



## 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

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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.

Subject to Council approval, the pilot project would be implemented in late fall 2017. It is proposed that the pilot be undertaken for a minimum of 12 months.

## RECOMMENDATIONS

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The General Manager, Transportation Services and the Chief Planner and Executive Director, City Planning recommend that:

1. City Council give authority to proceed with implementation of the proposed King Street Transit Pilot between Bathurst Street and Jarvis Street;
2. City Council enact the traffic and parking regulation amendments associated with the above Recommendations as described in Attachment 1 - Amendments to Traffic and Parking Regulations, attached to this report;
3. City Council delegate, despite any City of Toronto By-law to the contrary, to the General Manager, Transportation Services, until December 31, 2018, for the purposes of implementing and then addressing operational and safety issues that may arise in relation to the King Street Transit Pilot project, the authority to implement changes and process and submit directly to Council any necessary bills for by-law amendments to the schedules to City of Toronto Code Chapters, as identified in Attachment 2 to the report (June 9, 2017) of the General Manager, Transportation Services, on the streets and within the parameters identified in Attachment 3 to the report (June 9, 2017) of the General Manager, Transportation Services, such regulation changes to be in effect no longer than December 31, 2018.
4. City Council authorize the appropriate City officials to submit directly to Council at the appropriate time any necessary bills to amend the appropriate City of Toronto Municipal Code Chapter, and any Schedules thereto, to reinstate the traffic and parking regulations to what they were immediately prior to the by-law amendments made in connection with the report (June 9, 2017) from the General Manager, Transportation Services.
5. City Council authorize the General Manager, Transportation Services and the Chief Planner and Executive Director, City Planning to negotiate and enter into a Memorandum of Understanding with the TTC to define roles and responsibilities and cost-sharing between the City of Toronto and Toronto Transit Commission, to complete the design and implementation of the proposed King Street Transit Pilot as described in this report; and
6. City Council request that the General Manager, Transportation Services and Chief Planner and Executive Director, City Planning report back to Executive Committee and the TTC Board in the fourth quarter of 2018 on the interim findings of the King Street Transit Pilot evaluation and monitoring program.
7. City Council authorize and direct the appropriate City officials to take the necessary action to give effect to Council's decision, including the introduction in Council of any and all bills that may be required.

## FINANCIAL IMPACT

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The preliminary estimated cost of the King Street Transit Pilot proposed in this report is approximately \$1,500,000 (subject to detailed design).

Funding for this project was not specifically identified in the 2017-2026 Capital Budget and Plan for Transportation Services. However, the King Street Transit Pilot has been identified as eligible under the Public Transit Infrastructure Fund (PTIF) Phase 1 existing allocation and funding is available within the Transportation Services PTIF program (CTP-860). The funding for this program includes a 50% contribution from the federal government and 50% City debt. Any additional funding required (as a result of detailed design) will be considered as part of the 2018 budget submission for Transportation Services.

Transportation Services has worked closely with the Toronto Parking Authority (TPA) regarding the impact of removing approximately 180 on-street parking spaces on King Street as part of the pilot project. TPA's net revenue would be reduced by approximately \$1,920,000 annually (including HST). Assuming implementation of this pilot for late fall 2017, the total net revenue reduction for 2017 would be approximately \$320,000 (including HST). This revenue shortfall can be accommodated within the provision for revenue reduction in the 2017 Operating Budget for the TPA. The revenue impacts of the pilot on the 2018 Operating Budget for the TPA will be considered as part of the 2018 budget submission.

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

## DECISION HISTORY

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At the July 11, 2016 TTC Board Meeting, City Planning and the TTC presented an introduction to the King Street Pilot Study (then called the King Street Visioning Study): [https://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2016/July 11/Agenda/index.jsp](https://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2016/July%2011/Agenda/index.jsp)

TTC Presentation – "The Importance of Streetcars in the TTC's Integrated Transit Network"

[https://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2016/July 11/Reports/9 The Importance of Streetcars in the TTC's Integrated Trans.pdf](https://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2016/July%2011/Reports/9%20The%20Importance%20of%20Streetcars%20in%20the%20TTC%27s%20Integrated%20Trans.pdf)

City Planning Presentation – "King Street Visioning Study"

[https://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2016/July 11/Reports/10 King Street Visioning Study Merged Updated.pdf](https://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2016/July%2011/Reports/10%20King%20Street%20Visioning%20Study%20Merged%20Updated.pdf)

At its December 13, 14, and 15, 2016 meeting, Toronto City Council adopted the TOcore Proposals Report – Downtown Secondary Plan Directions and Update Staff Reports and Presentations:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.TE20.18>

Attachment 1 - TOcore: Planning Downtown, Proposals Report Part 1 & Part 2

## COMMENTS

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### **Background Context: TOcore**

The King Street Transit Pilot study began as a 'visioning study' as part of 'TOcore: Planning Downtown', an initiative currently underway to prepare a 25-year plan for Toronto's Downtown. This long-term plan, along with a series of five infrastructure-related strategies (parks and public realm, community services and facilities, transportation, and energy, and water), will provide a blueprint to manage the growth and intensification being experienced and anticipated to continue Downtown.

