

Re: Opposition to TE34.105 – Transit Priority Measures to Support Transit Diversions During Construction on King Street West

Dear Members of Toronto City Council,

I am writing to express my strong opposition to Item TE34.105, Transit Priority Measures to Support Transit Diversions During Construction on King Street West, and to request that Council defer approval until the full impacts of the proposed parking restrictions have been transparently disclosed and properly evaluated.

While the report emphasizes temporary transit priority measures such as expanded "No Stopping" restrictions and left-turn prohibitions, it does not clearly communicate to the public that Attachment 1 also contains extensive amendments to parking regulations.

These include the removal, suspension, and modification of numerous parking machine spaces, permit parking provisions, taxi stands, and related curbside parking regulations that will substantially reduce parking availability along Queen Street West during the construction period. These implementing changes appear only within the technical attachments rather than being prominently identified in the report's summary or recommendations.

This lack of transparency prevents residents, business owners, and visitors from fully understanding the practical consequences of the proposal. Many members of the public reviewing the report would reasonably conclude that the measures are limited to "No Stopping" restrictions and traffic operations, without realizing that significant parking changes are also being authorized.

King Street West and Queen Street West are home to hundreds of small businesses that depend on convenient customer access. Restaurants, cafés, retail stores, personal services, galleries, and professional offices rely on a combination of transit, walking, cycling, deliveries, and short-term vehicle access. Removing significant amounts of curbside parking for many months risks discouraging customers, reducing sales, increasing delivery challenges, and placing additional financial pressure on businesses that have already endured years of construction, pandemic recovery, inflation, and changing consumer behaviour.

The report does not include a comprehensive economic impact assessment of these parking changes on local businesses, nor does it identify any meaningful mitigation measures for merchants who may experience reduced customer access. Before implementing such extensive curbside changes, Council should ensure that affected businesses have been adequately consulted and that the likely economic consequences have been fully evaluated.

If Council determines that temporary transit priority measures are necessary, they should be accompanied by:

1. A plan to stagger closures;
2. Not delegate authority;
3. Clear and transparent disclosure of all parking-related amendments in the body of the report and Council recommendations;
4. A detailed assessment of anticipated impacts on local businesses and commercial districts;
5. Meaningful consultation with Business Improvement Areas, merchants, residents, and property owners before implementation;
6. Practical mitigation measures, including customer parking strategies, loading accommodations, improved wayfinding, and business support initiatives throughout the construction period;
7. Regular public reporting on the economic and operational impacts of the temporary measures, with authority to modify restrictions if unintended consequences become significant

Public confidence depends on transparent decision-making. Significant parking regulation changes should not be effectively hidden within technical attachments while the report's primary narrative focuses on transit priority measures. Council should ensure that all material impacts are clearly presented so that elected officials and the public can make informed decisions.

I respectfully urge Council to defer approval of TE34.105 until the parking amendments are fully disclosed, their economic impacts have been properly assessed, and meaningful consultation has occurred with the businesses and communities most directly affected.

Thank you for your consideration.

Sincerely,

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