



MONASH
University

Department of Transport, Victoria

Monday 10th October 2022

Working Seminar: Using Pragmatic Strategies to Legitimise Implementation

Dr James Reynolds, Professor Graham Currie
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Monash Institute of Transport Studies
Monash University, Australia



PUBLIC TRANSPORT
RESEARCH GROUP



MONASH
INSTITUTE OF
TRANSPORT
STUDIES



Agenda

Introduction

Context

Legitimacy

Pragmatic Strategies

Workshop

Review and close



Using Pragmatic Strategies to Legitimise Implementation

How to get (possibly controversial)
transport projects done...

...in the real-world (of political,
institutional and public opposition)



Dr Taru Jain
Manager, Transport Research
Department of Transport
Victorian Government



Dr James Reynolds
Public Transport Research Group (PTRG)
Institute of Transport Studies (ITS)
Civil Engineering Monash University



Professor Graham Currie
Public Transport Research Group (PTRG)
Institute of Transport Studies (ITS)
Civil Engineering Monash University

The rest of this workshop is structured as follows:

Context

Legitimacy

**Pragmatic
strategies**

Workshop

**Review and
close**

The screenshot shows a Miro board titled "Legitimacy Workshop". The board contains three slides, each with a green header and white body. The first slide is titled "1. Examples of challenging situations / projects" and has a yellow sticky note with the text "1. Sydney Road, Brunswick and Colong". The second slide is titled "2. Has anyone tried some of these pragmatic strategies?" and lists three approaches: Approach A (Build legitimacy before implementation), Approach B (Avoid impacts on other road users), and Approach C (Build legitimacy through implementation). Each approach has sub-points and is accompanied by a set of colored sticky notes. The third slide is titled "3. Are you inspired to try some of these pragmatic strategies? Which & how?" and also lists the same three approaches with sub-points and sticky notes.

1. Examples of challenging situations / projects

1. Sydney Road, Brunswick and Colong

2. Has anyone tried some of these pragmatic strategies?

Approach A: Build legitimacy before implementation
A1: Technical enquiry A2: Transport planning A3: Public process / hearings

Approach B: Avoid impacts on other road users
B1: Grade separation B2: Add capacity B3: Subservience

Approach C: Build legitimacy through implementation
C1: Bottom-up and incremental C2: Pop-ups C3: Trials

3. Are you inspired to try some of these pragmatic strategies? Which & how?

Approach A: Build legitimacy before implementation
A1: Technical enquiry A2: Transport planning A3: Public process / hearings

Approach B: Avoid impacts on other road users
B1: Grade separation B2: Add capacity B3: Subservience

Approach C: Build legitimacy through implementation
C1: Bottom-up and incremental C2: Pop-ups C3: Trials

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Technical answers are known, but implementation is hard



Source: Yarra Trams (2014)

Agenda

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Review and close



Many good reasons to improve our transport systems...

space required to transport 60 people



car



bus



bicycle

(Poster in city of Muenster Planning Office, August 2001) Credit: PressOffice City of Munster, Germany

Source: City of Munster (1991)

...but implementation is difficult

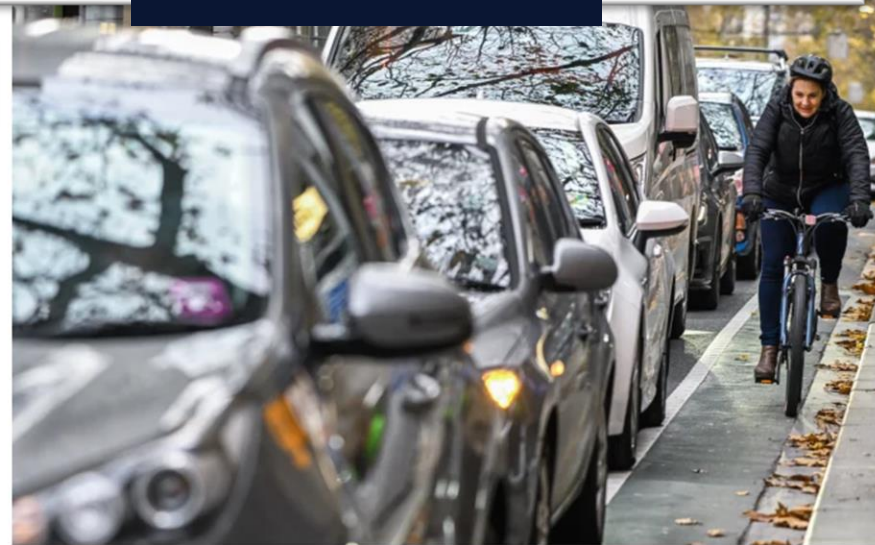
No more new bike lanes for CBD after council cops complaints

THE  AGE

Greens councillors favour cyclists over accessible tram 'super stops' in Melbourne's north



Source: Jacks (2018)



Cyclists make their way along a narrow bike lane along Collins Street. JOE ARMAO

Source: Waters (2022)

Many different types of legitimacy

**Greens councillors favour
cyclists over accessible
tram 'super stops' in
Melbourne's north**



Source: Jacks (2018)



Disability Discrimination Act 1992

No. 135, 1992

- *normative legitimacy*
the law requires accessible tram stops
- *legitimacy through reasonableness*
unreasonable there is no wheelchair access
- *legitimacy as trust*
engineers recommend a platform stop
- *sociological legitimacy*
widespread support for DDA compliance
- *legitimacy through consent*
voted on by our political representatives
- *unconditional duty*
cyclists must always have a bike lane(?)
- *conditional normative support (NIMBYism)*
I agree with the idea of DDA compliance,
but not without a bike lane...
....or the loss of on-street parking

Legitimacy framework:

Mapping legitimacy through time:

1. Starting point

What is provided = what is legitimate

2. Proposal to increase amount

Increases amount that is legitimate

3. Implementation

What is provided = what is legitimate

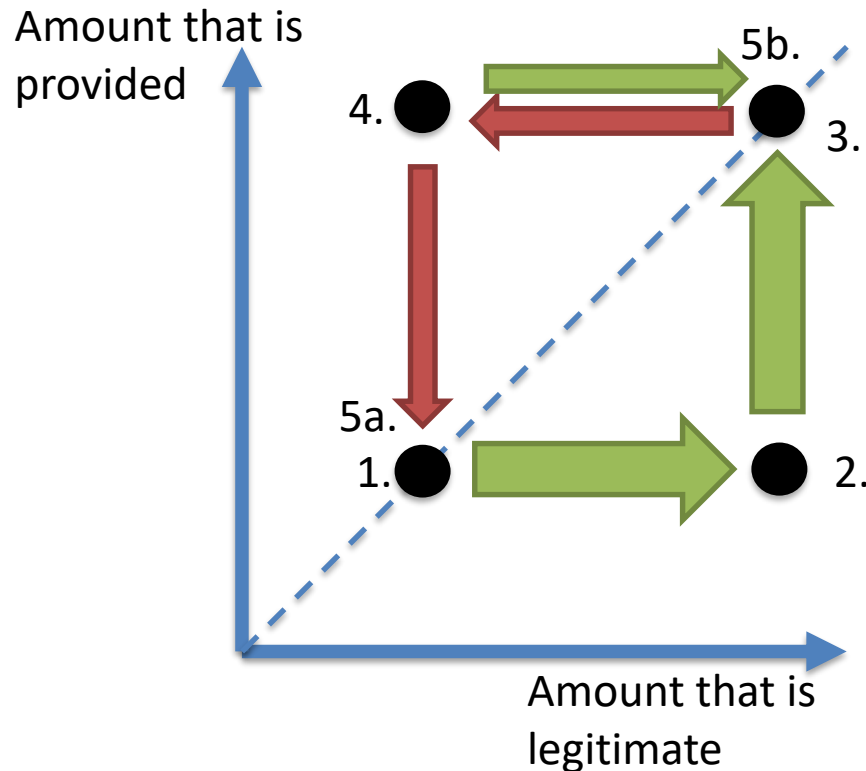
4. Complaints, protest

Decreases amount that is legitimate

5a. Failure, removal

5b. Success, retention

What is provided = what is legitimate



Legitimacy framework: Nicholson Street DDA compliance



Amount that is
provided

Safety
zone

1.

Safety
zone

Amount that is
legitimate



Legitimacy framework: Nicholson Street DDA compliance



Amount that is provided

Safety zone

1.

Safety zone

Level boarding

Amount that is legitimate



Legitimacy framework:

Nicholson Street DDA compliance

Consultation Report

Route 96 Nicholson Street

Tram Stop Upgrades Project

Nicholson Street tram stop upgrades feedback form

We'd like your feedback so we can make improvements to your journey.

1. Do you (select)

☐ Live in the

☐ Regularly

2. How often do you

☐ Every day

☐ Once or twice

☐ Less than once

6. As part of the Nicholson Street tram stop upgrades, tram stops 11 - 15 and 23 - 25 will become fully accessible to passengers using wheelchairs, prams and other mobility aids. Improvements also include the installation of passenger information displays, shelter, seating and lighting.

In thinking about these improvements to your local tram stop, do you agree or disagree with the following?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I would feel safer waiting for trams in the upgraded tram stop.					
I would feel safer boarding and alighting trams from the upgraded tram stop.					
The tram stop upgrade would improve the quality of my travel experience.					
The tram stop upgrade would make it easier for me to travel to and from where I need to go.					

Amount that is provided

1. ●  ● 2.