A new Secondary Plan will be developed for the Downtown geography, establishing a renewed vision and policy framework to guide growth and development and link that growth with the provision of infrastructure. The Secondary Plan will provide an integrated planning framework that will ensure a balance of residential and non-residential uses, the implementation of a Parks and Public Realm Plan, the rebalancing of Downtown streets, the provision of community services and facilities, and clear guidance on built form and improving the public realm.

The Secondary Plan area is bounded by Lake Ontario to the south, Bathurst Street to the west, the mid-town rail corridor and Rosedale Valley Road to the north and the Don River to the east. See Figure 1 below for an illustration of the study area.



Figure 1. TOcore Study Area

Fourteen City Divisions as well as agencies, boards and commissions have participated in a series of working groups organized around 7 building blocks. The building blocks are: buildings and neighbourhoods; economy; community services and facilities; parks and public realm; mobility; water; and energy. This work has been supported by comprehensive community and stakeholder engagement.

The transportation building block focuses primarily on: making Downtown streets more 'complete'; creating a more walkable Downtown; developing a long-term cycling network; unlocking surface transit; aligning growth with existing and planned rapid transit infrastructure; and managing traffic and curbside activity.

The transportation system in the Downtown should form a well-connected and integrated network that provides a range of safe and sustainable travel choices to improve mobility and accessibility for all people. It should also utilize our existing Downtown transportation infrastructure more efficiently, providing people with more sustainable travel choices that reduce their dependence on the private automobile. Downtown's narrow street rights-of-way and compact urban form create opportunities and challenges to rebalancing transportation modes for key corridors. Rapid transit investments will service Downtown such as the Relief Line and Regional Express Rail are being advanced to support existing development and planned growth as well as to serve growing commuter needs. The current Downtown transportation system must

continue to support economic growth and job creation, which includes facilitating the movement of goods into and out of the core.

Further information on TOcore: Planning Toronto's Downtown can be found on the Study's website at [www.toronto.ca/tocore](http://www.toronto.ca/tocore).

### King Street Pilot Study Area

As the busiest surface transit corridor in the Downtown (and in the entire City), King Street was identified as requiring further study to develop a 'new vision' to transform it into a true transit-priority street, informed by the results of a pilot study. It was proposed to study King Street between Dufferin Street in the west and River Street in the east. See Figure 2 below for an illustration of the pilot area.

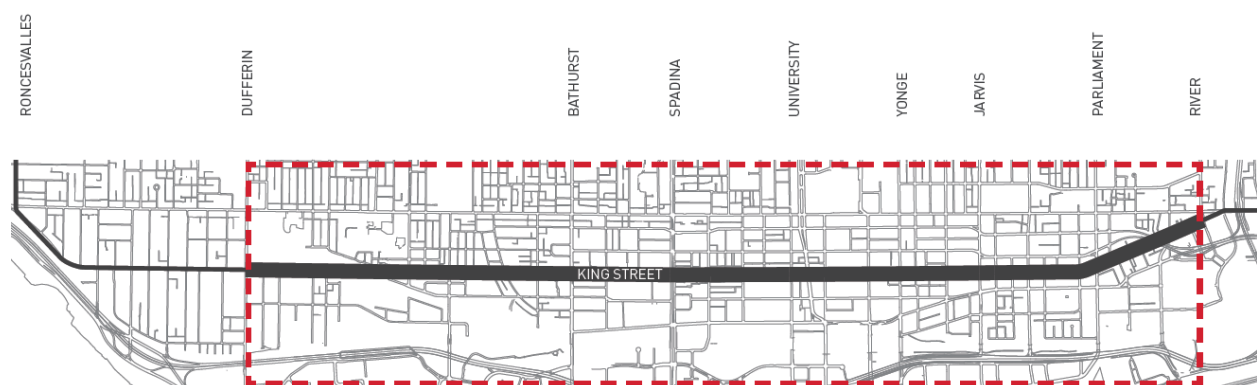


Figure 2. King Street Pilot Study Area

### Why King Street?

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, see Figure 3.

