KING STREET PILOT STUDY
Executive Committee

19th June 2017
WHY KING STREET?
KING STREET IS THE BUSIEST SURFACE TRANSIT ROUTE IN THE ENTIRE CITY

- King Street moves 65,000 transit riders every weekday, compared to only 20,000 vehicles
- Only the Yonge-University and Bloor-Danforth subway lines carry more people
- But King Street is currently not working well for transit

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

SOURCE: TTC, as of Dec 31, 2016
STREETCAR SERVICE CAN BE SLOW, UNRELIABLE AND ERRATIC, WITH UNPREDICTABLE TRAVEL TIMES

- People have to plan their commute for the slowest trip...walking is sometimes faster
- Especially in the areas of busiest traffic congestion, between Bathurst and Jarvis

STREETCARS ARE OFTEN OVERCROWDED AND OVERCAPACITY IN RUSH HOURS
KING STREET ISN’T WORKING WELL FOR DRIVERS TODAY

- About 20,000 vehicles use King Street per day, largely for local trips
- Up to 50% of the existing traffic that travels on King Street today is expected to disperse across parallel corridors as a result of the pilot, including Queen Street, Richmond Street, Adelaide Street, Wellington Street and Front Street
- Operations will be monitored to ensure that the surrounding network is working as effectively as possible, with modifications as needed
NEIGHBOURHOODS ALONG KING STREET ARE GROWING… TRANSIT DEMAND WILL ONLY INCREASE
OPERATIONAL ‘TWEAKS’ ARE NOT ENOUGH

What’s already been done:

- Extended turning and parking restrictions
- Increased fines for “No Stopping”
- LED ‘no left-turn’ signs at key locations
- All-door boarding (POP)
- Consolidated transit stops
- Adjusted streetcar route running times
- Added supplemental buses
- 514 Cherry route with new streetcars
WHY PILOT?
A PILOT HELPS THE CITY TO TRY OUT NEW IDEAS, QUICKLY AND COST-EFFECTIVELY

1. TEST

2. MEASURE

3. REFINE
A PILOT MUST BE FEASIBLE AND SIMPLE TO IMPLEMENT… SOME IDEAS ARE NOT BEING RECOMMENDED

Make King Street entirely car-free
There are some driveways and parking garages that vehicles need to access, as well as some on-street spaces for loading and deliveries.

Make King and Queen a one-way pair
Scope too large and complicated to implement as a pilot project. Would negatively impact walking distance to streetcar stops.

Replace streetcars with buses
Inefficient and costly…need 2 to 3 replacement buses per streetcar and buses would still be stuck in the same traffic congestion.

Move streetcar tracks to one side of the street
Not feasible as a pilot…costly and disruptive to implement…and not physically possible at some intersections.
KING STREET IS CURRENTLY NOT REACHING ITS FULL TRANSIT POTENTIAL.

A BIGGER MOVE IS NEEDED.

A PILOT IS A CHANCE TO TEST OUT WHAT KING STREET COULD BE. A CHANCE TO PUT PEOPLE AND TRANSIT FIRST TO IMPROVE TRANSIT RELIABILITY, SPEED AND CAPACITY.
PUTTING PEOPLE & TRANSIT FIRST:
PROPOSED KING STREET TRANSIT PILOT
BATHURST TO JARVIS
**KING STREET TRANSIT PILOT**

**STREET DESIGN: KING STREET TODAY**

- Streetcars operate in mixed traffic: through movements allowed, higher traffic volumes, left turns block streetcars
- Transit passengers must cross live traffic lane to board streetcar
- Cyclists ride in curb lane, share space with traffic or on-street parking (off peak)
- Pedestrians on sidewalks on both sides of the street
- Limited designated spaces for deliveries, loading, or taxis
KING STREET TRANSIT PILOT
KEY DESIGN PRIORITIES

MOVE PEOPLE MORE EFFICIENTLY ON TRANSIT

SUPPORT BUSINESS & ECONOMIC PROSPERITY

IMPROVE PUBLIC SPACE
KING STREET TRANSIT PILOT
IMPROVE STREETCAR PERFORMANCE BY REDUCING TRAFFIC ON KING STREET

MORE TRAFFIC...

