Re: EX26.1

# KING STREET PILOT STUDY

## Executive Committee

19th June 2017

TORONTO

# 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

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

*SOURCE: TTC, as of Dec 31, 2016*

# STREETCAR SERVICE CAN BE SLOW, UNRELIABLE AND ERRATIC, WITH UNPREDICTABLE TRAVEL TIMES

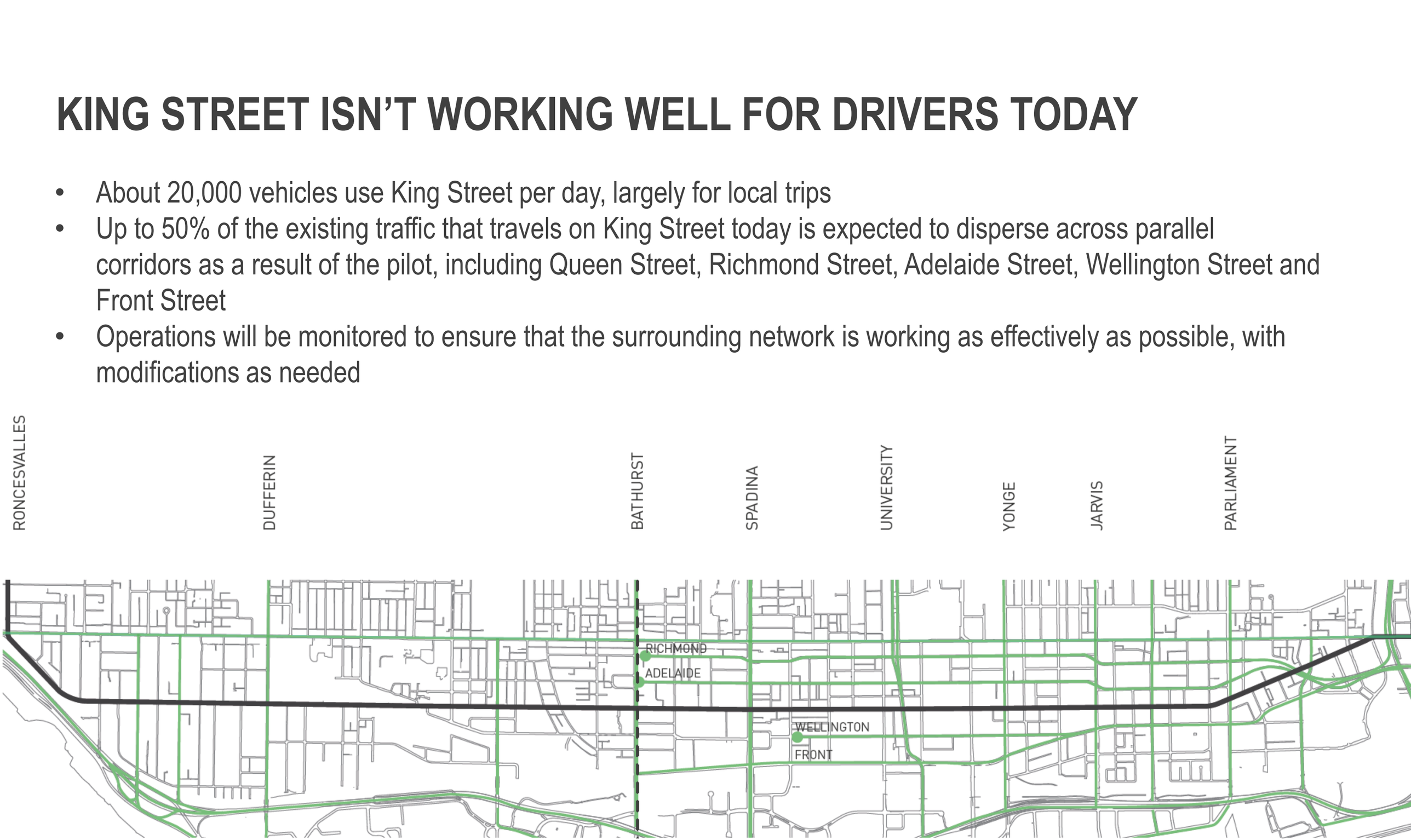
- People have to plan their commute <u>for the slowest</u> trip…walking is sometimes faster
- Especially in the areas of busiest traffic congestion, between Bathurst and Jarvis


