

## Toronto 1970





## Toronto 2023





## York University 1970s (?)



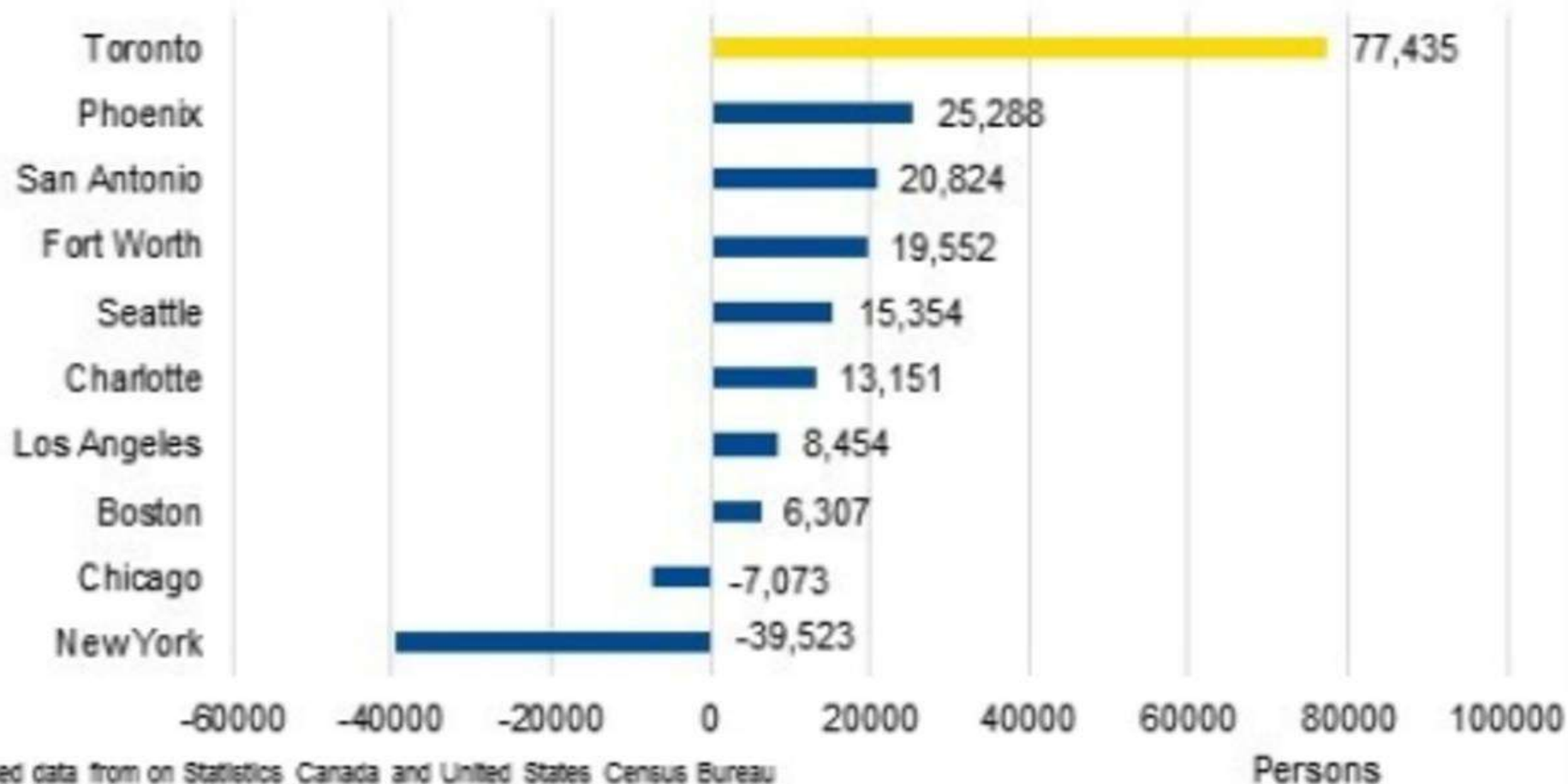


# York University 2019 (!)





**Figure 3: Numeric Population Growth in the City of Toronto and Selected American Central Cities, 12 Months Ending July 1, 2018**



**Our landscape is changing, and we need to adapt.**





0.19 - 0.69  
1.38 - 1.60  
2.07 - 2.31  
2.75 - 2.98  
3.49 - 3.75  
4.43 - 4.93  
6.86 - 9.77  
(t/capita/year)

Annual per-capita residential GHG emissions from **all transportation**



6.86-9.77 tonnes

0.00  
0.02  
0.04  
0.06  
0.08  
0.10  
(t/capita/year)