RANK	ROUTE NAME		AVERAGE DAILY WEEKDAY RIDERSHIP
1	<b>1</b>	Line 1 Yonge-University Subway	731,880
2	<b>2</b>	Line 2 Bloor-Danforth Subway	519,180
3	<b>504</b>	504 King	<b>64,580</b>
4	<b>32</b>	32 Eglinton West	48,685
5	<b>4</b>	Line 4 Sheppard	47,680

SOURCE: TTC, as of Dec 31, 2016

Figure 3. Average Weekday Ridership by Transit Route

Today, King Street is a four-lane street with streetcars operating in the centre lanes in mixed traffic. Through vehicle traffic movements are allowed at all intersections and there are high levels of traffic activity during many times of the day, resulting in transit delays from traffic congestion, traffic signals, left-turning vehicles, as well as illegal and legal vehicle loading at the curbside. From a safety perspective, transit passengers are forced to cross a live lane of moving vehicle traffic to board the streetcar. Cyclists ride in curb lane, sharing space with vehicle traffic in the peak hours and sharing space with on-street parked vehicles in the off-peak hours. There are sidewalks on both sides of the street, although in some parts of the corridor, they are quite narrow, with high volumes of pedestrians. Along the corridor, there are limited designated spaces for deliveries, loading, or taxis.

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 in the areas of busiest traffic congestion between Bathurst Street and Jarvis Street. And when streetcars do arrive, they are often overcrowded, especially in rush hours. The TTC estimates that the line is currently about 20% overcapacity.

The causes of transit delay are varied and diverse along the corridor, including: traffic congestion-related delay, traffic signal delay, delay from left-turning vehicles, as well as illegal and legal vehicle loading at the curbside. This traffic-related activity leads to unreliable streetcar headways along with bunching and gapping of streetcars. King Street is also not currently working well for drivers. It is primarily used for short, local auto trips, especially from places within the Downtown and nearby neighbourhoods already well-served by transit. There are alternative streets in the Downtown that can be used for these shorter vehicle trips, most notably: Queen Street, Richmond Street, Adelaide Street, Wellington Street, and Front Street. It is expected that some of these shorter vehicle trips in the corridor will shift to other modes (transit, walking, or cycling), shift to other times of day, or make entirely different trips altogether.

Longer-distance commuting and goods movement trips by vehicle to and from the pilot area can choose other routes entirely, like Lake Shore Boulevard and the Gardiner Expressway. The proposed pilot area was chosen, in part, because of the surrounding well-connected street network that exists east of Bathurst Street. The key streets parallel with King Street - Richmond Street, Adelaide Street, Wellington Street, Front Street, and Queens Quay - don't continue significantly west of Bathurst Street.

King Street currently has a very limited amount of designated on-street spaces for short-term deliveries, loading, and taxis, coupled with high demands for these uses which currently need to compete for curbside space with on-street parking.

King Street is an important 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 neighbourhoods along King Street have experienced tremendous growth in the past ten years, and will continue to grow in the future. This future Downtown growth and latent demand will continue to add to transit ridership pressures along King Street.

The City and TTC have made several recent operational improvements to streetcar routes, including on King Street, such as: extended turning and parking restrictions; increased fines for illegal stopping; LED ‘no left-turn’ signs at key locations; all-door boarding (with Proof Of Payment fare collection); consolidated transit stops, adjusted streetcar schedules and route running times; added supplemental buses; and introduced the 514 Cherry route with new streetcars. All have helped improve service to some degree, but there are limits to what operational improvements can achieve. King Street is still not currently reaching its full transit potential. A bigger move is needed.

## Why Pilot?

A pilot helps the City to try out new ideas, relatively quickly and cost-effectively. A pilot allows the city to test something live in the street, measure what's working and what's not, hear public feedback, and make refinements, as needed. A pilot also needs to be feasible and simple to implement. As a result, some ideas are not being recommended: making King Street entirely car-free; making King and Queen Streets a one-way pair; replacing all the streetcars with buses; and moving the streetcar tracks to the side of the street. These ideas are not practical and, in some cases, not cost-effective to pilot.