*SOURCE: TTC DATA (2013-2015)*

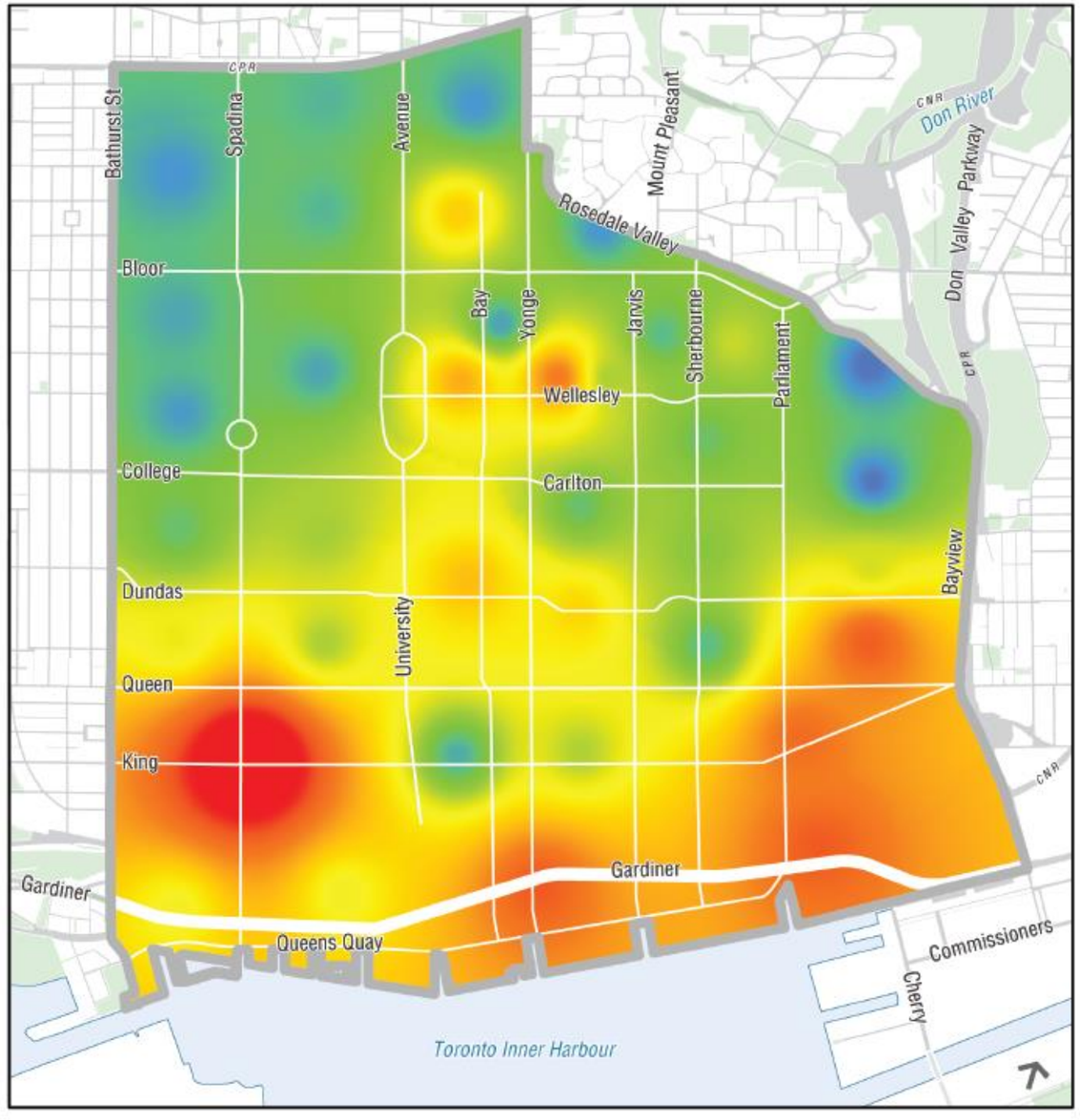
# STREETCARS ARE OFTEN OVERCROWDED AND OVERCAPACITY IN RUSH HOURS

# 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




Source: Toronto City Planning Division, Research and Information - October 2016

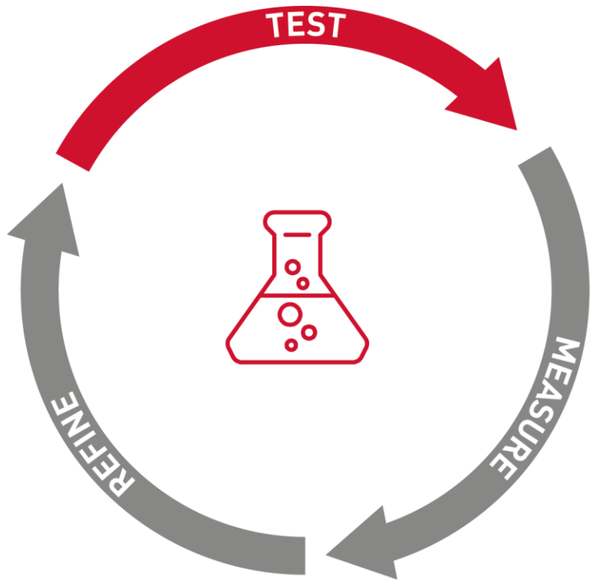