Annual per-capita residential GHG emissions from **transit alone**



0.10 tonnes

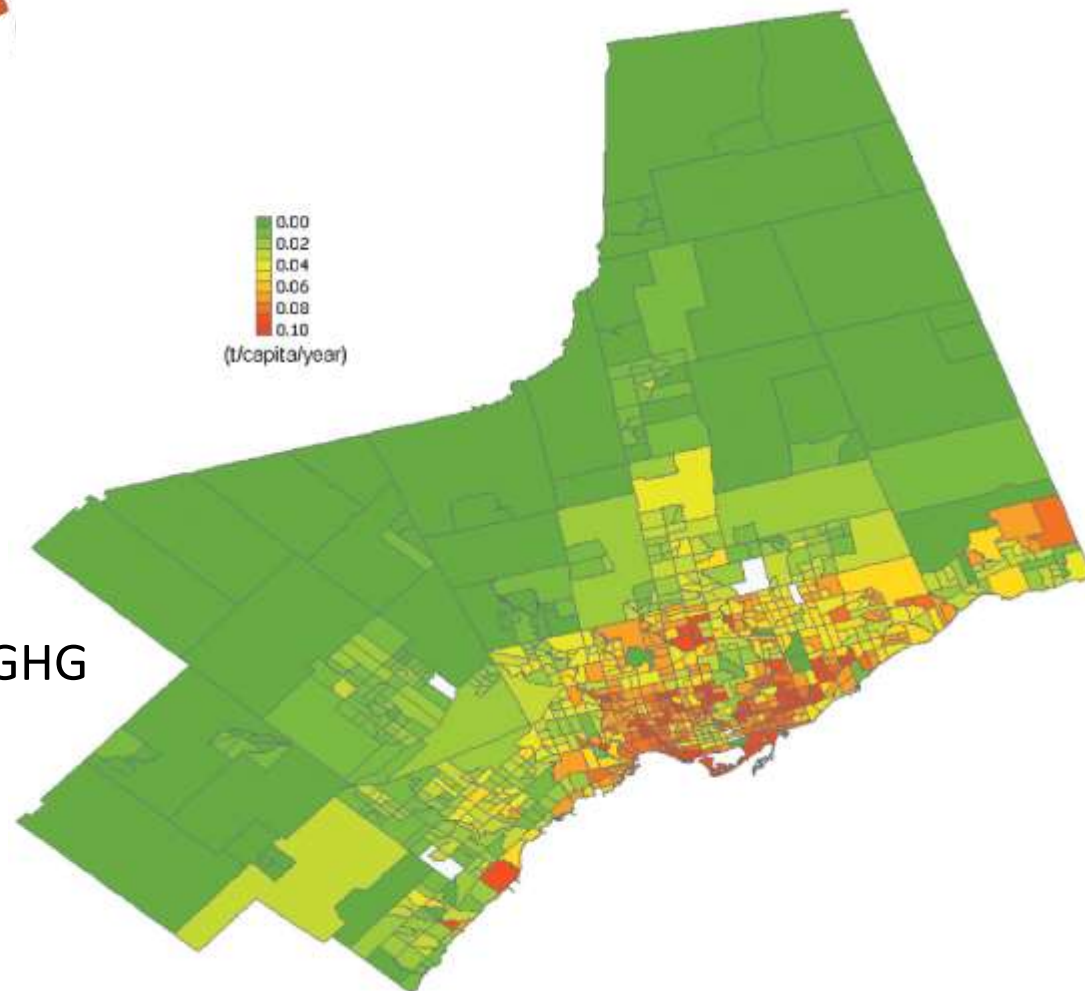
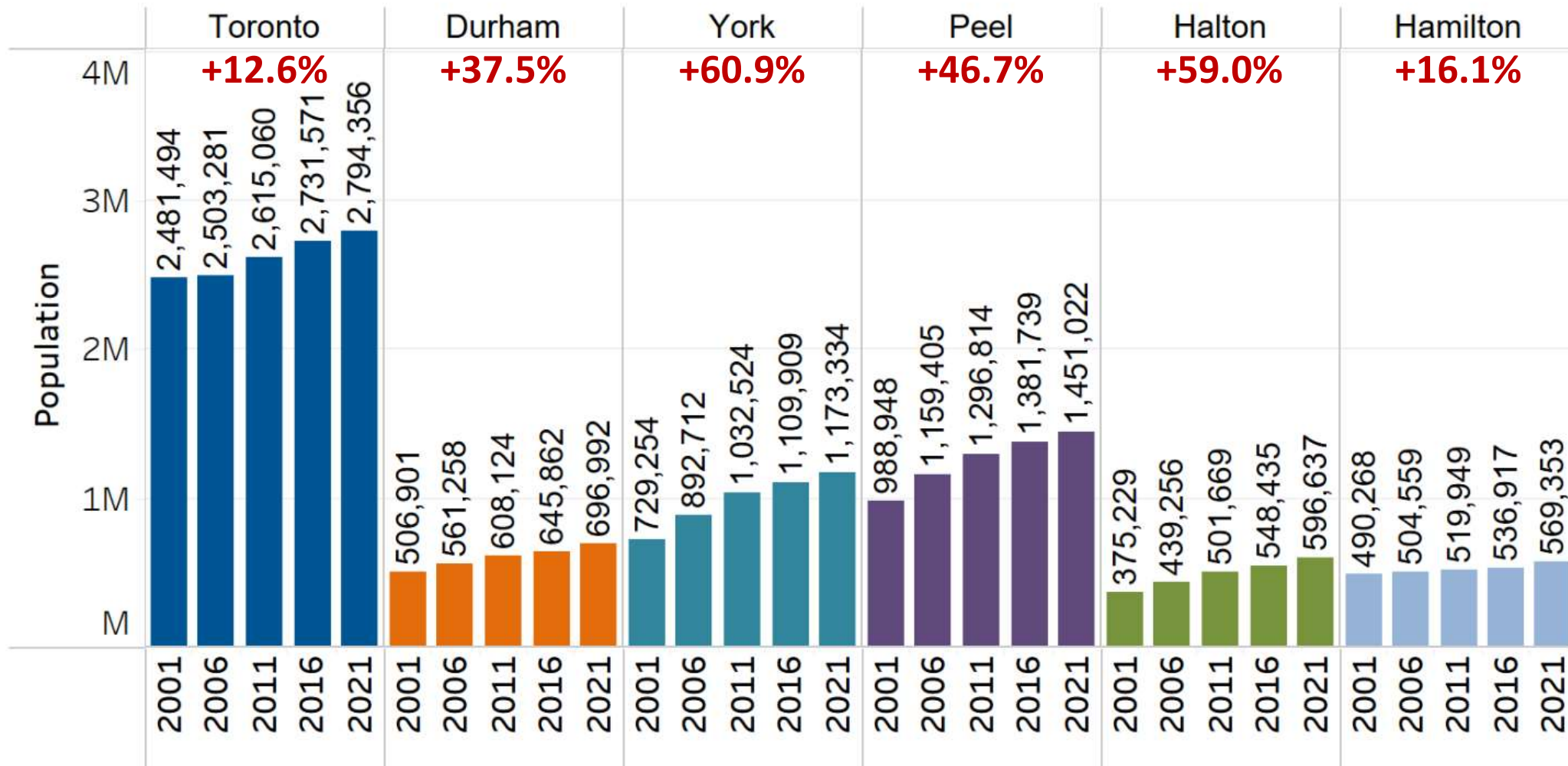


Figure 3: Population by Municipality, 2001-2021, Greater Toronto and Hamilton Area

