



Executive Committee
Toronto City Hall
100 Queen Street West

June 18, 2017

Executive Committee Member,

Beck has been part of the public transit system in Toronto for 50 years. We are dispatching and offering street pickups using Canada's largest taxi fleet of sedans, minivans and wheelchair accessible vehicles. Last year Beck processed 10 million trip requests through our various platforms including phone, online and mobile applications. Millions of additional trips were provided by hailed Beck vehicles throughout the City, mostly in the downtown core including King Street.

The goal for the King St Pilot Project is to keep people moving. This is precisely what Beck does and we have what we believe to be serious concerns about the pilot project being proposed.

1. Alternative thoroughways are not able to take on the increased number of vehicles that would come from King Street. The suggestion is that alternates will be improved by signal timing and left turn allowance changes. These measures didn't work for King Street and there is no support for these measures to work on other arteries.
2. Vehicles looking for fares/family/friends and/or making deliveries will need spaces available in only a few spots being allowed per block. These vehicles will circle the block until space comes available and will become backed up into the street car lane turning right to get off of King, bringing the entire artery to a halt.
3. The Pilot can't be compared to Queen or other streets where there is on-street parking. Those curb lanes are not lost during rush hours like they will be on King. As an example, there is no parking on the north side of Queen during the morning rush. This allows 2 lanes of traffic to move through unlike the case in the King Street proposal.
4. Cyclists will be between the two lanes which means that every vehicle that enters King will at every block cross the "bike lane". Increased right turns increase the risk to cyclists and pedestrians.
5. Wellington is an example of street car use on a 2-lane major artery. The tracks on Wellington are being replaced only a few years after installation. Wellington is down to one lane and travel time from the DVP to York is 30 minutes during peak times. When the King tracks are replaced, the entire street will have to close because we've made room for park benches and potted plants in the curb lane according to the Pilot.

6. Queen Street has recently implemented buses in place of street cars. As reported on 1010am and by users we have spoken to, the buses are able to move much faster and maneuver to avoid traffic slowdowns. No track replacement/maintenance is required with buses.
7. Thursday, Friday, and Saturday nights along King is when people who have been drinking depend most heavily on being able to hail a taxi. If people are not able to easily access taxis, we will be putting Torontonians at risk of impaired-related dangers.
8. Today on CP24 reports are surfacing about the lack of reliability of street cars. We don't see that street cars reflect the requirements of our City, considering the reality of today's traffic conditions. The requirement of a portion of another lane having to be dedicated for boarding rather than buses being able to pull up to the curb is an example when we look at above-ground transportation.

These are only some of the concerns that we have regarding the proposed King Street Pilot. Beck is requesting more consultation and recognition that taxis are part of the public transit system so they should be exempt from the proposed restrictions.

Thank you,

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