# OPERATIONAL ‘TWEAKS’ ARE NOT ENOUGH

## What’s already been done:

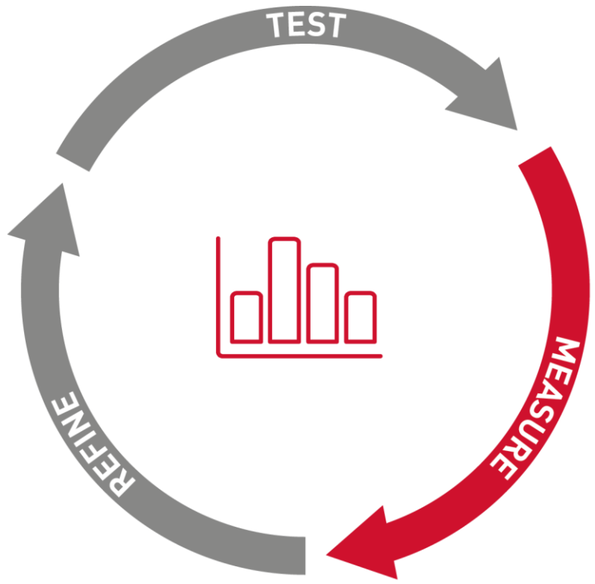
- Extended turning and parking restrictions
- Increased fines for “No Stopping”
- LED ‘no left-turn’ signs at key locations
- All-door boarding (POP)
- Consolidated transit stops
- Adjusted streetcar route running times
- Added supplemental buses
- 514 Cherry route with new streetcars

