

KING STREET PILOT STUDY

A thick red line that starts on the left, slopes down, runs horizontally across the middle, and then slopes up on the right.

Phase One and Two
Consultation and Communications
Summary

Appendices

Appendices

- A. Stakeholder Advisory Group Terms of Reference, Application Form, and Membership
- B. Phase One Consultation Reports
- C. Phase Two Consultation Reports

Appendix A. Stakeholder Advisory Group Terms of Reference, Application Form, and Membership

The following organizations were invited to apply for membership on the SAG — bolded organizations are those that applied:

8-80 Cities

Canadian Automobile Association (CAA)

Canadian Courier and Logistics Association

Civic Action

Code Red TO

Corktown Residents and Business Association

Cycle Toronto

Directors Guild of Canada

Downtown Yonge BIA

Financial District BIA

Friends of St James Park

Garment District Neighbourhood Association

George Brown College

Gooderham & Worts Neighbourhood Association

King-Spadina Resident Associations

Liberty Village BIA

Liberty Village RA

Metcalf Foundation

Niagara Neighbourhood

Park People

Parkdale Residents Association

Pembina Institute

Roy Thomson Hall

St. Lawrence Market BIA

St. Lawrence Neighbourhood Association

Steve Munro

TDSB Trustees - Ward 10

TDSB Trustees - Ward 14

TDSB Trustees - Ward 7

The Laneway Project

Toronto Centre for Active Transportation

Toronto Entertainment District BIA

Toronto Entertainment District Residents' Association

Toronto Film, Television and Digital Media Board

Toronto Heritage Preservation Society

Toronto International Film Festival (TIFF)

Toronto Taxi Alliance

Toronto Women's City Alliance

TTC Riders

Walk Toronto

Wellington Place Neighbourhood Association

West Don Lands Committee



King Street Pilot Study

Stakeholder Advisory Group (SAG) Terms of Reference

This document outlines the role of the Stakeholder Advisory Group (SAG) for the King Street Pilot Study and includes guidelines for how it will operate and when meetings will take place. This document may be amended as the project progresses. Any amendments to the Terms of Reference (ToR) will be done in consultation with the Project Team and SAG members.

1. SAG Mandate

The mandate of the SAG is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. The SAG will be a non-political advisory committee. Specifically, the role of the SAG to:

- Act as a sounding board for the Project Team to share and discuss ideas and findings;
- Provide guidance, critiques and suggestions on proposed study approaches, concepts and materials (including materials to be presented at public meetings);
- Provide a sense of the broader community's reactions and concerns and explore how these might be addressed;
- Communicate the perspectives of members' organizations and constituencies at SAG meetings and discussions back to members' organizations and constituencies; and
- Provide feedback on any other relevant matters that the Project Team refers to the SAG for comment.

2. King Street Pilot Study Overview

The City is undertaking a King Street Pilot Study (formerly called the King Street Visioning Study) to explore bold, transformative ideas for how to redesign King Street in order to achieve three broad city-building objectives: moving people on transit more efficiently, improving the public realm, and supporting economic prosperity.

The Study will explore a range of pilot options that recognize the different neighbourhood contexts along the 6km corridor from Dufferin Street in the west to River Street in the east. It is intended that the Study will lead to a pilot project(s), targeted to begin in 2017, along part or all of the corridor. The extent and duration of the pilot project has not yet been determined.

The Pilot Study is being led by the City Planning Division, Transportation Services, and the TTC, with the support of many other City Divisions and Agencies, like the Toronto Parking Authority.

The City has hired a consulting team of experts to lead the King Street Pilot Study (as well as the broader Downtown Parks and Public Realm Plan), including: Public Work, a Toronto-based urban design and landscape architecture studio; Gehl Studio New York, a Danish architecture and design firm; Sam Schwartz Engineering, a New York-Based traffic and transportation planning and engineering firm; and Swerhun Facilitation, a Toronto-based consultation and engagement firm.

3. SAG Work Plan

The Project Team has planned for up to **three meetings** with the SAG over a period of about four months, which covers the initial phase of work. There may be further meetings in further phases of work. Meetings will run two or three hours and will likely take place from 4 – 7pm. These meetings may be planned as workshops, providing additional time for more in depth discussions and feedback. In addition, SAG members may be invited to review and comment on presentation materials in advance of public consultation events.

4. SAG Membership

The SAG is composed of approximately 40 interested and affected organizations representing a balance of geographic and sectoral interests (applications from individuals are not considered). The SAG is not intended to address specific property issues or concerns and consultations with King Street area landowners and businesses will be undertaken separately by the Project Team.

The Stakeholder Advisory Group is comprised of representatives from the following sectors:

- Business and Economics sector – having an economic or business interest.
- Community sector – involvement in neighbourhood, resident or community associations.
- Key city-wide advocates/stakeholders – current or historic involvement in other organizations that advocate on behalf of other interests that may be impacted by the King Street Pilot Study.

5. SAG Term of Membership

Membership in the SAG is for approximately 9 months and may be extended pending the direction of City Council on the Pilot.

6. SAG Decision Making

As an advisory group, the SAG will operate using a consensus-based approach, where members seek general agreement on guidance and advice to the Project Team. A consensus-based approach is where participants openly discuss ideas, perspectives and viewpoints, and seek to develop common ground and narrow areas of disagreement to the best of their ability. Where differing viewpoints and opinions exist, these will be documented in the SAG meeting notes.

7. SAG Roles and Responsibilities

The SAG reports its advice and recommendations to City of Toronto, TTC, and the Project Team with the assistance of an independent facilitator.

SAG members will:

- Advise the Project Team of their organization's/community's/constituency's perspectives relating to this project;
- Provide advice, feedback and perspectives on proposals/reports tabled by the Project Team, SAG members, or others;

- Help the SAG operate effectively by offering suggestions and alternatives to issues, concerns and problems;
- Attempt to anticipate potential problems and offer options for resolving them;
- Communicate SAG discussions back to members' organizations and constituencies;
- Review all relevant project materials and provide feedback, advice and perspectives;
- Attend the SAG meetings whenever possible; and
- Review the results of SAG discussions to ensure the meetings are accurately recorded in the meeting records, or in additional reports that members may determine are needed.

Project team members from the City of Toronto, the TTC, and other participating agencies will:

- Strive to provide accurate, understandable information to SAG members, such that they can contribute informed advice and recommendations;
- Help the SAG function effectively by providing information, suggestions and alternatives to issues, concerns and problems being discussed;
- Ensure that appropriate Project Team representatives (or other resource people) are present at discussions on specific issues or components of the process;
- Listen carefully to the advice and perspectives of members and, where feasible, incorporate advice into the Initiative; and
- Provide material for review in advance of SAG meetings where possible.

The independent facilitation team will:

Provide facilitation and administrative services for SAG meetings;

Develop meeting agendas in consultation with the Project Team and the SAG;

Keep a record of SAG discussions and feedback; and

Post summary reports of each SAG meeting on the project website.

Administrative services will include organizing SAG meetings, distributing meeting notices and materials, and SAG contact list management. The point of contact for all SAG correspondence is:

Ian Malczewski

SWERHUN | Facilitation & Decision Support

720 Bathurst Street, Suite 500B

Toronto, ON M5S 2R4

Tel. (416) 572 4365 Fax. (416) 572 3736

E-mail: imalczewski@swerhun.com

Website: www.toronto.ca/tocore/

8. SAG Meeting Management, Agendas and Reporting

The following procedures will be used in convening meetings of the SAG:

Meetings will be scheduled at the start of the SAG process, and subject to confirmation based on the overall Pilot Study schedule. The Independent Facilitator may convene additional meetings, or postpone scheduled meetings at the request of the Project Team or members of the SAG, upon approval from the Project Team.

Meetings will generally be held in the early evening, with a duration of 2-3 hours. If more discussion time is required (such as for a workshop), members may consider holding a weekend or extended daytime session.

In consultation with the SAG and Project Team, the Facilitator will develop the SAG agendas and coordinate accompanying materials to be distributed prior to each meeting.

SAG members will be consulted on agenda items for future meetings at the conclusion of each SAG meeting.

The Facilitator will prepare draft and final summary reports from SAG meetings. Meeting reports will be prepared within one week of each meeting for review and finalization by the SAG. Once finalized, the summary reports will be made publicly available on the project website.

SAG meetings will generally take place at Metro Hall office at 55 John Street. However, meeting locations may vary depending on the size and composition of the SAG. Flexibility will be maintained and SAG members will be consulted on meeting locations. To the extent possible, meeting locations will be accessible by public transit.

9. Advisors and Experts

The SAG may wish to invite or request additional advisors, experts, or members of the Project Team to attend at various points during the Initiative. Considerations will be given to each request by the City of Toronto and will be subject to timing, availability, and budget considerations.

10. Resources

The City of Toronto and Project Team will provide the resources needed to support operation of the SAG, including: facilitation and administrative support; meeting venue and refreshments; and meeting materials and supplies.

11. Reporting Relationship

The SAG is acting in an advisory capacity to the Project Team, and is not responsible for the decisions made by the Project Team or their boards or City Council. By participating as members of the SAG, members are not expected to waive their rights to participate in the democratic process, and may continue to participate through other channels.

12. Media Contact

Individual SAG members' opinions are not necessarily representative of the views of the entire SAG. In the event that individual SAG members receive media enquiries about the Pilot Study, its process, and feedback shared in SAG meetings, such inquiries should be referred to Dave Hunter, Senior Transportation Planner, City of Toronto at 416-397-0254. SAG members may speak to the media about their individual / organizational perspectives about King Street.

13. Freedom of Information and Protection of Privacy

Please note that all information will be used in accordance with the Freedom of Information and Protection of Privacy Act and the Access to Information Act. With the exception of personal information, all information provided through the SAG process will form part of the public record including the names of SAG member organizations.



King Street Pilot Study

Stakeholder Advisory Group (SAG) Application Form

Introduction to the Stakeholder Advisory Group

An essential part of the King Street Pilot Study is effective communication and consultation with members of the public and stakeholders. The Stakeholder Advisory Group (SAG) is intended to provide a multi-stakeholder forum for discussion of approaches, concepts and alternatives as part of the project. The SAG membership will be comprised solely of representatives from interested and affected stakeholder organizations. The SAG is not intended to address specific property ownership issues or concerns.

Applications Invited

The City of Toronto recognizes that advisory bodies should reflect the geographic distribution and diversity of the communities they serve. In addition to seeking geographic representation when nominating a member to represent your organization on the SAG, consideration should be given to nominating candidates from the following equity seeking groups: Women, young adults 18 to 30, Aboriginal/First Nations People, persons from visible minority groups, and people with disabilities.

If you are interested in the project and would like to be considered for membership on the group, your application is welcomed using one of the following methods:

1. **Email:** imalczewski@swerhun.com. Provide information requested on reverse
2. **Mail:** Attention: King Street Pilot Study Stakeholder Advisory Group –Facilitator’s Office, 720 Bathurst Street, Suite 500B, Toronto, Ontario. M5S 2R4

Applications should be received by January 24, 2017.

Name:

Organization:

Address:

Email:

Telephone:

The SAG membership will be comprised solely of representatives from interested and affected stakeholder organizations. What is your organization's main area of interest concerning this project (please check one)?

- ☐ **Business and Economics** – having an economic or business interest (such as a business, commercial or industrial association) or potentially impacted livelihood.
- ☐ **Community** – involvement in neighbourhood associations, heritage and culture, or other public interest community associations, youth organizations.
- ☐ **City-Wide Advocate/Stakeholder** – involvement in other organizations that advocate on behalf of other interests that may be impacted by the King Street pilot.

Please explain your organization's mandate.

Please provide a brief statement (3-4 sentences) explaining your organization's interest in this project and the knowledge/expertise you wish to contribute.

Please indicate whether you are willing to commit to participate throughout the duration of the project (approximately 3 meetings over 9 months).

- ☐ Yes
- ☐ No

This information is being collected to assist the Project Team. It will be used in accordance with the Freedom of Information and Protection of Privacy Act and the Access to Information Act. With the exception of personal information, all information will become part of the public record.

Appendix B. Phase One Consultation Documentation

- BIA Focus Group, May 19, 2016
- Walkshop, May 19, 2016
- SAG Meeting #1, January 30, 2017
- Public Meeting #1, February 13, 2017
- Online Survey #1 and Emails, February – March 2017

FOCUS GROUP SUMMARY

TO: Participants at the TOcore Parks & Public Realm BIA Focus Group
City of Toronto. Andrew Farncombe, Kristina Reinders, Dave Hunter (City Planning), Henry Byres (BIA Office)
Consulting Team. Jeff Risom, Geoff Dyck (Gehl), Adam Nicklin, Mary Liston-Hicks (Public Work), Mike Flynn, Vig Krishnamurthy (Sam Schwartz Engineering) BIA's. Al Smith, Sophie Plottel (St. Lawrence Market BIA), Janice Solomon, Lucas Van Meer Mass (Entertainment District BIA), Mark Garner, Steven Ziegler (Downtown Yonge BIA)

FROM: Ian Malczewski (Swerhun Facilitation)

DATE: 17 June 2016

RE: BIA priorities for King Street, part of the TOcore Parks & Public Realm Plan

Thanks all for a good meeting on May 19. This draft memo summarizes key points from of our discussion and was shared with participants for review before being finalized.

1. The purpose of the meeting was to introduce BIAs to the project team and to discuss BIA insights, opportunities, and priorities related to King Street as part to the TOcore Parks & Public Realm Plan.
2. Key priorities / opportunities from the St. Lawrence Market BIA are:
 - Upgrading the public realm to create a more pedestrian friendly experience.
 - Reinforcing and expanding on the area's distinct identity by activating the public realm and creating destination areas. Some of these proposed areas are: the King Design District (from Church to Parliament), in the Old Town Toronto district, and at the King's intersections with Frederick, George, and Ontario Streets.
 - Promoting the experience of art and sculpture (like the Sculpture Garden), potentially by putting an iconic piece of artwork at the area's gateway, adding more places to "pause and contemplate," and encouraging more exploration through "punctures" in the city (like side streets).
 - Highlighting the area's heritage.
 - The initiatives identified in its master plan
3. Key challenges the St. Lawrence Market BIA faces are funding, bringing together different stakeholders with different perspectives (such as entrepreneurs and artists), creating a parking strategy, and creating short-term loading zones for shoppers and deliveries.
4. Key priorities / opportunities from the Downtown Yonge BIA are:
 - Improving the "software" of the street: more street activation (like patios) and more arts and culture programming (like buskers or impromptu painting).
 - Visibility and accessibility, more connectivity between neighborhoods, and making intersections feel more significant (to let you know you're on a prominent street).
 - Ensuring the public realm adapts to all four seasons.
 - Better leveraging the existing assets of the area's laneways and parks.

5. Key challenges the Downtown Yonge BIA faces are:
 - Navigating permits. Permits to use parks have to go through non-profits, and other event permits only deal with curb face to building. It is more difficult to get permits for “ad hoc” events because of concerns about spillover on to streets.
 - Limited public realm space for programming. Because there isn’t much space, BIA events often means closing a road.
 - A need for more funding.
6. Key priorities / opportunities from the Entertainment District BIA are:
 - Accommodating TIFF. TIFF is Toronto’s largest Economic Development player; the pushback it receives from the TTC around closing King during the festival makes it difficult for them to find sponsors. John Street does not work as well as King for TIFF, and, because of upcoming hydro work, John will not be an option for years.
 - Funding improvements to John Street. There is considerable north-south pedestrian traffic that would benefit from the John Street improvements.
 - Creating “King Street Squares.” The BIA’s master plan identifies the first half-block of laneways and side streets as potential flexible plaza spaces. These streets should have special design treatments that’s conducive to them being shut down. The King Street pilot could experiment with some of these squares.
 - Pick-up and drop-offs need to be accommodated in front of the Mirvish theatre.
 - A safe pedestrian crossing a King Street and Mirvish Way (Duncan Street). Many pedestrians cross here and it’s important to give them a safe way to do so.
7. Other issues and feedback from BIAs.
 - There are more dogs living in small spaces; they need to be spaces to be walked.
 - Short-term parking is important—it shouldn’t be too difficult for people to drive and park to visit a BIA. While it may be necessary to remove some parking, some businesses will resist. Education around alternative parking areas will be important if any street parking is removed. Allowing loading is also important.
 - There are 18 BIAs downtown, and 12 of them are relatively small (just one street). All these BIAs have to compete for the same money, despite the differences in their size. Beyond cost-sharing with the City and the levy they raise on their members, BIAs can do one-off sponsorships to raise funds. BIAs can also go into debt up to 2 million dollars, but very few can afford to do so, and there is backlash from members if a BIA increases its levy. Some BIA members expand their stock but don’t want to pay an increased levy, so the relative value of their contribution decreases.
 - It might be worth exploring removing on stops on the King streetcar to help transit move more efficiently through the area.
8. Process suggestions
 - TOcore is incredibly important to the downtown BIAs, and the BIAs have invested hundreds of thousands of dollars in public realm plans and improvements. The BIAs would like the City to consider giving them a formal advisory role in TOcore.

TOCORE PARKS AND PUBLIC REALM PLAN

KING STREET: WALKSHOP SUMMARY

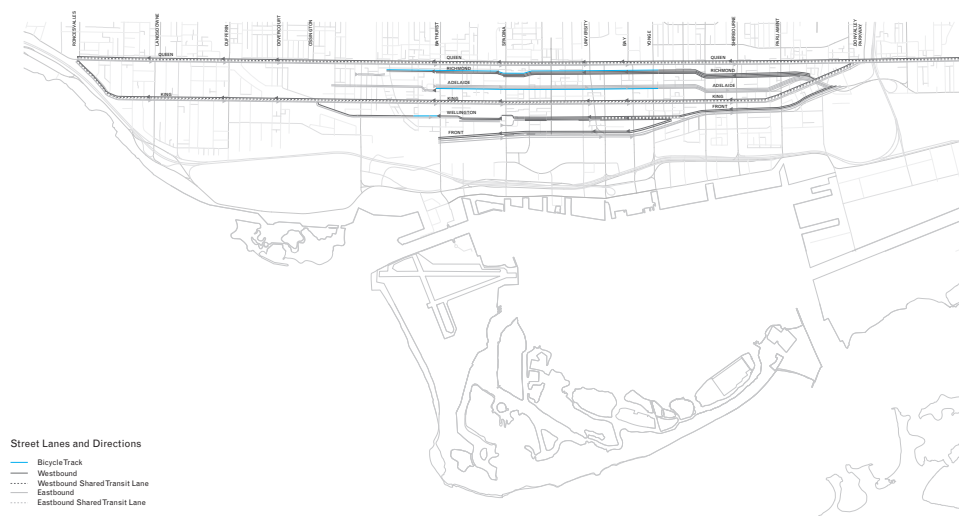
MAY 19, 2016

PUBLIC WORK with GEHL STUDIO / NEW YORK
SWERHUN ASSOCIATES
SAM SCHWARTZ CONSULTING LLC

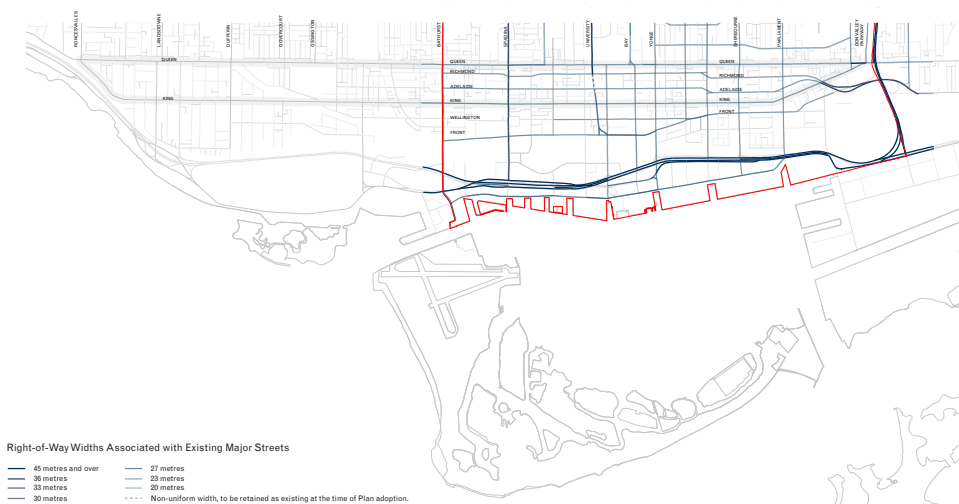


(Above) King Street frontages from Bathurst to Parliament; **(Below)** King Street in context, Roncesvalles to the Don River.