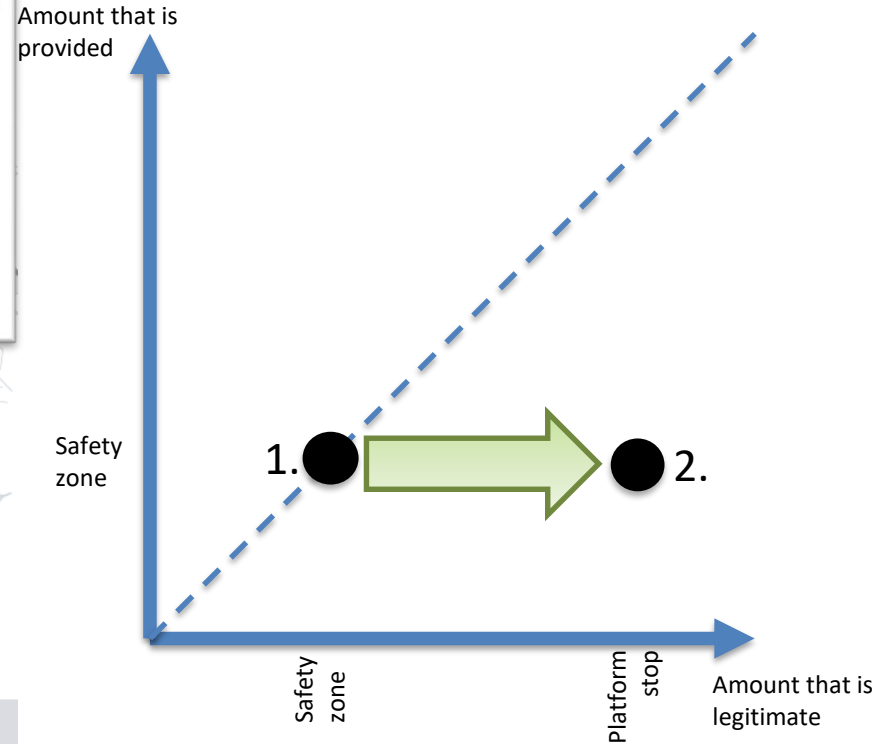
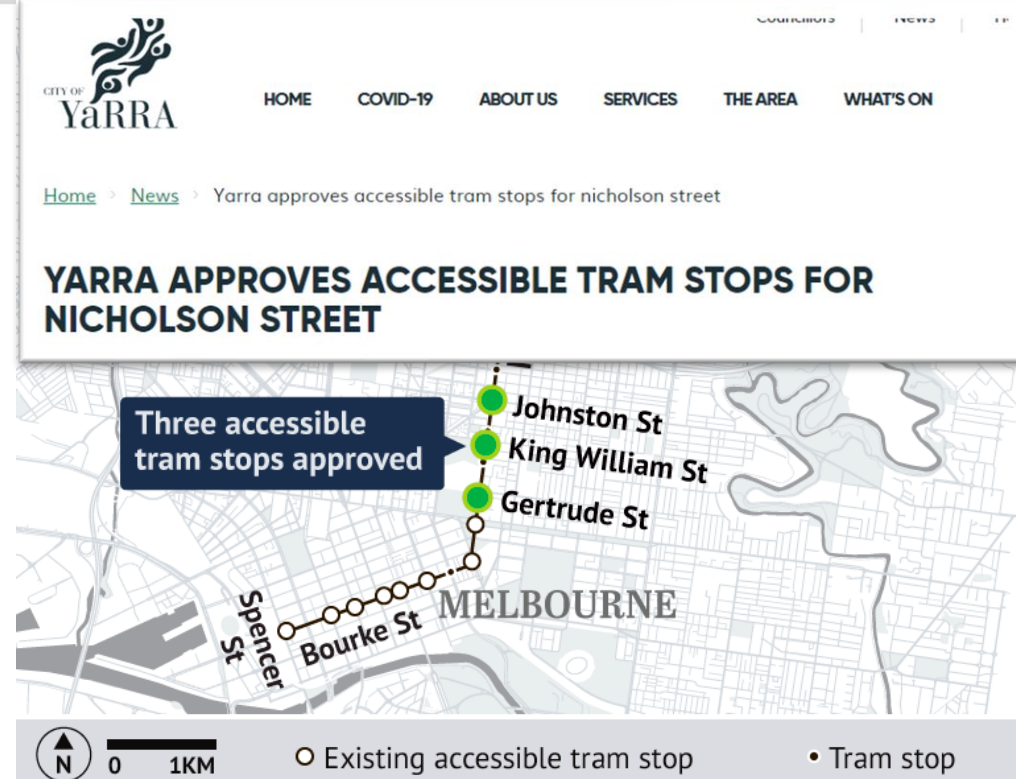
Safety zone

Platform stop

Amount that is legitimate

Legitimacy framework:

Nicholson Street DDA compliance





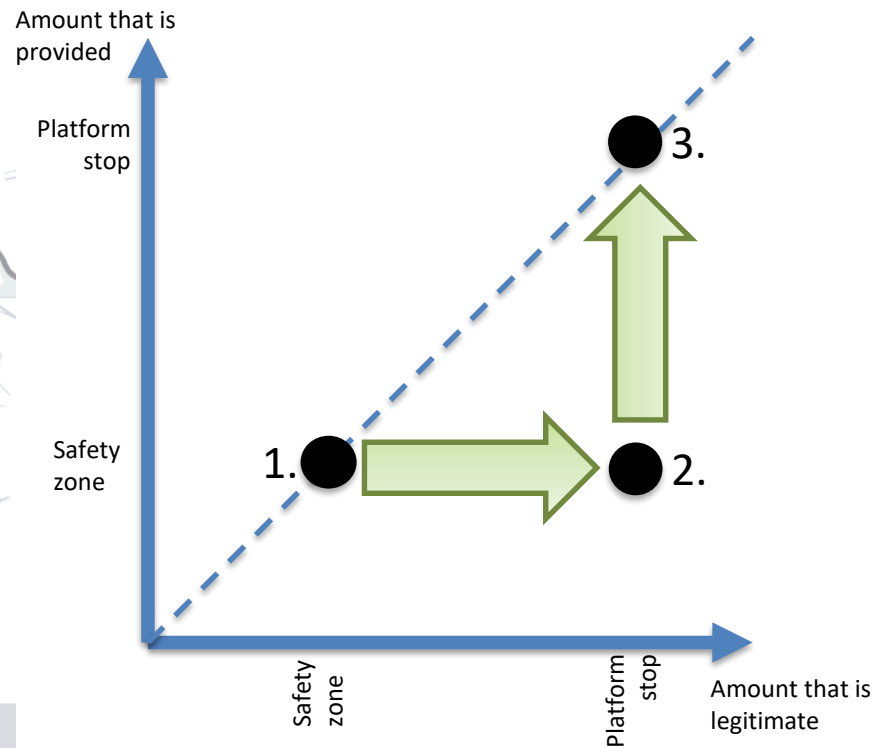
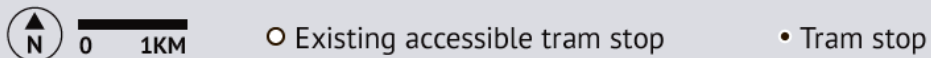
Three accessible tram stops approved

Johnston St
King William St
Gertrude St

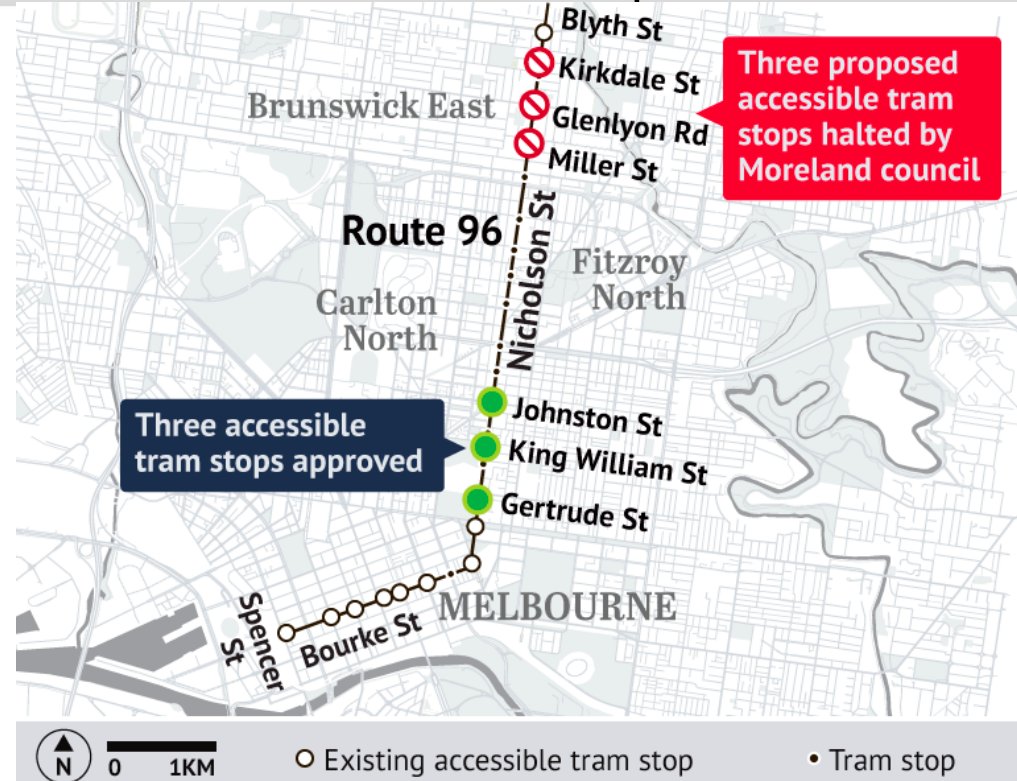
Spencer St

Bourke St

MELBOURNE



Legitimacy framework: Nicholson Street DDA compliance



...meanwhile... in the north

Amount that is provided



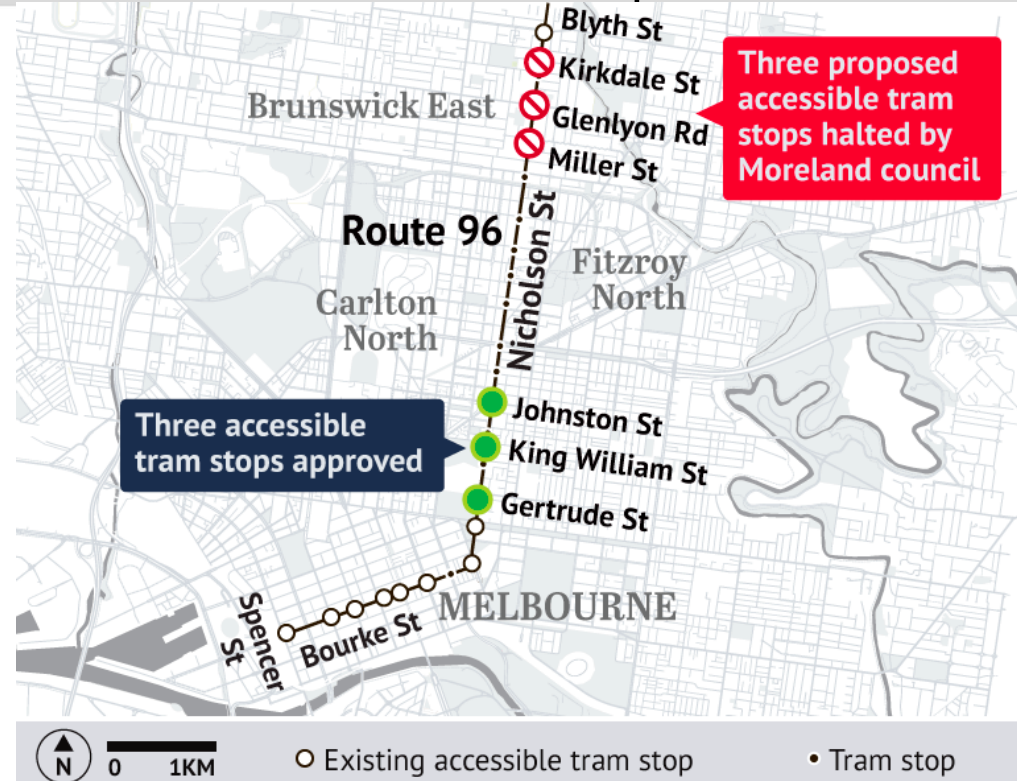
Kerbside stop

1.