# WHY PILOT?

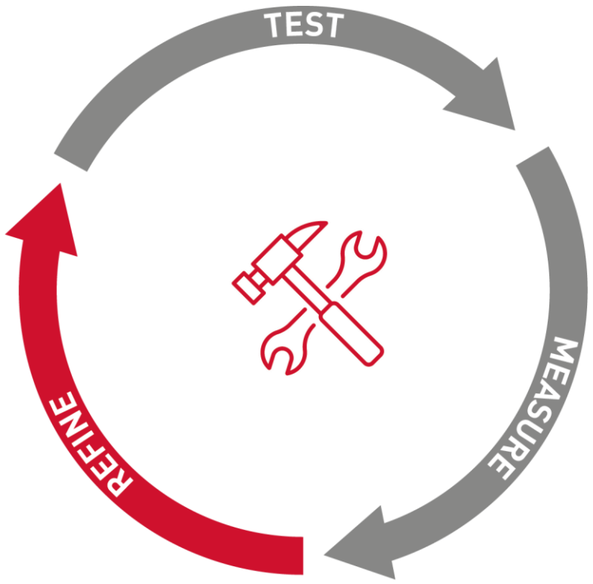
# A PILOT HELPS THE CITY TO TRY OUT NEW IDEAS, QUICKLY AND COST-EFFECTIVELY




1. TEST




2. MEASURE




3. REFINE

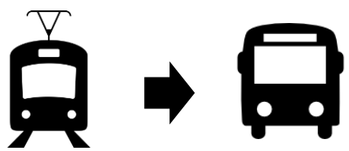
# A PILOT MUST BE FEASIBLE AND SIMPLE TO IMPLEMENT… SOME IDEAS ARE NOT BEING RECOMMENDED

## 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.

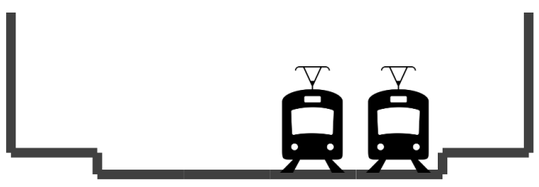

## Make King and Queen a one-way pair

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.

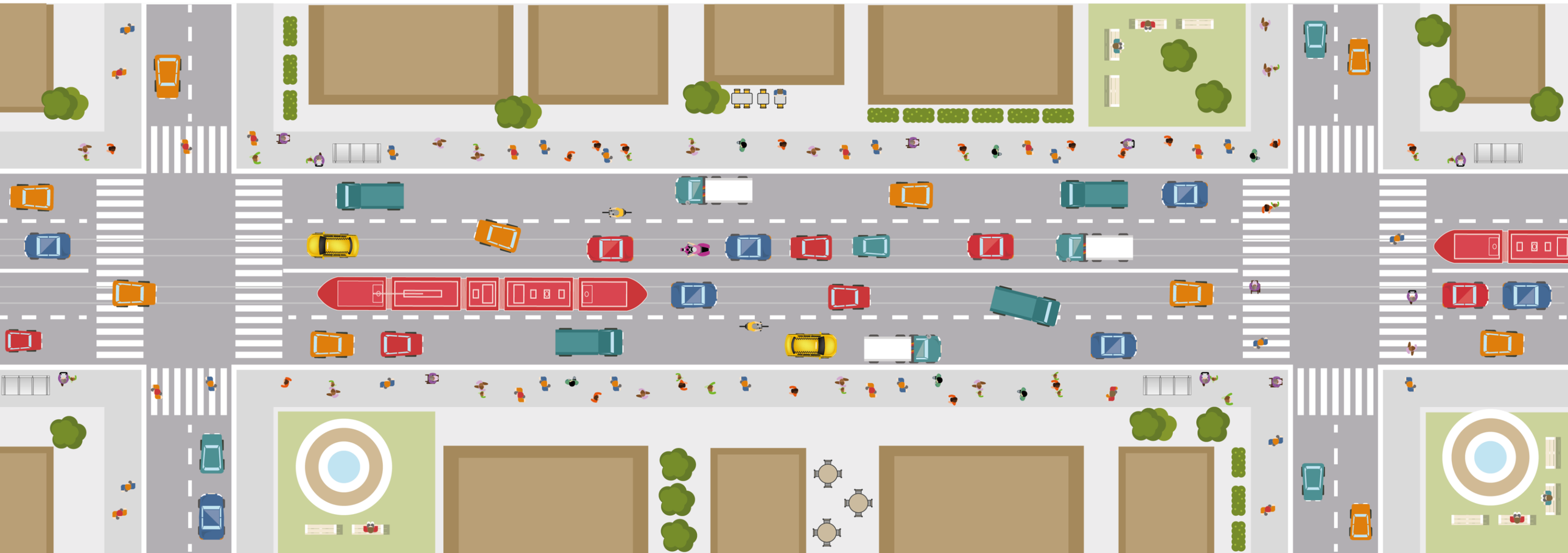
A PILOT IS A CHANCE TO TEST OUT WHAT KING STREET COULD BE.  A CHANCE TO PUT **PEOPLE AND TRANSIT FIRST** TO IMPROVE TRANSIT RELIABILITY, SPEED AND CAPACITY.