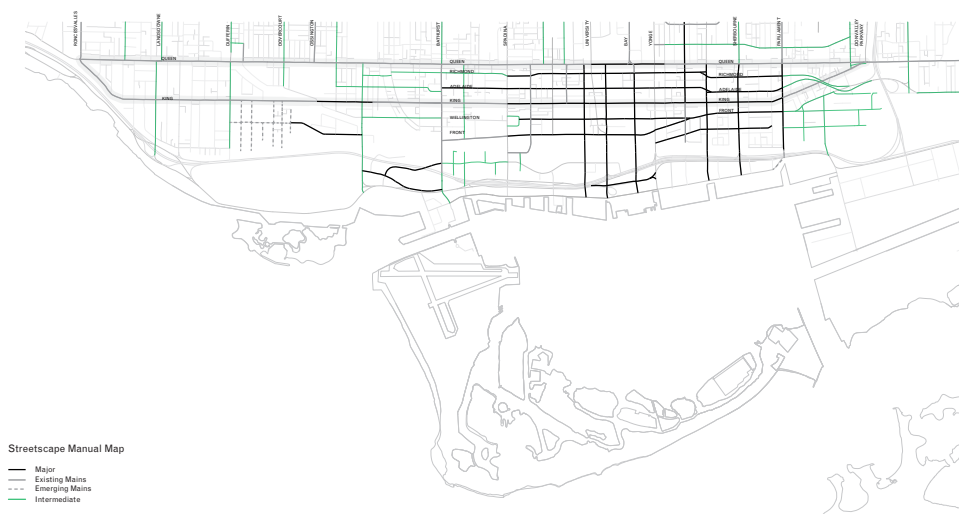




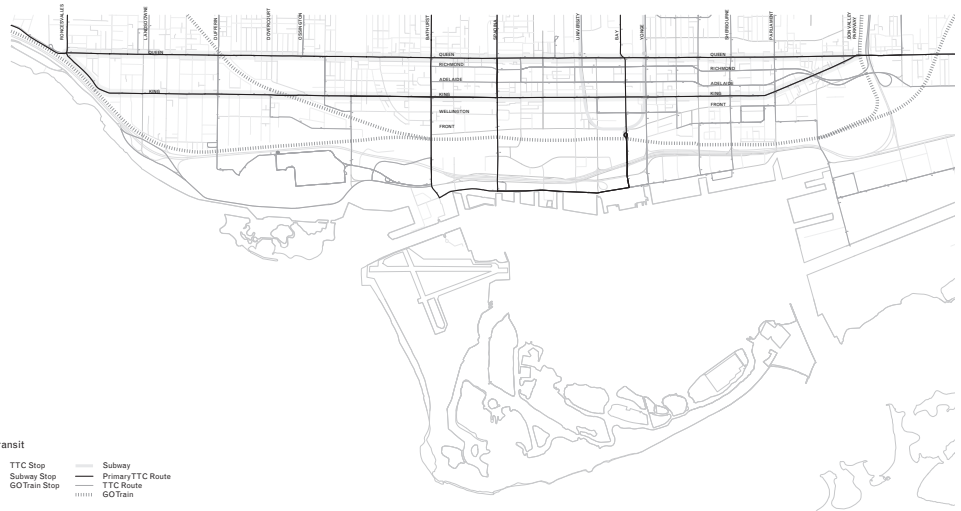
Street Lanes and Directions



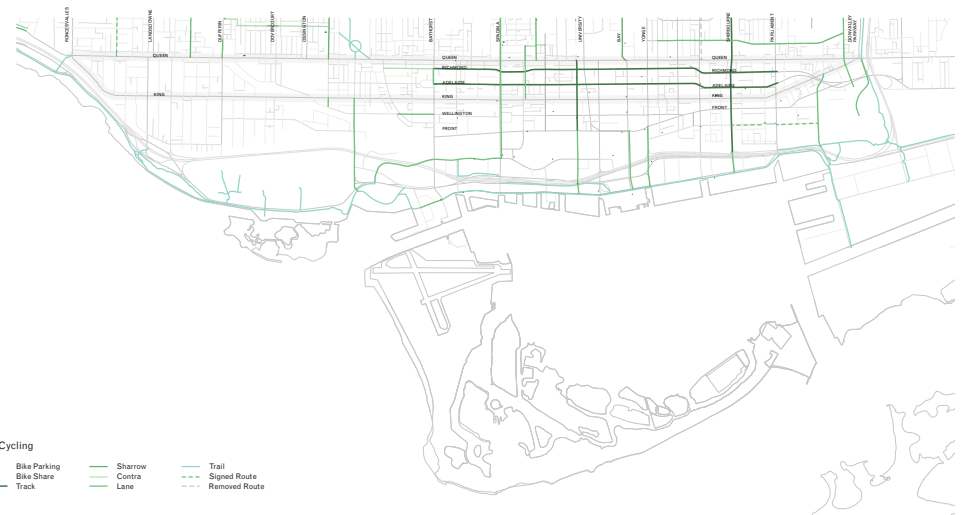
Right-of-Way Widths Associated with Major Streets



Streetscape Manual Map



Transit Map



Cycling Map



Cycling Volumes

KING STREET: WALKSHOP-WORKSHOP

To: Participants at the King Street Walkshop-Workshop
From: Public Work, Swerhun Facilitation
Date: July 8, 2016
Re: King Street: Walkshop-Workshop Summary

These notes provide a summary of key points discussed on the May 19 Walkshop-Workshop about the King Street Visioning Study and was shared with participants for review before being finalized.

General Observations about King Street:

Noise. As participants walked eastward into the Entertainment District, several noted that traffic noise decreased. Niagara St. seemed to be the transition point – traffic noise was quieter, moving more slowly, and some felt the vitality of the street increased.

Right of Way. There are many competing uses on King's limited ROW: transit, vehicles, cyclists, pedestrians, and parked cars. The allocation of the ROW doesn't match the mode split. On King St. W, Bathurst seems to be the transition point – some felt that everything moves more freely west of Bathurst. If we were able to remove parked cars and reduce the volume of arterial traffic (especially during peak hours), King could see a major improvement in mobility and public life. It should be a place where Torontonians can enjoy a civic stroll.

Character. There are clear changes in the character of King as you travel from west to east.

- Roncesvalles to Rail Corridor: Feels like a neighbourhood street that functions as an arterial.
- Rail Corridor to Bathurst: Liberty Village and Stanley Park are great resources. This area has high mobility and functions as an arterial.
- Bathurst to Spadina: Great opportunity for public life and is currently liveliest at night. It has low-functioning mobility.
- Spadina to University: There are wide sidewalks and plaza spaces, but this area lacks benches, food trucks, etc. Taxis and loading vehicles make up the majority of traffic.
- University to Yonge: The Financial District has vast open spaces but is not very 'sticky' – it is a place to move through.
- Yonge to Parliament: This is a lower intensity mixed-use neighbourhood street with great historic character and high functioning mobility. There is an opportunity to infuse its laneways and wide historic streets with public life.
- Parliament to the Don River: This is a calm and quiet neighbourhood street, with small local businesses, churches, and parks.

Beyond Tinkering. There doesn't seem to be a 'tinkering' solution to address the challenges facing King – we have to do more.

Transit & Traffic Operations:

Capacity. GO transports approximately 80,000-100,000 passengers a day; the King streetcar approximately 65,000. The TTC knows there is unmet demand, but doesn't think it can run more than a 2-3 minute headway on King. New streetcars will increase capacity by 25%, but they are a few years down the road.

Boarding & Alighting. Safety and accessibility are key issues for boarding and alighting. For the TTC, moving people across a lane of traffic is not the ideal scenario, though for the most part passengers and drivers have learned to make it work. While raised platforms can help make boarding and alighting safer (like the ones recently installed on Roncesvalles), they can be an issue for snow removal.

Priority. Generally, physical separation is the TTC's preferred way to achieve transit priority. When the TTC first put streetcars on Spadina (without separation), there were many collisions between transit and vehicles, which resulted in streetcars being given a "slow order." Based on this



Underutilized space at Allan A. Lamport Stadium Park (King & Jefferson)



Pedestrian experience on King Street West (King & Shaw)



Observations at Massey Harris Park (King & Crawford)

experience, the TTC concluded that physical separation is the best option to achieve transit priority.

Frequency of Stops. The TTC is working to remove some of its transit stops, but it receives pushback, sometimes from Councilors and sometimes from Church groups (who want to keep Sunday stops). The TTC board has asked TTC staff to study re-writing stop guidelines. The TTC currently prioritizes putting stops at signalized intersections and at crosswalks.

Impacts on Business. The TTC did a study on Spadina to understand business impacts of the dedicated streetcar lane. While some businesses closed, the study concluded these closures were because of the recession in the 90s. The study also noted that Spadina businesses bounced back from the recession faster than those in other parts of the city.

Loading. Loading on King is only permitted between 10:00am and 3:00pm. As a result, streetcars run faster in the morning and in the evening (outside of loading hours). For transit operations, relocating loading zones to non-streetcar streets would be ideal (where possible).

Bus Operations. Buses are running on King temporarily because the TTC is short on streetcars. TTC data shows that the buses operate efficiently, but the TTC thinks streetcars are the long-term future for King (in part because buses do not work as well with cycling).

Challenges. The key transit and traffic challenge areas on King are:

- Stanley Park to Bathurst eastbound in the morning. This stretch is extremely slow, possibly because Adelaide and Richmond end at Bathurst (so cars have to use King or Queen until they get to Bathurst).
- Bathurst to Spadina and through to Yonge eastbound in the morning is also very slow.
- West of Dufferin, westbound is very slow – likely because of cars filtering onto the Gardiner.
- Capacity, reliability, and speed are all impacted by traffic and congestion on King.

Traffic Patterns. Many drivers travel right through the Financial District to move across the City. Some participants felt that King is not an efficient way to pass through the City and the design of the street should discourage using King as a 'through' street to cross the city.

Impacts of the Relief Line. Given the under-study routes for the Relief Line, Queen's transit service would be augmented in the east, but with very few stops. Some participants said that, if the Relief Line is aligned along Queen, the importance of surface transit on King is heightened. Some also felt that the relief line may not influence Queen streetcar ridership or operations.

Previous Pilots. In 2001 and 2007, the TTC wanted to run a pilot in the western part of downtown, these planned pilots never got off the ground because of business and Councillor concerns. Those studies were only measuring the success of transit, so, if the current planned King Street pilot is to be successful, it would be helpful to track other metrics to make a stronger case. It might be good to start with a minimal intervention, maybe by breaking the idea that King is something people use to go through the entire city.

The 'Squeeze' Concept. Following the lead of Copenhagen's Nørrebrogade Street, King from Bathurst to Portland or Brant could be an interesting



Walkshop description from Gehl at Stanley Park (King & Walnut)



Streetcar and taxi priority signage on King Street West (King & Walnut)



Pedestrian experience on King Street West (King & Bathurst)

place to divert vehicular traffic off King,. Jarvis to George could be another place to consider diverting traffic off King. These strategic interventions could be “squeezes” that help prioritize transit, pedestrians, and cyclists (and vibrant public life).

TIFF. Some participants felt that it's a problem streetcars get removed from King during TIFF. Others felt that, since TIFF is Toronto's largest Economic Development player, the King Street closure should become an expected and assumed part of the festival. Because of upcoming hydro work, John Street will not be an option for TIFF to use for its street festival for years.

Parks & Canopy:

Allan Lamport Stadium Park. Some felt that this park has a lot of underutilized space and felt it could be more heavily used.

Stanley Park. This park functions like the western green bookend – a critical mass of green space with big trees. It also operates as a North-South green connection as part of the larger Garrison corridor.

Clarence Square. The park's unique history could play a larger role (there are already plans to install an historic AGO fountain in the park). Despite an exceptional canopy, the park is not very ‘sticky’ (it lacks opportunities to sit and stay). Overall, participants felt that the park is a missed opportunity.

Parkland Acquisition. The City often takes cash-in-lieu on parkland dedication, but one participant felt the City could encourage bigger setbacks from new developing by taking 5% of the land from new developments.

Tree Planting. It's important for tree planting and utilities to be considered early in the design process. This is especially relevant to Toronto Water and Parks Forestry and Recreation, since stormwater facilities and tree planting often don't mesh. Plans for tree planting should be very specific and take into account the idiosyncracies of the site. Overhead wires are another issue, specifically telecommunications wires (which are lower on the pole and tend to interfere with trees).

King & Queen:

A Royal Pair. King and Queen are both major Toronto streets – they're emblematic, unique in their own character. They are not only spines; they include a thicker fabric that reaches between them. They feel close together (only three blocks, 450m apart). Some felt it was critical for the pilot to consider and explore the relationship between these two streets; others felt it was more important for the focus to stay on King.

Cycling:

Safety. King Street between Peter Street and Bathurst Street feels dangerous on a bike. West of Bathurst it feels safer, potentially because there are



Quality Criteria Exercise at Clarence Square (Wellington & Spadina)



Quality Criteria Exercise on King Street (King & John)



Quality Criteria Exercise at David Pecaut Square (King & Simcoe)

no parked cars there.

Bike Parking. While there's a by-law for new buildings that requires shower and bike parking facilities, this doesn't apply to the many existing buildings on King. Also, many older condos won't allow people to take bikes into elevators. On King, there is a demand to retrofit bike facilities into older buildings, but the City has no trigger to require this retrofitting.

Richmond-Adelaide. Richmond and Adelaide will never be perfect for cycling in the core because there are so many loading zones and underground parking entrances/exits (especially between First Canadian Place and Scotia Plaza). The City is trying to create cycle track continuity in the core.

Bike Network. The City doesn't want to rely solely on Richmond-Adelaide for its Downtown bicycle network, especially with the increasing density Downtown. Wellington could be an option for more cycling infrastructure. The City intends for TOcore to inform the next east-west cycling priority Downtown — it's very important to connect existing routes.

Parking:

Parking Use. Businesses complain if on-street parking is going to be removed. Some license plate surveys have shown that most people using on-street parking spaces are business owners or employees, not customers. Street retail depends to a large degree on support from the local community, which tends to involve non-auto access modes. On St. Clair, the shopper interview surveys conducted as part of the 2004 Transit Improvements EA found that a majority of shoppers either walked or came by transit.

Parking Supply. Some BIAs are willing to lose on-street parking, at least in warm weather, as long as there is sufficient off-street parking for customers to use.

Taxis:

Role. It will be important to figure out how to accommodate taxis on King Street. One option would be to designate taxi hubs that are off King (like in the Distillery District).

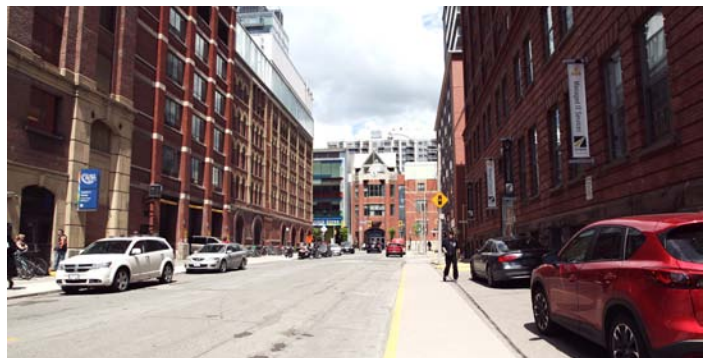
Process:

Stakeholder Engagement. Important stakeholders to reach are: taxis, couriers, people driving trucks, shredders, and others conducting their business in the street. Council is also a key stakeholder that needs to be involved in this process.

Public Engagement. On Bloor Street, the City had the support of BIAs, RAs, and Councilors. Their public engagement process involved two public meetings, a survey, letters, knocking on doors, and emails.



Public Space Public Life Survey (King & Bay)



Looking north on Frederick Street (King & Frederick)



Afternoon Workshop at Public Work

A faded background image of a city street scene. In the foreground, a red and white TTC streetcar is stopped at a traffic light. Two pedestrians, a woman in a blue jacket and a man in a dark jacket, are walking on the sidewalk. In the background, there are modern buildings, including one with a large billboard for McDonald's Angus burger. The overall image has a light, semi-transparent overlay.

Participants:

Adam Nicklin, Public Work
Allan Abrogena, Transportation Services
Andrew Farncombe, City Planning, SIPA
David Cooper, Transportation Planning
David Hunter, Transportation Planning
David Kuperman, Transportation Services
Geoff Dyck, Gehl Studio
Henry Byres, BIA Office
Ian Malczewski, Swerhun
Jacquelyn Hayward-Galati, Cycling Infrastructure & Programs
Jeff Risom, Gehl Architects
Kristina Reinders, City Planning, Urban Design
Lauren Abrahams, Public Work
Leo Desorcy, City Planning, Urban Design
Marc Ryan, Public Work
Mary Liston Hicks, Public Work
Mary-Ann George, TTC
Michael Flynn, Sam Schwartz Engineering
Peter Simon, Parks, Forestry & Recreation, Urban Forestry
Scott Haskill, TTC
Vig Krishnamurthy, Sam Schwartz Engineering

KING STREET PILOT STUDY

January 2017 Stakeholder Advisory Group (SAG) Meeting Summary

January 30, 2017

6:30 – 9:00pm

Metro Hall, Room 308/309

55 John Street

OVERVIEW

On January 30th, 2017, the City of Toronto hosted the first Stakeholder Advisory Group (SAG) meeting for the King Street Pilot Study. The mandate of the SAG is to provide a forum for feedback, guidance and advice to the City during the public consultation process.

The purpose of this first SAG meeting was to introduce the King Street Pilot Study and to share and seek feedback on the team's emerging thinking on: how to evaluate and measure success; the pros and cons of different street block options, and; key considerations and ideas to test in King's different neighbourhood contexts.

Approximately 15 members of the 40-member SAG attended the meeting, including geographic and sectoral representatives such as residents' associations, Business Improvement Areas, transit and transportation advocacy groups, and other stakeholder groups. A full list of SAG members and meeting attendance can be found in the Appendix.

Councillor Gord Perks and representatives for Councillors Joe Cressy, Mike Layton, and Pam McConnell also attended the meeting.

This meeting feedback summary document is generally organized according to the SAG meeting agenda, which included a welcome and introductions, a review of the SAG Terms of Reference, Overview Presentation, and discussions about evaluating and measuring success, block options, and neighbourhood context. (See Appendix A – Detailed Agenda).

Matthew Wheatley, Ian Malczewski, and Yulia Pak of Swerhun Facilitation, third party facilitators, wrote this Meeting Summary and shared it with participants for review before finalizing it.

FEEDBACK THEMES

These following points reflect feedback consistently shared at all three stations and during the plenary discussion at the end of the meeting. They are meant to be read in concert with the Station Feedback below.

General support for the Pilot Study. Several SAG members said the time is right for this study. There was strong support for having a pilot on King and improving transit. Some suggested the team strive to articulate the long-term benefits of the Pilot as a way of addressing any short-term pain (people often resist change because short-term pain is more obvious than the long-term impact).

Think about the whole network, not just King. Many SAG Members said that the Pilot Study needs to demonstrate how the street design considers the broader transportation network. Balancing King as

both a destination and a through-street, deciding how and where to accommodate cyclists, and recognizing traffic impacts from the pilot were some examples of how the team could demonstrate this kind of network thinking.

Deliveries, servicing, and pick-up/drop-off are key. One of the most important considerations in the pilot design will be making sure that deliveries, pick-up/drop-off, and other servicing needs are considered and accommodated. Some suggested strategies to accommodate this activity included: exploring alternative delivery access points, creating a “deliveries permitting system,” protecting space on the roadway for these activities, or restricting deliveries to night-time or off-peak hours. Some felt strongly that restricting deliveries to night would be impossible and negatively impact both businesses and couriers (since businesses would have to hire night staff and they would be out-of-sync with the rest of the business community).

Consider how the pilot will work with new development and construction. Participants said the study should identify active development applications to help inform decisions about how and where to pilot. Disruption resulting from construction should be worked into the pilot to test how it works.

Block options need to be context sensitive. Participants said the block designs need to be sensitive to context-sensitive; it should be clear that different block options could be considered for different parts of the pilot study.

Improve connections and public spaces. Participants said they would like to see pedestrian connections to and through parks and public spaces on King Street. The Pilot Study should make the street and public spaces safer and more accessible.

STATION FEEDBACK

Following introductions and the presentations, members of the SAG participated in rotating feedback stations covering three topics: defining and measuring success; block options; and neighbourhood contexts. The sections below organize participant feedback into these topics and include feedback shared during the meeting and afterwards by email (see Appendix C for written feedback received after the meeting).

STATION 1: Evaluating & Measuring Success

Using large display boards, the project team shared the project goals, a proposed pilot evaluation framework, and proposed criteria to select the extent of the pilot. SAG members shared suggestions about: what a successful pilot would look like and what to measure, other factors key to success, and additional criteria to select the extent.

Suggestions on what a successful pilot would look like and what to measure:

- **A reliable, predictable streetcar route.** SAG members said a successful pilot should enable streetcars to move with consistent and predictable travel times. Reliability will be especially important during weekday rush hours and during “clubbing rush hour” on late weekday evenings and weekends.
- **A change in transit usage.** One suggested measure of success was to see if more people would up using public transit as the result of the pilot. SAG members suggested measuring shifts in transportation choice to evaluate whether the pilot was successful.
- **A change in the perception of and public narrative around transit.** SAG members said a real mark of success would be for transit to be seen as the best choice to get around King Street.

Understanding Torontonians' beliefs about transit to understand could help the team understand how to change current negative perceptions around transit.

- **A street that has consideration for delivery, pick-up/drop-off, and loading/unloading activities.** The pilot will be successful if it takes all servicing needs of different King Street businesses into account. Many of the older buildings' only entrance is on King, which means deliveries and other servicing activities need to still happen on King. Couriers operate on a "chain of custody" requirement the means they must obtain signatures, and delivery time is typically 7 minutes. Ensuring these kinds of activities can continue will be an important measure of the pilot's success.
- **A more comfortable walking space.** Several SAG members said walkability on King Street is as important as transit, so one of the key indicators of success could be an increase in the ability to walk along King Street without having to "elbow your way through." Pedestrians of all ages and abilities should find it easy to get around, especially around the stretches of King that have pedestrian congestion (like George Brown College).
- **A street that's universally accessible.** SAG members said that a successful pilot would include streets designed with accessibility in mind, including accessible design elements on side streets, public transit stops, curbside lanes, and transit vehicles. The pilot should also be designed to accommodate specialized transit vehicles.
- **A healthier environment.** The pilot will be a success if it promotes a healthy environment and contributes to better air quality.
- **A street with vibrant, local retail.** Another suggested measure of success was how well the pilot contributes to the vibrancy of smaller, local, street-level business. Different businesses contribute to "prosperity" differently, so it's important to ensure small-scale retail stays on the street. The more good businesses there are on King, the less need there will be to drive.
- **A street that considers commercial vehicles.** The pilot will be successful if it can show how it has considered taxis, tour buses, Uber, and other commercial vehicles.
- **A street with a usable, social public realm.** If the pilot is successful, King Street will have an active, well-used public realm.
- **A beautiful street.** The pilot should show how King could be a more beautiful street; beauty should not just be a by-product of the pilot design, but an objective in itself.
- **A pilot that thinks beyond King.** Side streets can help alleviate congestion, accommodate parking, handle deliveries, stage construction activities, provide alternative routes for cyclists, and enable condo parking access. The pilot needs to reflect "network thinking" to succeed.
- **A pilot that balances King's role as both a destination and through street.** King is a destination and through street; the pilot needs to balance both functions to be successful.

Other suggested factors key to success:

- **By-law enforcement.** One of the most important factors for the pilot's success is enforcement of existing and any new by-laws. Currently, several by-laws on King Street are not enforced (such as no stopping by-laws and by-laws around transit priority), which exacerbates congestion. The pilot will work only if these kinds of by-laws are enforced.
- **Co-ordination with Metrolinx.** A high level of coordination with Metrolinx will be important to the success of the pilot. The City and team should make sure it is collecting and exchanging data about transit usage (such as Presto data) to make sure the design is based on data.

Suggestions for pilot extent criteria:

- **Manage-ability and implement-ability.** Some SAG members felt the pilot extent should be determined by looking at how big (or small) an extent is manageable and implementable.
- **Address as many of the most challenging issues as possible.** The extent and the location of the pilot should be large enough to address many of the most challenging issues on King.
- **Include a variety of streets contexts.** SAG members said the pilot extent should include different street contexts to ensure the team is testing the design in different conditions.
- **Comprehensive data.** Some felt the pilot should extend all the way to the bridge at River Street in the east to ensure that the data considers the effects on surrounding streets.

STATION 2: Block Options

Using a 3D model of a typical King Street cross section with interchangeable pieces, the project team walked participants through three block configuration options. Participants were asked to share what they thought the pros and cons of each were. The feedback below includes general feedback about the block options and feedback about each option.

General feedback about the block options:

SAG members said that, no matter which block options are tested in the pilot, it's important for street designs to be context-sensitive and to consider the broader transportation network. They also said the pilot design should include a combination of the block options (not just one of them) and that the team should clearly communicate that the ultimate pilot design could be a combination of these options.

Participants offered other suggestions about the block options, including:

- Show how each option can accommodate Emergency Services
- Consider banning right turns from King on red signals and/or creating an “advanced right turn green light” to improve traffic flow and pedestrian safety
- Don't under-estimate people's appetite for change
- Carefully consider the location of any transit hubs; they can become barriers to through traffic if they are located at major intersections
- Avoid any option like Adelaide, where a cycling lane goes through delivery areas.