Kerbside stop

Amount that is legitimate

Legitimacy framework: Nicholson Street DDA compliance



...meanwhile... in the north

Amount that is provided



Disability Discrimination Act 1992

No. 135, 1992

Kerbside stop

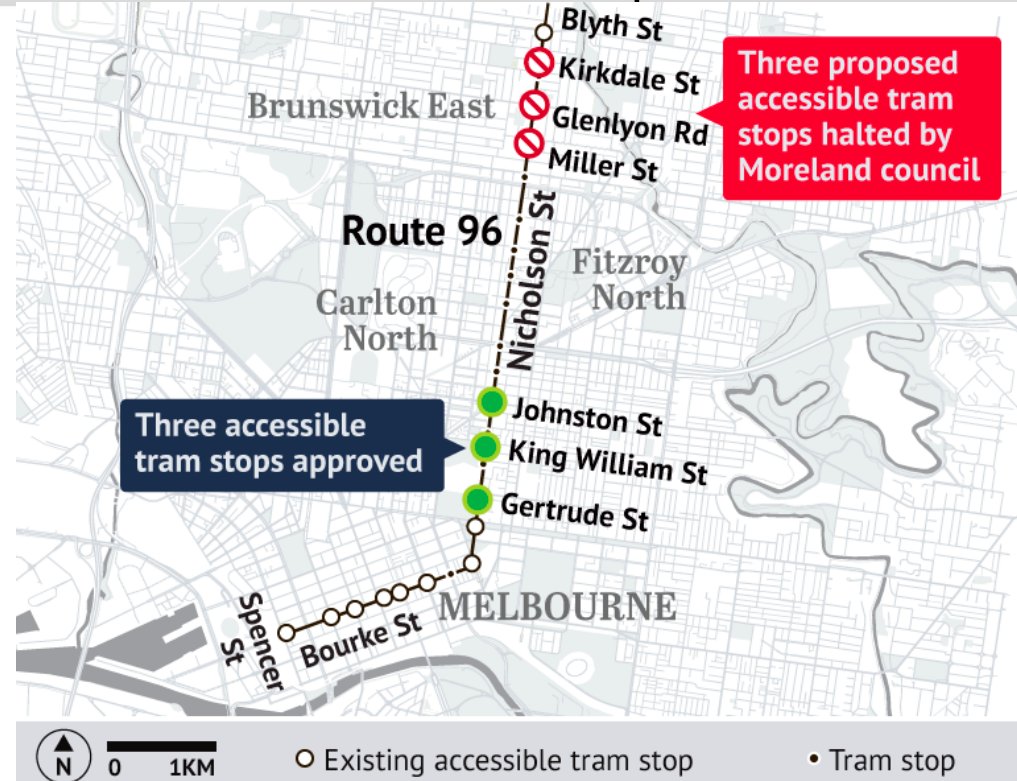
1.

Kerbside stop

Level boarding

Amount that is legitimate

Legitimacy framework: Nicholson Street DDA compliance



...meanwhile... in the north

Amount that is provided



Greens councillors favour cyclists over accessible tram 'super stops' in Melbourne's north

Source: Jacks (2018)

Kerbside stop

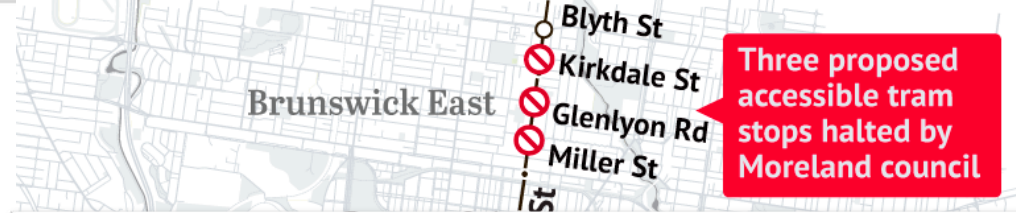
1.

Kerbside stop

Level boarding

Amount that is legitimate

Legitimacy framework: Nicholson Street DDA compliance



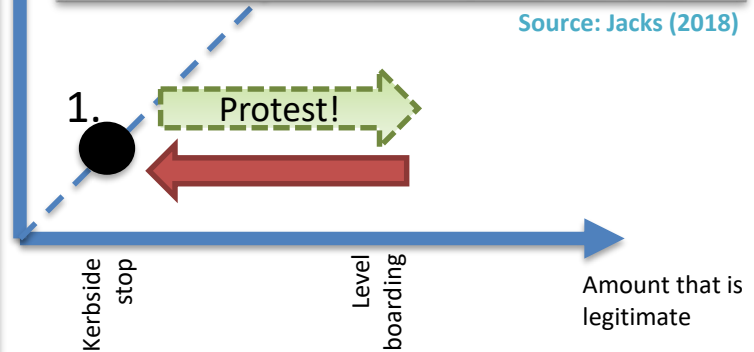
...meanwhile... in the north

Amount that is provided



Greens councillors favour cyclists over accessible tram 'super stops' in Melbourne's north

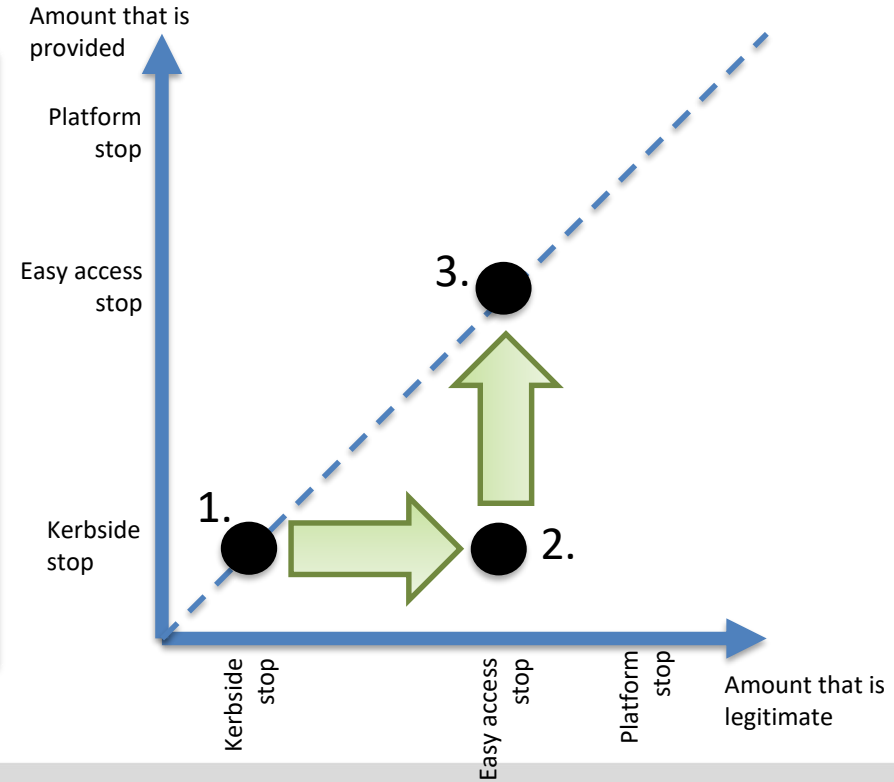
Source: Jacks (2018)



Legitimacy framework: Nicholson Street DDA compliance

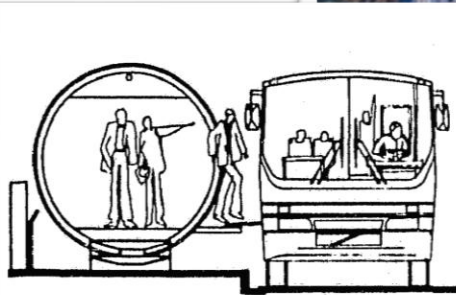


...meanwhile... in the north



Curitiba, the Cradle of Bus Rapid Transit

LUIS ANTONIO LINDAU, DARIO HIDALGO and DANIELA FACCHINI



Transit Planning

BY MICHAEL J. MAJOR

Brazil's busways: A "subway" that runs above the ground

"Power is what matters...certainly much more than "political will" on its own"

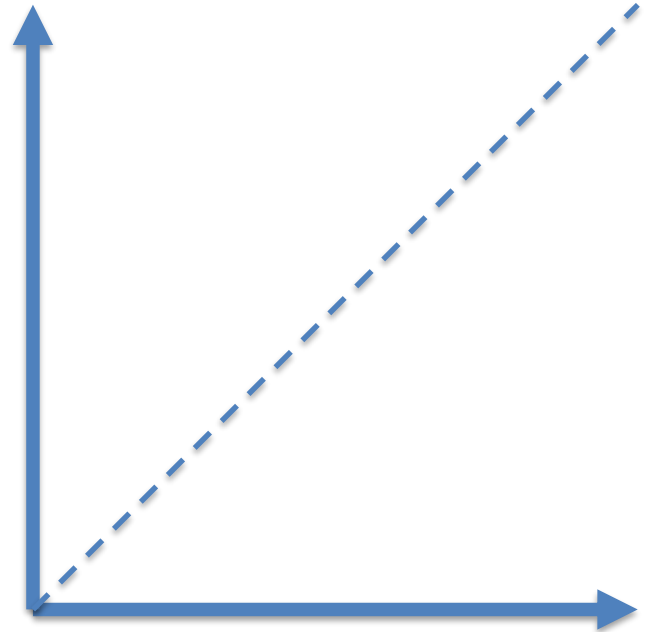
Ardila-Gomez (2004, p.424)

Curitiba Bus Rapid Transit (BRT)

Military dictatorship + pedestrian mall



Amount that is
provided



Amount that is
legitimate

Curitiba Bus Rapid Transit (BRT)

Military dictatorship + pedestrian mall

1. Work starts on a Friday:

- after the law courts closed,
- ...preventing legal injunctions.
- Roads suddenly closed.
- New mall complete by the following Monday.
- Armed police present (Moore 2007, p. 89),
 - but no use of force required,
 - mayor had backing of state governor.



Amount that is
provided

New
mall



Amount that is
legitimate

"If they had a chance to actually see it, everyone would love it"
(McKibben 2007).

