
 - Over 10,000 responses



Initiatives underway and to come

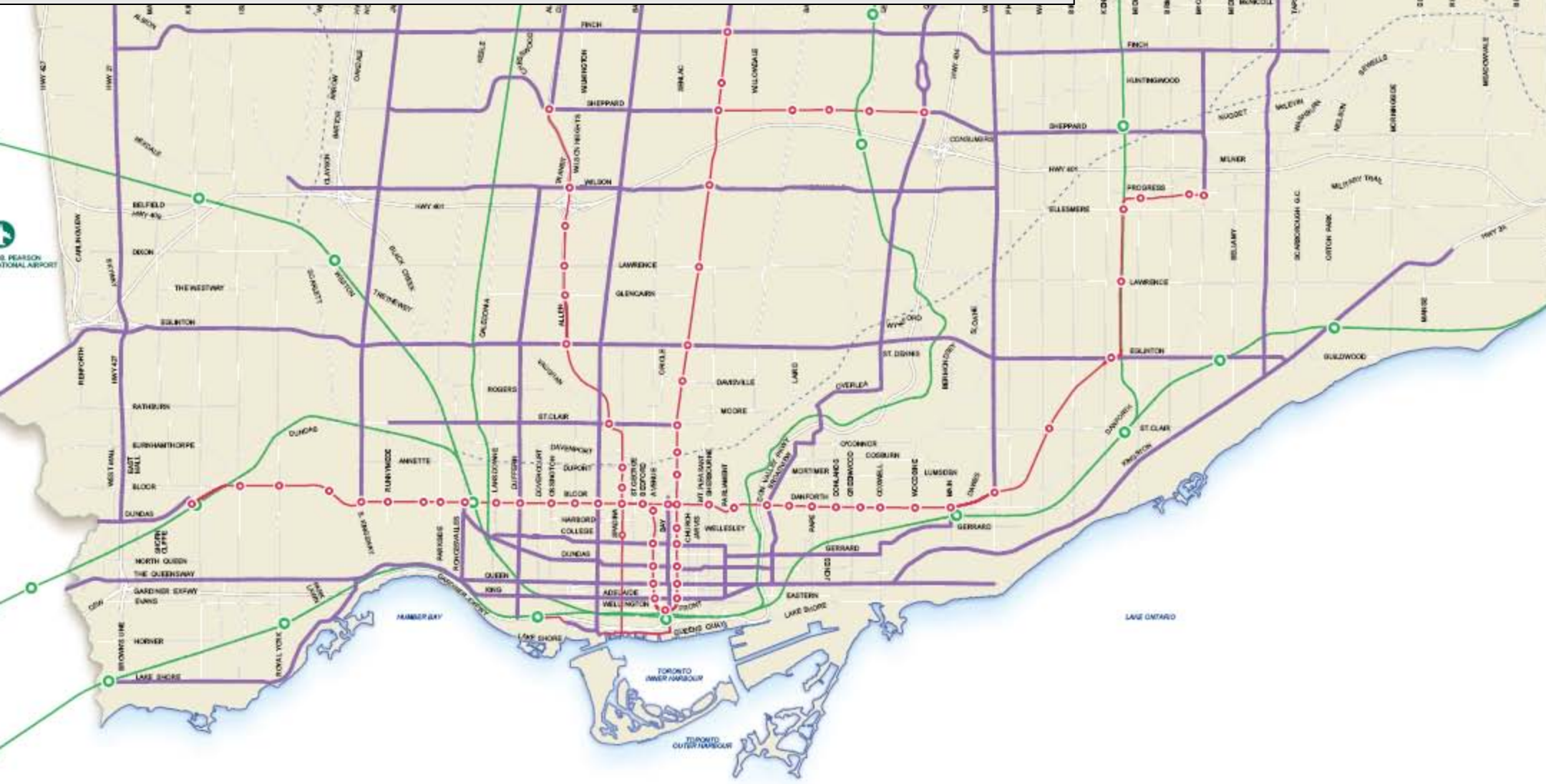
- Green Plan
- Technology plan
 - Blog input
- Streetcar plan
- Transit signal priority
- Automatic Train Control (subway)
- Station modernization
- Transit City



Transit Priority



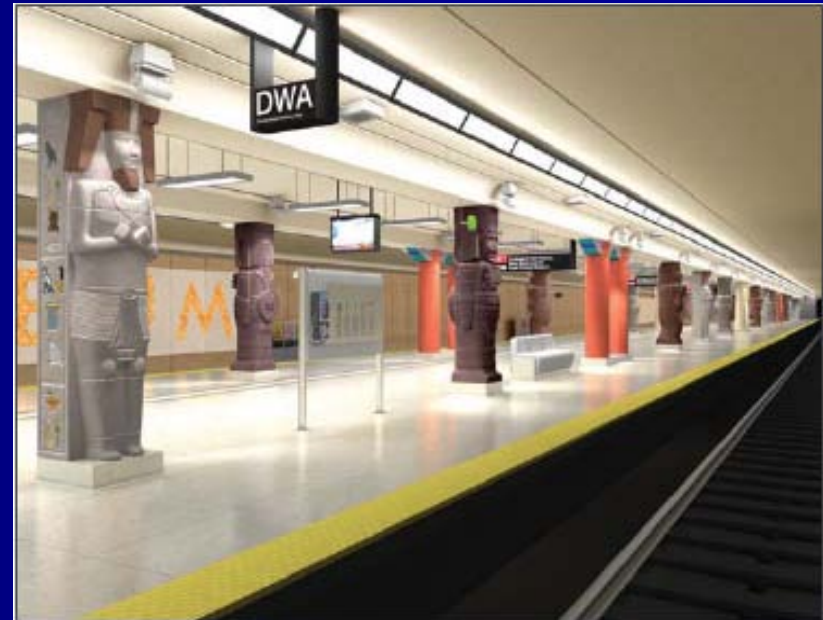
Official Plan: Surface Transit Priority Network