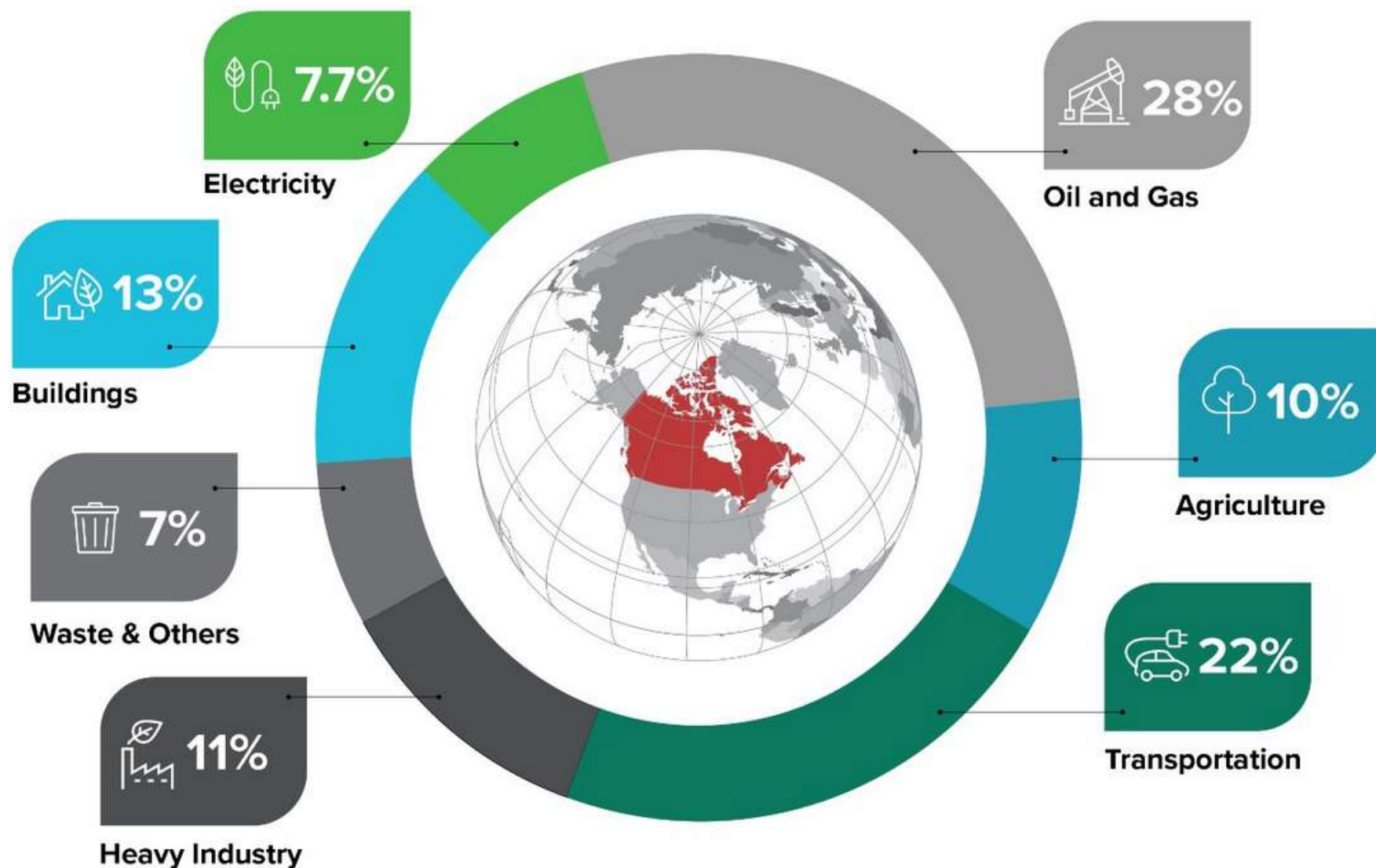


Source: Statistics Canada, Censuses 2001 – 2021

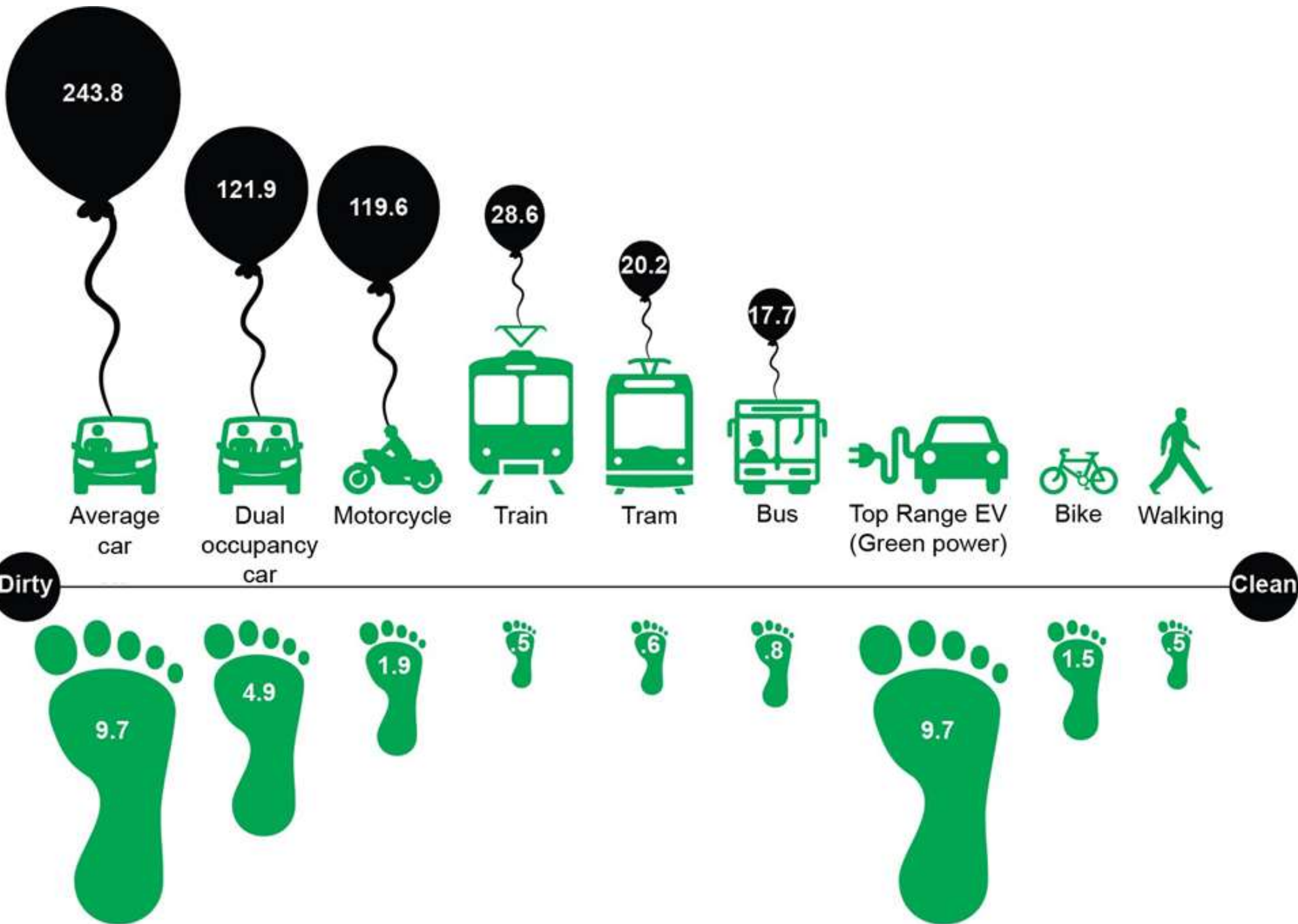


## Where Canada's greenhouse gas emissions come from

Canada's GHG Emissions by Economic Sector (2021)