Curitiba Bus Rapid Transit (BRT)

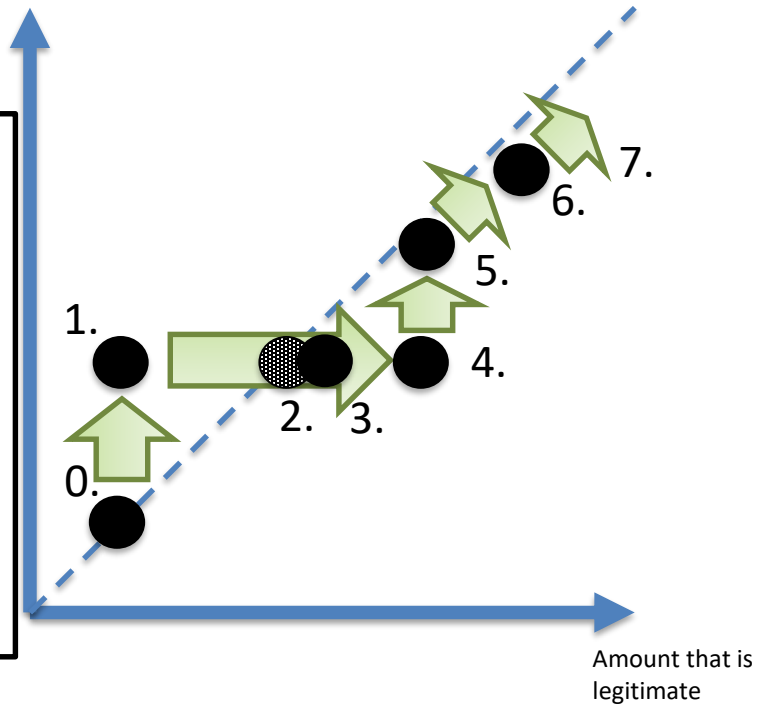
Military dictatorship + pedestrian mall

1. Work starts on a Friday

- after the law courts closed

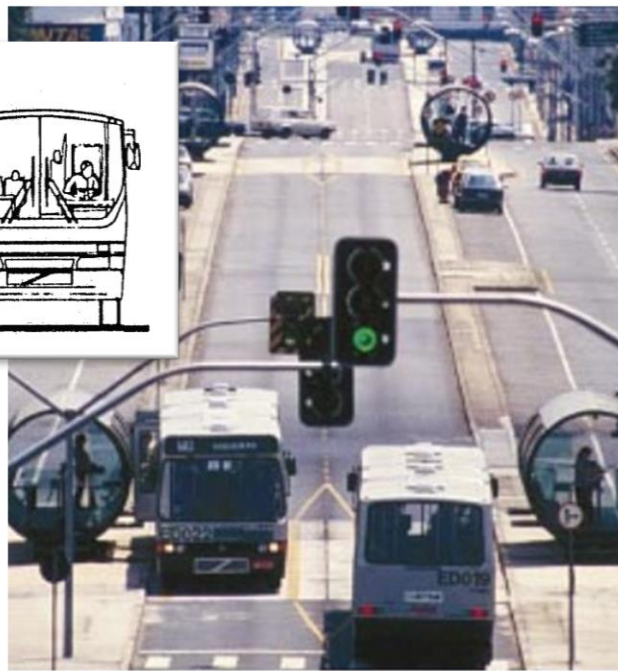
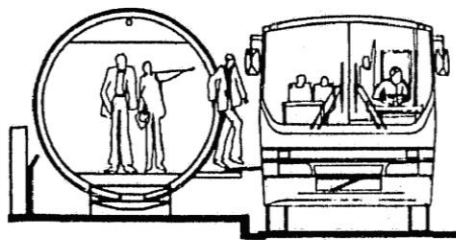
- Retailers ask state governor to sack the mayor:
 - Governor says he will meet them in 30 days.
- 2. Mayor suggests a 30-day trial.
- 3. Mall proves successful:
 - No meeting with governor.
- 4. 'Trial' is great success – calls for expansion
- 5. Mall expands
- 6. Mall expands again
- 7. etc.

Amount that is
provided

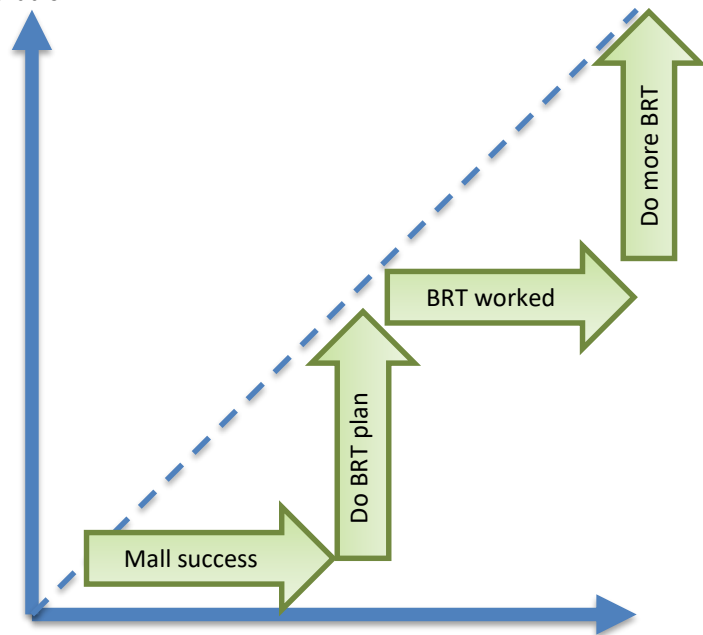


Curitiba, the Cradle of Bus Rapid Transit

LUIS ANTONIO LINDAU, DARIO HIDALGO and DANIELA FACCHINI



Amount that is
provided



Amount that is
legitimate

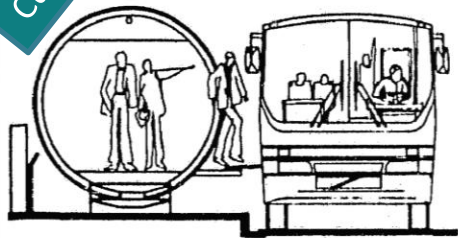
This research: Legitimacy + case studies

Clarendon Street tram stop trial gets the hook

Bus lanes returned to cars

Bernechich, Adrian . Knox Leader ;
the future of the Stud Rd lanes
is still being discussed.

Curitiba



Zurich

Boston Tests Faster Bus Service Simply By Laying Out Orange Cones

Boston

King Street transit pilot working,
must continue, Toronto Mayor John
Tory says

Toronto

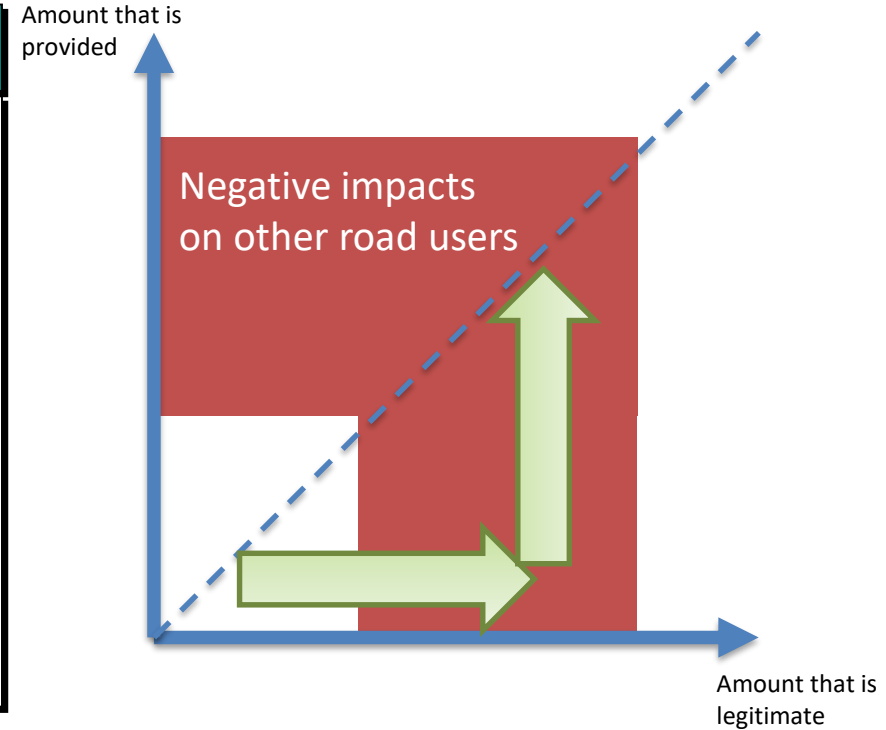
Amount that is
provided

Negative impacts
on other road users

Amount that is
legitimate

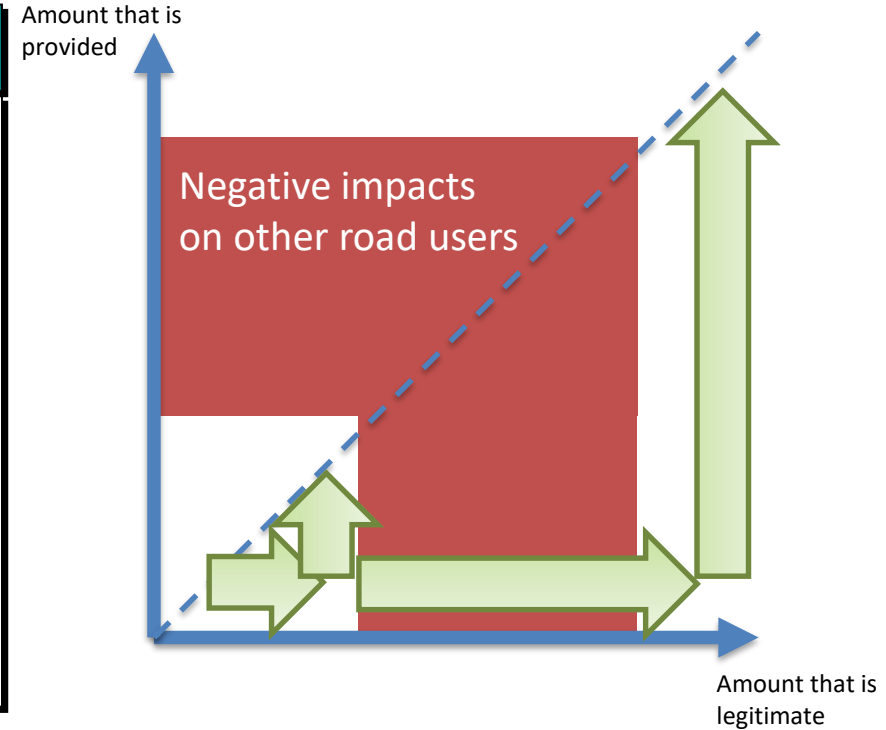
Pragmatic strategies for implementation

- Approach A. Build legitimacy **before** implementation:
 - A1: Technical enquiry,
 - A2: Transport planning, and/or
 - A3: Public processes or hearings;



Pragmatic strategies for implementation

- ▶ Approach A. Build legitimacy before implementation:
 - A1: Technical enquiry,
 - A2: Transport planning, and/or
 - A3: Public processes or hearings;
- ▶ Approach B. **Avoid impacts** on other road users:
 - B1: Grade separation,
 - B2: Build new capacity, and/or
 - B3: Subservience;

