

TE34.105 Transit Priority Measures to Support Transit Diversions During Construction on King Street West & TE34.104 - Initial Findings Report: Transit Priority Measures to Support the 505 Dundas 6-Minute Network

Dear City Council Members,

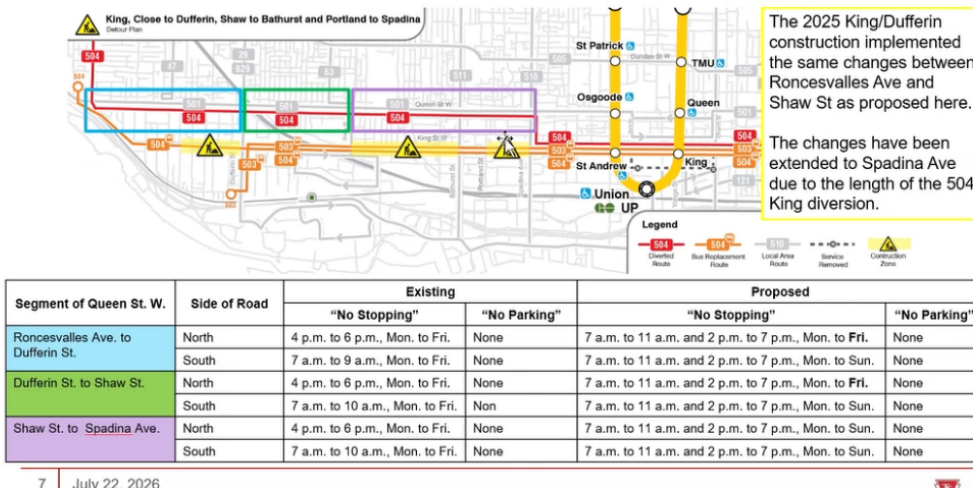
I am writing about the combined impact of items TE34.104 and TE34.105 in its current form. *The report for TE34.105 does not clearly communicate the full scope of the proposed changes or provide residents, businesses, and Council with sufficient transparency to make an informed decision.*

These changes have significant implications for neighbourhood businesses, residents, accessibility, deliveries, and local traffic patterns. As of July 24th, 5 days prior to the approval scheduled for the July's Council meetings, *not all BIAs and RAs had been made aware of these changes*. Certainly they did not have time to alert their residents or businesses.

The temporary transit priority measures included in the motion and in public materials are 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.

On Friday July 24th, the project team for the Queen Street Diversion presented the map below which suggests no parking changes are happening. They also confirmed the *construction would go until the end of 2027*. The report says May, with another leg happening on May 2nd, delegated authority till June 2027.

TPMs: Proposed extended “No Stopping” regulations



In the report enclosed in this motion, **page 1 of 38:**

*“The recommended temporary TPMs in this report will improve the speed and reliability of impacted TTC routes during the three construction events occurring on King Street West between Close Avenue and Spadina Avenue. **The TPMs include changes to curbside regulations, including new and extended ‘No Stopping’ restrictions and new and extended left-turn prohibitions.** The proposed changes will benefit the 60,000 customers travelling each day on 504 King, as well as the 30,000 daily customers on 501 Queen (based on Fall 2025 ridership).”*

To support streetcar and general traffic operations along the diverted transit routes, this report recommends the following temporary measures to be implemented on the following road segments:

1. **New/Extended ‘No Stopping’** from 7 a.m. to 11 a.m. and 2 p.m. to 7 p.m., Mon. to Fri.: o Queen Street West from Roncesvalles Avenue to Shaw Street, north side
2. **New/Extended ‘No Stopping’** from 7 a.m. to 11 a.m. and 2 p.m. to 7 p.m., Mon. to Sun.: o Queen Street West from Roncesvalles Avenue to Shaw Street, south side o Queen Street West from Shaw Street to Spadina Avenue, both sides
3. **New/Extended Left-turn Prohibitions** from 7 a.m. to 7 p.m., Mon. to Sat. or 2 p.m. to 7 p.m., Mon. to Fri. at various intersections along Queen Street West from Roncesvalles Avenue to Spadina Avenue.

On Page 9, parking is not addressed:

Table 4: Existing and Proposed 'No Stopping' and 'No Parking' Restrictions along Queen Street West.

Segment of Queen Street West	Side of Street	Existing 'No Stopping' Restriction	Existing 'No Parking' Restriction	Proposed 'No Stopping' Restriction	Proposed 'No Parking' Restriction
Roncesvalles Avenue to Dufferin Street	North	4:00 p.m. to 6:00 p.m., Mon. to Fri.	None	7:00 a.m. to 11:00 a.m. and 2:00 p.m. to 7:00 p.m., Mon. to Fri.	As existing
	South	7:00 a.m. to 9:00 a.m., Mon. to Fri.	None	7:00 a.m. to 11:00 a.m. and 2:00 p.m. to 7:00 p.m., Mon. to Sun.	As existing
Dufferin Street to Shaw Street	North	4:00 p.m. to 6:00 p.m., Mon. to Fri.	None	7:00 a.m. to 11:00 a.m. and 2:00 p.m. to 7:00 p.m., Mon. to Fri.	As existing

The ask of Council today:

The Director, Congestion and Network Management, Transportation Services recommends that: **City Council authorize amendments to parking and traffic regulations as set out in Attachment 1** to take effect from November 1, 2026, until regular Toronto Transit Commission streetcar service has resumed along King Street West.

