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April 7, 2019

Executive Committee
10th Floor West Tower, City Hall
100 Queen Street West
Toronto ON M5H 2N2

Attention: Julie Amoroso

exc@toronto.ca

Re: EX4.2 The Future of King Street - Results of the Transit Pilot

Dear Committee Members:

The St. Lawrence Neighbourhood Association (SLNA), founded in 1982, represents approximately 35,000 residents in the area bounded by Yonge Street, Parliament Street, Queen Street East and the railway tracks. We regularly work with City staff, residents, developers and property owners to ensure that proposed developments represent good planning and enhance our neighbourhood. King Street runs through our neighbourhood and we have been members of the Stakeholder Advisory Committee since January 2017.

The SLNA supports the Staff recommendation that King Street continue to operate as a Transit Priority Corridor. Throughout the consultation we asked that the pilot start at Sherbourne or even to Parliament. We hope that when this is reviewed again in 2020 this will be given consideration. The neighbourhood continues to experience rapid development in the heart of King/Parliament.

When the pilot first started it was amazing to hear riders on the streetcar, they were giddy! Now riders expect this to continue and hope for refinements which have been recommended in this report. We know that this spine is considered a "Great Street" with respect to TOcore and know this has important role to play not just with transportation but public realm as well.

We agree that the pilot has many benefits that being faster and more predictable transit travel times; more people taking transit ; improved efficiencies and happier riders!

We have further comments we would like addressed:

- Taxis be limited as to what was originally suggested for the pilot and not adhere to the pressure this group lobbied for when launching the pilot; we are frustrated with the behaviour of taxi drivers, pulling “U” turns, not stopping on red lights or stop signs, speeding etc. If anything, this pilot seems to give them carte blanche;
- TTC streetcar operators must adhere to the speed limit; it has also been observed that once the passenger doors close and there is no traffic they speed;
- Enforcement be more vigilant as still with the amount of signage many cars continue to follow the streetcar through the intersection;
- The signage needs to be clearer and more streamlined; it appears that some of the intersections are jammed with too much signage and perhaps a vehicle operator may not have enough time to navigate as to where they need to go;
- TIFF and diverting the streetcar. We say be bold and continue the streetcar service along King and move the festivities along the John Street corridor. We realize that safety maybe cited as an issue but many cities run streetcar along pedestrian traffic from Lisbon to Waterloo;

This neighbourhood supports the Staff report and looks forward to seeing the public realm improvements with respect to the concrete jerseys, parklets, outdoor cafes, and spaces for people to enjoy. Hopefully these improvements can be implemented before the summer starts now that we know we have had tremendous success with this pilot.

Sincerely,

Sharon McMillan
President, SLNA

Suzanne Kavanagh
Stakeholder Advisory Member

cc. Councillor Wong-Tam
Councillor Joe Cressy