# 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*

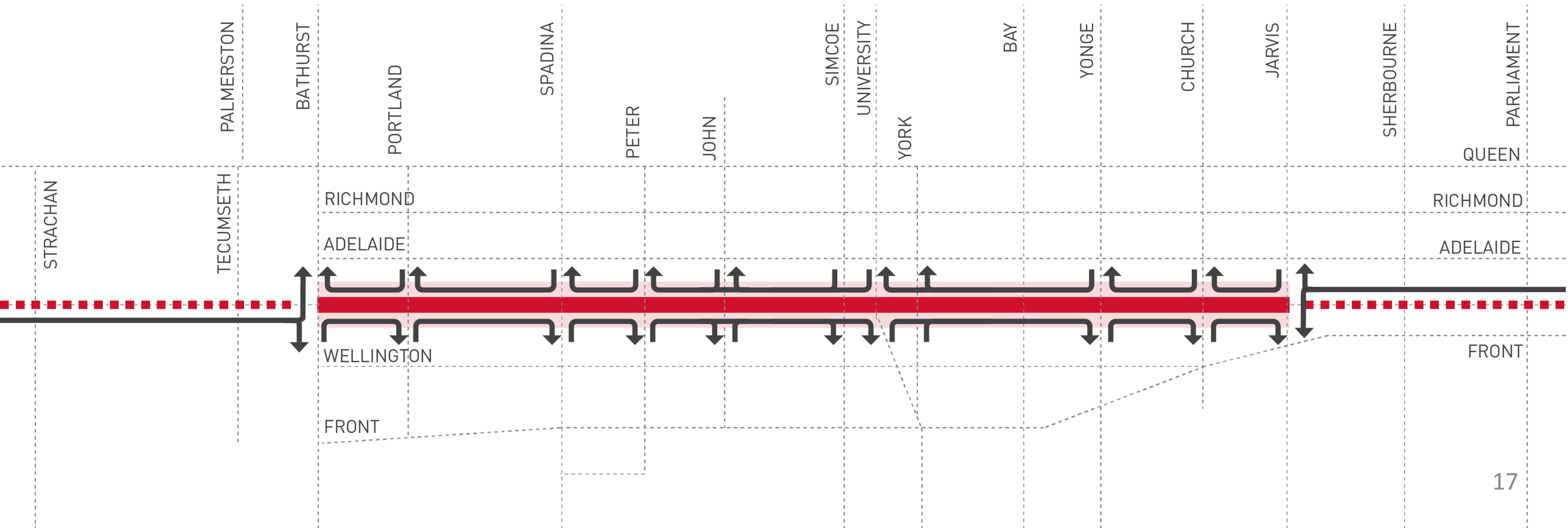
*LESS TRAFFIC…*


*…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

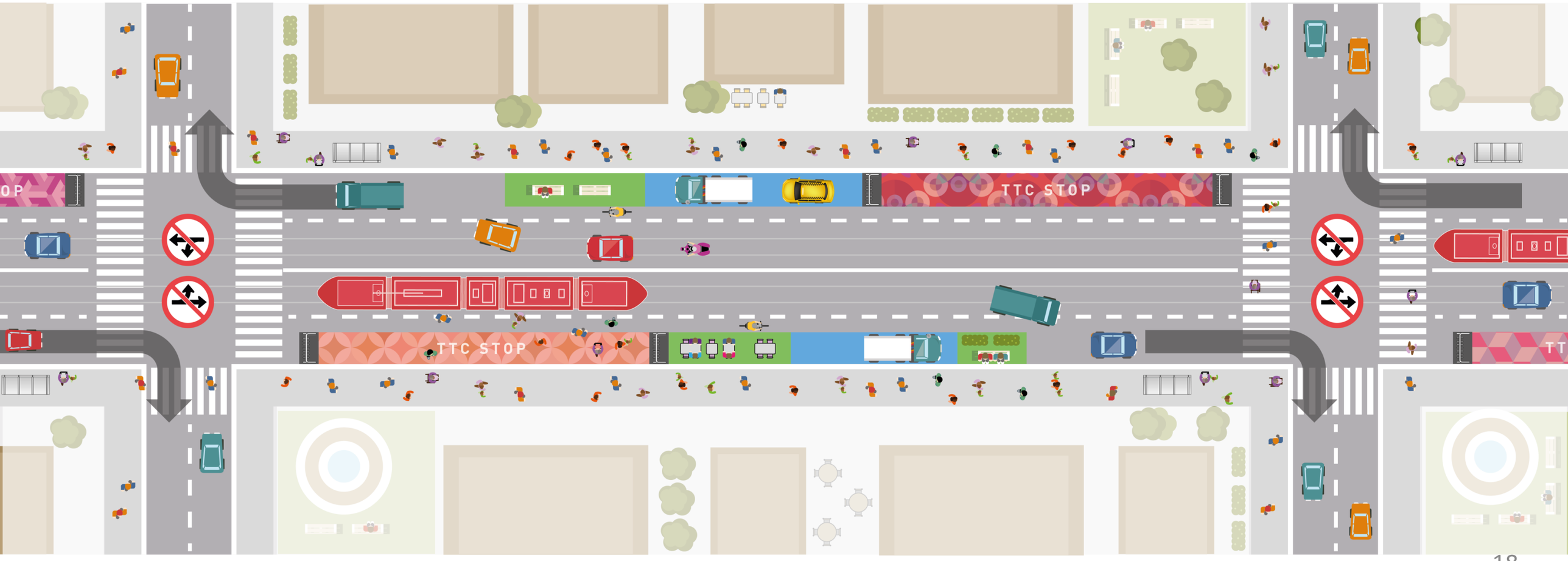


# KING STREET TRANSIT PILOT: STREET DESIGN

**MOVE PEOPLE MORE EFFICIENTLY ON TRANSIT**

**SUPPORT BUSINESS & ECONOMIC PROSPERITY**

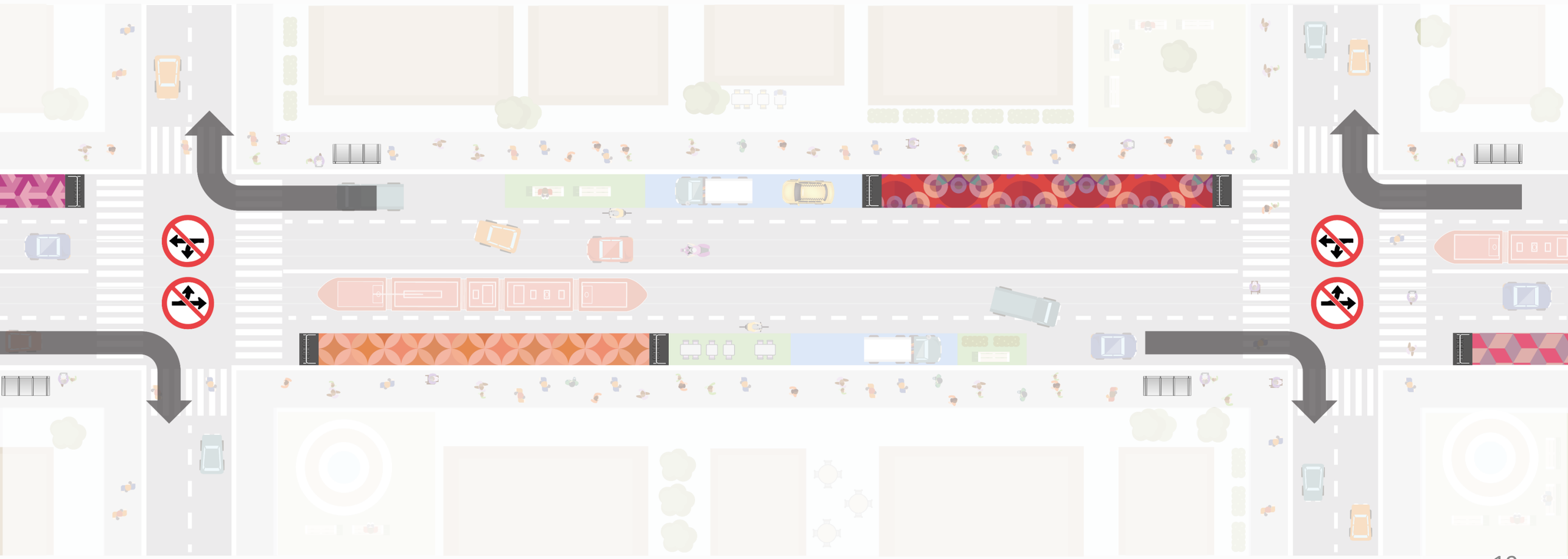