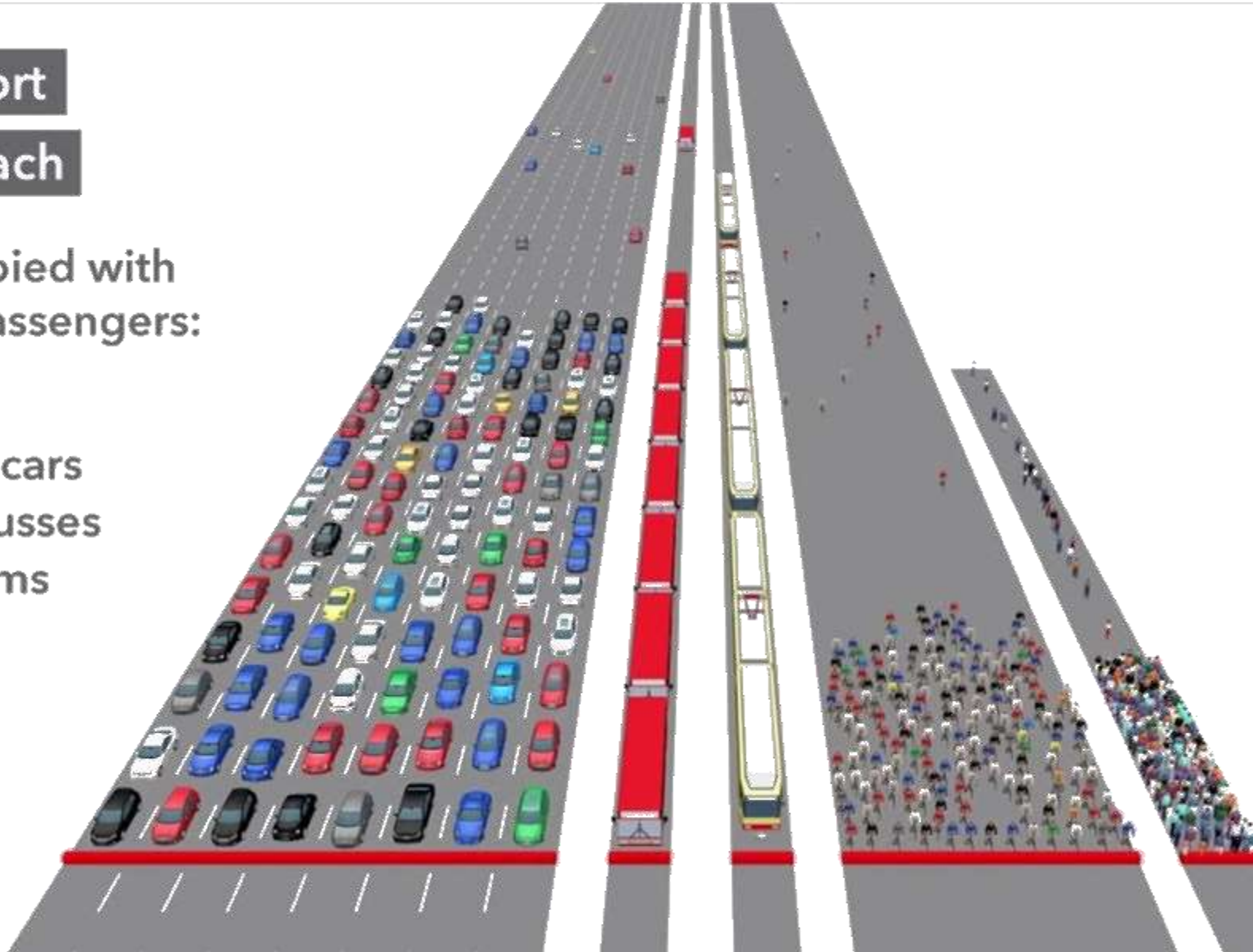
**Transit isn't optional.**



5 modes of transport  
with 200 people each

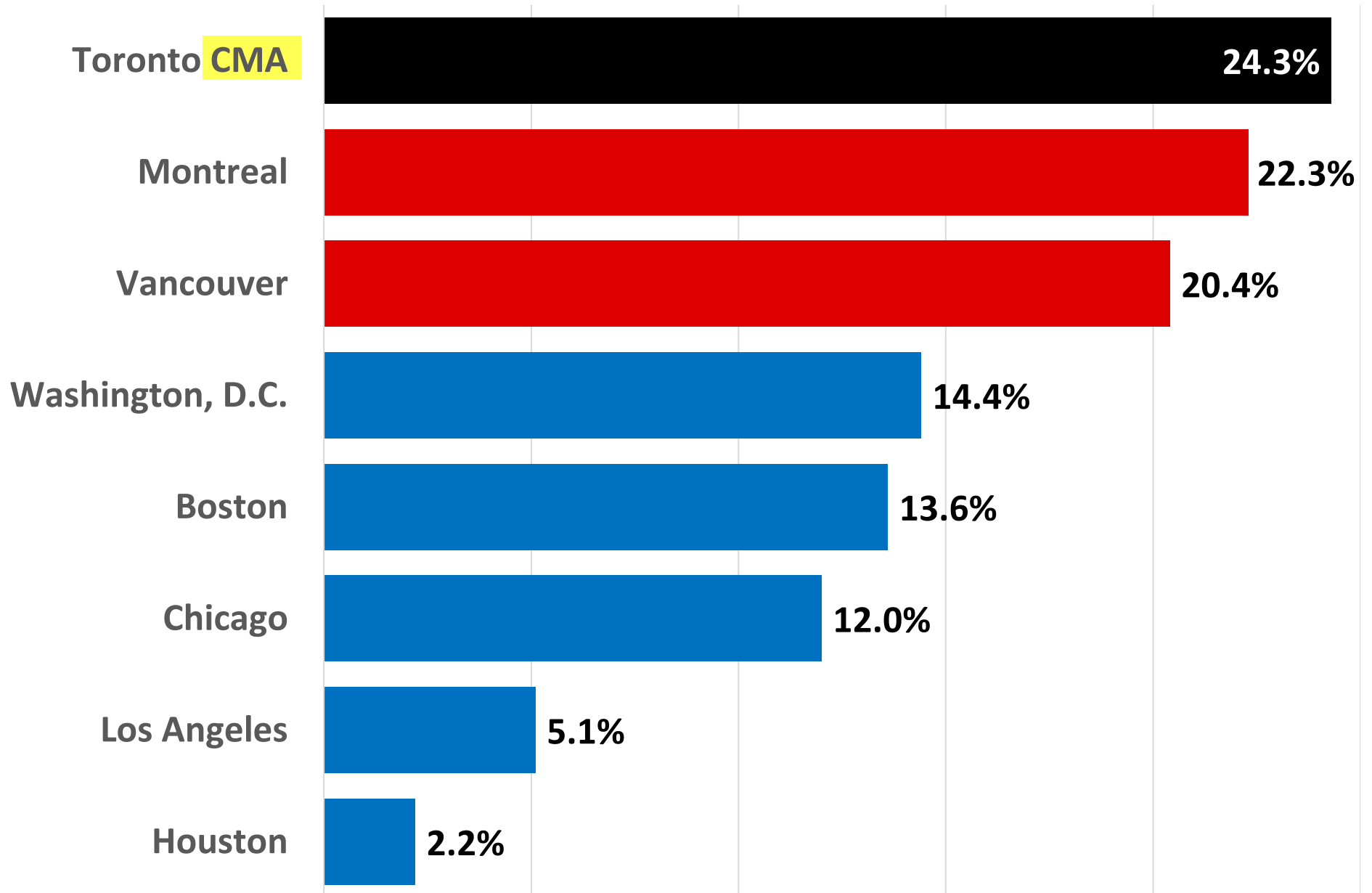
The vehicles are occupied with  
a typical number of passengers:

- 1.5 people in 133 cars
- 20 people in 10 busses
- 40 people in 5 trams
- 200 bikes
- 200 pedestrians



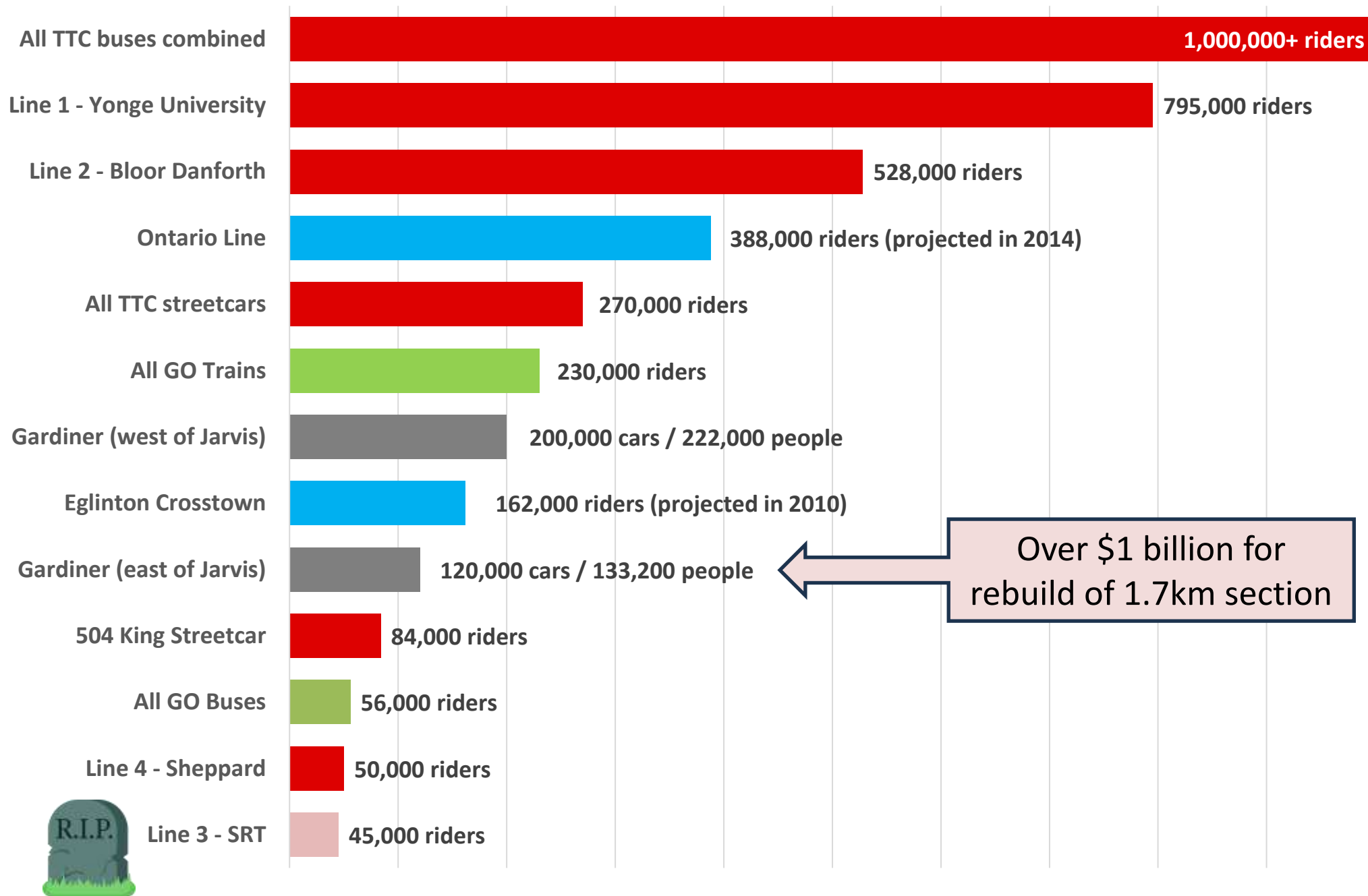
Toronto is < 1.1 people  
per car during rush hour  
(180+ cars for 200 people)