Attachment 1, page 14 - Parking regulations to be rescinded (using this leg as an example):

Queen Street West North Gladstone Avenue and Dovercourt Road

1. **8:00 a.m. to 4:00 p.m. and 6:00 p.m. to 9:00 p.m., Mon. to Fri.;**
2. 8:00 a.m. to 9:00 p.m., Sat.;
3. 1:00 p.m. to 9:00 p.m., Sun.

Queen Street West South Gladstone Avenue and Ossington Avenue

1. **10:00 a.m. to 9:00 p.m., Mon. to Fri.;**
2. **8:00 a.m. to 9:00 p.m., Sat.;**
3. **1:00 p.m. to 9:00 p.m., Sun**

Parking changes to be enacted starting on page 24

Street West North Gladstone Avenue and Dovercourt Road

1. **11:00 a.m. to 2:00 p.m., Mon. to Fri.; / 7:00 p.m. to 9:00 p.m., Mon. to Fri;**
2. 8:00 a.m. to 9:00 p.m., Sat.;
3. 1:00 p.m. to 9:00 p.m., Sun.

South A point 54 metres east of Gladstone Avenue and Ossington Avenue

1. **11:00 a.m. to 2:00 p.m., Mon to Sat.**
2. **1:00 p.m. to 2:00 p.m., Sun.**

The final decisions will fall under delegated authority (which means city staff can make changes to these plans as they like, without having to consult with council or the public).

The Director, Congestion and Network Management, Transportation Services recommends that:

City Council delegate, despite any City of Toronto By-law to the contrary, to the General Manager, Transportation Services, from October 1, 2026, to June 2, 2027, inclusive, for the purposes of implementing and then addressing any operational and/or safety issues that may arise in relation to the project identified above, the authority to implement changes and submit directly to City Council any necessary bills for by-law amendments to the schedules to City of Toronto Code Chapters on the streets and within the parameters as identified in Attachment 2 to the report from the General Manager, Transportation Services.

Attachment 2 - List of Traffic and Parking By-Laws Proposed for Delegation:

1. Chapter 903 - **Parking for Persons with Disabilities Schedule II, Designated On-Street Parking for Permit Holders Schedule III, Designated On-Street Loading Zones for Permit Holders**

2. Chapter 910 - Parking Machines and Meters Schedule I, Parking Machines Schedule III, Parking Meters
3. Chapter 925 – **Permit Parking Schedule A, Permit Parking**
4. Chapter 950 -**Traffic and Parking** - Schedule V, **Stands for Taxicabs** Schedule VI, **Commercial Loading Zones** Schedule VII, **Passenger Loading Zones** Schedule VIII, Bus Parking Zones Schedule IX, **Delivery Vehicle Parking** Zones Schedule X, Bus Loading Zones Schedule XIII, **No Parking Schedule** XIV, **No Stopping Schedule** XV, Parking for Restricted Periods Schedule XVI, No Standing Schedule XVIII, One-Way Highways Schedule XIX, One-way Traffic Lanes Schedule XX, Two-way Left-Turn-Only Lanes Schedule XXII, **Reserved Lanes for Designated Classes of Vehicles** Schedule XXIII, Prohibited Turns Schedule XXIV, Compulsory Turns Schedule XXV, Entry Prohibited

Council should not be asked to approve sweeping parking, loading, and traffic regulation changes that have not been clearly communicated to the public or fully assessed for their impacts on local businesses, residents, accessibility, and neighbourhood operations. Nor should these decisions be delegated to staff without appropriate oversight while construction conditions continue to evolve.

Removing access to King Street, parking and loading on Queen Street, coupled with traffic bottlenecks on the south end of Bathurst and Dufferin, and potentially adding transit priority on Dundas in item TE34.104 at the same time is egregious.

Creating reports that mislead the public, omitting key factors that create harm to the small businesses along these corridors carry serious consequences.

This chart summarizes the impacts on small businesses when priority transit is moved forward without proper safeguards, consultation and collaboration:

CORRIDOR	TRANSIT RESULTS	BUSINESS RESULTS
EGLINTON	Good results, 16 years later.	Recently, Little Jamaica has been vocal both out of concern for their recovery, and what the future of Chinatown might look like. Little Jamaica BIA, described their neighbourhood as being in "a state of emergency," after the 16 year construction of the Eglinton LRT that saw more than 300 small businesses close. <i>"We need some kind of community-building money. We need the city to reinvest in what they destroyed."</i>
ST CLAIR	• 2010: Modest time savings: ~2-4 minutes during peak • Decreased headways, but transitioned to articulated streetcars, so capacity and boarding • improved • The TTC & City Council adds 512 the to the "Bunching and Gapping Pilot" in January 2025 From Munro: Scheduled travel speeds for the 512 St. Clair car have slowed since the right-of-way opened in July 2010, and they are now below the pre-right-of-way level in 2006. There was an improvement in 2010, but this has been whittled away over the decade with progressively slower schedules. Service is erratic in spite of a completely protected right-of-way.	Over 40 lawsuits were filed on St. Clair ROW, claiming a combined \$100 million + in damages. Many businesses (~100) closed or relocated; some documented 20 - 40% losses. <i>"This project was marred by delay, confusion, and hardship... communication failures with residents and businesses caused lasting damage."</i> - Ombudsman Fiona Crean