## Proposed King Street Transit Pilot: Key Design Objectives

The fundamental premise of the proposed pilot is that streetcar performance can be improved by reducing vehicular traffic activity on the street. Simply put, more traffic results in worse streetcar performance, less traffic results in better streetcar performance. It is proposed that transit be prioritized by discouraging non-local vehicle traffic on King Street, limiting the number of private vehicles competing for limited road space with streetcars. When given priority, transit along King Street will be able to operate with improved reliability, speed, and capacity. Illustrated by Figure 4 below, there are three key design objectives that have guided the development of the proposed King Street Transit Pilot design:



Figure 4. King Street Pilot Project Design Objectives



# Proposed King Street Transit Pilot

Key aspects of the proposed King Street Transit Pilot design are outlined below:

## 1. Between Bathurst and Jarvis Street: Allow Local Traffic Access and Through Traffic Uses Alternate Corridors

The proposed pilot area is between Bathurst Street and Jarvis Street, where transit would be prioritized, but local traffic access would still be allowed. The area of Bathurst Street to Jarvis Street was chosen because that is the part of King Street where transit service was analyzed to be worst. That is also the area where there is a more connected grid network of surrounding streets that could accommodate alternative routes for traffic circulation.

Traffic arriving to the pilot area from the west would have to turn left or right at Bathurst Street and traffic arriving from the east would have to turn left or right at Jarvis Street. See Figure 5 below for an illustration of the proposed traffic movements. It is expected that most people driving would make the decision to travel another route far ahead in their journey before arriving at Bathurst Street or Jarvis Street.

There would be no east-west through vehicle movements allowed along King Street at key intersections in the pilot area: Bathurst Street, Portland Street, Spadina Avenue, Peter Street, University Avenue, Yonge Street, Church Street, and Jarvis Street. Transit vehicles, bicycles, emergency services (police, fire and paramedics), and road maintenance vehicles (i.e. street sweepers) would be allowed to travel east-west through these intersections. There would be no left turns permitted from King Street, to north-south streets or driveways along King Street.

Local auto traffic access to and from King Street would be made using key parallel east-west streets (Queen Street, Richmond Street, Adelaide Street, Wellington Street, and Front Street etc.) and north-south streets. Traffic would be allowed to turn onto King Street, but then would be required to make a right-turn off King Street at key intersections.

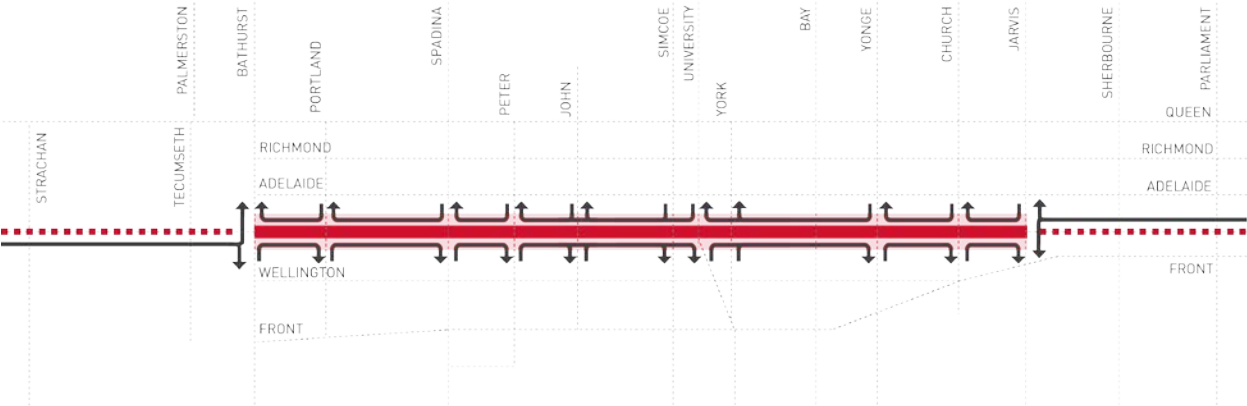


Figure 5. Proposed Traffic Movements within the King Street Pilot Area

In addition, targeted operational improvements are being considered at several key intersections along King Street, outside the pilot area, such as Roncesvalles Avenue, Jameson Avenue, and Broadview Avenue. These improvements could include signal timing changes and minor operational changes to improve transit reliability.

Figure 6 below illustrates the proposed street design for a generic block in the pilot area. The exact street design will depend on the local context of the block.



Figure 6. Sample Street Design for a Block along King Street

## **2. Key streetcar stops would be moved from the near side of the intersection to the far side of the intersection, in the curb lane, with a physical barrier at either end.**

This has several benefits:

- improved transit passenger safety for people getting on and off transit, since they would not have to cross a live lane of traffic (cyclists would still need to stop);
- improved transit passenger boarding time, since passengers would be closer to the streetcar;
- more space for passengers waiting for transit, freeing up more space on the sidewalk for pedestrians;
- enables right-turning vehicles on the near side of the intersection to be separated from transit boarding activity on the far side of the intersection; and
- enables improved signal coordination or priority and more efficient transit operations.