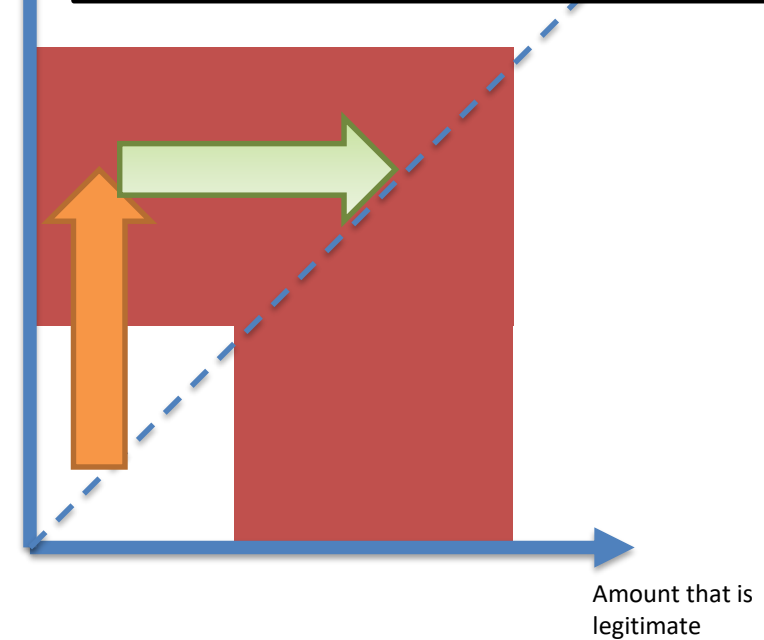


Pragmatic strategies for implementation

- ▶ Approach A. Build legitimacy before implementation:
 - A1: Technical enquiry,
 - A2: Transport planning, and/or
 - A3: Public processes or hearings;
- ▶ Approach B. Avoid impacts on other road users:
 - B1: Grade separation,
 - B2: Build new capacity, and/or
 - B3: Subservience;
- ▶ Approach C. Build legitimacy through implementation:
 - C1: Bottom-up and incremental,
 - C2: Pop-ups, and/or
 - C3: Trials.

Amount that is
provided

"If they had a chance to actually see it, everyone would love it"
(McKibben 2007).



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Before: A1. Technical enquiry: legitimise implementation through provision of analysis...

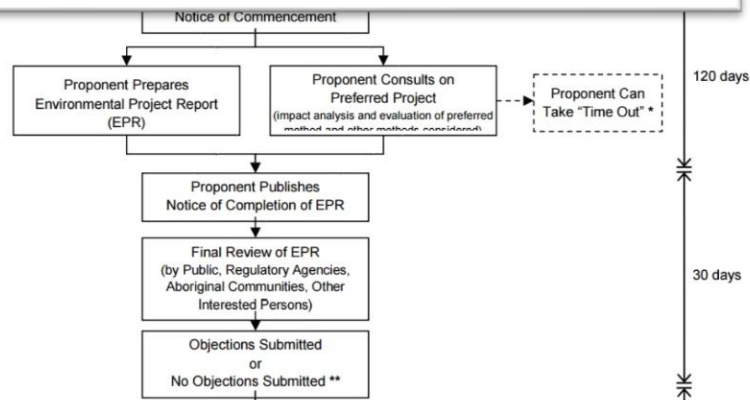
Toronto

Excerpt from City of Toronto
St. Clair Avenue West Transit Improvements
Environmental Assessment



1. NEED FOR AN ENVIRONMENTAL ASSESSMENT

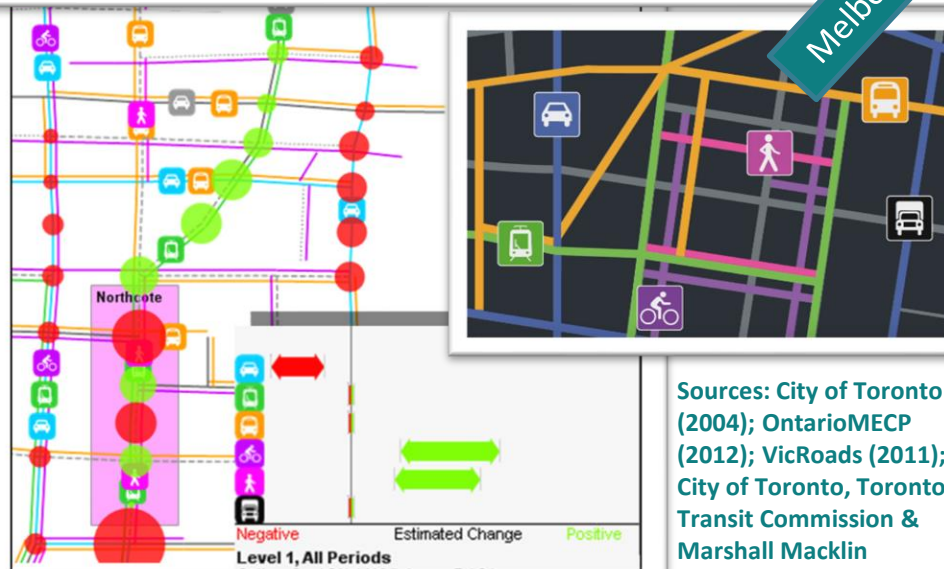
The City of Toronto Official Plan designates St. Clair Avenue West as both a "Surface Transit Priority Segment" and an "Avenue" within the City's urban structure. At present, the St. Clair streetcar route carries about half of all trips made on most of St. Clair Avenue West, at various times of the day. The streetcar serves about 32,000 passengers on a weekday.



SmartRoads Guidelines Version 1.17 Dec 2011

- ▶ Approach A. Build legitimacy before implementation:
A1: **Technical enquiry**,
A2: Transport planning, and/or
A3: Public processes or hearings;
- ▶ Approach B. Avoid impacts on other road users:
- ▶ Approach C. Build legitimacy through implementation:

Melbourne



Sources: City of Toronto (2004); OntarioMECP (2012); VicRoads (2011); City of Toronto, Toronto Transit Commission & Marshall Macklin Monaghan (2004)

Before: A2. Transport planning: Widely used everywhere...

- ▶ Approach A. Build legitimacy before implementation:
 - A1: Technical enquiry,
 - A2: Transport planning,** and/or
 - A3: Public processes or hearings;
- ▶ Approach B. Avoid impacts on other road users:
- ▶ Approach C. Build legitimacy through implementation:

Melbourne



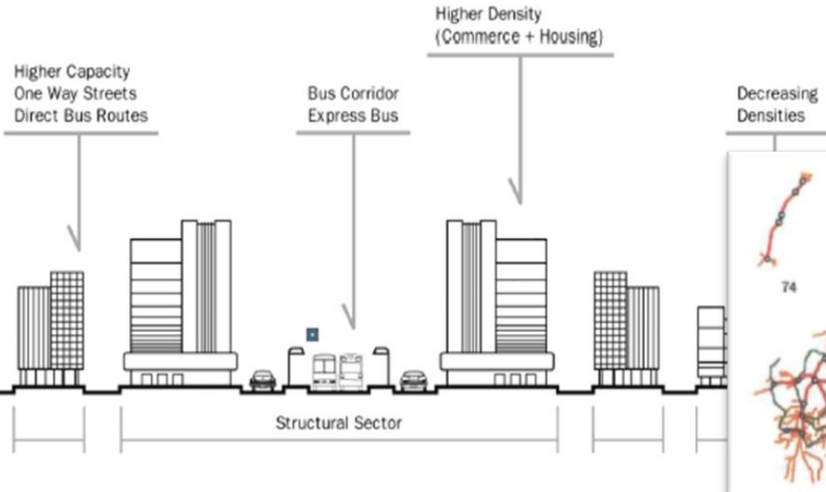
Toronto

Before: A2 Transport planning: ...but might work well with vision-based plans

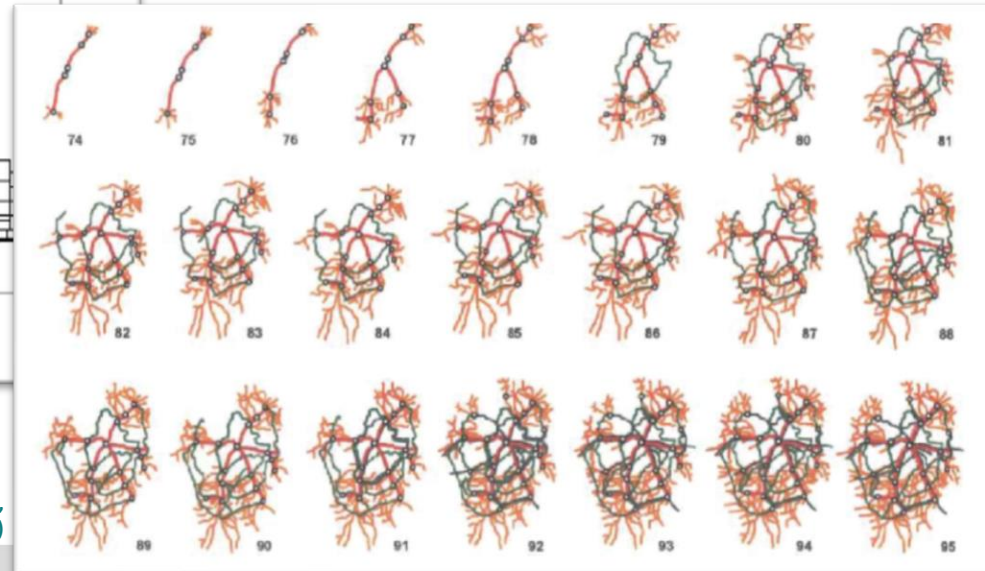
- ▶ Approach A. Build legitimacy before implementation:
 - A1: Technical enquiry,
 - A2: Transport planning**, and/or
 - A3: Public processes or hearings;
- ▶ Approach B. Avoid impacts on other road users:
- ▶ Approach C. Build legitimacy through implementation:

Plano Diretor: Structural Axes system

Curitiba



Evolution of Integrated Bus Network 1974-95



Sources: Levinson, Zimmerman, et al. (2003b, pp. 24-5),
Suzuki et al. (2010, p. 172)

Before: A3. Public processes and hearings: formal public participation in decision making, citizens' juries, direct voting

- ▶ Approach A. Build legitimacy before implementation:
 - A1: Technical enquiry,
 - A2: Transport planning, and/or
 - A3: Public processes or hearings;**
- ▶ Approach B. Avoid impacts on other road users:
- ▶ Approach C. Build legitimacy through implementation:

Zurich

Citizens' Transit Priority Initiative

At the expense of the investments fund, a credit of 200 million francs will be approved to permit, in the course of the ten years following the referendum, at a rate of 15 to at most 25 million francs per year, the financing of structural additions and improvements to the network of the transportation company of the City of Zürich, which will serve exclusively and substantially to eliminate all interference by private traffic and internal problems within the companies, so that the vehicles of the VBZ (Zürich transport company) can travel along their lanes or tracks virtually as fast as is technically possible.