Specific feedback about the block options:

Alternating Loops

Participants liked that the Alternating Loops option could be an improvement for wheelchairs and accessibility (since it would provide a level platform for boarding). They also liked that this option didn't seem to have negative impacts on north-south streets.

Participants identified some cons with this option, including potential challenges with loading and deliveries (businesses might need to divert loading to the rear), potential impacts on drainage, and a lack of improvements to cyclists' safety. One suggestion to improve cyclist safety was to “chop” the public life area in half to accommodate a bike lane.

There were mixed opinions about the potential traffic impacts of Alternating Loops: some liked that this option made King less of a through street, others felt King should continue to be a through street for cars and bikes. Some SAG members felt this option could work well on parts of King, but probably not the entire street, and suggested the team show examples of places where this design has successfully

worked. Consider the effect that adding turns on and off King will have on traffic flow and pedestrian movements, especially at intersections where turns are not allowed today.

Some participants liked that the team had developed a Cycling Infrastructure Option and thought it could work. Others felt this option didn't make sense on King — they were concerned about potential conflicts between pedestrians and cyclists, especially if cycling facilities overlapped with transit stops (like on Roncesvalles). Since Richmond and Adelaide are nearby, some said cyclists should be encouraged to use those streets instead of King.

Transit Promenade

SAG members liked that the Transit Promenade option provided extra space for public realm — this space could be especially valuable in places like Parkdale, which is park deficient. They also liked that this option clearly defined different spaces for different uses and street users.

Some were concerned that this option interrupted the flow of traffic (though they felt it could make sense in some parts of King). Others said it would be important for the dedicated streetcar areas at intersections to provide enough space for cars to pass so that stopped streetcars don't block cars from turning right off King.

Separated lanes

SAG members said the Separated Lanes option was conceptually easiest to understand and potentially easiest to implement, but they shared concerns about how it could work, especially in terms of traffic flow and servicing. SAG members felt that, with only one traffic lane in both directions, traffic could build up very easily if a vehicle was stopped. For the same reason, they said pick-up/drop-off, deliveries, loading, and servicing would need to be very carefully thought through. Some suggested addressing these challenges by creating a permitting system that would control or restrict when and where these activities could happen (such as requiring deliveries to happen overnight). Others said these kinds of restrictions can be challenging or impossible to accommodate: businesses would have to hire overnight staff (which adds cost to businesses), while couriers would not be able to make deliveries without overnight staff. There needs to be proper infrastructure and policies in place to enable safe, efficient deliveries, such as space for vehicles and infrastructure to help delivery-people safely cross while carrying a load.

Several participants said they didn't like this option because it seemed to prioritize transit to the detriment of other street users. Cyclists, for example, would have to ride in the streetcar lane, which would only be comfortable for "hardcore" cyclists. A few said they weren't in favour of physical separation of the streetcar from other modes of transportation, saying "don't reproduce Spadina." Participants were also concerned that this option didn't seem to solve the problem of accessibility well (since there isn't any level boarding).

STATION 3: Neighbourhood Contexts

Using two large maps of the King Street Pilot Study Area (Roncesvalles to River), the project team asked participants to identify key considerations the team should be aware of and ideas they would like to see explored in each neighbourhood context. The study area includes six neighbourhood contexts, including:

- Roncesvalles – Liberty Village (Roncesvalles to Bathurst);
- King West (Bathurst to Spadina);
- Entertainment District (Spadina to University);
- Financial District (University to Yonge);

- St. James Park (Yonge to Jarvis); and
- King East (Jarvis to the Don River).

General feedback on entire King corridor:

- **Consider future growth, development, and changing conditions.** The pilot needs to consider not only today's conditions, but also all the anticipated growth along King. There was a suggestion to consider piloting for two years to test how the street works in different climates and in different development scenarios.
- **Parking, networks, and other policies.** SAG members suggested taking parking off the streets by building more underground parking through public-private partnerships. There was also a suggestion to use policy and design to make it harder to drive or buy cars (for example, in Zurich, driving is slower than taking public transit; in Singapore, cars are very expensive). Finally, SAG members suggested the team consider re-thinking nearby networks to ensure King moves the most people. For example, if you take away cars from King, it may make sense to move bike lanes from Adelaide to King and divert King traffic to Adelaide.
- **Taxis.** There was a mix of opinions about the use of taxis on King. Some felt taxis should be prohibited, while others said they are needed because many used them to get to and from work. Some felt improving transit on King Street could reduce the need for taxis.
- **Focus on comfortable sitting and waiting areas.** There should be comfortable, protected shelters and plenty of seating along King. The team could consider introducing movable furniture to facilitate social interaction. Another suggestion was to take a "defensible space" approach that would mean designing the street in a way that enhances safety. Finally, there was a suggestion to add street benches to Parks, Forestry & Recreation's insurance — currently, if someone wants to add a bench to a street, it's not covered by Parks' insurance, so individuals must insure it at great expense.
- **Add more green space.** Many parkettes along King Street look bare; they would benefit from having more trees, potentially instead of street parking.
- **Preserve heritage.** The pilot should consider heritage and help protect and preserve it.
- **Promoting and enforcing new policies.** People may not understand or choose not to follow new policies, so physical separation should be robust enough to ensure rules are followed. The City could partner with taxis and ridesharing companies to promote any new policies.

Roncesvalles – Liberty Village (Roncesvalles to Bathurst):

Key considerations

Parkdale is in the process of a major density increase, similar to Liberty Village, which will increase the passengers getting on/off the streetcar west of Dufferin. This increasing density should be a key consideration in the pilot design.

Ideas to explore

SAG members suggested the team consider adding bike lanes as an extension of the lanes on Richmond and Adelaide. Ideally, cycling lanes shouldn't be beside streetcar tracks. They also said the team should consider making Stanley Park a gateway or anchor park.

King West (Bathurst to Spadina):

Key considerations

SAG members said this area has more congestion than the Entertainment District. Taxis going to and from bars, motorcycles circling the area, and parking near transit stops are some of the sources of this

congestion; the pilot should try to discourage or manage this congestion. This area is fun and “funktadelic;” the pilot should make sure to keep it fun.

Ideas to explore

Participants suggested the team consider adding green space and/or parkettes to the streetscape in this neighbourhood context. They also said the team could consider changing Brant Street to a one-way northbound street and consider re-locating transit stops, either by moving them away from streetlights or by switching farside and nearside stops. SAG members also suggested the team consider improving laneway connections to King Street, limiting through-traffic in this area, keeping cycling infrastructure away from streetcar tracks, and studying the street in the evening to understand “how the street behaves” at night.

Entertainment District (Spadina to University):

Key considerations

Transit and traffic. SAG members said there is a huge transit holdup at King and Spadina due to cars turning left and streetcar short turning, making it difficult for cars and cyclists going west to get through the intersection. Cars speed through this area, trying to pass streetcars.

Theatres and restaurants. Theatres need drop-off areas that can accommodate a variety of vehicles, including large coach buses, taxis, and cars. The Toronto International Film Festival is a major event that needs to be considered. Many restaurants in this area rely on deliveries.

Other considerations SAG members shared include: minimal access needs on the south side of King Street near David Pecaut Square, potential conflicts between pedestrians and cyclists because of the narrow street, and concerns that wider sidewalks could increase jaywalking.

Ideas to explore

SAG members suggested the team: consider shifting drop-off / pick-up areas for theatres to side streets, consider making David Pecaut Square an anchor park and improving pedestrian movement to and through David Pecaut Square, adding more patios on King, and using data from taxis and ridesharing companies to identify high-use pick-up / drop-off areas.

Financial District (University to Yonge):

Key considerations

Participants said a key consideration in this area should be finding reliable ways to get people to work. Taxis currently play a significant role doing this, but if streetcars ran more efficiently there may be less need for taxis on this stretch of King. Participants also said this area is difficult for deliveries (especially for panel trucks), often has long line-ups for streetcars at Yonge, and lacks human-scaled buildings (which makes this area boring to walk through).

Ideas to explore

SAG members suggested the team consider prohibiting, restricting, or otherwise managing taxis on this stretch of King, since taxis often block the street (see: bit.ly/taxiJan30). They also suggested the team explore prohibiting on-street parking or introducing short-term off-street parking in parking garages. Finally, some suggested the team consider ways to introduce cycling infrastructure in this area.

Street James Park (Yonge to Jarvis):

Key considerations

Suggested key considerations for this neighbourhood context included traffic (much of which comes from the Gardiner Expressway/Lakeshore) and development (since there are several active developments in the area, like 89 Church Street).

Ideas to explore

Participants suggested the team explore making Saint James Park an anchor park and creating a gateway to Market Lane Park. They also suggested creating a “pinch” at Jarvis since traffic is lighter east of that street. Consider installing bump-outs on this stretch of King.

King East (Jarvis to the Don River):

Key considerations

Participants said the team should consider: future connections to the Port Lands (since Cherry and Trinity will become main routes to the Port Lands from King), protecting vehicular access for “isolated side-streets” like Percy and Wilkins, acknowledging future growth and development (including new developments at Ontario, Parliament, and 245 Queen). The Sherbourne and King streetcar stop tends to be very busy.

Ideas to explore

Parking and deliveries. SAG members said the team should consider increasing off-street parking to reduce congestion, investigate using side streets for deliveries, and allowing on-street deliveries for stores with large items.

Pedestrian environment and public realm. Consider expanding sidewalk space and public realm near George Brown College, building an anchor park at the east end of King Street to act as a gateway, and pedestrianizing Frederick, north of King.

Participants also suggested the team consider adding signalized transit prioritization at King and Cherry and investigate how laneways can help move traffic in this area.

PROCESS FEEDBACK

Public meeting materials and format. Participants shared advice for the upcoming public meeting, including: add more street names to the maps; identify current development applications on King Street; show more examples with 2-way streets similar to King Street; have multiple stations for each activity to accommodate more people, and; set-up the room theatre style to provide space for activities.

Clarify the study area. It should be clear the study area covers Roncesvalles to River.

City Planning and Parks, Forestry, & Recreation should work together to enhance King’s public realm.

NEXT STEPS

City Planning staff and Ian Malczewski thanked participants for their feedback. Ian asked that any additional feedback be shared by February 6th and committed to sharing a Draft Meeting Summary in the coming weeks. City Planning staff said the next Stakeholder Advisory Group meeting will be held in mid-March and reminded participants of the upcoming Public Meeting on February 13th, encouraging them to share the meeting details and invite the members of their organizations.

APPENDIX A: SAG Meeting Agenda

January 2017 King Stakeholder Advisory Group

Proposed Agenda

January 30, 2017

6:30 – 9:00pm

Metro Hall, Room 308/309

55 John Street, Toronto, ON M5V 3C6

Purpose: To introduce the King Street Pilot Study and to share and seek feedback on the team's emerging thinking on: how to define and measure success; the pros and cons of street block options, and; key considerations and ideas to test in King's different neighbourhood contexts.

6:30 Welcome, introductions, review Terms of Reference and agenda

6:45 Overview presentation

7:20 Discussion: 3 concurrent, rotating stations

Station 1: Defining success

1. How should we define success on King? What do we need to measure?
2. What criteria should we use when determining the extent of the pilot?

Station 2: Block options

3. What do you think are the pros and cons of each block option?

Station 3: Neighbourhood context

4. What are some key considerations the team should be aware of in each neighbourhood context?
5. What ideas would you like to see explored in each neighbourhood context?

8:35 Report back

8:55 Wrap up and next steps

9:00 Adjourn

APPENDIX B: SAG Meeting 1 Participant List

The following is a list of organizations that have been invited to participate in the Stakeholder Advisory Group. Those organizations that participated at the meeting are signified in **bold text**.

1. 8-80 Cities
2. Canadian Automobile Association (CAA)
3. **Canadian Courier and Logistics Association**
4. Civic Action
5. **Code Red TO**
6. Corktown Residents and Business Association
7. **Cycle Toronto**
8. Directors Guild of Canada
9. Downtown Yonge BIA
10. **Financial District BIA**
11. Friends of St James Park
12. **Garment District Neighbourhood Association**
13. George Brown College
14. **Gooderham & Worts Neighbourhood Association**
15. King-Spadina Resident Associations
16. Liberty Village BIA
17. Liberty Village RA
18. Metcalf Foundation
19. Niagara Neighbourhood
20. Park People
21. Parkdale Residents Association
22. **Pembina Institute**
23. Roy Thomson Hall
24. **St. Lawrence Market BIA**
25. **St. Lawrence Neighbourhood Association**
26. **Steve Munro**
27. **TDSB Trustees - Ward 10**
28. TDSB Trustees - Ward 14
29. TDSB Trustees - Ward 7
30. TDSB Trustees - Ward 9
31. The Laneway Project
32. Toronto Centre for Active Transportation
33. **Toronto Entertainment District BIA**
34. Toronto Entertainment District Residents' Association
35. Toronto Film, Television and Digital Media Board
36. Toronto Heritage Preservation Society
37. Toronto International Film Festival (TIFF)
38. Toronto Taxi Alliance
39. Toronto Women's City Alliance
40. TTC Riders
41. **Walk Toronto**
42. **Wellington Place Neighbourhood Association**
43. **West Don Lands Committee**

APPENDIX C: Written feedback submitted after the SAG meeting

Email: St. Lawrence Neighbourhood Association:

- Wild thought would be to bury the streetcars but it's a pilot so never mind.
- I like plan b about the looping of cars
- Something needs to give as we can't do everything for everyone with the width that we have to work with
- We can't eliminate cars as we need to change our attitudes around a car culture so what about imposing permits to drive in the core, other cities do this. it would also offer economic benefits
- Would like to see more around public realm. I think Janie is on steering committee and parks should be included more
- Transportation and parks need to work together on this
- Maybe not pilot the whole of King from Strahan to River?
- There needs to be subsections for how we treat as the subsections have their own personality
- We need to program around times of day
- We saw from the research that even through 65k go through daily it is mornings and evenings, the next day I had lunch at Bell Lightbox and you could dance on the street, so little traffic
- My thing is that everyone starts out being a pedestrian so we need to think about that as a starting point
- What about having the streetcar run free from John to Jarvis and it just runs back and forth and people jump on and off and we get off street parking at either end for the suite at King and Bay?
- I think it is Denver where they have this and the downtown core seems like cafes are all over
- I know so many European cities change how they streets work. during the day it is delivery trucks and after work hours they are pedestrians streets with pop up bollards
- Having cars off the road also helps reduce emissions with is part of public realm, they should pay a premium
- I labelled the map with upcoming site applications and thought what if - - - haha any new development had to stage everything on site, no road closures or reduced lanes and then when finished turn the staging area into a park.

Email: Steve Munro:

My article on King car speed has been updated with three additions:

1. Comparison charts of Sundays and Saturdays
2. A more detailed comparison of bus and streetcar speeds
3. Charts showing the time taken at terminals due to excessive padding in schedules.

On the subject of the block layouts, I found the presentation of the options, while amusing (hand of god wipes traffic off of the street), to have one very big problem. Although the study is supposed to be looking at a network, the model only shows a block of King itself. There is not enough discussion of the effect that adding all of the turns on and off of King, some at locations like Bay where no turns are allowed at all today, not to mention the turns at nearby streets. This has implications for traffic flow at affected intersections, not to mention pedestrian movements.

Personally, I never liked the alternate block scheme ever since the TTC proposed it, and if you're going to analyze and present it, you need to take into account factors such as these, not just traffic on King itself.

On a related note, if you will be looking at “transit hubs” at major locations such as the University-York and Yonge-Victoria blocks, these will effectively be barriers to through traffic. It should not be necessary to mess around with an alternate block design and the problems it brings, especially if cycling lanes are included, in the spaces in between.

There was a worked example of this effect when track construction closed King at Spadina. Through traffic just went elsewhere without the need to reconfigure the street to the east. Whether it is practical to create a third hub further west (say near Spadina), I don’t know, but it might be worth looking at.

KING STREET PILOT STUDY

Public Meeting Summary

February 13, 2017

6:30 – 9:00pm

Metro Hall, Room 308/309 and 314

55 John Street

OVERVIEW

On February 13th, 2017, the City of Toronto hosted the first public meeting for the King Street Pilot Study. The purpose of this first public meeting was to introduce the King Street Pilot Study and to share and seek feedback on the team's emerging thinking on: how to evaluate the pilot; different street block options; where to pilot, and; ideas to consider in different neighbourhood contexts.

Over 450 people attended the meeting, including members of the King Street Stakeholder Advisory Group and over a dozen City and TTC staff. Councillors Gord Perks, Joe Cressy, and Pam McConnell also attended the meeting, and several media outlets filmed and broadcasted during the meeting as well. Participants filled both the main room and an overflow room.

The meeting began with welcoming remarks from Councillors Perks and Cressy, followed by a presentation from: Jennifer Keesmaat, Chief Planner; Dave Hunter, City Planning, Adam Nicklin, Public Work (design consultants); and Mike Flynn, Sam Schwartz Engineering (transportation consultants). Following the presentations, participants rotated through three concurrent stations focused on evaluating and measuring success, block options, and pilot extent criteria. Participants also shared place-specific feedback on large maps staffed by City Planning staff. Following the discussions, Barbara Gray, General Manager of Transportation Services and Councillor Pam McConnell closed the meeting.

Ian Malczewski, Matthew Wheatley, Casey Craig, and Yulia Pak of Swerhun Facilitation, third party facilitators with Swerhun Facilitation, prepared this Meeting Summary, which was reviewed and finalized by the City.

FEEDBACK THEMES

These following points reflect feedback and topics shared consistently in all discussions and in written feedback. They are meant to be read in concert with the Detailed Feedback below.

General support for the pilot study and methodology. Many participants said they were supportive of the pilot study and the pilot methodology, which would allow the City to study and refine the street design relatively quickly (rather than study for years before doing something). They generally liked that the evaluation framework was considering many different lenses. Several participants said that clear design and communication would be key to ensuring the pilot's success.

Improving transit and public space need to be balanced with business needs. Participants generally supported the approach of improving transit and King's public space. Many emphasized that the pilot must not negatively impact businesses. Ensuring pick-up, drop-off, and deliveries are still possible, especially for businesses that rely on car access, will be key to the pilot's success.

Varying perspectives about cycling. There were a range of opinions shared about the role of cycling on King Street. Some felt that the existing situation on King is very unsafe and that the pilot should accommodate bikes on King; others felt that the limited space on the road and the presence of streetcar could result in an unsafe situation for cyclists no matter what, so the study should focus on strengthening parallel streets and connections to King.

The team should consider context when suggesting where block options should go. Participants liked that the block options offered a range of strategies to improve transit on King. Generally, participants preferred options that considered other road users/uses, offered opportunities to improve public life, and maintained some kind of car access where it's needed. Concern about potential traffic back-ups was one of the most common issues raised by participants about all the block options.

DETAILED FEEDBACK

Participants took part in rotating feedback stations covering three topics: how to evaluate the pilot; different street block options, and; where to pilot. Participants shared suggestions about general ideas to test through the pilot study and specific ideas to consider in the study's different neighbourhood contexts. The detailed feedback below is organized into four sections that correspond to these topics.

Station 1: Evaluating success



Using large display boards, the project team shared a proposed pilot evaluation framework and some of the metrics the project team was considering using to evaluate the pilot. Participants shared general feedback about the evaluation framework, feedback about what was most important to measure (and how), and other factors key to the success of the pilot.

General feedback about the evaluation framework and defining success

Taking the evaluation framework as a whole, participants expressed support for the framework and its focus on people, places, and prosperity. Some suggested the team consider having different definitions of success for different neighbourhoods in the study area (for example, success in Parkdale will likely be different from success on King West). Participants also said the framework should reflect consideration of all times of day, all four seasons, major events (like TIFF), and that metrics should be specific, quantitative, and transferable to other street design projects.

Feedback about what to evaluate and how

Participants shared suggestions about what to evaluate, how, and what will be most important to measure. In descending order of importance, participants generally said it would be important to evaluate: transit, public space/public life, impacts on businesses, safety and accessibility, walking, the environment, social equity, driving, and cost and maintenance. Participants also suggested specific things they would like to see measured and, using dots, identified which they felt were most important:

Metrics with the most importance

Overall travel time/speed of transit. Participants said it will be important to ensure that transit users can get from point A to point B along King in reasonable time, including during both peak and off-peak hours. Many emphasized the need to ensure overall travel time is consistent and reliable.

Reduction in personal car use. Many participants said that it was important to measure if the pilot results in fewer people driving on King.

Reliability and predictability. The wait time between streetcars should be reasonable and consistent. A few suggested measuring how well the pilot addresses streetcar bunching and balances passenger loads.

Transit capacity and use. A few said it would be beneficial to measure changes in the capacity of the streetcar and how many more people use transit to travel along King. A few were concerned that longer streetcars might move slowly and could increase overall travel time.

Impacts on other streets. Participants also said the study needs to consider the impacts of the pilot on other streets (not just King). *The project team said there is a modelling study looking at the transportation network, and the study will look at King and at parallel corridors.*

Ability to accommodate loading, delivery, pick-up and drop-off. Several said that, for the pilot to be successful, commercial loading and unloading, delivery, pick-up, and drop-off must be accommodated. Some suggested this could happen on side streets, others felt it was important for this activity to be as close to businesses as possible. There was a suggestion to look at Sparks Street in Ottawa as a model.

Sales and business impacts. Many participants suggested measuring whether the pilot influences sales and/or has any other impacts on area businesses.

Transit, streetscape, businesses. Several participants said the project will be successful if public transit is improved while also improving the streetscape and ensuring businesses do not suffer.

Safety and conflicts. It is important to measure how well the pilot prevents conflicts in interactions among different street users, including pedestrians, cyclists, transit users, and drivers.

Changes in air quality. Several people said it was important to measure whether the pilot improves air quality and contributes to healthier environment. One way to measure this impact would be to see if the pilot results in a change in greenhouse gas emissions.

Beauty of the street. A few participants discussed the need to measure how beautiful the street has become as a result of the pilot. One way to measure the change in the beauty of the street would be to measure increases in the health and/or number of street trees, flowers, public art, and street furniture.

Number of people who just hang out. Some suggested measuring the number of people who use King as a place to hang out.

Metrics with some importance

Universal accessibility. Several participants said it will be important to measure how universally accessible the pilot is. A few discussed measuring how well the street accommodates specialized transit passenger pick-up and drop-off (e.g. WheelTrans) that avoids conflicts with other users.

Pedestrian comfort. Several participants indicated that it is important to measure any changes in pedestrian comfort. Wider sidewalks and more greenery would contribute to pedestrian comfort.

Comfort of transit users of all ages and abilities. Several said it would be important to measure the comfort levels of different transit users during the pilot, including those with different abilities and of different ages.

Number of spontaneous social interactions. Several participants discussed the importance of making King a dynamic space that enables spontaneous social interactions among different street users.