...WORSE STREETCAR PERFORMANCE

LESS TRAFFIC...

...BETTER STREETCAR PERFORMANCE
KING STREET TRANSIT PILOT
MAKE TRANSIT FIRST BETWEEN BATHURST AND JARVIS...
ALLOW LOCAL TRAFFIC ACCESS

- Local traffic access only
- Right-turn ‘loops’ within the pilot area, no left turns
- No east-west through traffic at key intersections within the pilot area
- Traffic can use parallel east-west routes: Queen, Richmond, Adelaide, Wellington, Front
- Exceptions: Transit, Bicycles, Police, Fire, EMS
- Designated space for short-term loading, deliveries and taxis
KING STREET TRANSIT PILOT: STREET DESIGN

- MOVE PEOPLE MORE EFFICIENTLY ON TRANSIT
- SUPPORT BUSINESS & ECONOMIC PROSPERITY
- IMPROVE PUBLIC SPACE
KING STREET TRANSIT PILOT

MOVE PEOPLE MORE EFFICIENTLY ON TRANSIT

- Move key streetcar stops to far side of intersection with physical ‘bump-out’ in curb lane
  - Improves passengers safety
  - Improves streetcar boarding times
  - Improves streetcar operations
  - Allows right turn traffic on near side of intersection

- Local traffic shares streetcar lane but must turn right at intersection
- Space for cyclists in curb lane beside streetcar lane, no dedicated bike lanes
- More space for waiting transit passengers
KING STREET TRANSIT PILOT
SUPPORT BUSINESS & ECONOMIC PROSPERITY

- Provide spaces for short-term loading, deliveries and taxi pick-up/drop-off
- Allow physical gaps for local traffic access to driveways
- No on-street parking
- 180 spaces on King is less than 3% of the total 7,800 spaces within 5-minute walk
KING STREET TRANSIT PILOT

IMPROVE PUBLIC SPACE

• New public spaces in curb lanes (seating, planters)
• Streetcar stop murals on street
• Programming and activation of adjacent public spaces
• Partnership opportunities with community organizations, BIAs & businesses
• Bike parking as part of public realm improvements
EVALUATION & MONITORING
EVALUATION & MONITORING

MOVE PEOPLE MORE EFFICIENTLY ON TRANSIT

Transit Service
• Reliability
• Speed
• Capacity

Corridor Person-Capacity
• Transit/Walking/Cycling/Auto Volumes

Safety & Accessibility
• Safety of Vulnerable Users
• Universal Accessibility

SUPPORT BUSINESS & ECONOMIC PROSPERITY

Traffic & Parking
• Traffic Impacts
• Local On-Street Curbside Activity
• Compliance & Enforcement

Economics & Businesses
• Economic Impact Monitoring Study

IMPROVE PUBLIC SPACE

Public Space & Public Life
• Public Realm
• Programming & Activation
• Comfort & Enjoyment
NEXT STEPS
STUDY PHASES

Phase One:
Develop Goals & Pilot Options

Phase Two:
Evaluate & Select Preferred Pilot

Phase Three:
Design & Implement Preferred Pilot

Public Meeting
Feb. 13, 2017

Public Meeting
May 18, 2017

Public & Stakeholder Engagement

TTC Board Meeting

City Council Meeting

Undertake Public Education and Awareness Campaign

Proposed Pilot Implementation

Winter
Spring
Summer
Fall
NEXT STEPS

Engagement
• Public Meeting #2: May 18th

Reporting
• TTC Board: June 15th
• Executive Committee: June 19th
• City Council: July 5-7th

Phase 3: Implementation & Monitoring
• Detailed design and procurement
• Develop evaluation, monitoring, and data collection program
• Launch public education & awareness communications strategy
Q & A