On March 13, 1977, the voters narrowly approved the People's Initiative for the Promotion of Public Transport by a vote of:

- YES - 61,599 - (51.25%)
- NO - 58,588 - (48.75%) ⁷⁸

Source: Nash and Sylvia (2001)

Avoid: B1. Grade separation: Toronto cancelled Transit City, but kept the mostly underground Eglinton Crosstown LRT

Toronto

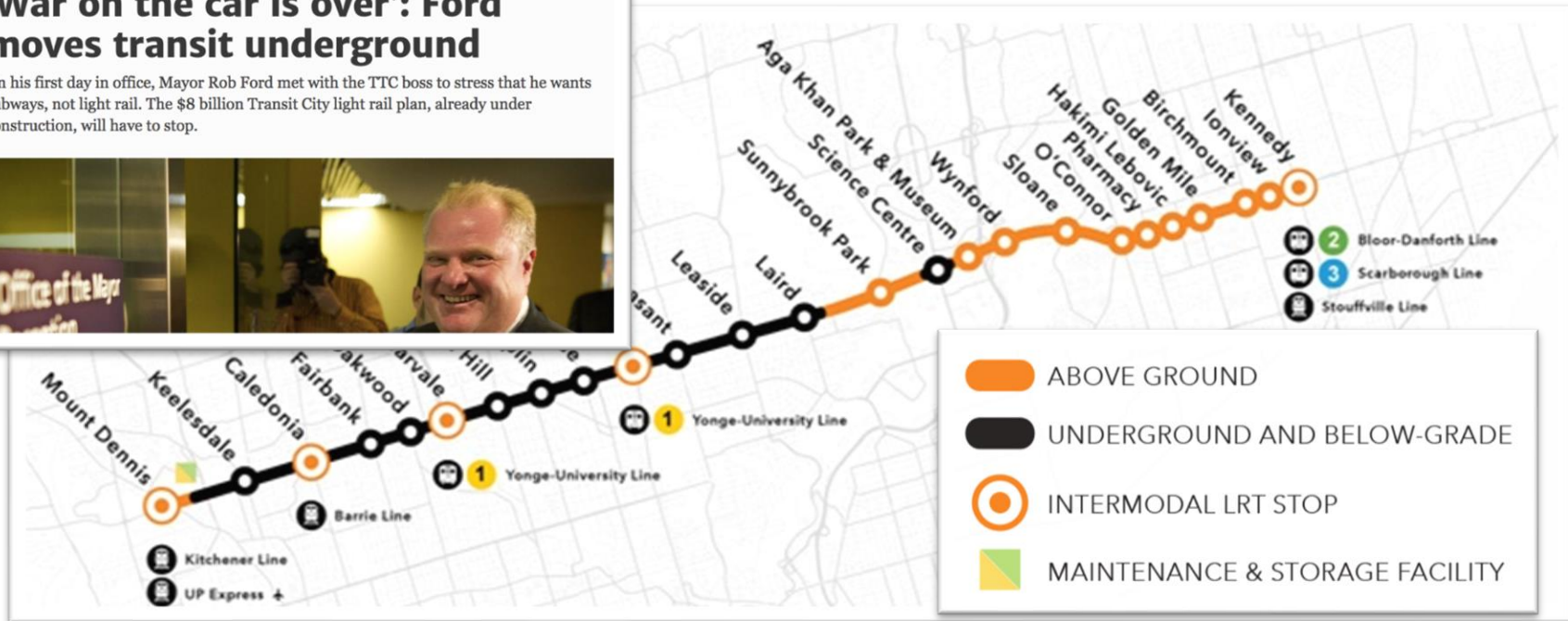
'War on the car is over': Ford moves transit underground

On his first day in office, Mayor Rob Ford met with the TTC boss to stress that he wants subways, not light rail. The \$8 billion Transit City light rail plan, already under construction, will have to stop.



Sources:
Kalinowski and
Rider (2010);
Metrolinx (2018)

Eglinton Crosstown LRT



- ▶ Approach A. Build legitimacy before implementation:
- ▶ Approach B. Avoid impacts on other road users:
 - B1: Grade-separation,
 - B2: Building new capacity, and/or
 - B3: Subservient priority
- ▶ Approach C. Build legitimacy through implementation:

Avoid: B1. Grade separation: Underground interchanges with subway common.

Allows ticketless transfers, but also avoids intersections

- Approach A. Build legitimacy before implementation:
- Approach B. Avoid impacts on other road users:
 - B1: Grade-separation,**
 - B2: Building new capacity, and/or
 - B3: Subservience;
- Approach C. Build legitimacy through implementation:

Toronto

Waterfront LRT – Route 509



Transfer

Avoids intersections



Sources: Bow
(2014), Toronto
Transit Commission
(2019)

Avoid B2. Building new capacity: Busways, road widening, shoulder running etc.

- ▶ Approach A. Build legitimacy before implementation:
- ▶ Approach B. Avoid impacts on other road users:
 - B1: Grade-separation,
 - B2: Building new capacity**, and/or
 - B3: Subservience;
- ▶ Approach C. Build legitimacy through implementation:

Bus lanes returned to cars

Stud Road

Bernecich, Adrian . Knox Leader ; Knox, Vic. [Knox, Vic]05 Apr 2011: 15.

Scoresby MP Kim Wells had previously said the bus lanes between High St and Ferntree Gully Rd, and Kelletts and Wellington roads would stay because they had not replaced existing car lanes. But the future of the Stud Rd lanes between Boronia Rd and Burwood Highway, which have replaced existing car lanes, is still being discussed.

Melbourne

Eastern Freeway



Sources: Bernecich (2011); Google (undated); Reid (2010)

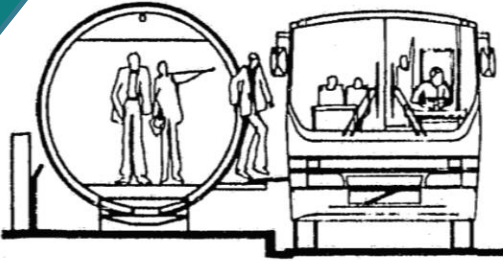
Avoid: B3. Subservience: measures that help transit/cyclists/pedestrians etc... ...but have little impact on others

- ▶ Approach A. Build legitimacy before implementation:
- ▶ Approach B. Avoid impacts on other road users:
 - B1: Grade-separation,
 - B2: Building new capacity, and/or
 - B3: Subservience:**
- ▶ Approach C. Build legitimacy through implementation:

Boarding tubes

Clarendon Street tram stop trial gets the hook

Curitiba



Sources: Dera (1995);
Rabinovitch &
Leitmann (1996);
Google (undated)

Turn bans
retained



Hook turns retained



Melbourne

Through: C1. Bottom-up and incremental: small change over time...

Melbourne

Fitzroy Street, St Kilda

- ▶ Approach A. Build legitimacy before implementation:
- ▶ Approach B. Avoid impacts on other road users:
- ▶ Approach C. Build legitimacy through implementation

C1: Bottom-up and incremental

C2: Pop-ups, and/or

C3: Trials



Source: Google (undated)



Through: C1. Bottom-up and incremental: ... or including priority into other projects

Melbourne

- ▶ Approach A. Build legitimacy before implementation:
- ▶ Approach B. Avoid impacts on other road users:
- ▶ Approach C. Build legitimacy through implementation
 - C1: Bottom-up and incremental**
 - C2: Pop-ups, and/or
 - C3: Trials



Bottom-up

Through: C2. Pop-ups: low risk, and can just pop-down again

- ▶ Approach A. Build legitimacy before implementation:
- ▶ Approach B. Avoid impacts on other road users:
- ▶ Approach C. Build legitimacy through implementation
 - C1: Bottom-up and incremental
 - C2: Pop-ups**, and/or
 - C3: Trials

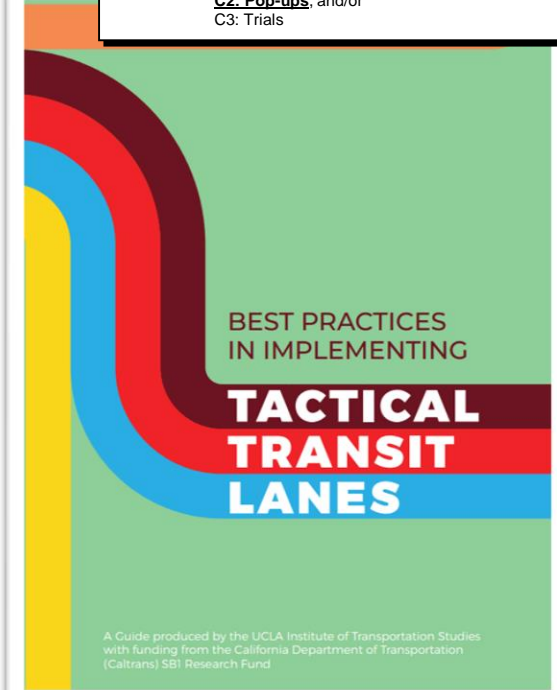
Boston Tests Faster Bus Service Simply By Laying Out Orange Cones

The same low-cost improvements.

By Angie Schmitt



Boston set up a bus lane using orange cones. Photo: Jacqueline Goddard



Sources: Schmitt (2017); Gahbauer & Matute (2019)

Through: C2. Pop-ups: ... tactical urbanism, 'guerrilla' action!

Guerrilla road safety group 'politely' installs illegal bike lane protectors on Cherry Street

Posted on April 4, 2013 by Tom Fucoloro



Image from the Reasonably Polite Seattleites

An extremely polite group of anonymous guerrilla road safety activists armed with \$350 worth of reflective plastic pylons turned the painted Cherry Street bike lane under I-5 into a protected bike lane Monday morning.

Seattle

Seattle Makes Guerrilla Bike Lane Permanent

By Angie Schmitt | Jul 16, 2013 | [COMMENT HERE](#)



How about a round of applause for Seattle? This spring, a group of activists calling themselves “Reasonably Polite Seattleites” installed a protected bike lane on Cherry Street. How did Seattle officials react?

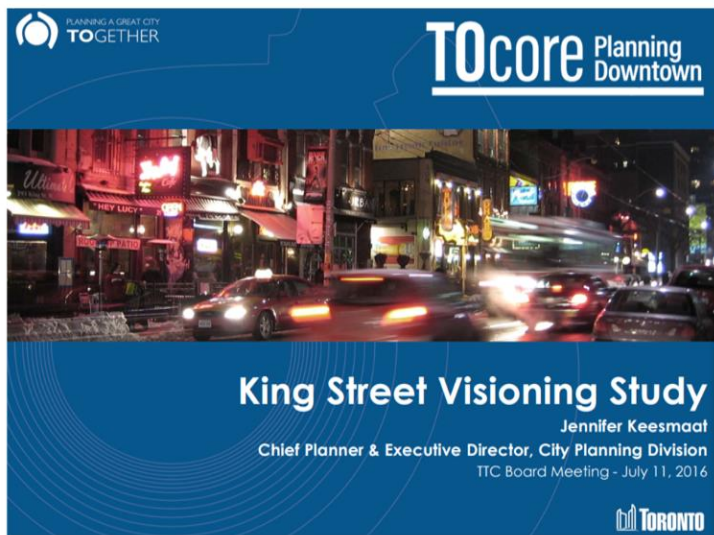
Well, this week the city made it permanent.