CORRIDOR	TRANSIT RESULTS	BUSINESS RESULTS
BATHURST (N of Bloor)	Munro April YoY comparison for the Bathurst 7: Northbound from Barton to Dupont • Weekday - There is little change from 2025 to 2026. • For Saturdays and Sundays - There is little difference between 2025 and 2026 data, but one notable point in both years is that the values are scattered widely on some days. Northbound from Dupont to St. Clair • For trips between Dupont and St. Clair, the 3pm peak in 2025 is shaved off in 2026 likely by the extension of the “no stopping” period. • Weekend data show an improvement in 2026, but it is not clear that the change in parking limits was responsible. Northbound from St. Clair to Eglinton • Hourly averages and standard deviations for 2025 and 2026 are similar, and if anything the longer travel times for the PM peak begin later in 2026. This suggests that something other than a clear curb lane and the absence of three stops is the controlling factor. • Weekends show similar patterns in 2025 and 2026. Bathurst Streetcar: was the slowest streetcar across the TTC, new results are just being made public.	Two businesses have closed, several are losing money, e.g.: • The Art Market’s weekend bookings are down 75%, and summer programming for children is down 50%. • The Showroom that caters to seniors is down 30%. No working group was formed, no data has been shared (promised in April), no loading was granted, no accommodations have been made, against AODA and Human Rights rules for seniors and body/mind diverse people.

CORRIDOR	TRANSIT RESULTS	BUSINESS RESULTS
KING ST	• In 2019: Travel time improvements up to 25% (+ articulated vehicles improved capacity) • Now the King car is tied with Spadina for the second slowest. • King Street remains the second-most congested corridor in Toronto in both 2023 and 2024, based on a congestion impact score that includes both transit and private vehicle delays • Peak travel times on King nearly doubled from October 2023 to January 2024, with delays surging from typical ~16 minutes to over 30 minutes per trip, largely due to nearby construction and traffic violations • Riders waited 50% longer than scheduled on 10 TTC routes due to bunching. <i>Munro: Service irregularity was also affected by the move to larger, less frequent streetcars so that any variation was magnified by the widened gaps in scheduled service.</i>	• 2018 TABIA survey on King Street Pilot: 41% of businesses reported revenue declines. • The City paid for parking to encourage people to revisit the area, and try to help the businesses • Moneris credit card data showed a 0.3% increase in sales across the corridor (below the YoY average) <i>"The 0.3% bump was used to declare success, but many of us were down 20-50%. The Moneris data doesn't reflect our reality." - Business owner, King West</i>

CORRIDOR	TRANSIT RESULTS	BUSINESS RESULTS
DUNDAS	Dundas is the third slowest streetcar in the city. Munro: Over the 29 month period of this review there has been little change in travel times. Removing some parking and stopping restrictions did not dramatically speed up the streetcar. The bigger issue is making sure the streetcars arrive regularly and predictably.	<i>"The complaints are getting louder and louder, and people are saying that they are really suffering due to lost business. A lot of people have a lot of concerns, especially during the time when it's not busy, more parking should be allowed because at that time you don't see streetcars so why ban parking all day?"</i> Chinatown BIA chair Tonny Louie <i>"It's not easy to get the customer to come down to Chinatown"</i> Dim Sum King Seafood Restaurant In Chinatown because many businesses serve: • older customers; • multigenerational families; • people coming from outside the immediate neighbourhood.

The City's Chinatown Tomorrow Planning Initiative (to be addressed in a separate letter) consultation documents identify business survival as one of the Chinatown community's greatest concerns. They recognize that long-standing businesses, community institutions, and historic landmarks serve as important cultural and nostalgic anchors for the neighbourhood. Residents and business owners have expressed concern that changes driven by redevelopment could accelerate gentrification and displace the unique, culturally distinct community that has existed there for generations.

Deeper into the document *"There is a sense in the community that current development pressure is equated with sanitization and erasure of character, culture and community."*

Removing significant amounts of curbside parking for many months places additional financial pressure on businesses that have already endured years of construction, pandemic recovery, tariffs, inflation, and changing consumer behaviour.

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. Toronto can support transit construction while also protecting local communities and maintaining public trust. Those objectives are not mutually exclusive.

I urge Council to ensure this proposal meets the standards of transparency, accountability, and public consultation that Torontonians expect before proceeding.

We will have "faster" transit *with nowhere to go*.

Sam Petherbridge