Transit revenue. It could be helpful to monitor any change in transit revenue during the pilot.

Foot traffic. Many indicated that it was important to understand if the pilot results in increased foot traffic for local businesses. A few suggested partnering up with a local BIA to measure this data. Others suggested measuring the ratio of customers who are local to those who travel from afar.

Types of businesses. A few participants suggested tracking any changes in types of businesses to understand whether pilot conditions attract (or repel) certain kinds of business.

Other important metrics

Parking need. A few participants suggested measuring people's need to park on or around King street during the pilot to better understand who is using King street and how.

Demographic changes. Participants suggested tracking any change in the demographics of people who use King Street. A successful pilot would result in many different people using King Street, including younger people, older people, families, and people with different abilities.

Changes to boarding time. The team should measure boarding time at the stops and whether the pilot is resulting in faster or slower boarding times.

Changes in underground activity. Some participants said it was important to see how the pilot might influence foot traffic in the PATH. The team should consider measuring any changes in foot traffic in the PATH to see if the pilot has had any impact.

Station 2: Block Options



Using a physical model of a typical King Street cross-section with interchangeable pieces, the project team walked participants through three potential block configuration options. The project team live-broadcast the physical model on a screen so participants could see it in detail. Participants were asked to share what they liked and what (if anything) they found concerning about each option. Generally, participants said that there is no one-size-fits-all solution, and that the preferred pilot design will likely need to be a combination of the different block options. They also said it would be helpful to see example of where some of these designs have been successful in other cities.

Specific feedback about each block option:

Option A: Separated Lanes

Generally, participants liked that this option was easy to understand and that it would be an improvement over the status quo, at least from a transit perspective. The City should look at similar examples of other cities' initiatives (like Mexico City) to understand how to help people with the transition. There was a suggestion that, for this design to have maximum impact, the TTC would need to increase the frequency of service, otherwise the dedicated road space might be empty most of the time. Participants said reliability is just as important as speed, and reliability can be impacted by people taking a long time to board and got off streetcars (which isn't solved by having separated lanes). Finally, participants liked that this option removed left turns from King.

Participants shared some concerns and suggestions about this option:

Traffic back-ups and flow. Some felt the Separated Lanes option didn't make much sense, that it seemed to cross the line from "transit priority" to "transit only." Several participants felt the potential

for traffic back-ups was a big problem; if a single car making a delivery could stop all traffic, the cost of transit priority in this design might be too high. A related concern was that, if traffic backs up more than a block, it could also block north-south traffic. To help improve flow, the team could consider programming separate crossing signals for pedestrians and cars at intersections (so pedestrians would wait for cars to turn and cars would wait for pedestrians to cross). There was a question about whether the team had considered a timed version of this option. *Adam Nicklin said the team has considered timed options, but they're difficult to make work because they're difficult to enforce.*

Business operations and car access. Some participants said it was very important for some businesses in some parts of King to maintain car access. One example given was King East, where there are furniture stores whose customers need to transport merchandise by car; another was theatres, which some people felt depend on people arriving by car. Several participants were concerned that this design did not appear to allow curbside stopping.

Pedestrian and cyclist safety. In each rotation, participants shared concerns that the Separated Lanes option could compromise pedestrian and cyclist safety. They said King feels unsafe to bike on today and, in the Separated Lanes option, the situation could get worse with bikes and cars sharing the same single lane. With physical separation, cyclists also would not be able to move into the streetcar lane if needed.

Participants felt the Separated Lanes option could lead to frustrated drivers accelerating past open streetcar doors or turning quickly off King, compromising pedestrian safety. They said the team could consider putting stop signs or other means to encourage cars to drive more slowly. Raised platforms at streetcar stops (like at Queen and Bathurst) could also help protect transit riders.

Finally, there was concern expressed about the lack of improvements to the public realm in this option, especially when compared to the other block options.

Option B: Alternating Loops

Generally, what participants liked about this option was that it put priority on transit while also making efforts to accommodate cars, pedestrians, public realm improvements, and possibly cyclists. It could also be good for businesses since it would still allow some car traffic and curbside activity. Participants also liked that this design could enable accessible far-side boarding from the curb lane and would isolate right-turning vehicles from the streetcar lane. Participants said this design would make most sense east of Bathurst, where other streets could take on through-traffic.

Participants shared concerns and suggested refinements for this option. Some felt people might find this option confusing. As with the Separated Lanes option, some were concerned that this design could negatively impact traffic flow. They suggested the City explore having separate signal phases for pedestrians/cyclists and for cars to help cars turn right quickly. A related suggestion was for the City to explore making King a one-way street for cars. Finally, there was a concern that this option might not work well for Wheeltrans since passengers might need to cross the street to get to their destination.

Other concerns and suggestions were:

Streetcar capacity. Some said that, even though this design would be an improvement for streetcars, there would need to be enough streetcar capacity to fully realize any benefits. If the pilot is successful, it could attract even more people to the streetcar; if there aren't enough streetcars, the transit experience will still be poor.

Garages and access. Some asked if there were any parts of King where this design was practical (since it would require at least one side of the street to have no car access requirements). *Adam Nicklin said that the team's analysis has shown there are areas where this design is possible.*

Cycling facilities. There was some concern that the Alternating Loops design would use sharrows, which don't do much for cyclist safety. A related concern was that this design could lead to conflicts between cyclists and pedestrians.

Business impacts. There was also concern that this design could harm businesses if it takes away too much parking. *Adam Nicklin said that there is currently a limited number of parking spots on King itself, and some of the design options may not affect them. All garages on King will still be accessible as will any facility that holds a lot of cars (like TIFF).*

Pilot infrastructure. Participants asked about what kind of infrastructure would be installed in a pilot of this option. *Adam Nicklin said it could include paint, wooden structures, pavers, and others.*

Looking specifically at the Cycling Infrastructure Option, many liked the same things they liked about the Alternating Loops option. Concerns were that there was still a lane shared between cyclists and vehicles on one side and that this option had fewer public realm improvements.

Option C: Transit Promenade

Participants liked that the Transit Promenade option could enable Wheeltrans to drop-off passengers on both sides of the street. They also liked that it could create generous sidewalks for pedestrians while still having space for parking or pick-up/drop-off. Finally, participants liked that this design activated the public realm on both sides and could have space allocated to pedestrians and cyclists on both sides.

Participants' main concerns with this option were related to breakdowns and back-ups. Participants said streetcars on King breakdown frequently, and if a streetcar (or car) breakdown happens on the Transit Promenade, the entire street could be blocked. The other two block options would have more flexibility during breakdowns. A related concern was that right-turning cars could back up into the transit lane and slow both cars and streetcars. One suggestion to address these back-ups was to add stairs or escalators to let pedestrians cross intersections (like in Tokyo). Finally, there was concern that "serial indentations" (for pick-up, drop-off, and deliveries) could diminish the function and aesthetic of the street.

Since some felt this option didn't appear to be safe for cyclists, there was a suggestion that other, nearby streets would need to be very safe for cyclists (like Richmond, Adelaide, and Wellington). Finally, there were suggestions to ensure this design accommodates Emergency Services vehicles.

Participants asked several questions about the Transit Promenade option. Responses from the study team follow each question:

- How do you stop cars from driving on the streetcar tracks at intersections and going right the intersection? *There could be paint on the street as well as a physical barrier — something that a streetcar could cross but a car couldn't.*
- Could through-cycling be permitted? *Through cycling would be challenging because this design would require cyclists to cross the streetcar tracks at intersections. Combining cyclists with streetcar tracks can lead to conflicts.*
- Why does this design require cars to turn right? How far can a driver go before being required to turn right. *The right turns are about reducing the volume of traffic. Drivers can still come to get home or to make a delivery, but wouldn't use King as a through-street. Drivers would generally be able to go one block before being required to turn right.*

Station 3: Where do we pilot?



Using a large map of the of the King Street Pilot Study Area and large display panels, the project team shared the proposed extent of the pilot and the proposed criteria used to select the extent. Participants were asked to share what they thought of the proposed extent, if they had any suggested changes, and why. The feedback shared is summarized below, and responses provided by the project team are included where given.

Suggestions about the extent of the pilot:

Participants shared a range of suggested changes to the extent of pilot (and rationales for those suggested changes):

Pilot the entire length of King — Roncesvalles to River. Some participants said this pilot length was that it would allow the team to obtain more data about movement and behavior change on King.

Extend the pilot west. Some participants suggested extending the pilot a few blocks west of Bathurst. They said that this area is heavily congested and transit backs up a lot, so piloting here could produce a noticeable improvement. Others suggested going as far west as Dufferin because there is a significant residential population which is still increasing, so there would be many more people who would benefit. Another reason to extend to Dufferin is that the Dufferin bus is one of the City's busiest; the area would benefit from more transit options.

Extend the pilot east. Some felt the pilot should end at Jarvis, saying traffic isn't bad enough east of there to justify changing the street design. Others said the pilot should extend further east to capture George Brown College — the school generates a lot of transit users. Finally, some said the extent should go to Sherbourne or even Parliament because the growth coming to that area will require better transit.

Include Queen Street in the pilot. Some participants suggested including Queen in the pilot, saying the City could save costs in the long-term and identify other, broader transportation improvements. For example, the City could make parts of King and Queen a loop with one-way streets. *The team said that this project is limited to King, but Queen could be considered in the future. The team has explored the King-Queen loop and have not recommended it since it could increase the distance some pedestrians would need to walk to get on a streetcar.*

Identify transition points and areas outside the pilot. Participants said that, no matter where the pilot extent lands, there should be transition areas to prevent traffic jams / backlogs. Participants also suggested the team examine the capacity of any intersections not included in the pilot to identify pinch points and explore smaller, site-specific solutions (where possible).

Population growth and construction. Looking at the proposed criteria to select the pilot extent, participants suggested the team also consider population growth and the resulting increased demand for transit demand when determining the extent of the pilot. Participants also said the team should consider how major construction projects on / near King will impact the data gathered by the pilot.

Widest variety of uses. The pilot extent could be chosen based on which area has the widest variety of uses, especially during the busiest times of the day.

Suggested ideas to explore in the pilot study

Over the course of the meeting, participants gave both general and place-specific ideas to explore in the pilot study:

General ideas to explore in the pilot study

Feedback about all transportation modes on King

Ideas about transit. A few participants were interested in seeing transit priority traffic lights implemented (and their effectiveness measured) as part of the pilot. There was also a suggestion to pilot a fare that would allow people to hop on and off the streetcar multiple times on a single trip. Other suggestions about transit included: use double-ended streetcars (similar to the vehicles planned for the Eglinton Crosstown); add bus service (potentially express service) to accommodate increases in transit use; consider moving some stops away from intersections; consider an LRT or subway instead of streetcars; accelerate the arrival of the new streetcars; extend the Relief Line from Queen and University to King-Spadina, and; consider using King to connected electrified UP Express and Lakeshore/Stouffville GO line (see Appendix B for details).

The role of cars on King. Participants had varying opinions about the role of cars on King. Some said that cars are not needed on the entire length of King and that the pilot could be used to show it is possible for people to move through the downtown without cars. Others said that businesses on King require vehicular access for deliveries, servicing, and customers and that the pilot needs to accommodate them. Participants also shared ideas they felt could help reduce congestion on King, including: charge less for transit during off peak times; make sections of King car free during rush hour periods; have the police (or others) direct traffic during peak times, and; increase enforcement of parking and traffic rules. Finally, participants said the team should think about identifying parking areas outside of the core so people could park and then use the King streetcar to get Downtown.

The role of cycling on King. There were a range of opinions expressed about cycling. Some wanted to see cycling infrastructure considered for King. Others felt that combination of a narrow street and the

presence of streetcar tracks made King less safe for cyclists. They suggested that, in the core, the focus should be strengthening other east-west and north-south connections to help cyclists safely get to King.

Provisions for tourist transportation and autonomous vehicles. Many said it will be important for the pilot to have well-thought-out provisions in place for taxi stands, ride-sharing services (like Uber), tourist buses, and rickshaws. Some suggested considering how to accommodate future autonomous vehicles.

Pedestrian scramble intersections. The pilot could propose all-way pedestrian crossings to prevent pedestrians from getting in the way when cars are turning right off King.

Emergency services. Participants said that it would be very important to make sure Emergency Services vehicles could still use King no matter what the pilot design ends up being.

Feedback about process

Support for the pilot study and approach. Several participants liked the fact that the pilot approach enabled the City to adjust the design as it collects data over the course of the pilot. Several complimented the City on taking this approach and encouraged them to “be bold.”

Communication and enforcement. One of the measures of success should be how well drivers understand to get off the street and get around. The pilot design needs to be intuitive and aggressive to indicate to drivers what they can and cannot do (e.g. physical barriers and lots of paint). Many thought strict enforcement of by-laws would be key to ensuring the pilot is a success and that physical infrastructure could help enforce “self-regulation by design.” Before the pilot begins, the City should develop a strong communications strategy using signs, the media, materials at car rental agencies, and at major transportation hubs to help education people about the pilot. The City could also consider surveying people about what worked and what didn’t after the pilot.

Multiple pilot options. Participants suggested taking more than one option for the pilot to City Council to increase the likelihood the pilot is endorsed. *The project team said they will use the feedback from this meeting and other consultation activities, including a survey and another round of consultation, to identify a preferred option to take to City Council. They also said that the pilot can and will likely include different options for different sections of the pilot that respond to the needs of different parts of King.*

Coordination among all City Divisions, TTC, utilities, and others. In order for the pilot to succeed, the TTC and different involved Divisions at the City will need to work hard to coordinate and collaborate. The project team should consult utility providers (e.g. Bell) to ensure they are aware of any changes that may impact their infrastructure. Participants asked if the budget for the pilot includes funding to upgrade overhead streetcar wires to prevent breakdowns caused by weather. *TTC staff said the TTC does not currently have plans to overhaul how they maintain wires. They do have plans to install a more modern pantograph system that should be more resistant to ice storms, but this is not part of the pilot.*

Share the data and the data collection methodology. Consider publishing open data collected through this study, potentially quarterly, to allow residents to see and interpret the data themselves.

Specific ideas to explore in the pilot study

Using two large maps of the King Street Pilot Study Area (Roncesvalles to River), the project team asked participants to identify ideas they would like to see explored in each neighbourhood context. The study area includes six neighbourhood contexts, including:

- Roncesvalles – Liberty Village (Roncesvalles to Bathurst);
- King West (Bathurst to Spadina);
- Entertainment District (Spadina to University);

- Financial District (University to Yonge);
- St. James Park (Yonge to Jarvis); and
- King East (Jarvis to the Don River).

Roncesvalles – Liberty Village (Roncesvalles to Bathurst):

Ideas to consider. Participants said they would like the see the pilot consider: prohibiting left turns at Bathurst; tweaking signal timing to help drivers get on to Bathurst from King; avoiding pushing all westbound traffic to Wellington, and; ensuring Wheeltrans access is supported. They also said they would like to see cycling infrastructure improved west of Bathurst with safe connections to the Waterfront Trail, Garrison Common, and Parkdale. Finally, some said that cars must be allowed to use King as a through-street west of Bathurst; in order to improve transit here, the team should pilot the Separated Lanes option (while still allowing for left turns at Bathurst, Sudbury, Strachan, and Atlantic).

Other feedback about this neighbourhood context. Participants also suggested obtaining metrics on the growth capacity of Liberty Village for the next 20 to 30 years to help manage development. They also suggested the City: develop traffic management plans for this neighbourhood context (especially for when the Gardiner Expressway is closed); consider extending Adelaide west of Shaw, and; extend Front Street west of Bathurst as a major east/west throughfare. There was a suggestion to introduce a Liberty Street streetcar line (one was contemplated in the early 1900s).

King West (Bathurst to Spadina):

Traffic and parking. Participants discussed the role of cars on this section of King and improving pedestrian and cycling infrastructure. Some suggested banning cars altogether, while others suggested banning cars during the morning and evening rush hour periods and making the area local access only. Participants also suggested introducing HOV lanes and considering how to accommodate future autonomous vehicles here. Participants said parking rules need to be enforced — cars parking on the boulevard impede pedestrian movement. The pilot should explore ways to prevent cars from illegally cutting through Adelaide Place and Waterloo Terrance. One suggestion to improve east-west connections was to install traffic signals at Bathurst and Wellington. The pilot should also consider weekend and night traffic in this area.

Cycling and pedestrian safety. Participants said the safety of cyclists should be considered in this area, even if bike lanes are not introduced. Site-specific suggestions included: introducing separate pedestrian crossing and car turning times at Spadina and King; improving pedestrian safety at the Alpha Alternative School, and; improving the turn at Adelaide and Bathurst for cyclists.

Entertainment District (Spadina to University):

Traffic and parking. Participants said they would like to see the pilot investigate ways of prohibiting or reducing taxi queuing, on-street parking, deliveries, food trucks and general car traffic on this section of King (potentially by identifying alternate locations for these activities close to King).

Cycling. Participants said they would like to see the pilot add more bike parking and Bikeshare locations, especially near the subway. Participants suggested improving connections to surrounding cycling network, especially the bike lanes on Richmond and Adelaide.

Theatres and events. Several participants said theatres need pick-up / drop-off areas, suggesting the team explore using lanes behind theatres and hotels if necessary. Participants also said the pilot should consider ways to manage large crowds from theatres, events, and clubs in the area (potentially by providing extra sidewalk space). Participants said that pilot could explore better-using David Pecaut

Square for programmed events (especially from May to October). Finally, participants said the pilot should consider the timing of the John Street Corridor Improvements and other construction.

Other suggestions. Participants shared other suggestions about this area, specifically: merging the 502 and 503 streetcars to take advantage of the pilot and returning streetcars to Adelaide to create a loop.

Financial District (University to Yonge):

Participants discussed prohibiting or reducing cars on this section of King. Some suggested prohibiting cars altogether, others suggested prohibiting them only during rush hour periods. Participants also suggested limiting taxi stands and on-street parking. Some said making Wellington a two-way street could help reduce congestion on King. In terms of cycling, participants said there should be some kind of cycling infrastructure to accommodate bike couriers in the Financial District.

There was also a suggestion to study the feasibility of increasing green signal time for Richmond and Adelaide at University Avenue (since those streets would likely have more traffic on them). The City could also consider investing in “back-of-queue” detection on University so that, if traffic is backed up on University so much that cars cannot move north or south, the signal would change to allow traffic on Richmond and Adelaide to proceed (rather than have nobody move).

Other suggestions. Participants suggested creating a direct transit loop to Union Station and/or explaining how the pilot will connect to planning for the Relief Line. Participants said the pilot could help reduce strain on the 140 series buses.

St. James Park (Yonge to Jarvis):

Participants said local businesses in this area rely on drop-off / delivery access and parking for their customers; the pilot could consider enhancing laneways parallel to King to accommodate these drop-offs and deliveries. They also said that reducing speed limits and giving signal priority to streetcars should be explored. A related suggestion was to give priority to the 504/514 to prevent delays when the 503 streetcar turns.

King East (Jarvis to the Don River)

Cycling. Participants said that the cycling network on the ‘shoulders’ of the downtown (River to Sherbourne and Bathurst to Dufferin) needs to be improved and suggested this pilot study is a great opportunity to plan for these improvements.

Garage access. There are buildings on this stretch whose parking and deliveries garages face on to King. Depending on what options get tested, the design may have impacts on residents accessing their garage and visitors or pick-up/drop-off activity that usually happens on King.

Other concerns and issues with this area. Participants said this area has a number of issues, including: too many one-way streets; high volumes of traffic coming off the DVP; and crowding on the streetcars after 8:15am. Participants said the pilot study should consider the amount of development occurring (and the resulting increased number of people in the area). Finally, participants said the study could help determine if Parliament could become a more significant north-south transit corridor.

NEXT STEPS

After the meeting, Councillor Pam McConnell and General Manager of Transportation Services Barbara Gray thanked participants for their feedback. The team told participants that there would be more consultation in the spring.

APPENDIX A: Meeting Agenda

February 2017 Public Meeting
Proposed Agenda
February 13, 2017
6:30 – 9:00pm
Metro Hall, Room 308/309
55 John Street, Toronto, ON M5V 3C6

Purpose: To introduce the King Street Pilot Study and to share and seek feedback on the team's emerging thinking on: how to evaluate the pilot; different street block options, and; where to pilot.

6:30 Welcome and agenda review

City of Toronto
Swerhun Facilitation

6:40 Overview presentation

Public Work
Sam Schwartz Engineering

7:00 Discussion: 3 concurrent, rotating stations

Rotation 1: 7:05 – 7:35

Rotation 2: 7:40 – 8:10

Rotation 3: 8:15 – 8:45

Station 1: Evaluating success

1. What do you think of the proposed evaluation framework?
2. What measures (if any) do you think are missing? What measures do you think are most important?

Station 2: Block options

3. What are some of your likes and concerns for each block option?

Station 3: Where do we pilot?

4. What do you
5. think of the proposed extent of the pilot? Do you have any suggested changes? Why?
6. What ideas would you like to see explored in each neighbourhood context?

8:50 Wrap up and next steps

9:00 Adjourn

If you have any additional feedback to share after the meeting, please contact Ian Malczewski at imalczewski@swerhun.com or 416 572 4365. The deadline to share additional feedback is February 20, 2017.

APPENDIX B: Written feedback submitted after the meeting

The following feedback has not been edited except to remove any personal identifying information.

Submission 1

Can anyone at the CITY state why the complete 4 way stop at Bloor & Bay was eliminated??? Seems to me that a few weeks ago John Tory who put police officers at 12 major intersections was virtually implementing the Bloor/Bay situation. On King St, the problem really is pedestrians walking and preventing vehicles from turning right. Therefore at virtually "no significant cost" as compared to the planned study and assessment to move transit faster on King.

The 4 way situation where pedestrians could walk in all directions including Criss/cross, and perhaps with no or time of day permission for left hand turns or advanced left hand turns with a traffic signal/arrow would certainly be the better economical solution. Measure that 4 way solution before commencing this proposed study which was unveiled this evening at Metro Hall.

I simply can't understand or accept the large dollar cost and waste being proposed.

Having lived on Simcoe St since 1990, I have witnessed the changes in traffic. As long as vehicles are allowed to make left hand turns on King in either direction that is what holds up the TTC.

Implementation of that is an absolute must to get things moving. Also all the North/South cross streets also must not allow left turns. Do that and the problem is solved. However the pedestrian traffic also needs control and that's why the Bab/Bloor solution at all traffic lights completes what is necessary. As you can see in my view this study is a complete waste of time and dollars. Hopefully this suggestion will be part of the implementation to get the TTC moving. Thanks again. I'm happy to speak to anyone else that you might suggest.

Submission 2

Thank you for a very informative and useful meeting last night. I hope your team received a lot of great feedback from the public. I look forward to seeing this project in action.

In the meeting I asked "how you would stop cars from continuing in the streetcar lanes?"