Through C3. Trials: Using a formal trial to get from a plan...

Toronto

- Busiest streetcar in Toronto - 65,000 passengers per day.
- "...we want to...move people quick(ly) but also want to make sure we don't impact businesses" (Councillor Pam McConnell in Cheung (2016)).

- ▶ Approach A. Build legitimacy before implementation:
- ▶ Approach B. Avoid impacts on other road users:
- ▶ Approach C. Build legitimacy through implementation
 - C1: Bottom-up and incremental
 - C2: Pop-ups, and/or
 - C3: Trials



City needs to solve King Street congestion, councillors say



Council will mull a revamp of busy King Street in December when it looks at downtown plan

King Street plan good for transit, bad for families, Ryerson professor warns

A 'transit priority' King Street is part of comprehensive city planning study for downtown core

Trevor Dunn · CBC News · Posted: Nov 09, 2016 5:00 AM ET | Last Updated: November 13, 2016

Through: C3. Trials: ...to having legitimacy for an experiment,...

- ▶ Approach A. Build legitimacy before implementation:
- ▶ Approach B. Avoid impacts on other road users:
- ▶ Approach C. Build legitimacy through implementation
 - C1: Bottom-up and incremental
 - C2: Pop-ups, and/or
 - C3: Trials**

Toronto



EX26.1

REPORT FOR ACTION

Proposed King Street Transit Pilot: Bathurst Street to Jarvis Street

Date: June 9, 2017

To: Executive Committee

From: General Manager, Transportation Services and Chief Planner and Executive Director, City Planning

Wards: 20 (Trinity-Spadina), 28 (Toronto Centre-Rosedale)

SUMMARY

This report has been prepared in collaboration with the Chief Executive Officer of the Toronto Transit Commission (TTC).

This report seeks Council authority to proceed with implementation and monitoring of a proposed King Street Transit Pilot between Bathurst Street and Jarvis Street in the Downtown.

King Street is the busiest surface transit route in the entire city, moving more than 65,000 riders on an average weekday, compared to only 20,000 vehicles. Only the Yonge-University and Bloor-Danforth subway lines carry more people on transit.

But King Street is not currently working well for transit. Streetcar service can be slow, unreliable, and erratic, with unpredictable travel times, especially during rush hours, but also during some late evening and weekend times. People end up having to plan for their slowest trip. Along some parts of King Street, walking is sometimes faster, especially between Bathurst Street and Jarvis Street, where we see the most traffic congestion. When streetcars do arrive, they are often overcrowded, especially in rush hours. The TTC estimates that the line is currently about 20% overcapacity.

The King Street Transit Pilot is about moving people more efficiently on transit, improving public space, and supporting business and economic prosperity along King Street. Primarily, the transit pilot is about improving *transit reliability, speed, and capacity* on the busiest surface transit route in the entire city.



Through: C3. Trials: ...past protest,...

Toronto

Lauren O'Neil Posted on January 30, 2018

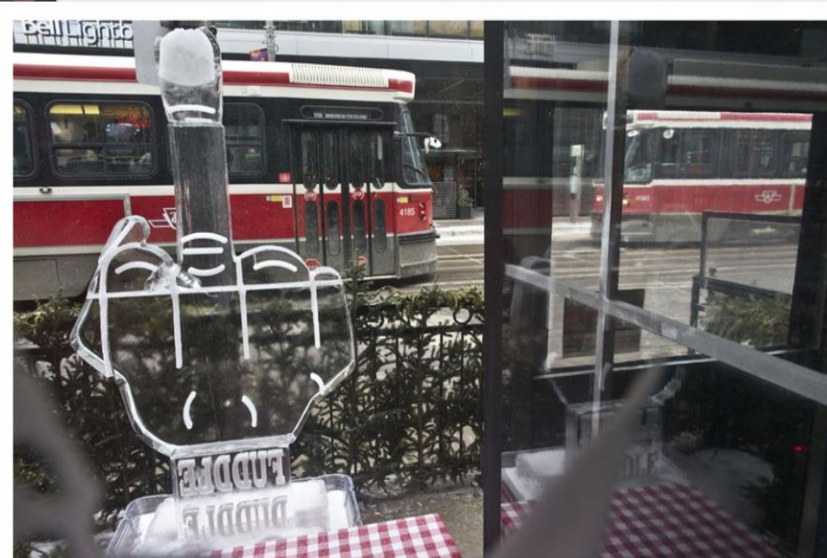
Report Inaccuracy

Street hockey the newest form of transit protest on King St.



Sources: O'Neil (2018); Harris (2018)

Some businesses give an icy middle finger to King St. pilot



- ▶ Approach A. Build legitimacy before implementation:
- ▶ Approach B. Avoid impacts on other road users:
- ▶ Approach C. Build legitimacy through implementation
 - C1: Bottom-up and incremental
 - C2: Pop-ups, and/or
 - C3: Trials**

Through: C3. Trials: ...to improve the trial,...

Toronto

Chris Selley: Give Toronto's King Street pilot a fair shot

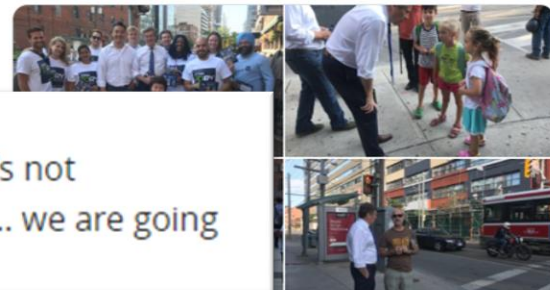
For the love of God, let's not repeat the humiliating spectacle of shutting down King for TIFF — the act of a profoundly unserious city.

"Listen, this is a pilot. Nobody said it was going to be perfect on day one. In fact, it's not supposed to be. But it is the direction our city must go, needs to go and together ... we are going to make sure it's a success for everybody."

- ▶ Approach A. Build legitimacy before implementation:
- ▶ Approach B. Avoid impacts on other road users:
- ▶ Approach C. Build legitimacy through implementation
 - C1: Bottom-up and incremental
 - C2: Pop-ups, and/or
 - C3: Trials**



Talking to residents this morning about the King Street Transit Pilot. So far the streetcar pilot has improved transit service dramatically with increased reliability & ridership.



Mayor unveils plan to 'animate' King Street amid business complaints about pilot project

Sources: Selley (2018); Draaisma (2018)

Through: C3. Trials: ...and to gain and publicise real-world data,...

Toronto

May and June 2018 dashboard report for the King Street Transit Pilot

- ▶ Approach A. Build legitimacy before implementation:
- ▶ Approach B. Avoid impacts on other road users:
- ▶ Approach C. Build legitimacy through implementation
 - C1: Bottom-up and incremental
 - C2: Pop-ups, and/or
 - C3: Trials**

TRANSIT RIDERSHIP



11%

increase in all-day weekday ridership.



35%

increase in AM commute ridership (eastbound at Spadina Ave.).



27%

increase in PM commute ridership (westbound at Spadina Ave.).

TRANSIT RELIABILITY



85%

of streetcars arriving within 4 minutes westbound during the morning commute.

TRANSIT TRAVEL TIMES

The reliability of streetcar travel times has improved.



Approx. 4-5 minute

improvement (in each direction) during the PM commute for the slowest streetcar travel time.

CAR TRAVEL TIMES & VOLUMES



Over May and June, westbound car travel times increased compared to the period before the pilot. This increase is counter to results from previous months, where variations in car travel time had varied (+/-) less than a minute.



This increase may be partially related to the commencement of "construction season" which began in early May. Specifically, emergency sewer work that was required from May 7th to 16th, which reduced Richmond Street to one lane and utility work from June 26 to 29, which reduced Queen Street to one lane from Jarvis Street to University Avenue.



The downtown traffic network has been largely able to absorb and respond to the changes in routing that drivers have made.



Drivers on King Street continue to access local businesses or residences, conduct loading and deliveries, and pick-up/drop-off passengers. Traffic previously using King Street has generally shifted to alternative east and west routes.

PEDESTRIAN VOLUMES

Changes in the number of pedestrians from November to May and June show similar trends on both King Street and Queen Street. Pedestrian volumes in May and June increased from those in April at some locations, which is consistent with expected seasonal changes.



On King Street...



MIDDAY



EARLY EVENING

Weekday all-day pedestrian volumes indicate that mid-day and evening volumes remain relatively high.

CYCLING VOLUMES

Cycling volumes in May and June showed a significant increase from those in April, which is consistent with expected seasonal changes.

Cycling volumes on King Street (PM Peak at Spadina Avenue) increased by +550 trips in May and +520 trips in June compared to the baseline.



ECONOMIC POINT-OF-SALE DATA

Customer spending on King Street since the pilot began has seen slight growth (0.3%) from the average rate of spending over the same months from the year before.

Average year-over-year growth in the same period was 5.7% for the area surrounding the pilot and 3.8% for the City overall.

Generally, the trends in customer spending observed during the first six months of the pilot are in line with trends from the six months before the pilot began.



Source: City of Toronto and Toronto Transit Commission (2018)

Through: C3. Trials: ...which build legitimacy for retention

Toronto

Staff Posted on June 29, 2018

Report Inaccuracy

Nobody is complaining about King Street anymore

King Street transit pilot working, must continue, Toronto Mayor John Tory says

City

Tanya Mok Posted

Future of the King Street Pilot uncertain beyond this year



City council votes to make King Street pilot permanent

- ▶ Approach A. Build legitimacy before implementation:
- ▶ Approach B. Avoid impacts on other road users:
- ▶ Approach C. Build legitimacy through implementation
 - C1: Bottom-up and incremental
 - C2: Pop-ups, and/or
 - C3: Trials**

Through: C3. Trials: However, it has to be believed to be a real trial...

Melbourne

The Clarendon Street Campaign

- ▶ Approach A. Build legitimacy before implementation:
- ▶ Approach B. Avoid impacts on other road users:
- ▶ Approach C. Build legitimacy through implementation
 - C1: Bottom-up and incremental
 - C2: Pop-ups, and/or
 - C3: Trials**

MEDIA RELEASE

Embargoed until 11AM, Wednesday 16 March

16 March 2005

Batchelor's Tram Experiment Fails Clarendon Street

www.clarendonstcampaign.org

Don Watson, a South Melbourne newsagent who has run his Clarendon Street business for 22 years, says that the recent traffic and tram stop changes on the street may force him and others to close down.

