TTC SURFACE TRANSIT REQUIREMENTS GUIDE FOR DEVELOPERS

TTC Submission Requirements Regarding Surface Transit for Developments

Table of Contents

1.0 Introduction

2.0 Transit Stops

3.0 Transit Shelters

4.0 Wheel-Trans Service

5.0 Transit Priority Measures

1.0 Introduction

The following describes the TTC's guidelines for surface transit facilities on development sites. Note that the following is guidance and the TTC may require different facilities appropriate for the site context. The TTC may also request new bus stops or relocate existing stops to the frontage of a development site consistent with our Service Standards and other technical guidelines.

Following this guidance will help expedite the TTC's review and minimize delays to application approval.

If you have any questions regarding the guidance below, please reach out to DevelopmentReview@ttc.ca.

2.0 Transit Stops

Applicants are required to show all transit stops on the frontage of their site on all architectural and landscape plans. At all stops, applicants are required to provide a level concrete platform that is clear of obstructions and at least 16 metres in length and 2.4 metres in width from the curb as per City standard drawing T-310.010-8. This is required to provide adequate room to operate the accessible ramp on our buses, and to accommodate both our standard and articulated buses. At stops with high bus and/or passenger volumes, the TTC may require a larger stop at its discretion. The TTC may, at its discretion, require a bus bay or layby on the frontage of the site where appropriate.

For visibility and safety reasons, no trees should be placed within 2.4 metres of the edge of the road, for a distance of 20 metres on the approach to a transit stop marker.

Where a bus stop is located adjacent to a cycling lane (or a future cycling lane identified in the City of Toronto's Cycling Network Plan), a raised platform that integrates the bus platform within the cycling lane may be required.

Where streetcars operate**,** applicants are required to construct a curb cut consistent with City Standard drawing T-310.030-10 positioned 10 metres upstream from the stop marker in order to provide accessible access between the sidewalk and streetcars. If there is an existing curb cut, it must be clearly indicated on the drawing and be unobstructed or a new curb cut must be provided as per the guidance above.

3.0 Transit Shelters

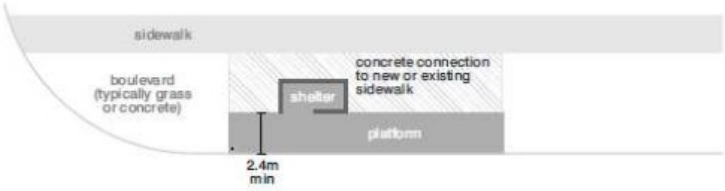
Applicants should also ensure that there is adequate space for a full-sized enclosed transit shelter at each stop location and demonstrate the existing or proposed location on their architectural and landscape plans. A full-sized shelter is roughly 1.75 metres wide and 3.5 metres long. See below for acceptable shelter configurations. Note that City of Toronto policy states that a 2.1-metre pedestrian clearway must be maintained around the transit shelter.

While TTC will comment on placement of shelters, please note that the City of Toronto Street Furniture Unit is responsible for approving shelter locations.

Type A - Most Preferred

Platform separate from sidewalk

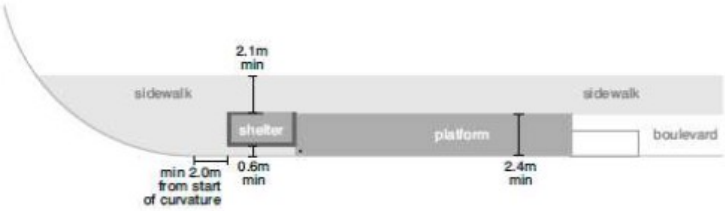
Note: The configuration of the connection between the bus pad and the sidewalk will depend on site specific conditions.



Type B

Shelter after platform

Separate Platform and Pedestrian Clearway With Shelter Downstream of Platform



4.0 Wheel-Trans Service

Transportation Impact Studies should demonstrate where and how Wheel-Trans vehicles will pick up and drop off passengers on the site.

Where an internal pick-up / drop-off area is proposed, a 10-metre wall-to-wall radius is generally required. Should the full 10-metre radius not be provided, the applicant must prove that the vehicle can still circulate the site safely. If Wheel-Trans access is to be accommodated on-site, a swept path analysis should be provided for a 7-metre Wheel-Trans Promaster vehicle. A swept path analysis is required to confirm that the circulation path of the vehicle is safe and realistic.

Where it is not possible to accommodate this vehicle on-site, the applicant can accommodate service on-street, provided that the on-street pick-up / drop-off location:

- Is not a busy roadway (unless it is in a 3 metre wide layby that has a 11 metre entry taper, 9 metre tangent, and 8 metre exit taper as well as a curb cut consistent with City Standard drawing T-310.030-10 within the exit taper);
- includes a hard surface 2.1 metres wide and 2.4 metres deep connected to (or part of) the sidewalk to accommodate side-door loading;
- is within 70 metres of an accessible building entrance; and
- has a clear line of sight to the accessible building entrance (this is to ensure that operators do not leave their vehicle and passengers unattended).

5.0 Transit Priority Measures

The TTC may, at its discretion, require transit priority measures such as transit signal priority, queue jump lanes, or bus bays. These measures are aimed at mitigating delays to transit service as a result of increased traffic from a development.