# Public Transit Commuter Mode Share (2016)

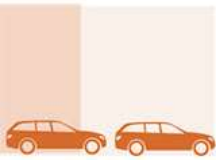




# Approximate Daily Ridership (2019)



# How many people fit?



PRIVATE MOTOR VEHICLES  
600–1,600/HR



MIXED TRAFFIC WITH FREQUENT BUSES  
1,000–2,800/HR



TWO-WAY PROTECTED BIKEWAY  
7,500/HR



DEDICATED TRANSIT LANES  
4,000–8,000/HR



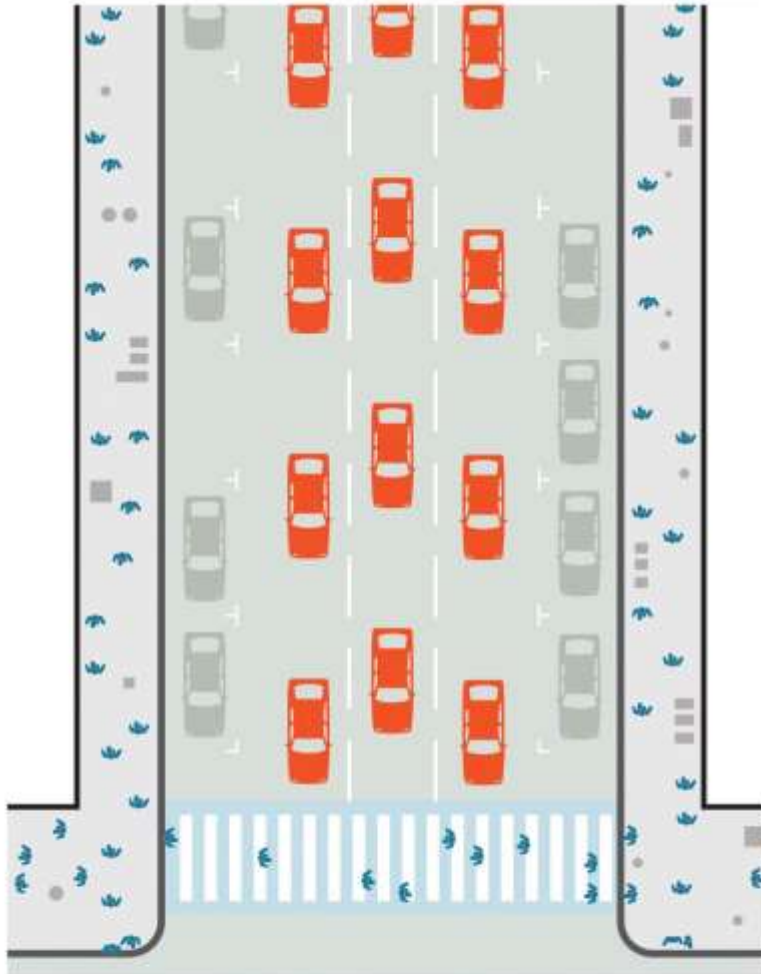
SIDEWALK  
9,000/HR



ON-STREET TRANSITWAY, BUS OR RAIL  
10,000–25,000/HR



Car-Oriented Street

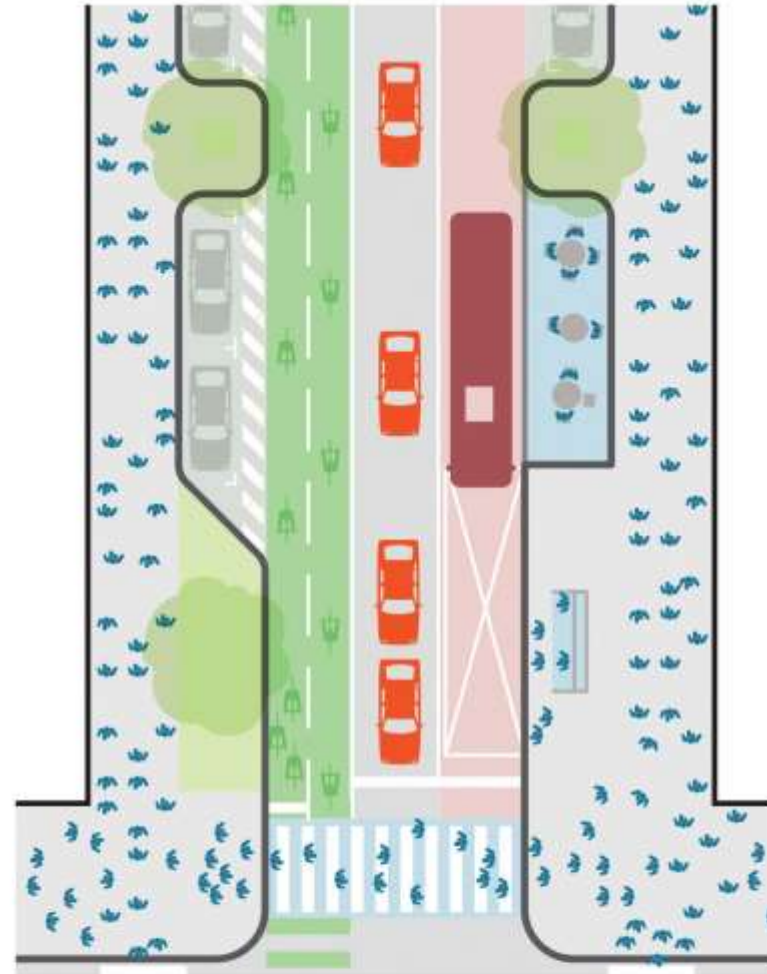


Hourly Capacity of a Car-Oriented Street

	4,500/h	x2	9,000 people/h
	1,100/h	x3	3,300 people/h
	0	x2	0 people/h

**12,300 people per hour**

Multimodal Street



Hourly Capacity of a Multimodal Street

	8,000/h	x2	16,000 people/h
	7,000/h	x1	7,000 people/h
	6,000/h	x1	6,000 people/h
	1,100/h	x1	1,100 people/h
	0	x1	0 people

**30,100  
people  
per  
hour**

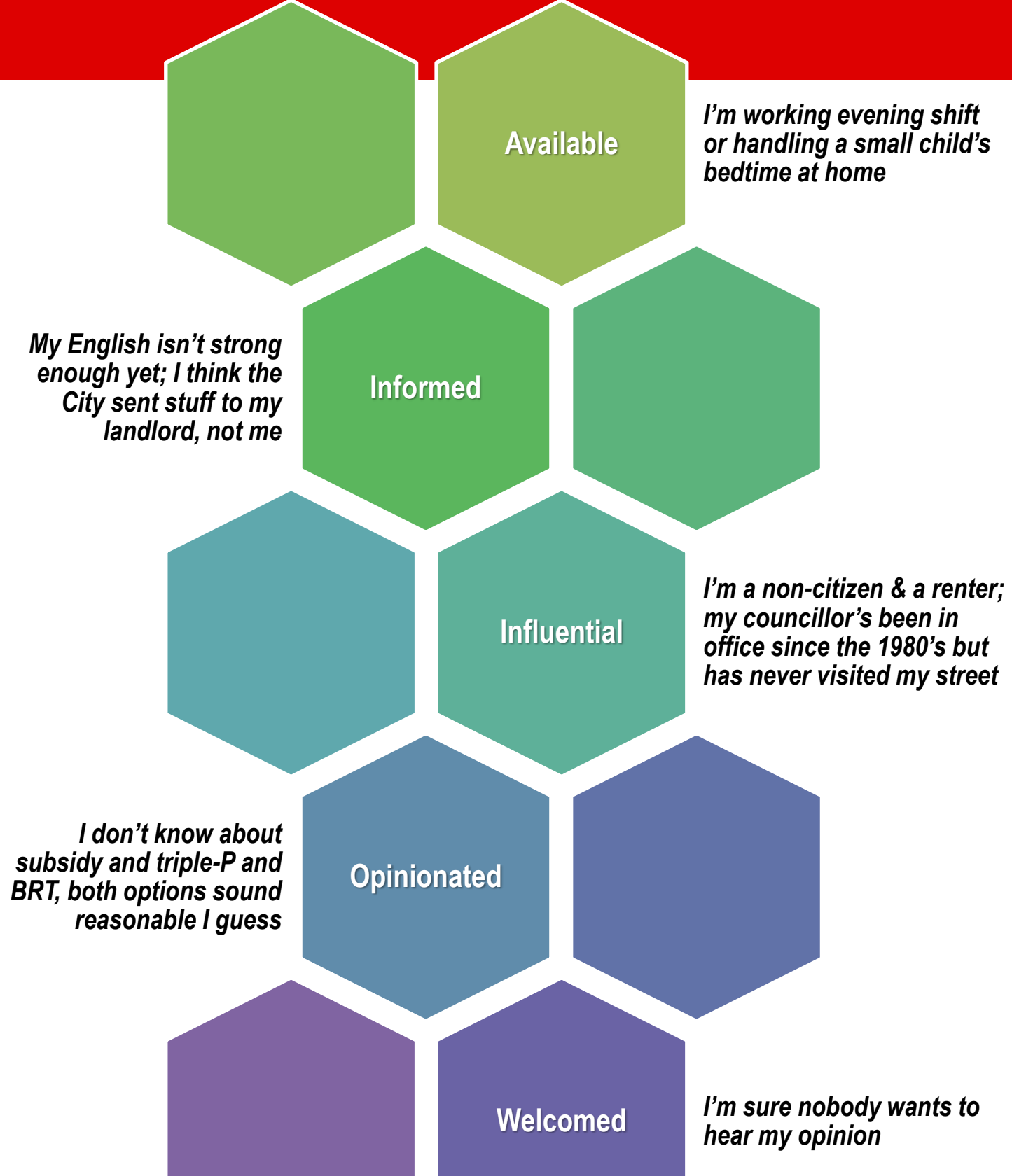
# The public has a right to participate







## But who is participating?





## Fare Policing

“Despite making up 8.8% of the total population of Toronto, Black people accounted for 19.2% of total enforcement incidents. Indigenous people, who comprise less than 1% of the population, accounted for 3% of the total incidents.” - [CBC](#)