The changes – which are part of a trial conducted by VicRoads, Yarra Trams and the City of Port Phillip – have eliminated around 35 percent of Clarendon Street's car parks, and introduced hook turns that are confusing motorists and endangering cyclists and pedestrians.

"They haven't thought this through," according to Mr Watson.

A delivery driver who often works on Clarendon Street, Jo Giaccotto, believes that the changes have made the strip dangerous for drivers.

"You nearly get killed every time you go through that intersection. It makes it very hard to do my job," Mr Giaccotto said.

Don Watson is concerned that the initiative which was promoted as a trial is in fact set in concrete.

"We were told that, after the trial period, there would be genuine evaluation and consultation. We are now getting the message loud and clear that this is a done deal. It makes a mockery of the government's so-called commitment to consultation.

"In the interests of traders, motorists, cyclists, shoppers and residents, the government must act now to return Clarendon Street to its original state," Mr Watson said.

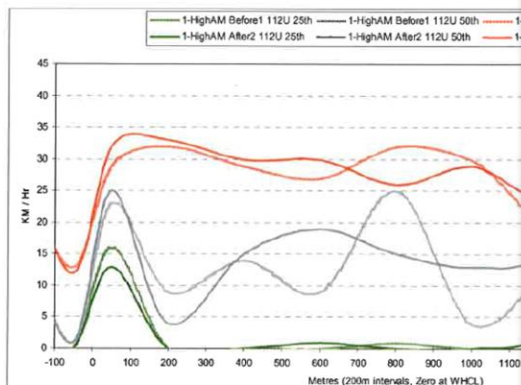
Source: Quin (2005a)

Through: C3. Trials: ... and presenting results clearly to the public is critical

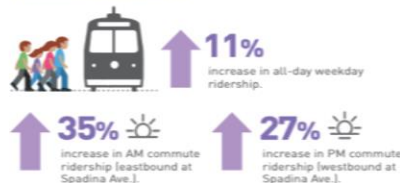
Melbourne

Yarra Trams Clarendon Street technical analysis

...ity in travel times is best demonstrated by plotting ... across distance traveled. These plots are displayed for ... speeds in appendix 3. A sample plot is shown below. The ... after treatments and the lighter coloured lines are for before ... (lines) demonstrates that the net effect of the treatments is to ... through the area. The variability has been reduced which e ... to his schedule rather than trying to deal with widely fluctu



TRANSIT RIDERSHIP



TRANSIT RELIABILITY



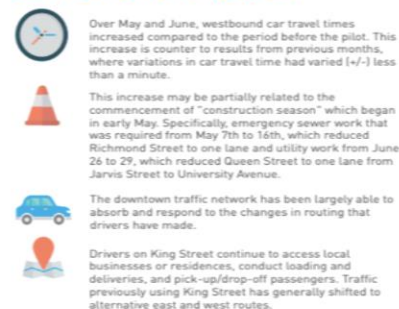
TRANSIT TRAVEL TIMES

The reliability of streetcar travel times has improved.



King Street monthly dashboard

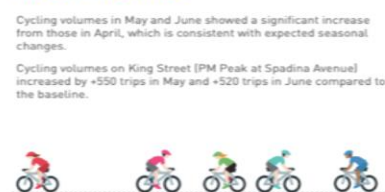
CAR TRAVEL TIMES & VOLUMES



PEDESTRIAN VOLUMES



CYCLING VOLUMES



ECONOMIC POINT-OF-SALE DATA



Toronto

Source: Yarra Trams (2005)

Source: City of Toronto and Toronto Transit Commission (2018)

Agenda

Introduction

Context

Legitimacy

Pragmatic Strategies

Workshop

Review and close



1. Examples of challenging situations / projects

1. Sydney Road, Brunswick and Colong

2. Has anyone tried some of these pragmatic strategies?

Approach A: Build legitimacy before implementation

A1: Technical enquiry A2: Transport planning A3: Public process / hearings



Approach B: Avoid impacts on other road users

B1: Grade separation B2: Add capacity B3: Subservience

Approach C: Build legitimacy through implementation

C1: Bottom-up and incremental C2: Pop-ups C3: Trials

3. Are you inspired to try some of these pragmatic strategies? Which & how?

Approach A: Build legitimacy before implementation

A1: Technical enquiry A2: Transport planning A3: Public process / hearings



Approach B: Avoid impacts on other road users

B1: Grade separation B2: Add capacity B3: Subservience

Approach C: Build legitimacy through implementation

C1: Bottom-up and incremental C2: Pop-ups C3: Trials

Agenda

Introduction

Context

Legitimacy

Pragmatic Strategies

Workshop

Review and close



Pragmatic strategies for implementation

- ▶ Approach A. Build legitimacy **before** implementation:
 - A1: Technical enquiry,
 - A2: Transport planning, and/or
 - A3: Public processes or hearings;
- ▶ Approach B. **Avoid impacts** on other road users:
 - B1: Grade separation,
 - B2: Build new capacity, and/or
 - B3: Subservience;
- ▶ Approach C. Build legitimacy **through** implementation:
 - C1: Bottom-up and incremental,
 - C2: Pop-ups, and/or
 - C3: Trials.

- *normative legitimacy*
the law requires accessible tram stops
- *legitimacy through reasonableness*
unreasonable there is no wheelchair access
- *legitimacy as trust*
engineers recommend a platform stop
- *sociological legitimacy*
widespread support for DDA compliance
- *legitimacy through consent*
voted on by our political representatives
- *unconditional duty*
cyclists must always have a bike lane(?)
- *conditional normative support* (NIMBYism)
I agree with the idea of DDA compliance,
but not without a bike lane...
....or the loss of on-street parking

Thesis: Detailed literature review, case studies, framework development



A framework and pragmatic strategies for transit priority implementation

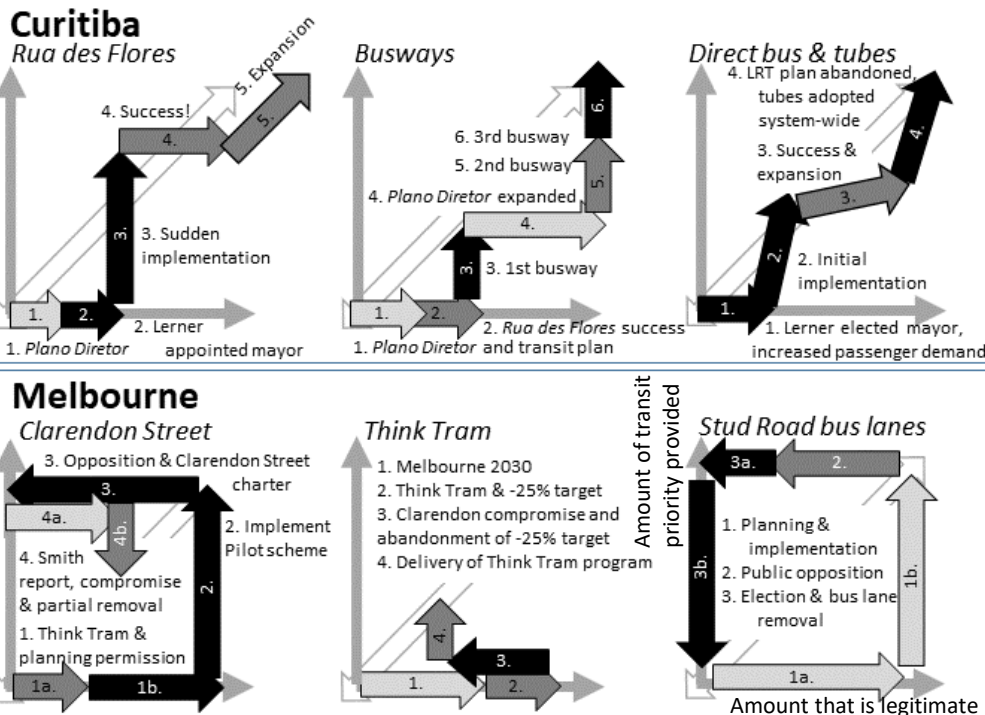
Julian James Reynolds

BEng (Hons), Dip Music, M Traffic, M Transport

A thesis submitted for the degree of Doctor of Philosophy at

Monash University in 2020

Part of the Sustainable and Effective Public Transport Graduate Research Industry Partnership (SEPT-GRIP) at the Public Transport Research Group (PTRG), Institute of Transport Studies, in the Department of Civil Engineering



Top-down versus bottom-up perspectives on streetcar priority

PAPER NUMBER 18-06428

FINAL SUBMISSION

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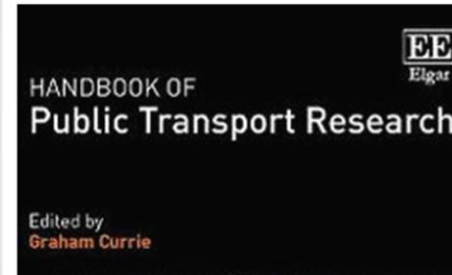
Moving beyond techno-rationalism: new models of transit priority implementation

James Reynolds¹, Graham Currie¹, Geoff Rose¹, Alistair Cumming²

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10. New approaches and insights to managing on-road public transport priority

James Reynolds and Graham Currie

10.1 INTRODUCTION

The technical justification for transit priority in congested urban conditions is simple. Buses and streetcars can move people more efficiently than private cars and therefore can make better use of the limited road space and intersection time that is available in urban areas.¹ Clear examples of the potential of prioritising transit are provided by the successful implementation of priority measures in Zurich (Nash 2001; 2003; Mees 2010; Nash et al. 2018) and Curitiba's bus system, which rivals the capacity of heavy rail and has made the city famous as the 'cradle of Bus Rapid Transit' (BRT) (Lindau et al. 2010b). However, implementing transit priority measures is not necessarily easy in practice, particularly in more car-centric cities where opposition may be more likely.

Two episodes of the Research Transit podcast on transit priority implementation

W: ptrg.info



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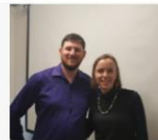
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RESEARCH PAPER

Connecting cities through our research.



Researching Transit



Researching Transit

RT2 - James Reynolds - Legitimising Transit Priority



SOUNDCLOUD

Share



Researching Transit

RT 38 - Andrew Nash - Implementing transit priority in Zurich



SOUNDCLOUD

Share

Pragmatic strategies for implementation

- ▶ Approach A. Build legitimacy before implementation:
 - A1: Technical enquiry,
 - A2: Transport planning, and/or
 - A3: Public processes or hearings;
- ▶ Approach B. Avoid impacts on other road users:
 - B1: Grade separation,
 - B2: Build new capacity, and/or
 - B3: Subservience;
- ▶ Approach C. Build legitimacy through implementation:
 - C1 : Bottom-up and incremental,
 - C2: Pop-ups, and/or
 - C3: Trials.



Dr James Reynolds
PhD Researcher



Professor Graham Currie
Main Supervisor



Professor Geoff Rose
Associate Supervisor



Alistair Cumming
Industry Supervisor

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...Sydney Road as an example

