

# Transit Now Toronto For Ttc

Asa McKercher, Michael D. Stevenson

*Transit in Toronto* ,1987

**The TTC Story** Mike Filey,1997-10-01 Looking back over the past 75 years, there is no doubt that public transportation has played a major role in the development and maturing of Toronto and its metropolitan area. Indeed , despite the fiscal challenges facing it, the TTC today remains a transit agency with an enviable reputation. *The TTC Story:The First Seventy-five Years*, by Mike Filey, features over one hundred magnificent black and white images selected to illustrate the principal transit event in each year of the TTC's existence. The photographs have been selected from the Commission's vast archival collection by its knowledgeable archivist, Ted Wickson. Each event is fully described and put into its local, national, and worldwide historical context through the use of entertaining and informative text.

*Transit in Toronto* ,1967

**The Right to an Age-Friendly City** Meghan Joy,2020-12-03 A context of aging populations and urbanization has sparked a global movement to make urban spaces age-friendly. The Age-Friendly City program, developed by the World Health Organization, aims to improve local environments for all population groups, promote a positive aging identity, and empower local policy actors to support senior citizens. Despite growing enthusiasm and policy work by local governments worldwide, considerable gaps remain. These lacunae have led scholars and activists alike to align age-friendly city work with the concept of the right to the city. In *The Right to an Age-Friendly City* Meghan Joy zeroes in on the intricacies of developing an environment that promotes social and spatial justice for the elderly in Toronto. Weaving together the stories, struggles, and victories of local activists, government staff, and frontline service providers, Joy maps this complex policy area and examines the ways in which age-friendly work successfully enhances senior citizens' access to services and support in the local environment, recognizes the diverse needs of senior citizens in the city, and empowers policy actors from local government and the non-profit sector to support senior citizens. A detailed and timely examination, *The Right to an Age-Friendly City* offers both broad and tangible insights into the intermingled political, economic, cultural, and administrative changes needed to protect the rights of senior citizens to access urban space in Toronto and beyond.

**Transit in Toronto** David Onodera,Toronto Transit Commission. Marketing and Community Relations,1984

**Fifty Years of Progressive Transit** John F. Bromley,Jack May,1973

Address ... at the Celebration of the 50th Anniversary of the Toronto Transit Commission (TTC) Subway System Paul Martin,2004

Washington Metropolitan Area Transportation Problems United States. Congress. Joint Committee on Washington Metropolitan Problems,1958

**Urban Transportation Financing** Mark w. Frankena,1982-12-15 This is an economic analysis of pricing and subsidy policies for urban roads and urban public transit in Ontario. Professor Frankena demonstrates the benefits of evaluating the economic merits of policy alternatives, and attempts to determine whether existing policies waste resources or lead to undesirable income transfers among different groups in the population. He concludes that resources are being wasted because the use of urban roads is substantially underpriced during periods of peak demand. He also finds that while there are sound economic justifications for substantial public transit subsidies, the allocation of subsidies by the Ontario government on the basis of capital expenditures can be expected to waste resources, as can the maximization of ridership which is likely to lead to detrimental fare and service policies. In conclusion, Frankena suggests improvements in the systems for charging people for the use of roads and public transit and in the ways that governments provide subsidies.

Hearings United States. Congress. Joint Committee ...,1960

*Urban Transportation, the Canadian Experience* ,1981

**A Study of Transit Operating Revenue/cost Ratios** ,1985

**Transit Productivity Program** American Public Transit Association. Meeting,1984

**Streetcars and the Shifting Geographies of Toronto** Brian Doucet,Michael Doucet,2022-03-01

When looking at old pictures of Toronto, it is clear that the city's urban, economic, and social geography has changed dramatically over the generations. Historic photos of Toronto's streetcar network offer a unique opportunity to examine how the city has been transformed from a provincial, industrial city into one of North America's largest and most diverse regions. Streetcars and the Shifting Geographies of Toronto studies the city's urban transformations through an analysis of photographs taken by streetcar enthusiasts, beginning in the 1960s. These photographers did not intend to record the urban form, function, or social geographies of Toronto; they were accidental archivists whose main goal was to photograph the streetcars themselves. But today, their images render visible the ordinary, day-to-day life in the city in a way that no others did. These historic photographs show a Toronto before gentrification, globalization, and deindustrialization. Each image has been re-photographed to provide fresh insights into a city that is in a constant state of flux. With gorgeous illustrations, this

unique book offers an understanding of how Toronto has changed, and the reasons behind these urban shifts. The visual exploration of historic and contemporary images from different parts of the city helps to explain how the major forces shaping the city affect its form, functions, neighbourhoods, and public spaces.