“Incidence rates that were 3.1 times higher for Indigenous individuals and 1.95 times higher for Black individuals than white.” - [BlogTO](#)

The [assessment](#) was commissioned by the TTC and conducted by two University of Toronto researchers who examined statistics from more than 120,000 interactions between TTC officers and passengers between 2008 and 2018. The data consisted of charges and cautions related to fare inspections as well as safety and security incidents.

### TTC enforcement rate

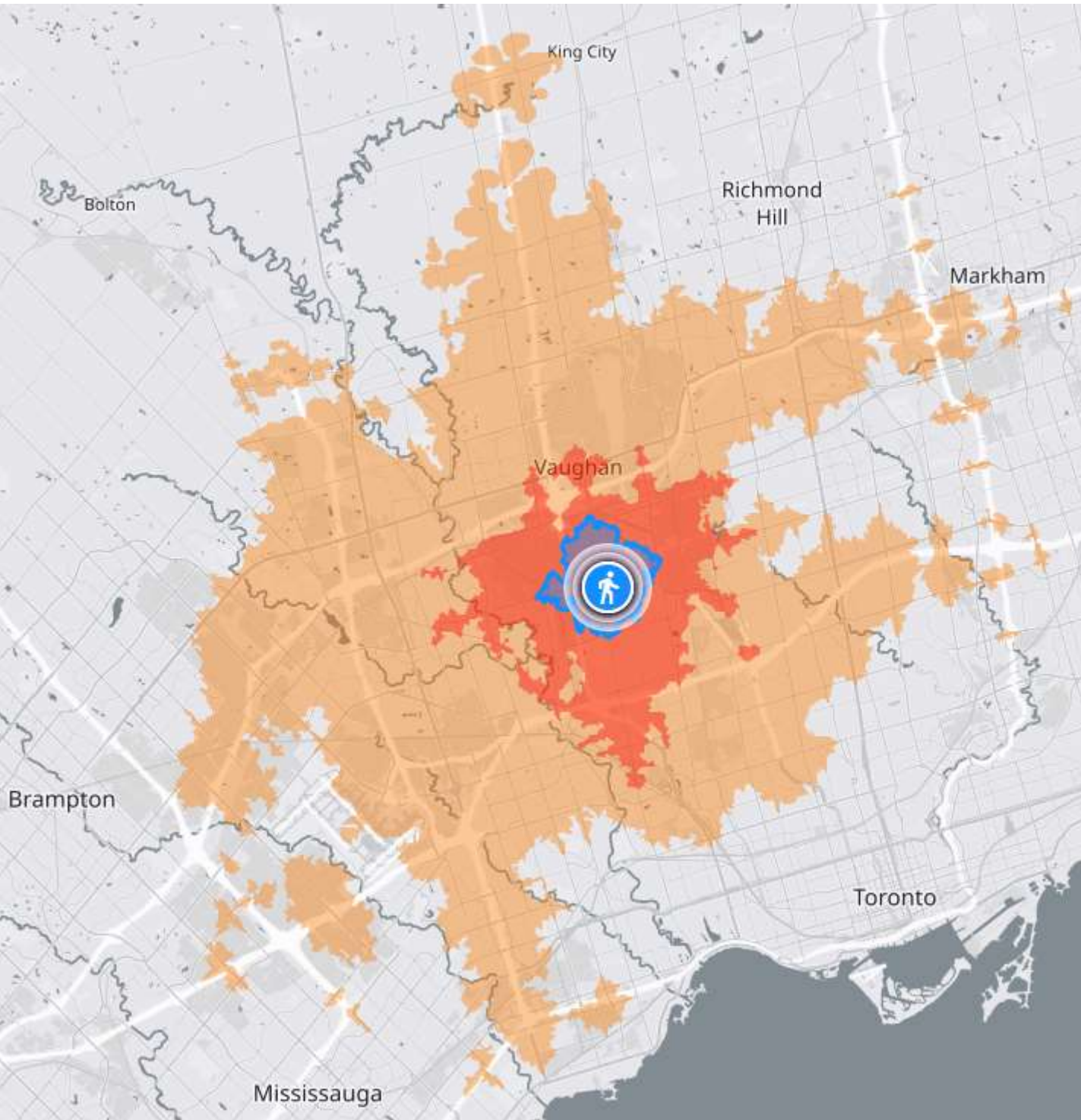
Enforcement officers disproportionately stopped more Black and indigenous riders between 2008 and 2018.

● Enforcement rate per 100,000 people



SOURCE: TTC RACIAL EQUITY IMPACT ASSESSMENT

- [Toronto Star](#)



**How far can you get  
in 30 minutes at 8 AM  
on a Monday?**  
**Walking – Transit – Car**

Build your own later:  
[app.traveltime.com](http://app.traveltime.com)  
(works on your phone)