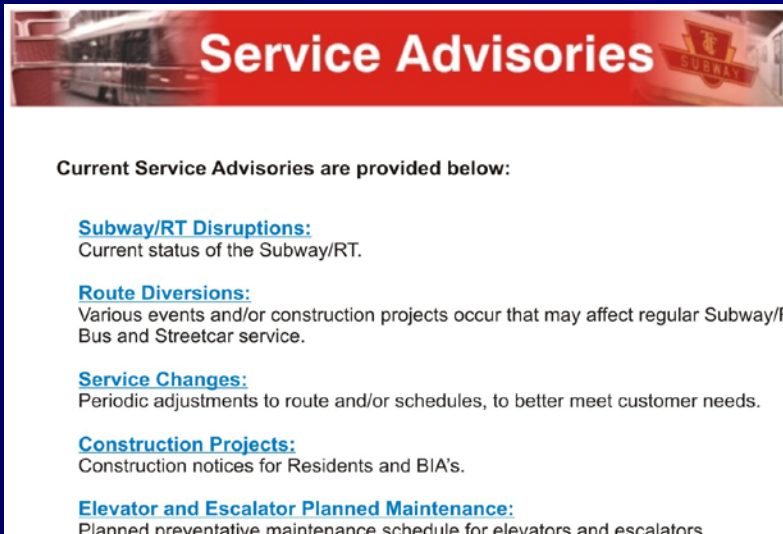
Improving system accessibility



Station Modernization



Rider technology



Service Advisories

Current Service Advisories are provided below:

Subway/RT Disruptions:
Current status of the Subway/RT.

Route Diversions:
Various events and/or construction projects occur that may affect regular Subway/RT Bus and Streetcar service.

Service Changes:
Periodic adjustments to route and/or schedules, to better meet customer needs.

Construction Projects:
Construction notices for Residents and BIA's.

Elevator and Escalator Planned Maintenance:
Planned preventative maintenance schedule for elevators and escalators.

Position	Route	Destination	Min
1	6 Bay S	Queens Quay	1 min
2	6 Bay N	Davenport	2 min
3	65 Parliament N	Wellesley	3 min
4	65 Parliament S	Front	4 min

Environmental Initiatives

TTC's Environmental Policy

The Toronto Transit Commission commits to reduce the environmental impacts from its facility and vehicle operations, and will comply with all legal and applicable requirements.



www.ttc.ca  416-393-INFO

This brochure printed using Bullfrog Power. Bullfrog Power is the first 100% green electricity retailer in Ontario. This brochure is printed on FSC (Forest Stewardship Council) certified paper. FSC-certified paper is an unbroken chain of commitment to better forest practices that tracks wood from well-managed forests through the paper-making process to its arrival at printer. Astrolite PC100 paper contains 100% post-consumer waste recycled paper, printed using soy-based inks to ensure commitment to the environment.



Responsible Purchasing



HAZARDOUS MATERIALS REDUCTION

The reduction and elimination of hazardous materials is controlled through purchasing and disposal processes.

The vehicle specifications for both the Toronto Rocket and the New Low Floor LRT Vehicle restrict the use of hazardous materials.

When purchasing chemicals, health & safety, performance, and environmental impact are evaluated, in addition to cost. By 2007, 55% of the TTC's hazardous materials had been eliminated.



GREEN PROCUREMENT

An environmentally responsible procurement policy was developed as of 2007.

WEBSITE INFORMATION



www.transitcity.ca



www.toronto.ca/environment/greendevlopment.htm

Green Design & Buildings



BUILDING & FACILITY PERFORMANCE

The TTC has established Design Standards for durable building construction and mitigation of construction impacts. Pilot Projects recently approved include a Green Roof and a Cool Roof.

TORONTO GREEN DEVELOPMENT STANDARD

This standard is to be adopted, where feasible, for new construction. The TTC already follows many of the Toronto Green Development Standard requirements in its designs. Where new approaches are required, design standards will be developed using Pilot Projects. The key areas include:

- Improved Air Quality
- Reduced Greenhouse Gas Emissions / Improved Energy Efficiency
- Improved Water Quality and Water Efficiency
- Reduced Solid Waste
- Improved Ecology / Protection of Urban Forest and Reduction of Light Pollution

TTC Environmental Initiatives

2007-09



Ride the Rocket.



