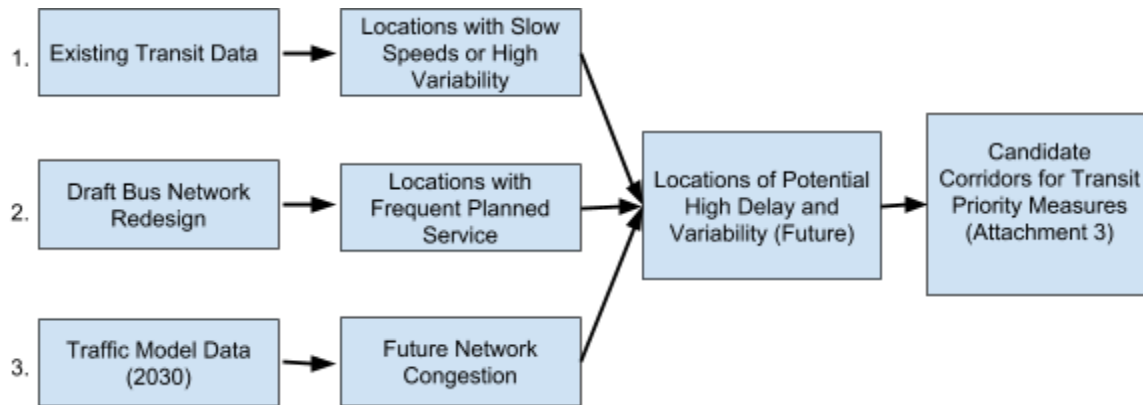## Transit Priority Measures Analysis Methodology

The first step in this study included the analysis of available data to generate a "long-list" of candidate locations to consider for transit priority measures. A technical consultant completed this analysis by combining three data streams as illustrated below.

1. Existing transit data reflects the travel times currently experienced on the transit network. The analysis of this data identified the slowest and most variable parts of the current transit system.

2. The draft bus network redesign shows where service is expected for the frequent, rapid, and crosstown transit routes (primary transit network). The consultant overlayed this data with the existing transit data to identify the top 100 locations that are expected to have many buses per hour in addition to slower/variable speeds.

3. Traffic modelling data for 2030 was used to highlight delays that are anticipated on the street network. The analysis identified locations where future congestion may have adverse inpacts on transit speed and variability.

The technical consultant overlaid the outputs from the analysis of each data stream in order to identify the candidate corridors for transit prioirty measures.

Administration will develop both qualitative and quantitative criteria to refine the long list of corridors to a shortlist of approximately 20 locations for further study. This criteria is expected to include both qualitative and quantitative factors like existing long term corridor plans, LRT plans, passenger volumes, access to major destinations and transfer points.

With this short list of locations, Administration will develop a list of potential transit priority measures for each location and complete a conceptual analysis of the tradeoffs and cost estimates for the feasible options.