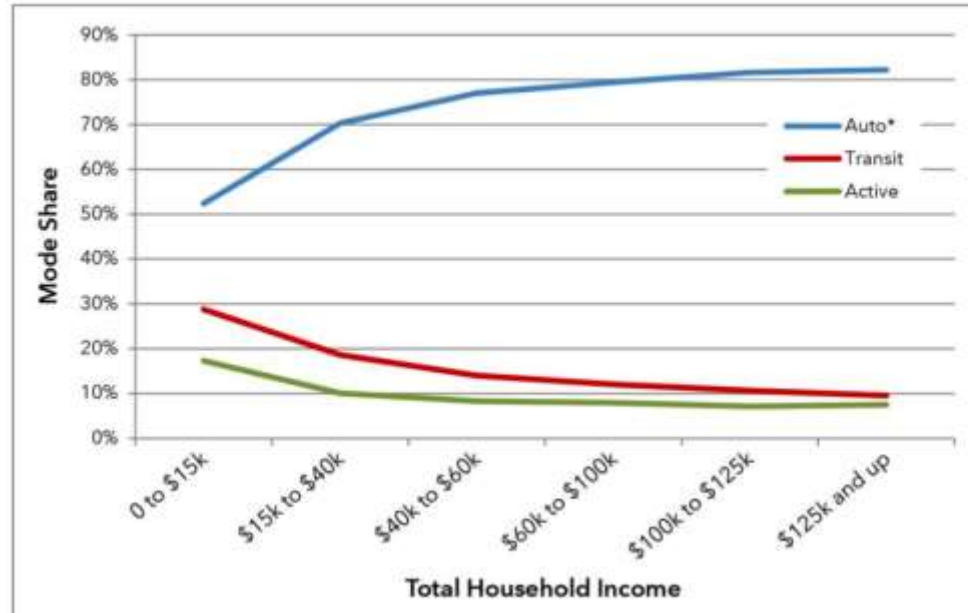


# More transit is necessary for the city to thrive





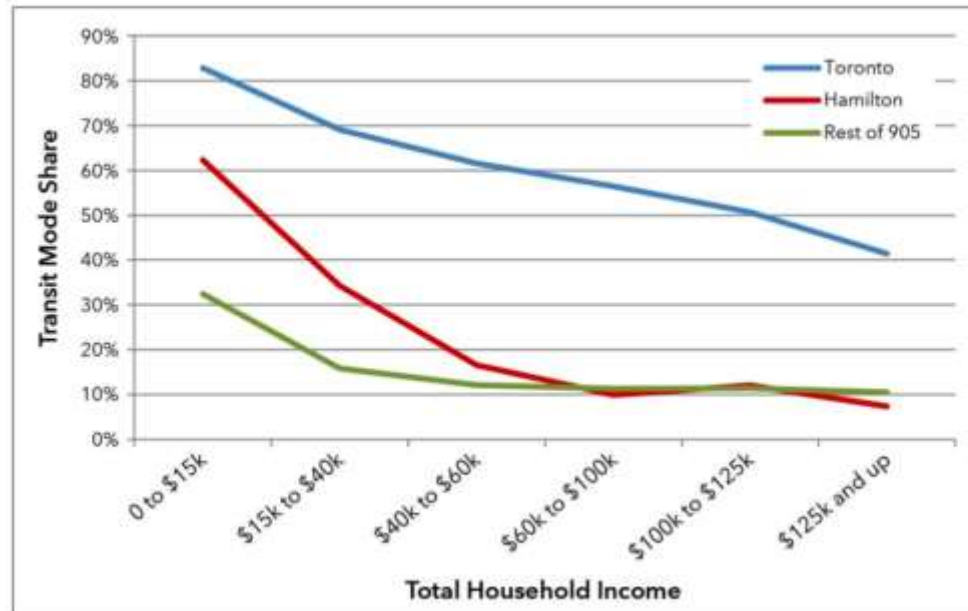
**Figure 2: Overall mode share by total household income in the GTHA**



\*Includes auto driver and auto passenger.

Source: University of Toronto Data Management Group, 2016 Transportation Tomorrow Survey.

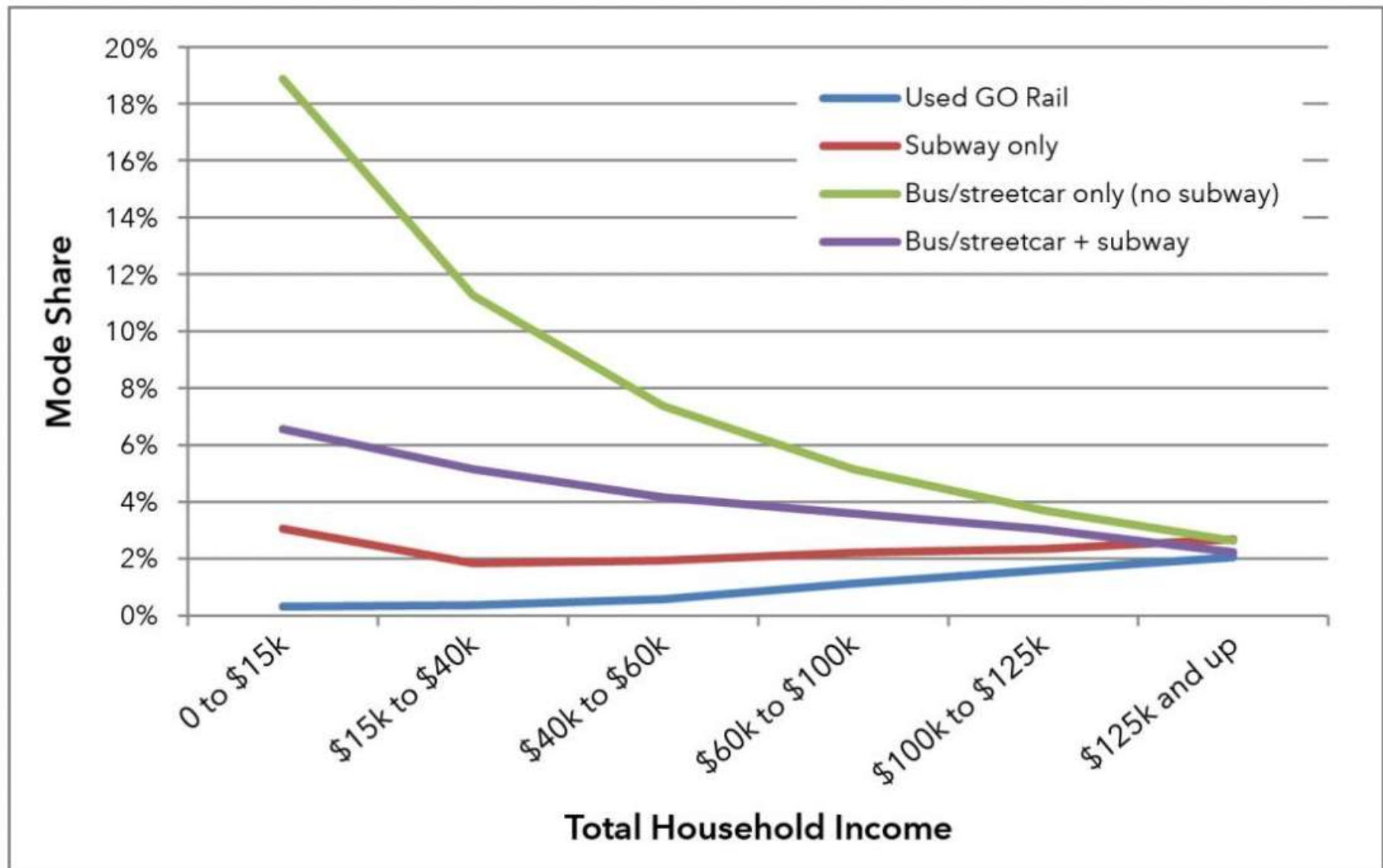
**Figure 3: Transit mode share by total household income for different municipalities in the GTHA**



Source: University of Toronto Data Management Group, 2016 Transportation Tomorrow Survey.



**Figure 4: Transit mode share by total household income in the GTHA**



Source: University of Toronto Data Management Group, 2016 Transportation Tomorrow Survey.

## Other factors to consider