I was told that the plan was to build up the street so that a car would essentially get stuck on the section of the street that was meant for streetcars only. Is that true? I'm concerned about this option because drivers don't read signs and tourists get easily confused on our streets. I'm concerned that cars would get stuck on a regular basis which would hold up streetcars. I live on Queens Quay at Bathurst so I see it daily. Drivers don't read signs and they follow the path they are already on.

For the record, I'm in favour of dedicated streetcar lanes and alternating local access curb lanes.

If you go with the option to have local drivers on streetcar lanes. I also suggest trying your option on Queens Quay especially at Spadina and Bathurst where the rules of the road change.

I will leave you with this comedic example of signage that doesn't seem to work.

https://www.youtube.com/watch?v=USu8vT_tfdw

Submission 3

Thank you for hosting the King Street Pilot meeting on Monday. I was able to attend the first half of the meeting but did not leave any feedback during the meeting itself. Here is my feedback.

I live on Niagara Street near Bathurst Street and travel the King Street corridor frequently as a pedestrian, driver, cyclist and transit user. I am very familiar with the current transit delays having commuted on the street for many years, and fully support optimizing King Street for transit and pedestrians.

I was very relieved to see the City has acknowledged, via the Chief Planner and in the presentation materials, that the existing street network west of Bathurst Street simply does not allow opportunities for vehicles to be redirected off King Street to other roads as it does east of Bathurst Street. There are no other roads south of Queen or north of Lakeshore that allow sufficient east/west through traffic. Cars must therefore be allowed to use King Street as a through street west of Bathurst. The intersection of King West/Bathurst should be signaled and optimized to enable this traffic to access Adelaide/Richmond and Front Streets and to avoid the few small local residential streets from being overwhelmed by more through traffic. For this reason, if the pilot is to include King Street west of Bathurst Street, the Separated Lanes option is the clear choice. This will likely be required for the final solution as well, so it is certainly worth testing. However, it is worth noting that some left turns are likely required (ie north to Bathurst Street; north to Sudbury; south to Strachan; south to Atlantic). As this stretch of King Street does not experience the same delays as east of Bathurst, this may be possible via turn signal optimization and needs to be carefully considered. Alternatively, no change/existing condition would be better than the remaining two options for King Street west of Bathurst Street.

East of Bathurst Street, I prefer the Alternating Loops solution. This minimizes the number of vehicles using the streetcar lanes, providing effective priority for transit while providing significant transit and public realm benefits.

In the Transit Promenade design, with pedestrian volumes along most of King Street east of Bathurst, it seems cars waiting to make right turns could likely overflow their turning lane and continue to block the transit lane. Alternating Loops, with less lane switching, seems more intuitive for car drivers. As a new design, I hope the city deploys an effective communication strategy (local and nearby signs, media, materials available at car rental agencies at Union and airports, use of digital signs on highways entering the city) to train drivers on the new design. Signage to remind drivers to check carefully before entering the streetcar lane to bypass stopped vehicles is also needed.

Thank you once again for the opportunity to participate, and good luck with next steps in the pilot project.

Submission 4

I think we should improve the entire length of King St, not just the Bathurst to Jarvis segment that was floated at the meeting. Though, different segments require different treatments. I would go as far west as Roncesvalles if possible. The entire line will only be as strong as its weakest link. If cars are bunching before they get to Bathurst, then we won't have gained much, if any, reliability. Maybe just some speed.

One thing that should be consistent is that transit should have its own lane. Thus, the section west of Bathurst would probably function best as a streetcar right of way, where bollards are placed to keep vehicles out of the streetcar lanes temporarily, replaced with something more permanent once this moves to full non-pilot status.

On the other sections, it will pretty well have to come down to a block by block analysis, where there is no one-size fits all solution. We should feel free to use both the loops, the promenade, and perhaps other solutions - if there are segments where no driveway access is needed on either side, extend the sidewalks on both sides and move on to the next block. Deliveries can happen from side streets (these are not long blocks), or can happen at night with mountable curbs in place. Alternatively, if deliveries are

needed on Sparks St in Ottawa, it's not too uncommon for vehicles to drive up (with proper permissions), but it is clear pedestrians have the right of way, so travel is slow. I'm not sure that's a terrible outcome, though I'd hope King will be busier than Sparks St. This also happens when they're setting up events, etc.

I'm not convinced the 'promenade' option is great, but I can't really get a sense of how many cars will be there to interact with streetcars. If the models show that there will be very few, then I suppose it's fine, as long as there are so few that they can all fit into the turn lane, and not impede the streetcar progress.

And on that, the design is going to need to be VERY intuitive and VERY aggressive in indicating to drivers what they can and cannot do. There will need to be physical barriers set up in order to enforce right turn only lanes, and to keep cars from sneaking straight through. Even in the pilot stages, we will need to engineer human stupidity right out of the equation and force drivers to follow the set up... which, in turn, will discourage drivers from ever using King, which is the ideal result.

I would also recommend lots of red paint on the track bed at intersections to ensure people don't turn onto the protected right of way. Hopefully we've learned something from Queen's Quay. Also, I stumbled across this intervention the other day, which is in Portland, OR. Red paint has been used successfully in places like Melbourne (I think) as well - just, maybe, the first 10 meters or so past the intersection.

I look forward to seeing the detailed designs that emerge from this, and hopefully there's an additional opportunity for comment once the preferred alignment is proposed.

Overall, Toronto needs to be BOLD. This is an amazing opportunity to try something incredible, something transformative (and all the other buzz words). We need to show the rest of the city that the world won't end by closing one street to cars (or to through traffic, at least).

Submission 5

1) Proposed Evaluation Framework:

I like the proposed evaluation framework which lists as the three major priorities

- Moving people
- improving placemaking
- support prosperity

The major driving force for improving King St is to improve the public transit service on the Street. If this can be done while improving the streetscape and ensuring that businesses do not suffer adverse consequences, then we will be able to conclude that the project was successful. By measuring the various categories listed under each of moving people, improving placemaking and supporting prosperity, we will be able to accurately evaluate whether or not the project is successful.

2) Measures:

Some additional measures to consider include:

- a) compiling a detailed survey of people who live /work in the pilot area as to what they liked and did not like after the pilot project had finished
- b) benchmarking sales of businesses in the area before the introduction of the pilot project and comparing them with sales after the completion of the pilot project

c) bench marking the travel times of streetcars through the pilot area at peak and off-peak hours before the introduction of the pilot project and comparing them with the same travel times during the pilot study

Most important measures would be:

- a) transit improvement (travel times, passenger volumes, incidents of streetcar bunching etc)
- b) public space (has it been improved)
- c) have businesses been unaffected either from a positive or negative perspective

3) Block Options:

A) Separated Lanes:

I like physically separated streetcar lanes, no left turns,

I dislike no curbside stopping, no change in public realm, right turns will back up traffic

B1) Alternating Loops:

I like streetcar priority lanes, local access, right-turn only loops, some curbside activity at least on one side, activates the edge on one side, no left turns, accessible farside boarding from curb lane where possible, right turning vehicles isolated from streetcar lane

I dislike sharing of curbside lane between cyclists and vehicles on one side, public realm in curbside lane split between pedestrians and cyclists on other side. (refer to initial problems on Queens Quay)

B2) Cycling Infrastructure:

I like streetcar priority lanes, local access, right-turn only loops on one side, no left turns, some curbside activity at least on one side, right turning vehicles isolated from streetcar lane, accessible farside boarding from curb lane where possible.

I dislike curbside lane shared between cyclists and vehicles on one side, cycling replaces public realm in curbside lane

C) Transit Promenade:

I like streetcar priority lanes, no left turns, right turning vehicles isolated from streetcar lane, activates the edge on both sides, accessible farside boarding from curb lane at all stops, space allocated to pedestrians and cyclists on both sides

I can't think of any dislikes

4) Where do we pilot:

Not having detailed knowledge of the activities taking place in each area of King St, I would suggest that the 1st pilot study area be chosen on the basis of which one has the widest variety of uses particularly during the busiest times of the day.

My wife and I attended the meeting this past week - a great presentation in daunting circumstances. You probably don't need any more feedback, but I thought I'd risk it anyway. I'm a resident at the very east end of King (510 E) and have no planning or developing experience - you are forewarned.

Submission 6

Overall I am very supportive of the objectives of this project. The facts and case for change are compelling. My thoughts are around implementation.

Measurement

I found the various segments too fuzzy and too qualitative. I'd tighten them up with perhaps three segments (Cost, Quality, Time???) with two or three hard measures each. Given that the biggest issues and challenges are in the centre core, perhaps the measures need to be very Church to Spadina specific, with the absence of negatives being success outside.

Where to Test

Where I live allows me to witness the traffic (transit, taxis, individuals, commercial) that enters King at River and begins the race along King to get to their core destination. I would guesstimate that 2/3 of the traffic that starts the King journey at River stops west of Jarvis. I expect that, while probably more complicated, the eastbound situation between Dufferin and Bathurst is similar. So, I think the Pilot needs to be described as happening from either Dufferin to Jarvis or River to Spadina or the whole 6.1 km - i.e. 3 options. Within each option the Pilot would test different, compatible methods to achieve objectives, including the necessary traffic management on King and nearby streets. This will ensure that the Pilot also captures the necessary behaviour changes that will be made at the outset of commuting journeys that begin many kilometers before King.

Approaches

Both the Promenade and the Loop ideas have their merits. Part of me says that people will adapt to the local traffic complexities. On the other hand, I began my career decades ago as a student truck driver from the suburbs and navigating downtown was daunting even then. And for a long time to come vehicular traffic will come to King street for various reasons where transit is not an easy option. So that tilts my preference to the Promenade, which seemed simpler. It also suggests that perhaps both should be tested. I would not test the right of way. In addition, the necessary traffic changes to inhibit the use of King as a thoroughfare will need a lot of thought. You may test the most intrusive approaches from Jarvis to Bathurst, but what will you do before and after to change driving habits?

I'm happy to stay engaged if it is seen as helpful.

Submission 7

The business section of King has dense office buildings. What is the peak number of riders ready to use the King transit system at its peak time?

Riders not only include the current rider statistics but latent demand, riders, currently using other means, who would switch to the King transit system. I believe this peak rider demand, at this location (business section, evening rush hour) provides the biggest challenge. They talk of 90m street car service. Will this service capacity be adequate for the demand? Also will excessive dwell time at this concentrated location pose a challenge?

The presentation also pointed out different peak ridership demand by geographic section and time line (residential, entertainment, business). There are many uneven peak stresses. This, to me, is very challenging.

There are definitely benefits from trying things out and see what works using the pilot methodology.

I understand it would be very challenging to try to calculate demand flows. It could be costly and worse, demand flows are ever changing. The benefit of a good demand flow study is you get a better idea of big picture capacity requirements. Like I said, maybe 90m streetcar service may not be enough. After years of piloting, you may not properly service latent demand.

I'm pushing for EMU's (subway like service on railroad tracks) for the Stouffville/Lakeshore line and UPX line. For me, joining the two services with an EMU service on King would surely address capacity requirements. It's surface, no tunneling not elevated track. It may have to be 4 track to permit bypass lines because headways through downtown would be too slow to properly feed the suburban lines.

Submission 8

I think that the improvements should focus on achieving two things: improving transit and improving the public realm.

I think that Alternating Lanes is the best choice, it focuses on these two improvements.

There should be NO dedicated space on King St. for cyclists. Improve the cycling infrastructure on the east/west routes bordering King and on the north/south streets connecting to King. If I ride the streetcar I'm probably not going to be let off immediately in front of my destination but will have to walk a short distance to it. Similarly, if I drive a car I will need to park some distance from my final destination and then walk the remainder of the way. Cyclists, and I count myself as one of them, should not expect more. We need a safe route that gets us to any given intersection on King and then we should dismount and walk our bikes the last half block.

Separated Lanes does nothing to improve the public realm and puts car traffic in a straight jacket all along the corridor.

Transit Promenade appears to improve things but seriously compromises both transit and the public realm. If private cars share a lane with transit, as opposed to occasionally borrowing the lane to get around something, then transit will suffer. Any minor accident, or mechanical problem will bring transit to a halt. Similarly, serial indentations along the street for passenger drop-off and deliveries will diminish that space both in function and aesthetic. Much better to have an uninterrupted public realm along one side of the street for an entire block and then switching over to the other side of the street in the next block.

I don't think of improved public realm as just wider sidewalks for walking only, but as new space for repose and refreshment, for art and small scale commerce. A pleasant place to be as well as to walk.

Ultimately, whatever works for Bathurst to Jarvis can be, and will probably need to be, extended eastward to Parliament. In the meantime I think that the proposed study area is sufficient.

Whichever option is chosen nothing is going to work properly without everyone's cooperation and the strict enforcement of all users: motorists, cyclists, pedestrians, and probably transit vehicles as well.

Submission 9

I take a holistic approach to viewing the King Street Pilot and I have a vested interest in all modes of transportation as I drive, ride, and use the TTC. I primarily walk or TTC (on rainy days) to work.

I did not get a chance to attend last Monday's pilot presentation, however I wanted to share some of my thoughts as they relate to a very specific stretch of road: King Street East between Berkeley and Parliament, as I live at 318 King Street East. We have 2 garages on the north side, the right one for deliveries & garbage, and the left one is our garage.

I have 3 concerns that I would like to bring to your attention:

Reference: <https://goo.gl/maps/2YFNujz7LCF2>

Using the Underground Garage:

1. Residents currently enter & exit our building by car by turning left or right onto the street, or into the building. Limiting these turns by implementing physical streetcar barriers may adversely affect the way residents are able to enter or exit the building and would divert us to using Berkeley, or force users to enter the building by driving north or south on parliament. I would say this is a **medium concern**.
2. Residents also occasionally drive into and out of the garage directly from the parking lot at Staples. This is a rare occurrence and would be rated as a **low concern**.

Visitors to our building:

3. When we have car visitors, we do not have the option to open the garage remotely, so typically visitors who use our underground parking wait outside in front of the building for 5-10 minutes. If parking is eliminated in front of this building, then please keep in mind that people *still* need to stop for 10-15 minutes in front of the building, this also includes things like mail and pizza delivery, and taxis / uber waiting for residents. I would anticipate high non-compliance with any no-stopping signs and an overly negative impact to the residence and visitors to our building if such measures were put in place. This is a **high concern**.

I imagine there are similar concerns across King Street with similar King-facing garages. I would like to add, if there were bicycles lanes on King Street, I would most likely start cycling on King Street to and from work. Thank you for your time, and good luck with the project!

Submission 10

If I may also offer some additional feedback. I had a previous engagement this past Monday night that prevented me from attending. I am very much in favour of any project that prioritizes transit along King Street; however, I have some key concerns about implementation of any of the three options:

Transition at Bathurst Street

- This project will inevitably force those who choose to continue driving east-west within the study area to the parallel corridors. Unfortunately, many of these corridors terminate at Bathurst Street (coincidentally the proposed western terminus of the pilot project). Special attention will need to be paid towards signal timing at Richmond/Bathurst to clear any westbound queues approaching Bathurst Street, while balancing signal timing needs north-south along Bathurst Street to transition drivers towards either King Street or Queen Street. Some consideration could be made to allow westbound through traffic along King Street between Portland Street and Bathurst Street to help ease the transition zone.

Signal Timing along University Avenue

- Signal timing along Richmond Street and Adelaide Street is designed to allow platoons of traffic to operate smoothly through the corridor with limited stops. Unfortunately, much of this is interrupted by signal timing favouring north-south traffic along University Avenue. With anticipated increases in traffic along the two one-way streets, I would highly recommend studying the feasibility of increasing green time for the two one-way streets at University Avenue. In particular, the City might want to invest in back-of-queue detection on the far sides

of these intersections to avoid wasted green time along University Avenue caused by spillback queuing from downstream intersections. If it is not feasible to move traffic along University Avenue during a north-south green interval, it would be appropriate to allocate such green time back to Adelaide Street and Richmond Street to keep traffic moving along those corridors, rather than having nobody move.

Just some thoughts for now. I look forward to seeing what comes out of the later stages of this study.

Submission 11

Plan B

Convert the GO Stouffville line to Electric Multiple Units (EMU) with 3-4 minute headways. EMU's are like subway cars that run on railroad tracks. They accelerate and stop much more quickly than locomotive/coach trains. Metrolinx is selecting EMU's because they are half the operating cost of locomotive/coach trains.

From the Stouffville line the route goes along the Lakeshore (4th track installed), to Eastern Avenue where it turns on to King Street. Four railroad lines are laid on King Street providing a bypass track for the EMU's. The tracks meet up with the Union Pearson Express (UPX), which is then salvaged by converting it to EMU and add a few more stations and serve north-west Toronto.

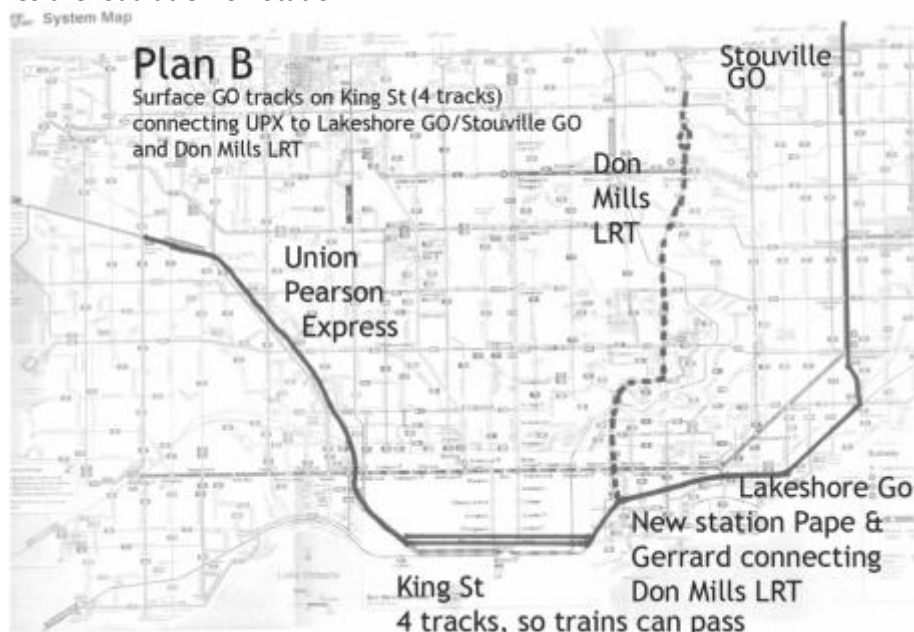
It will be necessary to install bypass tracks on King St to provide sufficient train throughput through the downtown to feed the two suburban lines. The tracks, on the surface are the most economical. A better solution would be to elevate the tracks but apparently this is not aesthetically satisfactory. The best solution would be to place the tracks underground.

This route addresses the downtown section of the Downtown Relief Project. The upper portion would be addressed with a station at Pape and Gerrard. Likely an LRT route replacing the Don Mills bus.

The Stouffville and UPX lines provide backbone service for a hub and spoke system. The Sheppard LRT meets the Stouffville line. The Steeles, Finch, Agincourt, Lawrence stations will significantly shorten bus routes in Scarborough. Most Scarborough bus routes will run east/west to feed the Stouffville line. As the east/west bus routes run faster than north/south routes transit times will be shortened. UPX and Stouffville provide speedy service considering the distances they cover.

Rapid transit on King Street provides much needed service (Liberty Village) and an alternate east/west corridor alternative to the Bloor subway.

The lines provide a grid service to Toronto. This relieves the load at Yonge/Bloor. The route along King St also relieves the load at Union Station



Submission 12

1. Though it would have been better if each of the three break-out groups at the Public Meeting last night had been in a separate room the process worked surprisingly well. Thank you! (Good too to see how much interest there is from citizens and councillors for some improvements!)
2. Geographical limits of the pilot. As was noted by several people last night, the extent of the project needs very careful thought. I agree with your recommendation that the westerly end should be BATHURST (mainly due to the street grid west of there) but feel STRONGLY that the easterly 'end' should be Parliament (or, at worst, Sherbourne). Though I agree that King Street east of Sherbourne starts to move to the more residential street more typical east of Parliament I suggest there needs to be a 'phasing in zone'. The blocks between Jarvis and Sherbourne are VERY busy and not dissimilar to those further west; lots of pedestrians from George Brown College, heavy streetcar boardings and rather narrow sidewalks. (Your 'neighbourhood context' slides put "Jarvis to Don River" into one 'category – this is not true: there are certainly two quite distinct patterns (Jarvis-Sherbourne/Parliament and Parliament to Don River).
3. I am not sure what you intend to do about King Street being blocked by traffic on the north-south streets but "something needs to be done'. It is now very common to see King blocked at Jarvis – especially in the pm rush-hour - even though it is illegal to enter a road junction if you cannot reasonably expect to get out of it before the lights change. (The City used to paint yellow lines on the road at King and Jarvis to remind motorists of this but they stopped about 10 years ago 'because the police will not enforce the law".) This project will not work if there is not STRICT enforcement of all aspects of the plan!
4. There are several locations on King which seem to have boulevard parking permits – these clearly need to be cancelled as using prime PUBLIC space for private parking is really unacceptable. In general I suggest that in the downtown area ALL boulevard parking permits should be evaluated and, ideally, cancelled. Though it would be outside the purview of this Study I hope that Transportation and Community planning will do full survey of ALL Boulevard parking in the downtown areas. The St Lawrence Neighbourhood Association is certainly strongly in favour of eliminating ALL such spaces in St Lawrence!)
5. Though this is also clearly outside the scope of a pilot project I assume the City are looking carefully at ALL downtown streets. When this is happening I hope you will look at returning (one-way eastbound) streetcar traffic to Adelaide Street from Spadina to Victoria. Having Adelaide (east bound) and Richmond (westbound) as possible streetcar diversion (or express?) routes would really be great. (Ideally new tracks would be laid on Richmond from York to Spadina and additional curves added at King and York.
6. In general I greatly prefer the ALTERNATING LOOPS OPTION as it creates better public realm, far better transit possibilities and 'makes more sense'. The 'orange string' Separated Lanes option seems confusing and Option 3 is really not doing enough.
7. Though I am a cyclist (both Bixi and personal) I can see no reason to add full cycling lanes on King Street. As you note, King is a rather narrow street and it really cannot be all things to all people! The lanes on both Richmond and Adelaide are great and really not too far from King. (In any case I assume cyclists WILL still be able to use King (and the loops) if/when they need to get to an address on that street.

I look forward to the next iteration.

Submission 13

Hello,

I attended the public meeting on the 13th, and I wanted to leave some additional comments, but there wasn't enough time to at the session.

1. About Areas of the Study

During the presentation, the presenter mentioned that the study was focused on east of Bathurst because there weren't any alternate car routes for drivers to take west of Bathurst. Since you're doing a lot of deep traffic modeling for the area anyway, maybe it would be useful to model whether these sorts of alternate car routes should be built in the future? Right now, they can be built relatively cheaply, but by the time that the neighbourhood densifies enough that these King Street transit improvements are needed west of Bathurst, it won't be so cheap to build them. Since you're modeling anyway, it might be nice to have some numbers ready in case it's needed in the future.