The Urban Political Economy and Ecology of Automobility Alan Walks, 2014-07-25 Just how resilient are our urban societies to social, energy, environmental and/or financial shocks, and how does this vary among cities and nations? Can our cities be made more sustainable, and can environmental, economic and social collapse be staved off through changes in urban form and travel behaviour? How might rising indebtedness and the recent series of financial crises be related to automobile dependence and patterns of urban automobile use? To what extent does the system and economy of automobility factor in the production of urban socio-spatial inequalities, and how might these inequalities in mobility be understood and measured? What can we learn from the politics of mobility and social movements within cities? What is the role of automobility, and auto-dependence, in differentiating groups, both within cities and rural areas, and among transnational migrants moving across international borders? These are just some of the questions this book addresses. This volume provides a holistic and reflexive account of the role played by automobility in producing, reproducing, and differentiating social, economic and political life in the contemporary city, as well as the role played by the city in producing and reproducing auto-mobile inequalities. The first section, titled Driving Vulnerability, deals with issues of global importance related to economic, social, financial, and environmental sustainability and resilience, and socialization. The second section, Driving Inequality, is concerned with understanding the role played by automobility in producing urban socio-spatial inequalities, including those rooted in accessibility to work, migration status and ethnic concentration, and new measures of mobility-based inequality derived from the concept of effective speed. The third section, titled, Driving Politics, explores the politics of mobility in particular places, with an eye to demonstrating both the relevance of the politics of mobility for influencing and reinforcing actually existing neoliberalisms, and the kinds of politics that might allow for reform or restructuring of the auto-mobile city into one that is more socially, politically and environmentally just. In the conclusion to the book Walks draws on the findings of the other chapters to comment on the relationship between automobility, neoliberalism and citizenship, and to lay out strategies for dealing with the urban car system.

*Building Transit Ridership* Charles River Associates, Transit Cooperative Research Program, 1997

Addresses transit's ridership and its share of the travel market. The research explored a variety of different public policies and transit management actions that can potentially influence transit ridership, particularly in comparison to local travel by private vehicle.

**North of America** Asa McKercher, Michael D. Stevenson, 2023-07-15 In 1941, influential publishing magnate Henry Luce wrote a stirring essay on American global power, declaring that the world was in the midst of the first great American century. What did a newly outward-looking and hegemonic United States mean for its northern neighbour? From constitutional reform to transit policy, from national security to the arrival of television, Canadians were ever mindful of the American experience. This sharp-eyed study provides a unique look at postwar Canada, bringing to the fore the opinions and perceptions of a broad range of Canadians – from consumers to diplomats, jazz musicians to urban planners, and a diverse cross-section in between.

Practices to Protect Bus Operators from Passenger Assault Yuko J. Nakanishi, William C. Fleming, 2011 Ch. 1. Introduction. Background. Project objectives. Technical approach to project. Report organization -- ch. 2. Literature summary. Transit security. Workplace violence. Bus operator training and selection. Video surveillance. Self-defense. Bus operator perspective. International studies -- ch. 3. Survey results. Characteristics of survey respondents. Security provider. Fare and rules enforcement. Standard operating procedures. Definition of assault. Assault characteristics. Training. Employee assistance. Data collection and reporting. Methods to address operator assaults. Bus operator selection methods. Impact of violence against operators. Effective measures -- ch. 4. Operator protection measures : technology and information management. Barriers. Information management and crime analysis. Video surveillance. Audio surveillance. Automatic vehicle location system. Transit operations decision support system. Emergency communications. DNA kits.

Special Report - Highway Research Board National Research Council (U.S.). Highway Research Board, 1974

**Planning Toronto** Richard White, 2016-01-15 In this lavishly illustrated, meticulously researched book, Richard White analyzes the city's planning and how it contributed to Toronto becoming a functional, world-class city. Focusing on the critical period from 1940 to 1980, he examines how planners sought to shape the city and the region amid a maelstrom of local and international influences and obstacles. Planning Toronto offers the first comprehensive explanation of how Toronto's postwar plans -- city, metropolitan, and regional -- came to be, who devised them, and what impact they had. As this definitive history reveals, planning matters -- though perhaps not always as expected.

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