During the pilot, the relocated streetcar stops would not be elevated to sidewalk level and would remain at road pavement level. Curb cuts and/or temporary ramps would be provided at each new stop location, both at the stop pole and approximately ten (10) metres back from the stop, to provide universal access for passengers from the sidewalk to the streetcar stop waiting area.

At selected streetcar stops, a mural would be painted on the pavement in the curb lane to help further delineate the streetcar stop passenger waiting area.

Preliminary feasibility analysis has begun on candidate locations for new transit stop and shelter locations on King Street – temporary shelters would be placed in new locations, and existing shelters would remain in place and be repurposed. While many stops would be moved to the far side of the intersection, discussions with the TTC are ongoing to confirm each stop location. The specific positions and length of TTC stops would be determined as part of the detailed design process and may be amended during the pilot period.

**3. Local vehicle traffic would share streetcar lanes with dedicated right-turn lanes provided at the intersections where vehicles must turn right at the intersection. No left turns would be allowed from King Street onto other streets or driveways. Some left turns onto King Street from north-south streets or driveways would be permitted.**

Since local vehicle traffic would share the streetcar lane, left turning vehicles from King Street would potentially block the lane and cause delays to streetcars. As mentioned previously, transit vehicles, bicycles, emergency services (police, fire and paramedics), and road maintenance vehicles (i.e. street sweepers) would be allowed to travel through at all intersections.

**4. Some on-street spaces for dedicated short-term loading, deliveries, taxis, and passenger pick-up/drop-off would be provided, while all on-street parking would be removed.**

Dedicated on-street spaces for short-term deliveries and loading helps support the local business along the corridor. The location and length of these on-street loading areas depends on the local context. In the Financial District, for example, the majority of on-street curbside space would be for taxis. While in other areas, only a few spaces for short-term loading would be provided at regular intervals along different blocks.

The specific positions and length of short-term loading, delivery, passenger pick-up/drop-off and taxi stands would be determined as part of the detailed design process and may be amended during the pilot period based on operational needs or feedback from local stakeholders.

There are currently approximately 180 on-street parking spaces on King Street between Bathurst Street and Jarvis Street which would need to be removed as part of the proposed pilot. This represents less than 3% of the 7,800 total on-street and off-street parking spaces publically accessible within a five (5) minute walk of King Street.

**5. Access to all existing driveways would be maintained.**

There are some properties that have existing driveways to parking garages along King Street where vehicle access must be maintained. Space would be left in the curb lane for vehicles to access these driveways.

**6. Space for cyclists would be provided in the curb lane beside the streetcar lane.**

The proposed plan ensures that cyclists will continue to be able to use King Street and maintain a safe space away from the streetcar tracks. Although dedicated cycling lanes

would not be provided, it is anticipated that conditions for cycling would be somewhat improved, as the overall vehicle traffic along the street will be reduced. Dedicated cycling facilities are provided on nearby parallel streets of Richmond Street and Adelaide Street.

## **7. New public spaces would be provided in the curb lane.**

These new public spaces in the curb lane could take several forms including: additional seating, planters, bicycle racks, bike share stations, patios affiliated with adjacent restaurants, etc. These new public spaces would also provide an opportunity to partner with businesses, BIAs, and community organization to help program and activate these spaces. The location of these new public spaces will help enhance and build on some of the significant adjacent public spaces along the corridor, including: David Pecaut Square, St. James Park, and Market Lane Park. A more comprehensive public realm strategy will be developed to work with partners and stakeholders to help design and activate these spaces throughout the duration of the pilot.

The specific locations and length of the new public spaces would be determined as part of the detailed design process and may be amended during the pilot period. It is proposed that the creation of public spaces within the curb lane be implemented at a limited number of locations at the outset of the pilot and expanded in spring 2018.

## **Impact to Traffic Operations**

The proposed pilot will involve changes to traffic patterns within the Downtown transportation network. Currently, during peak periods, approximately 600 vehicles per hour in the peak direction use King Street, largely for local trips. With the removal of through vehicle movements at most signalized intersections proposed as part of the pilot, it is expected that most of existing traffic would be diverted from King Street to parallel streets such as Queen Street, Richmond Street, Adelaide Street, Wellington Street and Front Street. These corridors have sufficient capacity to carry this dispersed traffic in the Downtown network.

Vehicles using King Street would be limited to those that need to access the particular block for deliveries, passenger pick-up/drop-off, or to access a specific driveway or parking garage. Based on analysis of existing traffic counts, census-year travel surveys, as well as observed parking and loading activity, traffic volumes are expected to be significantly reduced (up to 50%) along any given block of King Street.