And, again, if you're doing traffic simulations of the area anyway, maybe you can just double-check that no more bridge crossings are needed across the Don Valley just to the east of the study area. There's a lot of condo build-up there, and soon it won't be possible to build any new transit bridge crossings there, and only expensive, less transit-friendly deep-bore tunnels will be possible. It might be good just to be sure that new crossings aren't needed before it's too late.

You might as well model the effect of express Rocket buses on Wellington or Front too because I imagine some business owners might argue for that as an alternative to the pilot study as well.

2. About Measurement and Evaluation

I tried to bring this concern up during the session, but the facilitator seemed a bit rushed, so she seemed to brush it off with a "it already came up in the other sessions." Maybe that is the case, or maybe I was explaining it poorly, but I'll just explain it again just in case.

I'm just worried that it's possible for all the superficial metrics to be good, yet for there still be some intangible, important thing lost to the community and to the city. As such, I think it might be a good idea to make an effort to understand what these intangible things might be. Obviously, many of these things are immeasurable, or can only be understood indirectly, but an effort should still be made there.

The reason I bring this up is that when I lived in Madison, Wisconsin, they had this one transit-only street called State Street between downtown and their university. If you visit this street, you'll find that it's very vibrant and healthy. Since it's near the university, it has a rich night-life and lots of shops. It objectively and subjectively seems like a great success. Yet the city planners there regularly bring up the idea of allowing mixed traffic back onto the street. They argue that although the street is very healthy, it only serves the local populace. Since suburban families can't drive there, that street can't serve as a central focal point for the city. Certain shops that the local populace might find useful refuse to locate there because they think the suburban market is more lucrative, so they build in remote shopping centres instead. It's been a while since I've lived there, but when I was there, there was a weird division between the downtown State Street area which had mostly small local shops serving the downtown clientele, and the suburbs, who shopped at large chain stores in remote shopping centres. It all still worked, but the city planners seemed to worry that some sort of intangible "bringing together people from across the city" aspect was lost when they removed the cars.

Anyway, again, I'm not saying these sorts of things are measurable. And even if they were measurable, it might be an entirely reasonable compromise to make. Cities evolve after all. But I think an attempt should be made to understand the intangible aspects of what make King Street feel like "King Street." Maybe you can do a survey about why people come to King Street, why they open businesses there, and why they live there? Maybe it can be captured in the demographics of the people who visit there? Maybe it can be captured in how different parts of King Street specialize in certain things and how far away people are willing to travel to get that specialization? Maybe a city-wide survey is needed to find out why King Street is important to the city as a whole (maybe it isn't). I have no idea. I'm not an urban planner. I'm just worried that it's entirely possible for traffic to get better, business to be better, profits to go up, density to go up, everything seeming to be good, yet still have the community lose its soul. It might become a boring strip of undifferentiated chain stores, expensive bars, and high density housing. Maybe the whole neighbourhood is doomed anyway once the new Mirvish towers go in. I'm just saying that it might be useful to find a way to measure King Street's intangible role in the city just to make sure something important in the city isn't unintentionally lost.

Submission 14

Thank you for the opportunity to participate in the public meeting last week. Everyone from the City and your facilitators did an impressive job handling the enormous turnout.

My preferred design is a combination of Block Options A and B. Clearly, the primary outcome for the project is to move transit along King with higher speed and reliability. I think this is best served by full separation of the transit lanes from other road users. Also, this is an opportunity to move quickly in implementing a substantial transit infrastructure improvement, and deliver something bold for residents who feel Toronto has engaged in more talk than action. Of course, this corridor will also serve to address some of the pain points as we await the Downtown Relief Line, and handle Queen Street transit capacity during DRL construction. So, let's go for it and give King streetcars a properly protected right of way.

Of course, there are access points to parking and delivery facilities along King. I was glad to hear that your initial studies have shown these can be served largely in alternating blocks, separate from those blocks hosting a streetcar stop. This is an ideal way to expand the sidewalk area directly to level boarding with the streetcar, which serves all passengers better and provides more space for public amenities, patios, etc. I don't agree that curbside stopping should be allowed on the traffic-serving blocks, with other drivers using the transit lane to pass, as this defeats the primary objective. I would support car traffic using those blocks where access points require it, but then looping off as you described in Option B. Cyclists can be accommodated in a shared curb lane in traffic blocks (since there will be minimal and slow traffic), and rising to marked bike facilities that continue at sidewalk level on public realm blocks (such as on Queens Quay). Thus, transit and cycling is permitted to use King as a continuous corridor, while cars and delivery vehicles are permitted to gain access to their destination without stopping on King. Curbside space on streets crossing King can also be designated for many of the drivers making a quick stop.

I'm sure that there will be necessary adjustments throughout the corridor as different neighbourhoods are served, and not every section needs the same treatment. To the extent possible, I would prefer to see the transit speed be unimpeded for the full length of the corridor, from Broadview to Dundas West. I find that when driving, I do not consider King Street an effective route across the city, and would have nothing to lose by casting that reality in concrete. Much of the local traffic heading to a King Street destination would be encouraged to switch modes to transit if it was fast and reliable, and those that must drive would still retain access.

Let's be bold and give King the same transit protections afforded to all the new LRTs being built in Ontario today.

Submission 15

Evening team,

I visited the King Street Pilot meeting in Metro Hall last night, but as it turns out, wasn't able to stay long enough give feedback. I feel particularly obliged in this case to submit my two cents because of the cohort I find myself in related to this project. Living off of King St. West (at Strachan Ave), working off of King St East (at Sherbourne St), and playing in between, my daily life and commute is directly affected by the study area. I also may be an interesting case sample as I own a car, but primarily cycle or walk in the summer and TTC in the winter.

I'm in strong favour of Option 2A: Alternating Loops due to it's proper hindrance of through-car traffic. I think that a bolder move will be necessary to persuade the collective population in conceding to the benefits of transit and pedestrian focused models. I think King Street, being as broken as it is in it's current state, is primed to change public opinion away from the 'car is king' way of thought.

Moving on to the pilot area in question, Bathurst through to River would be my vote. Bathurst should be the western boarder as westbound traffic on both Richmond and Front terminates at Bathurst. Alternatively, I would like to see this pilot stretch through to River in hopes of livening up the neighbourhood. The east end of King Street is quite sleepy when compared to the west. An extended pedestrian promenade and transit focused model could entice more density of business in this neighbourhood.

Finally, I believe the success of this initiative should be measured in the streetcar's quality of enjoyment. The ability to enjoy the ride and to be confident in it's reliability, efficiency and speed of journey will be key to success amongst public thought. Public opinion of the streetcar line desperately needs to shift from it's current negative, competitive, anxiety-ridden trip towards a positive, easy, fun, nostalgic ride.

Thanks for your time.

Submission 16

I was one of the many people who attended last evening's meeting. I was at first unable to find seating but 1/2 hour in I did find a seat. I could not see the presenters including yourself. I missed all the visual information that was posted and referred to. I guess the organizers misjudged the number of people who would come out to the meeting.

Could you please ensure in the future when such meetings are held, that the citizens are well treated and have seating and the required visual line of sight to see and hear what is being presented. It seemed very haphazard to most of us and the break out groups were competing with one another with no assistance of miked support. In our group the facilitator had to repeat the questions and the answers to the crowded room in order for people to participate.

I have attended many transit meetings and none were as unplanned and chaotic as this. Most successful events have taken place either at a hotel or at the Reference Library. Surely you have to staff to organized such an important event. I was very dissappointed in the lack of organization.

Thank you for your attention to this very important matter.



KING STREET PILOT STUDY

King Street Pilot Phase 1 Survey Summary

Survey Timeframe: February 22, 2017 – March 20, 2017

Total Responses: 5165

Completed Responses: 3000

OVERVIEW

The City of Toronto hosted an online survey between February and March 2017 to gather feedback about the King Street Pilot Study. The online survey was available on the King Street Pilot Study website, www.toronto.ca/kingstreetpilot. A total 5165 people responded to the online survey. This report is a summary of the survey responses.

It is important to recognize that the survey, which was not designed or intended to ensure a statistically significant sample of Toronto, was one of several public and stakeholder engagement activities conducted during phase 1 of the King Street Pilot. Additional activities in phase 1 included: a BIA focus group; a walkshop; a stakeholder advisory group meeting; a large public meeting; and transit rider outreach events.

The purpose of the survey was to seek input on the public's support for a pilot on King Street and to seek feedback on the evaluation criteria for the pilot, the three block options, and the extent of the pilot.

The survey featured questions related to seven categories, including: profile of respondents; support for testing a pilot project on King Street; respondents' relationship to King Street; evaluation criteria for the pilot; different block options being considered; the extent of the pilot; and additional suggestions and comments. The summary of survey questions and results are categorized by these seven categories. (see Attachment A for a full list of survey questions).

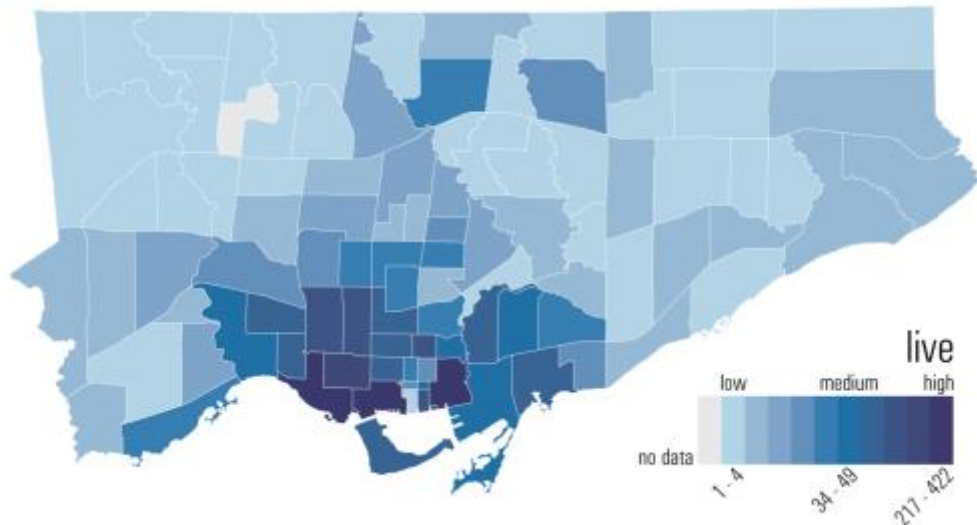
Swerhun Facilitation prepared this summary report, which was reviewed and finalized by the City.

PROFILE OF RESPONDENTS

Where respondents live

3355 respondents provided the first three digits of their postal code to identify where they live. The heat map below provides a visual representation of where respondents live within the City of Toronto.

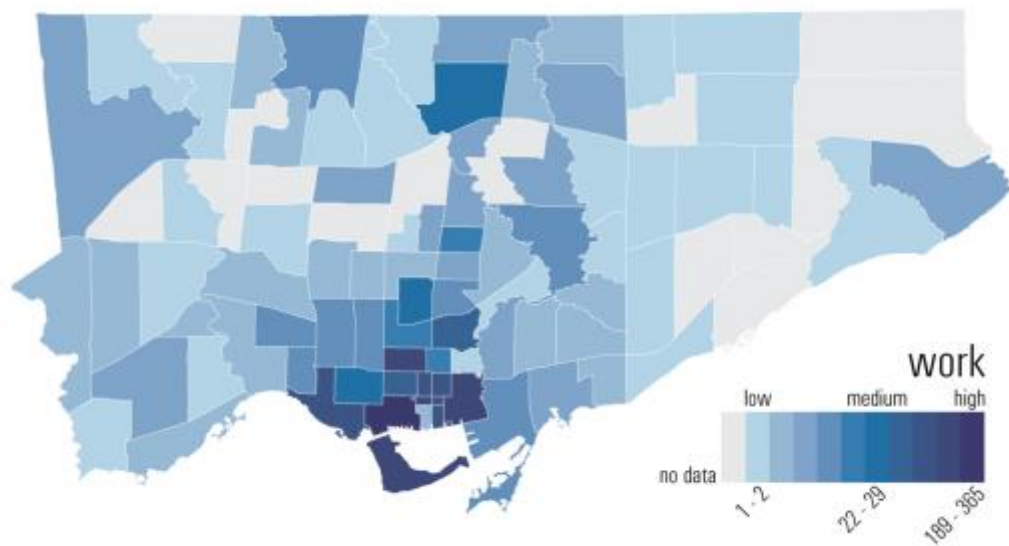
Figure1. Where respondents live



Where respondents work

3177 respondents provided the first three digits of their postal code to identify where they work. The heat map below provides a visual representation of where respondents work within the City of Toronto.

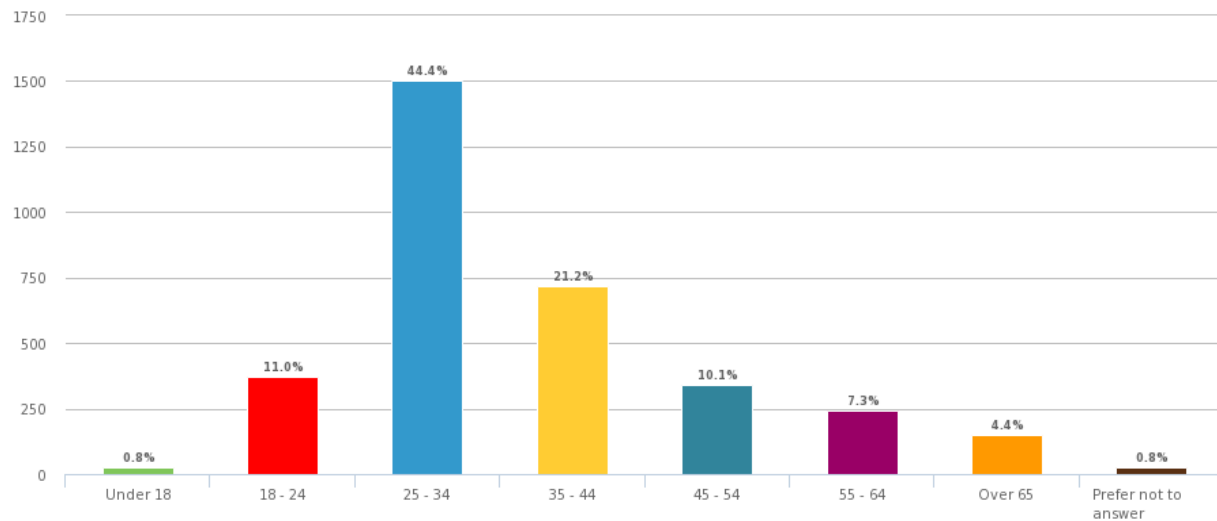
Figure2. Where respondents work



Age breakdown

Most of the respondents were between the ages of 25-34 years old (44.4%). The next highest number of respondents were between the ages of 35-44 years old (21.2%).

Figure 3. Age of Respondents



Gender

A total of 3364 respondents provided information on their gender. Approximately 68.3% of respondents identified as male, 30.3% as female, 0.2% as transgender and 1.1% specified a different identity.

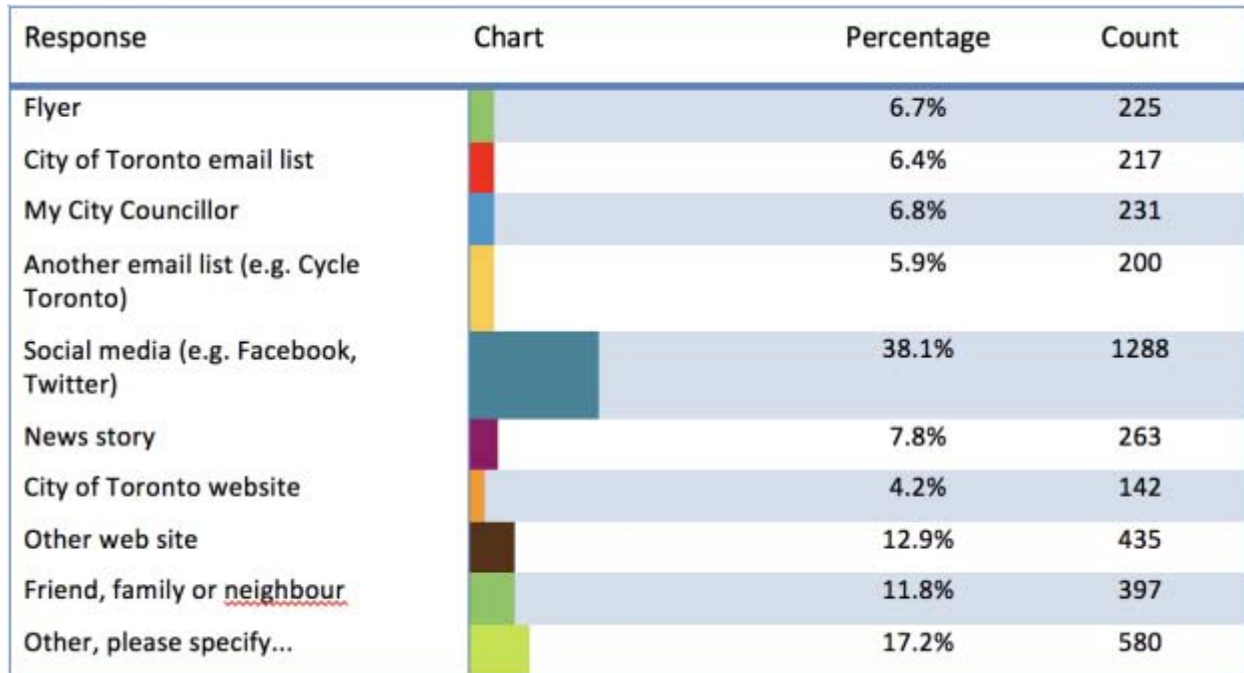
Figure 4. Gender of Respondents

Response	Chart	Percentage	Count
Female		30.3%	1019
Male		68.3%	2299
Transgender		0.2%	8
Different identity, please specify...		1.1%	38

How respondents heard about the survey

Respondents were asked how they heard about the survey and a total of 3378 responded. Most respondents found out about the survey through social media (38.1%).

Figure 5. How respondents heard about the survey



SUPPORT FOR TESTING A PILOT PROJECT ON KING STREET

Respondents were asked if they support testing a pilot project on King Street to improve public transit. A total of 3287 people responded with approximately 82.5% indicated that they strongly agreed.

Figure 6. Support for testing a pilot project on King Street




Respondents Relationship with King Street

Relationship with King Street

A total of 3303 respondents provided information on their relationship to King Street. Most respondents said that they go to restaurants or bars on King Street (76.2%). The second highest relationship was shopping on King Street (62.2%). Working or going to school near King Street (51%) was the third and respondents who live on or near King Street was fourth (48%).


Figure 7. Respondents relationship with King Street

Response	Chart	Percentage	Count
I live on or near King Street		48.0%	1586
I work or go to school near King Street		51.0%	1684
I go shopping on King Street		62.2%	2055
I go to restaurants or bars on King Street		76.2%	2517
I visit friends on King Street		38.7%	1278
I represent a business or organization on King Street		4.7%	155
I make deliveries on King Street		1.5%	51
I drive a taxi on King Street		0.2%	7
I just pass through		35.4%	1169
Other, please specify...		7.2%	237

Respondents form of travel on King Street

A total of 3299 respondents provided information on how they typically travel on King Street. Responses show that walking (85%) and transit (79.2%) were the highest forms of travel on King Street.

Figure 8. Respondents form of travel on King Street

Response	Chart	Percentage	Count
Transit		79.2%	2612
Walk		85.0%	2805
Bicycle		33.5%	1104
Taxi		17.9%	590
Drive a car		28.8%	950
Drive delivery/courier truck		0.2%	8
Other, please specify...		2.7%	88

Evaluating the Pilot

At the time of the survey the City proposed evaluating the pilot using an evidence-based, complete streets approach with a range of quantitative and qualitative metrics organized by three broad city-building themes: people, places and prosperity.

Top 5 evaluation priorities

The survey asked respondents to rank their top five evaluation priorities. Figure 9 provides detail on the responses provided.

Figure 9. Top five evaluation priorities

	Priority #1	Priority #2	Priority #3	Priority #4	Priority #5
Transit	60%	15%	7%	4%	3%
Walking	10%	25%	17%	10%	6%
Public Space & Public Life	6%	12%	15%	15%	11%
Cycling	5%	12%	12%	8%	7%
Environment & Street Trees	5%	3%	7%	10%	11%
Safety	3%	6%	6%	7%	7%
Outdoor Seating & Cafes	1%	3%	6%	8%	9%
Neighbourhood Context	1%	3%	5%	6%	7%
Business Walk-ins (Foot Traffic)	1%	3%	4%	6%	6%
Accessibility	1%	3%	3%	4%	4%
Cost & Maintenance	1%	2%	3%	3%	5%
Auto Traffic	1%	3%	3%	2%	3%

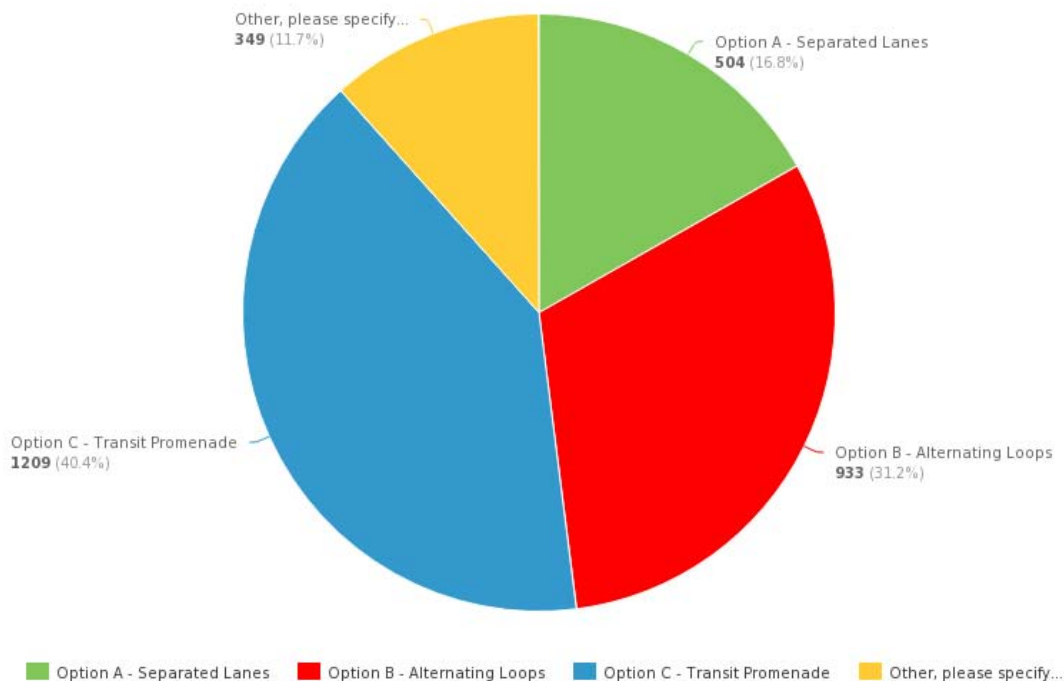
Pilot Block Options

The survey described three block options for how space could be allocated differently on a typical block of the King Street corridor. The block options included: separated lanes; alternative loops; and a transit promenade. Respondents were asked for feedback on each block option and their preferred option. Feedback provided is summarized below.

