



## REPORT FOR ACTION

### Extending the King Street Transit Pilot

**Date:** December 6, 2018  
**To:** City Council  
**From:** City Manager  
**Wards:** Ward 10 Spadina-Fort York and Ward 13 Toronto Centre

#### SUMMARY

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In July 2017, City Council authorized the implementation of the proposed King Street Transit Pilot between Bathurst Street and Jarvis Street with a goal of improving transit reliability, speed, and capacity on the busiest surface transit route in the city. City Council delegated authority to the General Manager, Transportation Services, until December 31, 2018, to implement the initial design of the pilot and to make subsequent changes to its design arising from operational and safety issues during the pilot duration. Subsequently in March 2018, Council authorized the implementation of outdoor cafes and public installations along King Street.

The King Street Transit Pilot was launched on November 12, 2017 and includes a robust monitoring and evaluation program. A wide range of data was collected both before and during the pilot to assess the impacts and benefits and inform the final evaluation for Council's consideration. A dashboard of key metrics has been published on a public-facing website regularly throughout the pilot (see Attachment 1).

In order to meet Council's direction, a comprehensive evaluation report on the pilot will be brought forward to the Executive Committee and TTC Board in the first quarter of 2019, inclusive of data collected on the pilot through to December 31, 2018.

This report seeks Council's approval to continue the King Street Transit Pilot in order to allow the comprehensive report to be considered and for Council to reach a decision on whether or not to make the pilot permanent. An update to the timelines of the various delegated authorities to the General Manager, Transportation Services as well as the delegated authorities to the Executive Director, Municipal Licensing and Standards associated with the King Street Pilot is required to ensure that the traffic and parking by-laws approved by Council for the King Street Pilot remain in effect and enforceable until Council makes a decision on whether or not to make the pilot permanent. The safe operations of King Street and other streets within the pilot area depend on enforceable traffic and parking by-laws.

## RECOMMENDATIONS

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The City Manager recommends that:

1. City Council authorize the continuation of the King Street Transit Pilot between Bathurst Street and Jarvis Street to July 31, 2019, inclusive, in order to provide sufficient time for Council to consider the findings of the evaluation in the first quarter of 2019 and reach a decision on whether or not to make the pilot permanent prior to the start of Council's summer recess period.
2. City Council amend the various delegated authorities of the General Manager, Transportation Services, as well as the delegated authorities of the Executive Director, Municipal Licensing and Standards, respectively, as adopted by City Council on July 4, 5, 6, and 7 2017 in *EX 26.1 Proposed King Street Transit Pilot - Bathurst Street to Jarvis Street* and as adopted by City Council on March 26 and 27, 2018 in *TE30.50 King Street Transit Pilot - Outdoor Cafes & Public Installations in the Curb Lane Public Spaces* including any permit term and regulation changes as well as the delegated temporary road closure authority and closure end date under section 937-3.6 of Code Chapter 937, Temporary Closing of Highways, which are currently in effect until December 31, 2018 to take effect until July 31, 2019, inclusive.
3. City Council authorize the continuation until July 31, 2019, inclusive, of outdoor cafes and public installations and the temporary closure, to vehicular traffic, of the required sections of the curb lanes, including any by-law amendments required to do so, as adopted by City Council on March 26 and 27, 2018 in *TE30.50 King Street Transit Pilot – Outdoor Cafes & Public Installations in the Curb Lane Public Spaces*.

## FINANCIAL IMPACT

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Total funding required to operate and maintain the King Street Transit Pilot until July 31, 2019 is expected to be approximately \$210,000 (excluding HST). This funding is needed for anticipated expenses for signage and pavement markings, traffic signal maintenance, maintenance of public realm spaces and winter operations.

Funding will be considered as part of the 2019 Operating Budget submission for Transportation Services which will be presented to City Council for approval at its 2019 budget meeting in March 2019.

Should City Council not approve the continuation of the King Street Transit Pilot, the estimated cost to remove the pilot project and reinstate the previous roadway configuration would be approximately \$500,000. Funding for this is not currently identified and would need to be reallocated from elsewhere within the 2018-2027 Capital Budget for Transportation Services.

The Chief Financial Officer has reviewed this report and agrees with the financial impact information.

## DECISION HISTORY

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City Council on March 26 & 27, 2018 adopted, with amendments, *TE30.50* King Street Transit Pilot – Outdoor Cafes & Public Installations in the Curb Lane Public Spaces: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE30.50>

City Council on July 4, 5, 6 & 7, 2017 adopted, with amendments, *EX26.1* Proposed King Street Transit Pilot – Bathurst Street to Jarvis Street: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX26.1>

## COMMENTS

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The King Street Transit Pilot began as a Visioning Study under TOcore: Planning Downtown – a long-term planning strategy that provides a blueprint for Toronto to manage the intensification and anticipated growth in the Downtown Core. King Street serves as a critical east-west spine in the Downtown for housing, jobs, culture, heritage, entertainment and retail. It serves the largest concentration of jobs in the City, region and the entire country. The tremendous growth being experienced by the neighbourhood on King Street today will continue and will increase demand for better and more reliable transit service.

The Council directed monitoring and evaluation of the King Street Transit Pilot has involved the collection of a wide range of data before and during the pilot in order to assess the impacts and benefits. A dashboard of key metrics has been published regularly throughout the pilot on the project website ([www.toronto.ca/kingstreetpilot](http://www.toronto.ca/kingstreetpilot)).

A comprehensive evaluation report on the pilot will be brought forward to the Executive Committee and TTC Board in the first quarter of 2019, inclusive of data collected on the pilot through to December 31, 2018. Findings from the evaluation will cover various metrics aligned with the project's three (3) key objectives.

### *Move People More Efficiently on Transit*

- Transit reliability, speed and capacity
- Multi-modal volumes, travel time, compliance rates and corridor throughput

### *Support Business and Economic Prosperity*

- Network traffic impacts and compliance rates
- Curbside activity
- Economic point-of-sale data
- Parking utilization

### *Improve Public Space*

- Public realm programming
- Noise, air quality and greenhouse gases

The existing Council authority for the King Street Transit Pilot, including the various associated delegated authorities to the General Manager, Transportation Services, as well as the delegated authorities to the Executive Director, Municipal Licensing and Standards, will end on December 31, 2018. Without Council's approval of a continuation

of the pilot duration, the traffic and parking by-laws and associated signage and pavement markings currently in place would need to be reverted to the regulations in effect before the pilot. As a result, eighteen (18) transit stops would need to be relocated back to near-side of intersections and TTC streetcar service adjustments would be required to accommodate this change. Public space installations, planters, barriers and other street furniture would also have to be removed.

This report proposes that the King Street Transit Pilot be continued until July 31, 2019 with staff bringing a report to the Executive Committee and TTC Board prior to this date. This timeline ensures that staff can ensure a complete evaluation and allow Council to reach a decision on whether or not to make the pilot permanent based on a full year of data analysis and observation.

An update to the timelines of the various delegated authorities to the General Manager, Transportation Services, as well as the delegated authorities to the Executive Director, Municipal Licensing and Standards associated with the King Street Pilot is required to ensure that the traffic and parking by-laws approved by Council for the King Street Pilot remain in effect and enforceable. The safe operations of King Street and other streets within the pilot area depend on enforceable traffic and parking by-laws.

Should Council decide that the King Street Transit Pilot will not proceed beyond the pilot stage, this timeframe would allow for an orderly dissolution of the project.

## **CONTACT**

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## **SIGNATURE**

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Chris Murray  
City Manager

## **ATTACHMENTS**

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Attachment 1: September - October 2018 Data Dashboard Summary