Results have been informed by preliminary work based on an assignment of Transportation Tomorrow Survey (2011) data using Emme software, as well as initial Aimsun model simulation. These early results support the concept outlined in this report.

Given the extent of change to travel patterns anticipated as a result of shifts to parallel routes, other times of day, or other modes, accurately forecasting the extent of possible increases to vehicular travel time or transportation network impacts is challenging. The installation of a pilot project provides an opportunity to better understand the impacts and benefits of the project on a trial basis.

Should the pilot project be implemented, Downtown traffic operations would be regularly monitored to ensure that the surrounding transportation network is working as effectively as possible. Modifications to signal timings, turning restrictions and time of day curbside regulations would be made, as needed, to optimize the transportation network surrounding the pilot.

## **TTC Service & Operations**

The TTC will increase route supervision along the King Street corridor during the pilot. Subject to fleet availability, additional streetcars will be operated on the King Street corridor during the pilot. Together, these initiatives will improve service reliability and capacity for customers along King Street. The TTC will co-ordinate with the City Traffic Operations staff to make improvements to transit signal priority at key intersections to improve speed and efficiency of transit operations.

## **Stakeholder & Public Engagement**

Extensive stakeholder and public engagement has been undertaken throughout the King Street Transit Pilot Study. Engagement efforts have targeted a range of transportation users, including drivers, transit users, pedestrians, and cyclists. In partnership with local ward Councillors, a top priority has been to engage directly with local Business Improvement Area (BIA) representatives, as well as local Resident and Neighbourhood Associations. Efforts have also been made to involve other city-wide stakeholder groups. Engagement activities have included:

- 30,000+ public meeting flyers mailed out
- 20+ stakeholder groups attended Jan 30th SAG Meeting #1
- 400+ people attended Feb 13th Public Meeting #1
- 20+ stakeholder groups attended April 5th SAG Meeting #2
- 400+ people attended May 18th Public Meeting #2
- 1,000+ clicks through Twitter targeted ads
- 2,300+ clicks through Facebook targeted ads
- 27,000+ unique webpage views [www.toronto.ca/kingstreetpilot](http://www.toronto.ca/kingstreetpilot)
- 3,000+ project email update sign-ups
- 5,000+ Phase 1 online survey responses (3,000+ completed surveys)
- 2,100+ Phase 2 online survey responses (1,700+ completed surveys) [as of May 30th]
- 7,500 postcards handed out to transit riders along 504 King streetcar
- 20+ meetings with key individual stakeholders, local BIAs, local resident groups, and non-BIA businesses

In addition, the project has received significant coverage by broadcast and print media as well as online and social media, reaching hundreds of thousands of residents.

A more fulsome Engagement Summary Report can be found on the project website: [www.toronto.ca/kingstreetpilot](http://www.toronto.ca/kingstreetpilot).

## Next Steps

There are three basic phases to the King Street Transit Pilot study:

Phase One: Develop Goals & Pilot Options

Phase Two: Evaluate & Select Preferred Pilot

Phase Three: Design & Implement Preferred Pilot

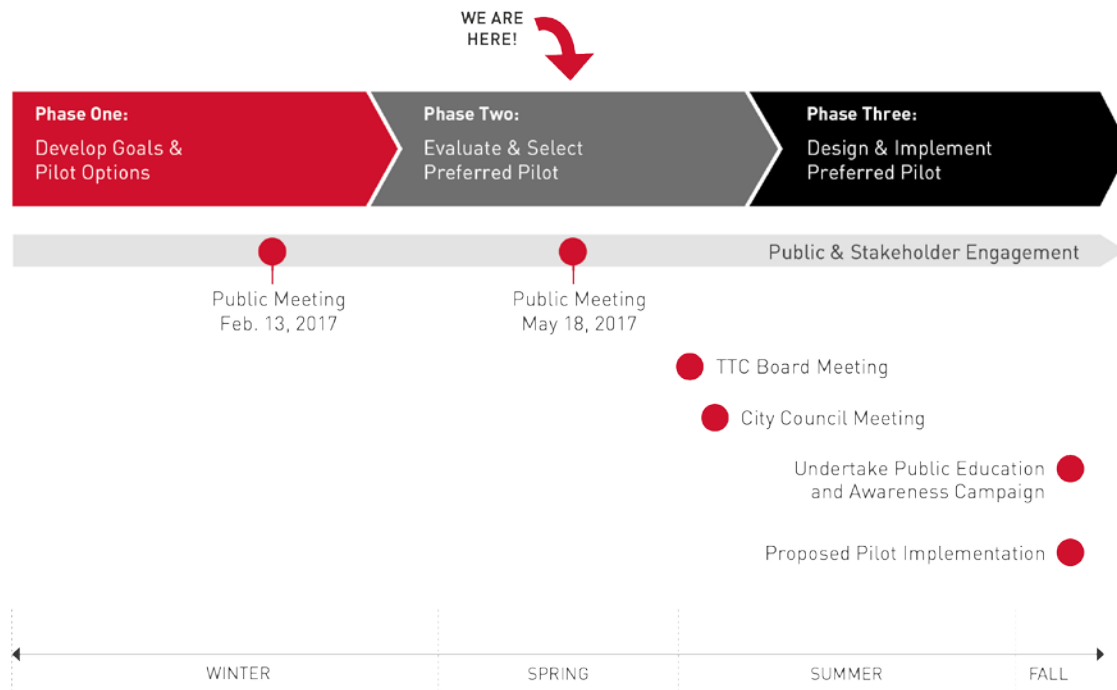


Figure 7. Timeline of the King Street Pilot Project

This report represents the conclusion of Phase 2. Key next steps of Phase Three are outlined below.

## Implementation

Subject to Council approval of the pilot, detailed design would be undertaken to confirm the locations of transit stops and shelters, dimensions of short-term loading, delivery, passenger pick-up/ drop-off zones and taxi stands, locations and design of new public space (including street furniture elements), traffic signal modifications, signage and pavement marking details, associated by-law amendments and other details necessary to achieve the pilot project. Additional stakeholder consultation would inform the detailed design.

The proposed pilot would be installed between the existing curbs, and excepting new temporary transit shelters, would not involve any civil reconstruction (i.e. temporary materials such as signage, paint, planters and street furniture would be used). Subject to Council approval, it is proposed that the pilot be installed in fall 2017, after the Toronto International Film Festival, with some new curbside public space to be implemented in spring 2018.

## Monitoring & Evaluation

Depicted in Figure 8 below, monitoring and evaluation of the pilot project will involve the collection of before, during, and after data in order to assess the impacts and benefits of the pilot project in the following broad areas, aligned with the overall key design objectives.

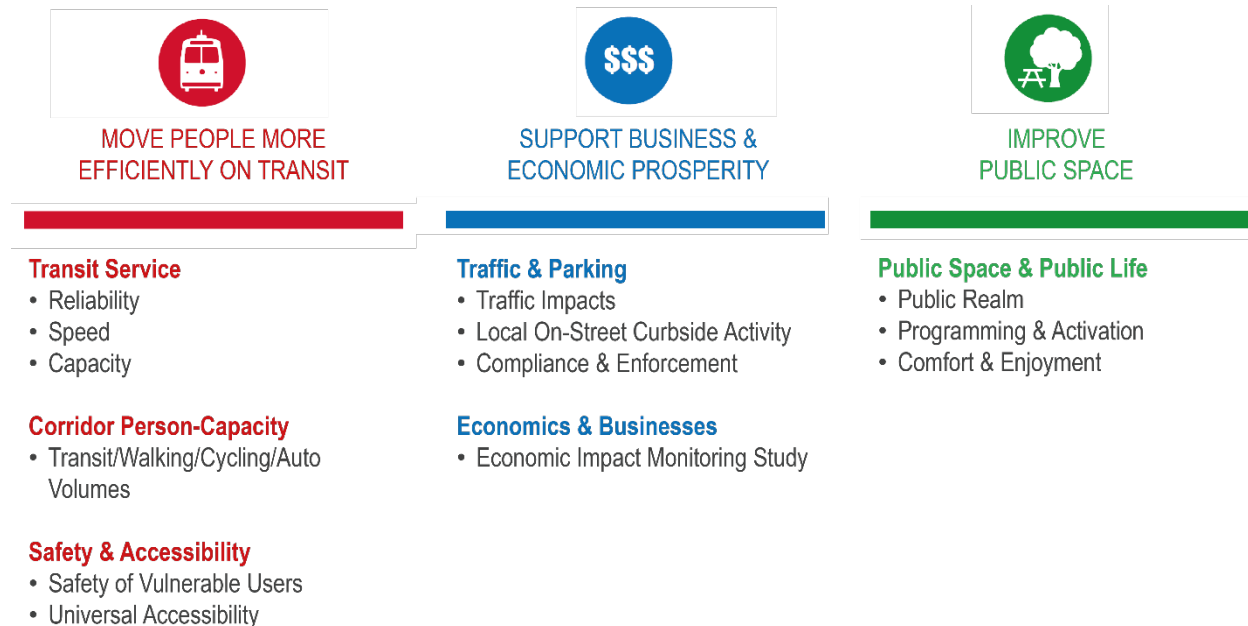


Figure 8. Overview of the Monitoring & Evaluation Components to address the Key Objectives

The TTC will closely monitor transit operations through the pilot area and plan to increase supervision on routes along the corridor. The TTC will also collect new ridership information to assess changes in ridership and what additional resources, if any, may be required. The TTC will also be closely monitoring changes in travel times through the pilot area and will be revising streetcar schedules accordingly.