**IMPROVE PUBLIC SPACE**



## KING STREET TRANSIT PILOT

# MOVE PEOPLE MORE EFFICIENTLY ON TRANSIT

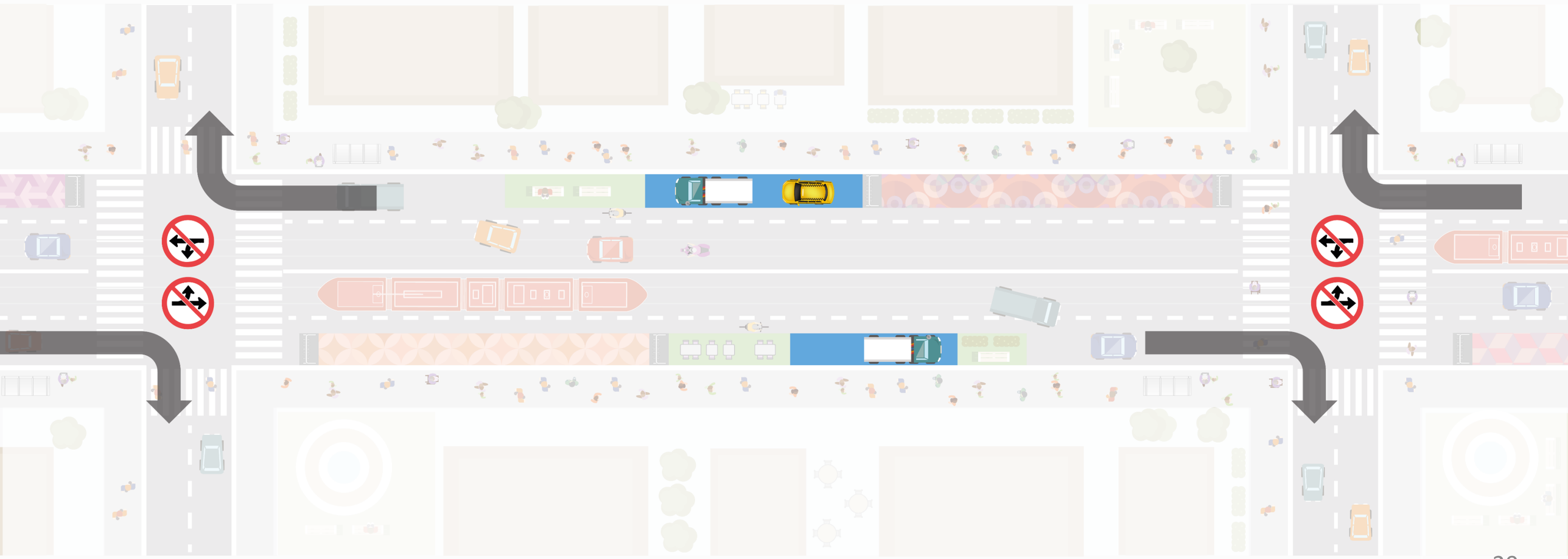
- Move key streetcar stops to far side of intersection with physical ‘bump-out’ in curb lane
  - Improves passengers safety
  - Improves streetcar boarding times
  - Improves streetcar operations
  - Allows right turn traffic on near side of intersection
- Local traffic shares streetcar lane but must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

WE ARE HERE!

**Phase One:**
Develop Goals & Pilot Options

**Phase Two:**
Evaluate & Select Preferred Pilot

**Phase Three:**
Design & Implement Preferred Pilot

Public & Stakeholder Engagement

Public Meeting
Feb. 13, 2017

Public Meeting
May 18, 2017

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