Preferred block option

2995 survey respondents identified their preferred block option. Of these, 40% identified Option C – Transit Promenade, 31% identified Option B – Alternating Loops, 17% identified Option A – Separated Lanes, and 12% identified other as their preference.

Figure 10. Preferred block option



Comments about Option A – Separated Lanes

Too car-centric. Many respondents said that this option favours car traffic. It gives cars the opportunity to block streetcars. Respondents were concerned that implementing no curbside stopping will be difficult and could also lead to collision with pedestrians or cyclists.

Unsafe for cyclists. Many respondents were concerned about cyclist's safety due to sharing a single lane with cars. Respondents suggested having a dedicated bike lane.

Lack of improvement to public realm. Many respondents said that the lack of sidewalk expansion makes the block option unconducive to creating a good walkable street.

Limited change from the current situation. Many respondents said that this option is not significantly different from what currently exists on King Street. Many respondents said the only positive to this block option is the separation of streetcars and vehicle traffic. Although, few respondents said they prefer this option because it is the simplest, least costly to implement and easiest concept to understand.

Comments about Option B – Alternating Loops

Enforcement is key to success. Many respondents said that ensuring driver compliance with parking and stopping restrictions would be important as this block option may be confusing for drivers, especially for those unfamiliar with the area.

Concern for cyclist's safety. Many respondents said that this block option does not adequately accommodate cyclists. They said the lack of a designated bike lane poses a safety concern as cyclist would have to share lanes with vehicles and/or pedestrians.

A well balanced option. Several respondents said they like block option B because it focuses on public transit and enhancing the public realm while still allowing some vehicle access.

Comments about Option C – Transit Promenade

Improves the public realm. Many respondents said that the expanded sidewalks significantly improve King Street's public realm.

Lacks a designated bike lane. Many respondents said that the lack of designated bike lane is a safety issue as it forces shared use of space between cyclists and pedestrians which can lead to collisions.

Mixed approval from respondents. Some respondents like block option C because it is the most pedestrian and transit-friendly by allowing direct streetcar boarding. Although, they also said that strong enforcement is important to ensure that drivers do not impede streetcar movement. Some respondents don't like block option C because streetcars are still sharing lanes with cars.

Other comments about the block options being proposed

Respondents were asked to provide other comments about the proposed block options. 870 survey respondents provided feedback. Respondents commonly identified the following:

Improve transit options. Many respondents said that the old streetcars are unreliable and causes street disruption when it breaks down. They would like to have busses instead as it is more reliable and flexible. Some respondents said that they would like to have the new streetcars because it can accommodate larger passenger capacity.

Mix of block options along King Street corridor. Respondents suggested using a mix of block options along the corridor depending on the context of the specific block. It could be based on pedestrian traffic, heavy concentration of delivery vehicles, etc. Few respondents suggested implementing the pilot restriction to only certain times of the day.

Designated cycling infrastructure. Many respondents said all three options should have some level of cycling infrastructure to accommodate cyclists along King Street.

No on-street parking. Many respondents said that on-street parking should be prohibited on King Street's pilot area. Respondents said on-street parking blocks curb side lanes and creates traffic congestion.

Car free areas. Many respondents said they would like to see a car-free / transit only areas along King Street, especially because King Street is highly used for commuter traffic.

Taxis and delivery vehicle access only. Some respondents suggested restricting vehicular access to taxis and delivery vehicles only, to reduce traffic and disruptions to businesses on King Street.

Importance of enforcement and signage. Respondents said that enforcement and intuitive signage are important to achieve success for any pilot approach to ensure compliance and reduce confusion.

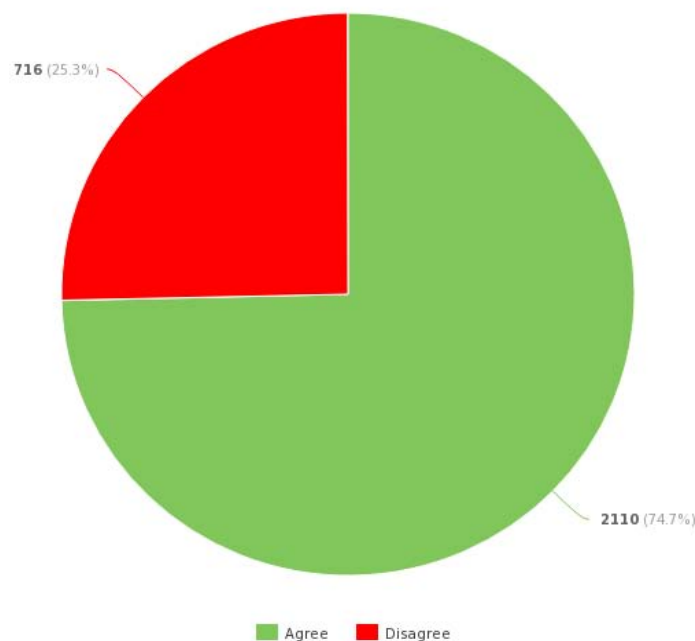
Extent of the Pilot

The survey provided information on several aspects of the King Street corridor and asked respondents: if they agree that the pilot should be implemented between Bathurst Street and Jarvis Street; where the pilot should be; and if they had any additional comments about the extent of the pilot. The responses provided are summarized below.

Implementing the pilot between Bathurst and Jarvis

Respondents were asked if they agree the pilot should be implemented between Bathurst Street and Jarvis Street. 2826 people responded to this question with 75% indicating that they agree and 25% indicating they do not agree.

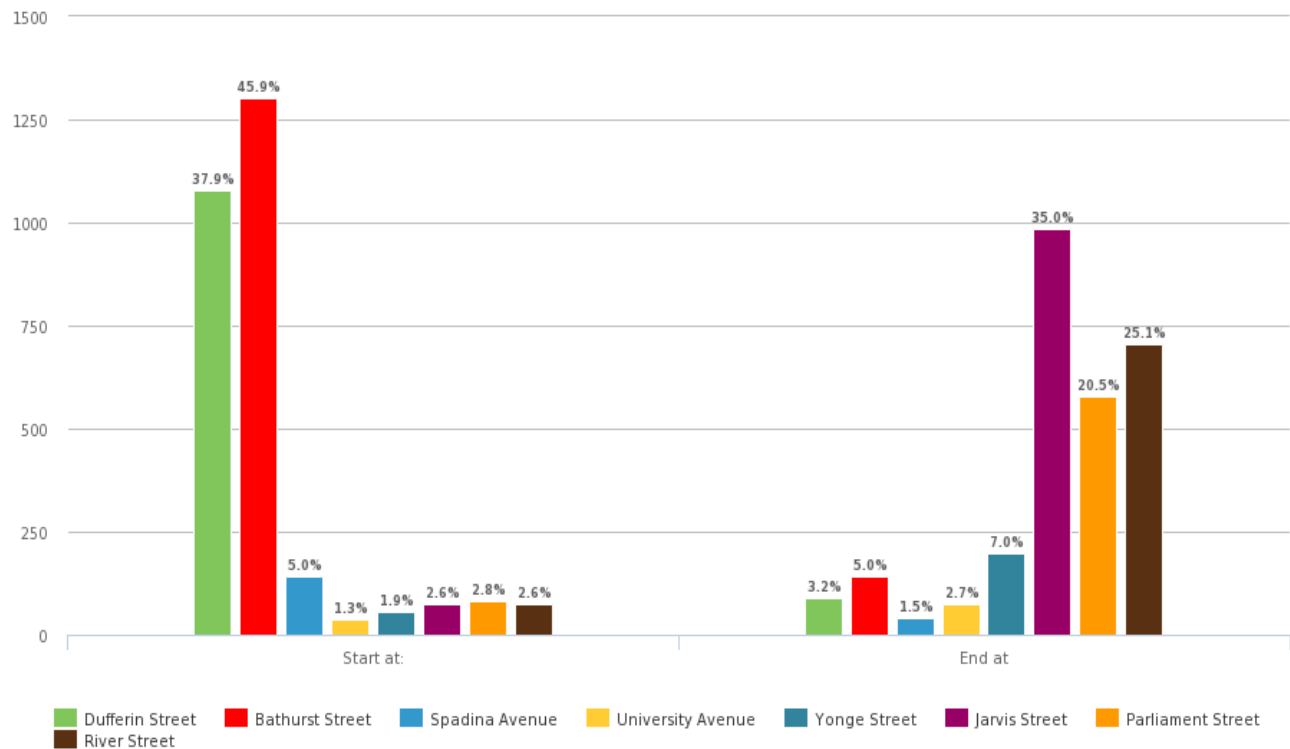
Figure 11. Implementing the pilot between Bathurst and Jarvis



Where to start and end the pilot

Survey respondents were asked where they think the pilot should start and end along King Street. The highest number of respondents (45.9%) indicated the pilot should start at Bathurst Street. The highest number of respondents indicated that the pilot should end at Jarvis Street. (35%). Figure 12 provides more detail on the responses provided.

Figure 12. Where to start and end the pilot



Additional comments about where to pilot

Respondents were asked to provide other comments about where to pilot. There was a total of 614 responses.

Many respondents said that the pilot should extend west of Bathurst Street and east of Jarvis Street. Common reasons provided by respondents for extending the pilot area included: ending the pilot boundary at Bathurst Street and Jarvis Street may cause increased congestion at these already busy intersections; extending the pilot will create opportunities to connect growing neighbourhoods, such as Liberty Village and Canary District, and tourist destinations, such as the Distillery District; conducting the pilot in a relatively small area may cause delays and congestion due to streetcars being held up in traffic outside the pilot.

Respondents commonly suggested extending the pilot west to the following specific locations:

Dufferin Street. Many respondents suggested starting at Dufferin Street to include the majority of transit users coming from the Liberty Village Area. They said it is a growing neighbourhood that needs reliable and improved connections to downtown due to current poor transit conditions.

Roncesvalles Avenue. Some respondents suggested starting at Roncesvalles Avenue to gather enough data on pilot's traffic impact.

Strachan Avenue. Some respondents suggested starting at Strachan Avenue as it serves as a middle ground between Dufferin Street and Bathurst Street.

Jameson Avenue. Few respondents said to start at Jameson Avenue to address the problems of westbound streetcars being held up by left-turning vehicles at Jameson Avenue.

Respondents commonly suggested extending the pilot east to the following specific locations:

Parliament Street. Many respondents suggested starting at Parliament Street to connect to the Distillery District and accommodate the growing population in the area due to increase of condos being built. Ending the pilot at Parliament Street may be ideal because it is a less busy area.

River Street. Some respondents suggested starting at River Street to include the Canary District and the Pan Am Village Housing. It would also improve cycling connectivity because the Richmond and Adelaide cycling lanes do not extend that far.

Sherbourne Street. Few respondents suggested starting at Sherbourne Street because there is still quite a lot of pedestrian activity there that could benefit from the street redesign.

Other. Some respondents suggested piloting the entire King Street to gather enough data to assess impact and effectiveness of the study on King Street.

Additional suggestions and comments

Respondents were asked to provide any other suggestions and/or comments related to King Street Pilot Study. There was a total of 817 responses, the points below provide a high-level summary of the responses shared.

Support for the pilot study. Several respondents expressed support for King Street Pilot Study. Respondents said they would like to see the pilot implemented soon to improve the current situation on King Street.

Enforcement. Many respondents said strong enforcement is needed to ensure compliance of drivers, cyclists and pedestrians to new pilot restrictions and existing laws. This includes police monitoring traffic and installing intuitive signage.

Pedestrians. Many respondents said pedestrians should be prioritized on King Street. They would like to see wider sidewalks to enhance the public realm and create more room for the pedestrian activity. Some respondents suggested creating a more attractive streetscape by adding more trees, flowers, outdoor seating, etc. Other respondents want to see reduced dangerous interactions between pedestrians and cars by implementing advance right turns or restricting right turns on red lights.

Cycling. There was a range of opinions on the inclusion of cycling infrastructure on King Street. Some respondents showed strong support of accommodating cyclists on King Street with bike lanes. Others said that bike lanes are not needed on King Street because they already exist on adjacent streets, such as Richmond Street and Adelaide Street.

Transit. Many respondents suggested prioritizing transit by implementing dedicated streetcar lanes. Respondents also said improving transit speed and reliability is important to the pilot's success. There were also suggestions to replace the old streetcars with either the new streetcars or busses.

Cars and congestion. Many respondents said that they would like the pilot to consider either a car-free or restricted car access to King Street because transit and pedestrians should be prioritized first. They also said that removing on-street parking would greatly reduce traffic and congestion on King Street. Some respondents raised concerns that the pilot would push traffic off King Street and create more congestion on surrounding streets.

Process feedback. Many respondents expressed appreciation for process transparency and engagement efforts to date. Others said they wanted to see an improvement in the dissemination of information in future surveys and public consultations. They would like to be better informed by clearly stating the advantages and disadvantages of each block option so that they can provide more educated input.

Appendix C. Phase Two Consultation Documentation

- SAG Meeting #2, April 5, 2017
- SAG Drop-In Session, May 5, 2017
- Public Meeting #2, May 18, 2017
- Online Survey #2 and emails, May 18 - June 10, 2017

KING STREET PILOT STUDY

April 2017 Stakeholder Advisory Group (SAG) Meeting Summary

April 5, 2017

6:30 – 9:00pm

St. Andrew's Church

73 Simcoe Street, Toronto

OVERVIEW

On April 5th, 2017, the City of Toronto hosted the second Stakeholder Advisory Group (SAG) meeting for the King Street Pilot Study. The mandate of the SAG is to provide a forum for feedback, guidance, and advice to the City during the public consultation process.

The purpose of the second SAG meeting was to share and seek feedback on an emerging pilot design for the King Street Pilot.

Approximately 20 members of the SAG attended the meeting, including representatives from residents' associations, Business Improvement Areas, transit and transportation groups, heritage groups, entertainment groups, and other stakeholder groups. A full list of the SAG members and meeting attendance is attached (See Appendix B)

This meeting feedback summary document is generally organized according to the SAG meeting agenda, which included a welcome and introductions, presentation of the emerging pilot design, and feedback from members of the SAG on the emerging pilot design. (See Appendix A – Detailed Agenda).

Matthew Wheatley and Ian Malczewski of Swerhun Facilitation, third party facilitators, prepared this Meeting Summary, which was shared with participants for review prior to being finalized.

FEEDBACK THEMES

These following points reflect feedback consistently shared at the meeting. They are meant to be read in concert with the Detailed Feedback below.

The emerging pilot design is moving in the right direction. Generally, members of the SAG showed overall support for the emerging pilot design, especially features being proposed to improve transit on King St. Several members said they're excited to see how the pilot can make it easier to move on King St. and improve the public realm.

Cycling should be carefully considered. Several SAG members discussed if and how cycling should be incorporated into the pilot design. Some said, for King St. to be a viable cycling route there needs to be continuous space for cycling on the entire length of King St. Others raised concerns about potential conflicts between cyclists and pedestrians. Several agreed signage for cycling needs to be easy to understand and at the right height for cyclists.

Accessibility needs to be a key priority in the design and implementation of the pilot. Members of the SAG showed strong support for implementing and testing temporary design features to make transit more accessible that could be made permanent and in the future. SAG members also said the pilot

design should not create barriers for people with disabilities and suggested services like Wheel-Trans be exempt from any vehicle restrictions.

Ensure parking and deliveries are accommodated. SAG members said if curbside parking and/or deliveries are restricted in certain areas on King St. they will need to be prioritized in other ways and locations near King St. Some suggested prioritizing side streets and specific times for deliveries. Others suggested the City require more parking in new buildings and create a parking interchange near King St.

Enforcement & education will be crucial to the success of the pilot. SAG members said the new rules will need to be clearly communicated with legible and intuitive signage. Members also said the City will need to ensure new rules are strongly enforced, with help from Toronto Police Services.

QUESTIONS OF CLARIFICATION

Following the presentation and during the table discussions participants asked questions of clarification. Responses from the City and/or study team follow each question in *italics*.

Timing of the Pilot

- Has there been a decision on the timing of the Pilot Study? Any chance it will run for two years? *The timing has not yet been decided. It will run for minimum of one year.*
- Would it make sense to start the Pilot after the fall when there is less construction and a more “normalized” condition can be studied? *We are still aiming to start the Pilot in the fall. There is always construction in the downtown, which makes it difficult to find a “normalized” condition. The baseline of the downtown is that it is dynamic.*

Modelling

- Will there be an animation of the modelling being done for the Study? *This may be an output of the modelling; the City can look into producing a graphic / visual illustration. Budget and time will be factors in what can be produced.*
- How many circumstances will you consider in the modelling? Will you consider major events, e.g. Blue Jays games? *There are major events every day in the downtown. We will be considering some very major events in the modelling (e.g. Toronto International Film Festival). We will also be looking at off-peak times.*

The extent of the Pilot Study

- Has the extent been finalized? *We’re presenting a recommended extent (Bathurst to Jarvis) based on where the problem is the worse. We are open to hearing your advice.*

Transit Operations

- Will there be farside stopping in the transit promenades? *No. In transit mall conditions, because there isn’t any traffic, it does not matter as much where the streetcar stop.*
- Where there are looping streets, are the two middle lanes for transit or are they mixed? *They’re mixed. There could be vehicles in the curb lane but no vehicles in the turning lane. The idea is to keep it flexible to allow cars to drive in and out. There could be permanent drop-off zones.*
- Are there any transit bump-outs planned for subway stations or streetcar stops? *Yes, at St. James Park, University/York St., and Yonge St. Bay St. could also be made to have a bump-out.*
- Will the Pilot Study connect to the Relief Line? *The current recommended relief line goes under Queen St. and ends at either City Hall or Osgoode. It is still many years away.*
- Will there be opportunities for accessible transit platforms? *The City is looking at what can be done immediately vs. what can be done in the long-term.*

Traffic/vehicle movements

- Will there still be a provision for left turns at Spadina Ave and King St? *Not from King St. because it would impede streetcars.*

DETAILED SUMMARY OF FEEDBACK

Following introductions and the presentation, members of the SAG were divided into two groups. Using a large map of the King Street Pilot Study Area, one for each group, the study team provided a detailed demonstration of the emerging pilot design. After the demonstration, participants provided general feedback and place-specific feedback about the pilot. The sections below organize participant feedback into these two categories and includes feedback shared during the meeting and afterwards by email (see Appendix C for written feedback received after the meeting).

GENERAL FEEDBACK ABOUT THE EMERGING PILOT DESIGN

General support for the emerging pilot design. Generally, SAG members said the pilot design is moving in the right direction and will do a better job of moving people on King St.

Cycling on King. Some members of the SAG strongly supported having space for cyclists on the entire length of the Pilot. They said prohibiting cycling on certain stretches would make it difficult for cyclists to navigate King St. and reduce its viability as a cycling route. Other SAG members raised concerns about limited space and potential conflicts between cyclists and pedestrians, especially in the transit promenades, and suggested prioritizing other streets downtown for cycling. Several members said cycling signage needs to be legible and placed at the right height for cyclists. SAG members also suggested adding more north-south cycling connections to and from King St.

Transit stops. SAG members said that there needs to be enough room in streetcar-only areas for all door boarding and suggested using simple visual indicators to make it clear all door boarding is permitted. Some members raised concerns about removing transit stops near major landmarks (e.g. Blue Jays Way) because transit riders often use these stops to navigate the downtown.

Pilot extent. Members of the SAG suggested the Pilot be extended east to Sherbourne to increase transit access for the people with mobility devices and students at George Brown College. They said increasing transit access to George Brown College may help to reduce congestion around Jarvis St. and lead to a safer pedestrian environment. Other members of the SAG suggested extending the Pilot east to Parliament to help alleviate overcrowding on the King Streetcar at Ontario St. and Sherbourne St.

Right turns on red lights. There were different opinions among SAG members about whether to allow right turns off King St. on red lights. Some said prohibiting right turns on red lights could improve safety for pedestrians, while others said red lights are the only chance drivers get to turn right and prohibiting them may increase congestion. There was a suggestion to leave the traffic signal green slightly longer than the pedestrian signal to give drivers more time to turn right off King St. A SAG member said cyclists should be exempt from any right turn prohibitions.

Enforcement & education. SAG members said the enforcement and education of new traffic rules will be crucial to the success of the Pilot Study and said signage needs to be clear, accurate and legible. There was a suggestion for the City and study team to talk with Toronto Police Services to ensure they are actively involved in the enforcement of new rules. The Police Mounted Unit could be especially effective in ensuring enforcement and public safety on King St.

Accessibility. Members of the SAG said accessibility should be a priority for the design. Some said people with disabilities should be allowed to access King St. by car, even where cars may be prohibited.

Deliveries. SAG members suggested the team identify side streets around King St. where delivery access can be prioritized. They also suggested identifying certain times during the day when deliveries could be prioritized.

Film production. Members of the SAG said it will be important to find ways to accommodate film crews in the area that don't block large sections of King St. Members also said it can be difficult for film crews to find enough space to park their equipment and vehicles because renting parking lots is expensive and many spaces are already occupied by monthly permit holders.

Parking. SAG members said it would be great to have a parking interchange near King St., where people could drive in, park, then take the King Streetcar. Others said the City needs to secure public parking in new buildings, especially if the Pilot Study results in the loss of on-street parking.

Accommodating events. A SAG member said it is good to see design features being considered (e.g. transit promenades) that will make it easier to allow some events on King St.

Laneways. SAG members said they were happy to hear laneways are being considered as public realm opportunities in the Pilot Study and provided some suggestions for managing laneways, including:

- clearly signaling to drivers that laneways are not alternative cut-through routes at intersections with through traffic and turning restrictions;
- managing laneways to encourage their use as complete spaces; and
- developing a local wayfinding strategy that includes laneways as midblock pedestrian and cycling connections.

Prioritizing vehicles on side streets. Some SAG members suggested analyzing traffic on side streets around King St. to see if any could be prioritized for cars.

Winter maintenance. SAG members said Toronto is a winter City and the team needs to think about how snow removal will happen in the Pilot area. There were suggestions to plow snow into windrows on King St. or remove it from King St. all together.

LOCATION-SPECIFIC FEEDBACK ABOUT THE EMERGING PILOT DESIGN

Bathurst and King. SAG members suggested installing a pedestrian scramble at this intersection to make it safer for pedestrians. Others said the Pilot should include strategies for diverting traffic heading west on King St. before Bathurst St. to avoid major back logs at this intersection. There was also a suggestion to install a transit shelter here.

Spadina and King. Some SAG members said prohibiting vehicles in this area will really help transit users. Others suggested protecting turns for streetcars at this intersection to reduce conflicts between streetcars and pedestrians.