Through traffic volume counts, travel time studies, and analysis of traffic speed data, Downtown traffic operations would be regularly monitored to ensure that the surrounding transportation network is working as effectively as possible. Modifications to signal timings, turning restrictions and time of day curbside regulations would be made, as needed, to optimize the transportation network surrounding the pilot.

An Economic Impact Monitoring Study will be undertaken during the pilot. The City has been working closely with BIAs and non-BIA businesses along King Street to develop the scope of work for analyzing, monitoring and measuring key economic metrics along King Street during the pilot project.

## Public Education & Awareness Communications Strategy

As part of the proposed King Street Transit Pilot, a multi-faceted public education and communications plan will be developed to support the project and inform drivers, local

businesses, TTC customers, and the general public about the pilot, how it works, and the importance of putting people and transit first on this important corridor.

The City and the TTC will use a variety of communications methods which are likely to include using radio, print and shelter advertising, vehicle and station advertising, the news media and social media, and the TTC and City websites.

Signage will be used to inform drivers of private autos of the changes coming pre-pilot and once the pilot is underway.

The TTC will also use customer ambassadors in the weeks leading up to pilot launch and the immediate weeks afterwards to ensure customers along the corridor are aware of changes to streetcar stop locations, as an example. Postcards will be handed out, directing the public to the City's website for details about the pilot and where to provide feedback. The TTC will also wrap a new, low-floor streetcar and dedicate it to the 514 Cherry to ensure awareness of the pilot on King Street.

Finally, ongoing communications with local businesses through numerous channels already established, will continue to ensure an understanding of the changes being made, how the City will support businesses and the overall benefit to the city in making King Street work. It will be especially important the City to work with the local businesses and BIAs to help area customers understand how they can continue to access the area businesses by car and find nearby parking. The strategy will include elements such as: creating graphics and visual material, undertaking media outreach, and stakeholder engagement and partnerships. The campaign is planned to begin closer to the implementation of the pilot.

## **Enforcement Strategy**

Transportation Services staff have met with Toronto Police Services staff to discuss the need for increased enforcement of traffic regulations, as well as a parallel education strategy, given the significant changes proposed to both the configuration and operations of King Street.

Police and the TTC will work together on a public service announcement, while Transportation Services staff will work with Police Services staff on key intersections to identify where additional enforcement officers would be required.

## **Reporting**

The pilot project is intended to test a solution, measure what's working, what's not, and make refinements, as needed. Therefore, it is critical that the initial design and implementation responds to stakeholder feedback and that adjustments can be made promptly after installation to optimize the pilot, traffic flow, and respond to ongoing stakeholder feedback.

On this basis, in order to ensure the necessary responsiveness on this project in a time-sensitive manner, it is recommended that the General Manager, Transportation Services, be delegated the authority, on a time-limited basis, to modify the pilot project



installation and surrounding road network in the vicinity (limited to particular streets and street segments), to address operational and safety issues that may arise over the duration of the pilot project.

As such, this report seeks Council authority for the General Manager, Transportation Services, to be delegated the authority to implement changes and process traffic and parking by-law amendments to the schedules to City of Toronto Code Chapters, as identified in Attachment 2, and only on the streets, and street segments, identified in Attachment 3.

The by-laws associated with the delegated authority to the General Manager would be submitted by the General Manager directly to City Council without a report through the appropriate Community Council and/or Committee.

The proposed delegation would be time-limited and would end on December 31, 2018, such that the General Manager of Transportation Services would not have the delegated authority to implement changes and process through to Council bills and by-laws amendments subsequent to December 31, 2018. Any regulation changes implemented under the delegated authority would cease to have effect after December 31, 2018.

Given the limited duration and parameters of the delegation, the proposed delegation of authority to the General Manager can be deemed minor in nature.

Transportation Services and City Planning propose to report back to the Executive Committee and the TTC Board in the fourth quarter of 2018 on the findings of the King Street Transit Pilot project evaluation.

## **CONTACT**

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## SIGNATURE

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## ATTACHMENTS

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Attachment 1 - Amendments to Traffic and Parking Regulations  
Attachment 2 - List of Traffic and Parking By-Laws Proposed for Delegation  
Attachment 3 - List of Streets and Street Segments Proposed for Delegation