Yonge to Jarvis. Members of the SAG said this area currently has a lot of "low grade" retail and suggested the team observe the area during the Pilot Study to see if it encourages higher grade retail.

Vehicle access for St. James Cathedral. SAG members raised concerns about prohibiting vehicles and parking near St. James Cathedral. They said vehicle access is required for weddings, funerals and many patrons of the church with mobility issues.

St James Park. Members of the SAG said there is an exciting opportunity to improve the public realm in St. James Park, especially with the new Market Lane design and sculpture garden. There was a suggestion to make St. Andrew's Playground greener and connected to King St.

Restaurant row. Some SAG members said more public space is needed on the south side of King St. in the entertainment district to accommodate the high volume of pedestrians and restaurants with patios in the area. Others said the team should consider how this area is changing when making decisions about adding public space, noting that currently there are many restaurants but with all the condos coming this may not be the case in the future.

Specific transit stops. Members suggested some changes to existing transit stops, including: moving the stop at John St. west, closer to TIFF Bell Lightbox; removing the stop at Portland St.; and adding a stop near Brant St. A SAG member said it doesn't look that far but Brant can be a bit of trek from Bathurst St. Another SAG member said the Simcoe Street stop is needed as many people, several with mobility issues, use this stop in the evenings for plays and concerts.

Cars on side streets. There was a suggestion to prohibit or control left turns from Charlotte St. on to King St. because of the streetcar loop on Charlotte St. There was another suggestion to consider making Brant St. one-way northbound.

NEXT STEPS

City Planning staff and Ian Malczewski thanked participants for their feedback. Ian asked that any additional feedback be shared by April 12th and committed to sharing a Draft Meeting Summary in the coming weeks. City Planning staff informed participants of the upcoming Public Meeting on May 18th, encouraging them to share the meeting details and invite the members of their organizations.

APPENDIX A: April SAG Meeting Agenda

Stakeholder Advisory Group Meeting #2

April 5, 2017, 6:30 – 9:00pm

St. Andrew's Church

93 Simcoe Street, Toronto, ON M5J 1W9

Meeting Purpose

To share and seek feedback on an emerging preferred pilot option for the King Street Pilot.

Proposed Agenda

6:30 Welcome, introductions, agenda review

6:40 Presentation: Emerging Preferred Pilot Option

Questions of clarification

7:10 Table Activity & Discussion: Emerging Preferred Pilot Option

1. How well do you think the emerging preferred pilot would move people? Is anything missing?
2. How well do you think the emerging preferred pilot option improves placemaking? Is anything missing?
3. How well do you think the emerging preferred pilot option supports economic prosperity? Is there anything missing?
4. Do you have any other advice or feedback about the emerging preferred pilot option?

8:20 Report back and plenary discussion

8:45 Wrap up and next steps

9:00 Adjourn

APPENDIX B: SAG Meeting 1 Participant List

The following is a list of organizations that have been invited to participate in the Stakeholder Advisory Group. Those organizations that participated at the April 5th meeting are signified in **bold text**.

1. 8-80 Cities
2. **Canadian Automobile Association (CAA)**
3. Canadian Courier and Logistics Association
4. Civic Action
5. **City of Toronto – City Cultural Events**
6. Code Red TO
7. **Corktown Residents and Business Association**
8. **Cycle Toronto**
9. **Directors Guild of Canada**
10. Downtown Yonge BIA
11. **Financial District BIA**
12. Friends of St James Park
13. **Garment District Neighbourhood Association**
14. George Brown College
15. **Goooderham & Worts Neighbourhood Association**
16. King-Spadina Resident Associations
17. Liberty Village BIA
18. Liberty Village RA
19. **Metcalf Foundation**
20. Niagara Neighbourhood
21. **Park People**
22. Parkdale Residents Association
23. **Pembina Institute**
24. **Roy Thomson Hall**
25. **St. Lawrence Market BIA**
26. **St. Lawrence Neighbourhood Association**
27. **Steve Munro**
28. TDSB Trustees - Ward 10
29. TDSB Trustees - Ward 14
30. TDSB Trustees - Ward 7
31. TDSB Trustees - Ward 9
32. **The Laneway Project**
33. Toronto Centre for Active Transportation
34. Toronto Entertainment District BIA
35. **Toronto Entertainment District Residents' Association**
36. Toronto Film, Television and Digital Media Board
37. **Toronto Heritage Preservation Society**
38. Toronto International Film Festival (TIFF)
39. Toronto Taxi Alliance
40. Toronto Women's City Alliance
41. TTC Riders
42. **Unifor Nabet 700-M**
43. **Walk Toronto**
44. **Wellington Place Neighbourhood Association**
45. **West Don Lands Committee**

APPENDIX C: Written feedback submitted after the SAG meeting

Email: St. Lawrence Market Business Improvement Area:

As to be expected, great facilitation last Wednesday.

Please see comments below.

As it relates to the St. James Cathedral/Park, concerns were raised with regards to parking for religious events as well as constraints to the film industry, loading and the general access needs of visitors to the area. The site is bounded by Adelaide, Church, King and Jarvis; currently parking is allowed only on Church and King as well there is an existing (and busy) parking lot at Church and Court St. Restricting access on King not only removes limited parking, there is also the concern with the Church's main entrance being on King St, this may severely impact the accessibility for some users. The concerns over parking may be satisfied with a general mode shift in the public's habits, but for specific events, I wonder if there may be the potential to explore temporary access during those events at off peak hours or partnerships with the adjacent parking lot.

St James Park is also undergoing a redevelopment, scheduled for later this year. This may affect the attempt at "normalized" conditions during the pilot. If the pilot does and should look at a two-year life span, this may be better accommodated. Whereas by year 2 the first phase of construction may be complete. There is also an advantageous opportunity to expand the public realm (similar to that which is occurring in Berczy Park). This restricted vehicular area could allow for the creation of new destination areas and improvements to the public realm. For example, expanding the materiality in the path network of the park to create a midblock crosswalk through King St directly link to Market Lane would create a unique user experience in the City and contribute to pedestrian network/connectivity.

Ending the pilot at Jarvis presents potential concerns with the already busy intersection. Extending the pilot east could allow for not only access to Sherbourne residents who may have a higher than average concentration of disabled individuals, but also increase George Brown College access and reduce the congestion around Jarvis and lead to an overall safer pedestrian experience. I'd like to emphasize the need for increase student movement as George Brown College is largely a commuter school.

A comment from my colleague mentioned concerns over all door boarding, I'd like to suggest some simple visual indicators could be a cost effective option, such as if the length of the bump out is distinctly painted or there's some sort of symbol, to help facilitate the public transition into that habit.

Overall the proposed pilot is interesting and stands to benefit a great number of transit users. However, in explanation and the later execution the pilot may prove to be confusing. Might I suggest an education campaign targeting private automobile users, cyclists and pedestrians to explain the new restrictions and uses of the ROW to accompany the pilot. Moreover, a particular concern in Old Town will be the presence of excessive visual clutter in the form of explanatory signage near and around St. James Park that would impact the character of the area.

Thanks

Email: The Laneway Project:

I understand that laneways are being considered public realm opportunities in the study, which is wonderful. Below are a few "no-brainers" that we consistently hear mentioned by communities where we work:

- If there are through traffic and turning restrictions at certain intersections, it will be important to clearly signal to drivers that laneways are not alternative cut-through routes. We have faced this problem a few times, and it's been quite dangerous for those trying to walk in the spaces. Street painting, speed tables or surface material changes at the intersection of laneways and streets are a good way of accomplishing this.
- It will also be important to design and manage the laneways themselves to encourage their use as complete spaces. This can be quite simple stuff, like adequate pedestrian-scale lighting, effective waste and traffic management practices, proper maintenance and small design interventions like benches, greening elements and murals, or can be more elaborate, like laneway-side patios and active building entrances, as appropriate to the site and with the leadership of building owners and tenants. This kind of thing could be piloted or incentivized by the study.
- This could also be strengthened through a local wayfinding strategy that includes laneways as midblock pedestrian and cycling connections. We're currently developing a simple system of symbol-based signage to indicate a laneway's connectivity.

Email: Wellington Place Neighbourhood Association

I thought it was a very productive meeting. Here are some thoughts to add:

- The change should be really significant not just superficial. Hopefully this can be a model
- Use unit pavers so changes can be made without ripping up concrete keeping the same material
- Would like to see a "curbless" street
- Sidewalks as wide as possible plus setbacks where appropriate
- Clear, accurate, legible signage
- Use parallel laneways for walking and cycling – improve paving, lighting and signage

Cheers.

Email: St. Lawrence Neighbourhood Association

Comments for King Street

- Jarvis/Church – there needs to be access for St. James Cathedral north side for weddings and funerals
- Jarvis/Church – there needs to be access for Metro, there is a lane south side of King where trucks exit, they enter off of Church and come out King.
- When we have intersections where cars must exit and turn right; leave the traffic light green and pedestrian red so cars can move; pedestrians will continue to jay walk whereas cars can't
- I know King Street is narrow but if we could redesign where we have sidewalk, bike lane, parking then live traffic this would be safer, even if we can't do all the way through for certain parts. I think cyclists will ride all the way through regardless
- Simcoe Street stop westbound, I doubt that removing the stop improved times, however I would like to state the case for people with mobility issues. This stop should be brought back in as so many use this stop in the evenings for plays and concerts.

- I know this is a pilot but people in our hood keep asking why it isn't starting at Parliament, currently the street cars are full at Ontario and Sherbourne. I need a good answer because I don't know how the pilot will help these two stops. Most people suggest Parliament be the start of the pilot as this street can handle north/south traffic. The survey was a little skewed in that there was no place to say this. Yes/no Jarvis to Bathurst was the only choice
- In the spring, it is very important to go to the landscape sheds and pull out planter boxes etc. to start up the public realm. Lots of annuals and any seating that is available.

KING STREET PILOT STUDY

May 2017 Stakeholder Advisory Group (SAG) Drop-In Summary

May 5, 2017

1:00 – 4:00 pm

City Hall, 21st floor East Tower, Board Room

100 Queen Street West, Toronto

OVERVIEW

On April 5th, 2017, the City of Toronto hosted a Stakeholder Advisory Group (SAG) drop-in session for the King Street Pilot Study. The purpose of the drop-in session was to share revisions made to the emerging pilot design based on feedback from stakeholders at and following the April SAG meeting as well as further review and analysis completed by the City.

Eight members of the SAG attended the drop-in session, including representatives from the Financial District BIA, Garment District Neighbourhood Association, Pembina Institute, St. Lawrence Market BIA, Toronto Entertainment District Residents' Association, and Wellington Place Neighbourhood Association and Steve Munro. Representatives from City Transportation Services and TTC also attended the drop-in session.

Matthew Wheatley of Swerhun Facilitation, third party facilitators, prepared this Meeting Summary, which was shared with participants for review prior to being finalized.

Detailed Summary of Feedback

Following introductions and welcoming remarks, Dave Hunter, City Planning, shared a presentation of the revised pilot design. Members of the SAG asked questions and provided feedback throughout the presentation. The questions and feedback are summarized below. Where applicable, responses provided are identified in *italics*.

Questions of clarification

Turning movements

- If I am driving east on King Street, will I be able to go straight through at intersections? *No, you will need to turn right at major signalized intersections.*
- Will all left turns on to King Street be prohibited? *We are thinking for the first part of the Pilot Study we will continue to allow left turns on to King Street at a few places and monitor them.*
- Will left hand turns on to King Street from John Street and Peter Street (heading north) still be allowed? *Yes.*
- Will drivers coming out of driveways on King Street be able to turn left? *Yes, because they do not slow down traffic on King.*

Timeline

- When is Phase One versus Phase Two of the Pilot Study? *Currently, Phase One will happen in the fall of 2017 and Phase Two will start in the spring of 2017.*
- Has the timing of the Pilot Study been finalized? *No. It will be a minimum of one year but it may be extended to two years.*

Other

- I was told by my Councillor there is a hundred-year-old sewer under King Street, have you looked at this? *We are coordinating with the City's Major Capital Infrastructure Coordination Office, however there are no plans to dig up King Street as part of the Pilot Study.*
- Does the pilot have the flexibility to accommodate the Mirvish development if it takes up a lane for construction staging? *One of the things we like about this design is it allows us to allocate the curbside lane for a construction staging zone if needed. The City is considering whether it will need to provide a construction staging zone on the street.*

Feedback on the revised pilot design

Right-turn loops. Members of the SAG said the revised right-turn loops are an improvement from the previous design because they will make it easier to navigate the pilot area and will allow local traffic access throughout the entire pilot area. SAG members also said it will be important to evaluate how the right-turn loops impact special events on King Street and traffic on surrounding streets, especially Wellington Street and Adelaide Street. Members also said clear signage will be very important to help people understand the new rules.

Moving streetcar stops to the far side. Generally, members of the SAG thought moving streetcar stops to the far side will improve the transit experience on King Street and reduce congestion around streetcars. Some said cars making right turns on to King Street will still cause some congestion around streetcars.

Providing space for short-term loading, deliveries, and taxi pick-up/drop-off. Generally, members of the SAG liked the idea of providing some dedicated space for loading, deliveries, and taxi pick-up/drop off in the curbside lane all day. Members said these spaces will be especially important for disabled parking, St. James Cathedral, and couriers.

Public realm improvements. SAG members agreed Phase Two of the Pilot Study would be an appropriate time to focus on public realm improvements. They said this would give people time to get used to new traffic rules implemented in Phase One. Some members said some of the additional public space in the curbside lanes could be used to increase patio space, especially in the entertainment district. Others suggested the City consider developing a special permit system for public space added in the curbside lane to help regulate use and provide revenue to the City.

Modelling Study. Members of the SAG said they would like to see the results of the Modelling Study as soon as possible to help promote the Pilot Study by highlighting the improvements it will bring to King Street. *The City said that the final Modelling Study likely won't be ready when they take the Pilot Study to Council. The Modelling Study is one of several tools the City is using and metrics from other tools can be provided to members of the SAG.*

Laneways. SAG members suggested the City look at ways of improving laneways around King, especially for pedestrians and cyclists. Suggested improvements included repaving laneways, adding lighting, and installing more wayfinding signage.

Other feedback. There was a suggestion to remove curbs in the Pilot Study area to improve accessibility. There was also a suggestion for the City to connect with online mapping companies (e.g. Google) to ensure their maps reflect the new traffic rules in the pilot area. SAG members also said the City needs to improve the way garbage is picked up on King Street.

NEXT STEPS

Dave Hunter thanked members of the SAG for attending the drop-in sessions and encouraged them to promote the upcoming public meeting on May 18th. Dave also said SAG members could send additional feedback to the City and/or request future one-on-one meetings.

KING STREET PILOT STUDY

Public Meeting 2 Summary

May 18, 2017

6:30 – 9:00pm

InterContinental Toronto Centre, Ballroom

225 Front Street West, Toronto

OVERVIEW

On May 18th, 2017, the City of Toronto hosted the second public meeting for the King Street Pilot Study. The purpose of the meeting was to share and seek feedback on the proposed design of the King Street Pilot.

Over 300 people attended the meeting, including members of the King Street Stakeholder Advisory Group and several City and TTC staff. Councillors Joe Cressy, Jack Layton, and Gord Perks also attended the meeting.

The meeting began with welcoming remarks from Councillor Cressy, followed by presentations from: Andy Byford, CEO TTC; and Jacquelyn Hayward Gulati, Director Transportation Infrastructure Management. Following the presentation, a panel of City and TTC staff, including: Ashley Curtis, Transportations Services; Chris Upfold, TTC; Dave Hunter, City Planning; and Jacquelyn Hayward Gulati answered questions from participants about the proposed design of the King Street Pilot. Participants then had an opportunity to review the more detailed block-by-block corridor drawing of the pilot area at several stations and speak further with City and TTC staff and members of the consultant team about the proposed design.

Matthew Wheatley & Ian Malczewski of Swerhun Facilitation, third party facilitators with Swerhun Facilitation, prepared this Meeting Summary, which was reviewed by City staff before being finalized.

PANEL QUESTIONS AND ANSWERS

Following the presentations participants asked the panel of City and TTC staff questions of clarification. Responses from the panel members are identified in *italics*.

- Have you considered how construction will impact the Pilot Study? *Yes, the Mayor chairs a monthly meeting on this and the City has a variety of strategies to mitigate construction impacts on traffic and congestion.*
- Will there be changes to north and south routes? *You will still be able to drive through King Street north and south, there may be some modifications during the Pilot.*
- 20,000 cars use King Street, have you studied what those cars will do during the Pilot Study, will there be changes in air pollution levels, will interactions between pedestrians and cyclists increase? *We have studied potential traffic impacts. It is not an exact science, but we anticipate that traffic will divert as it approaches the pilot area. We also anticipate some people will choose to use transit again and some will change the time of day they travel along King St. The Pilot Study provides an opportunity for us to monitor and change restrictions if it's not working.*

- If the Pilot is unsuccessful due to bunching, could the pilot area be increased to Dufferin or Jameson to Parliament? *The proposed pilot area between Jarvis and Bathurst was selected because it is the worst area on King Street.*
- You have provided data on how King St. is failing us, what about parallel streets? *Densification is the cause of congestion, are we treating the symptom, instead of the cause? We are always looking at how we can improve other streets. For King St. the focus is on transit, other streets have other roles.*
- Are there plans for other projects like this one? *Not now, but monitoring will help us understand where other similar projects could be needed.*
- Did you work with the police on the enforcement of Pilot Design? *Yes, we have met with the police and discussed strategies, including curbside blitzes, reminders, warnings and ticket blitzes. We know this will require a large public education strategy and a design that is simple for drivers to understand.*
- Right hand turns on green lights are hard because of pedestrian movement, are we separating pedestrian and vehicle phases? *We will need to improve the timing of single lights for traffic and pedestrians to help mitigate the movements. We have been actively discussing this as we know it is important for safety.*
- Cars passing open streetcar doors are a problem, what is TTC doing about this? *The new streetcars have a better design the partially addresses this. The Pilot Study includes moving key streetcar stops to the far side of the intersection, which will prevent people from passing streetcars when they are stopped.*
- Will there be access for deliveries? *Small businesses don't have control over delivery companies. The Pilot will include more designated space for deliveries. We are consulting with business and the BIAs in the area to ensure deliver schedules are met.*
- Are there plans to extend the curb at streetcar stops? *No, the curbs will not be extended. We are planning to paint the asphalt at streetcar stops.*
- I live at King and Bathurst and work on King St. I have no concerns about this pilot, leaving King St. as is is not an option. Do you have a goal for increased transit ridership? *There are three components, speed, reliability, and capacity, and our goal is to improve all three.*
- For far side transit stops, will traffic controllers be adjusted so that streetcars do not have to stop twice, once at a red light and then again at the far side stop? *The City and TTC are working together on transit signal priority issues. This may not be ready for the fall, but hopefully it will be done during the Pilot Study.*
- What kind of modelling techniques did you use? *We started by looking at traffic counts and current traffic flows. We also looked broadly at 2011 traffic statistics. The benefit of a pilot study is you can see in real time what is happening and make decisions based on the information observed.*
- Can you share more data about overflow traffic on Adelaide Street and Wellington Street? *There will be more data soon; the final report will be available one week before it goes to Executive Committee on June 19th.*
- I represent the Toronto Entertainment District Residential Association, we want to see more "Complete Streets" for all abilities and all ages. Our sidewalks are not wide enough, could we widen the sidewalks? *"Complete Streets" are not meant to have everything on every street. The priority of King St. is transit. By improving transit on King St. there should be more available pedestrian space because not as many transit riders will be waiting on sidewalks.*

FEEDBACK SHARED ON CORRIDOR DRAWINGS

After the questions and answer period participants moved to stations where they reviewed the more detailed block-by-block corridor drawing of the pilot area and spoke with City and TTC staff and

members of the consultant team about the proposed design. Some participants provided feedback on the corridor drawings and comment sheets. A high-level summary of the feedback shared is provided below.

Communication and enforcement. Participants indicated that clear communication of new traffic rules in the pilot area will be very important. They suggested installing lots of signs in and around the Pilot area; colour-coding different zones with paint on the ground; and developing a public education campaign. Participants also suggested installing more red light cameras and working with Toronto Police Services to enforce the new rules.

Monitoring activity during the Pilot Study. Participants said it will be important to monitor impacts on King Street and the surrounding streets (e.g. Wellington St. and Bathurst St.) throughout the Pilot Study. They also suggested the City seek feedback from the public during the Pilot Study to better understand what is and isn't working.

Pedestrians and cycling. Participants said the Pilot area should be safe for both pedestrians and cyclists. They suggested separating pedestrian and vehicle signal timing; adding sidewalk bump outs at major intersections to increase pedestrian space; reducing speed limits; and add bike sharrows and bike boxes at major intersections. Some participants shared concerns about limited space and potential conflicts between pedestrians, cyclists, and vehicles. There was a suggestion to install two pedestrian lanes on sidewalks in both directions (one slow lane and one fast lane).

Transit. Participants suggested using temporary decking, with ramps, to make transit more accessible. There was another suggestion to eventually raise the street level to remove the curb. Some participants felt that, even with the Pilot, the King streetcar will not meet the demand for transit and said a subway is needed.

Partnering with indigenous groups. Participants suggested using the Pilot Study to partner with indigenous groups to improve public spaces.

Development. Participants shared concerns about the level of development occurring downtown, especially condominium development. They felt that the level of development is a key cause of congestion on King Street and other streets downtown.

NEXT STEPS

City staff told participants that the King Street Pilot Design will be presented to the TTC Board on June 15th, 2017; the Executive Committee on June 19th, 2017; and City Council from July 5 – 7th, 2017. City staff also said the design would be made available to public one week before it is presented to the Executive Committee.

KING STREET PILOT STUDY

King Street Pilot Phase 2 Survey Summary

Survey Timeframe: May 17, 2017 – June 9, 2017

Total Responses: 2878

Completed Responses: 2207

OVERVIEW

The City of Toronto hosted an online survey between May and June 2017 to gather feedback during the second phase of the King Street Pilot Study. The online survey was available on the King Street Pilot Study website, www.toronto.ca/kingstreetpilot. A total of 2878 people responded to the online survey. This report is a summary of the survey responses.

It is important to recognize that the survey, which was not designed or intended to ensure a statistically significant sample of Toronto, was one of several public and stakeholder engagement activities conducted during phase 2 of the King Street Pilot. Additional activities in phase 2 included: a stakeholder advisory group meeting; a stakeholder advisory group drop-in session; a number of individual meetings with members of the Stakeholder advisory group; and a large public meeting.

The purpose of the survey was to seek input on the public's support for the proposed pilot design for King Street and to seek feedback on how the pilot will help move people more efficiently on transit, improve public space along King Street, support business and economic prosperity along King Street, and the length of the pilot.

The survey featured questions related to five categories, including: profile of respondents; respondents' relationship to King Street; evaluation criteria for the pilot; length of the pilot; and additional suggestions and comments. The summary of responses are categorized by these five categories. (see Attachment A for a full list of survey questions)

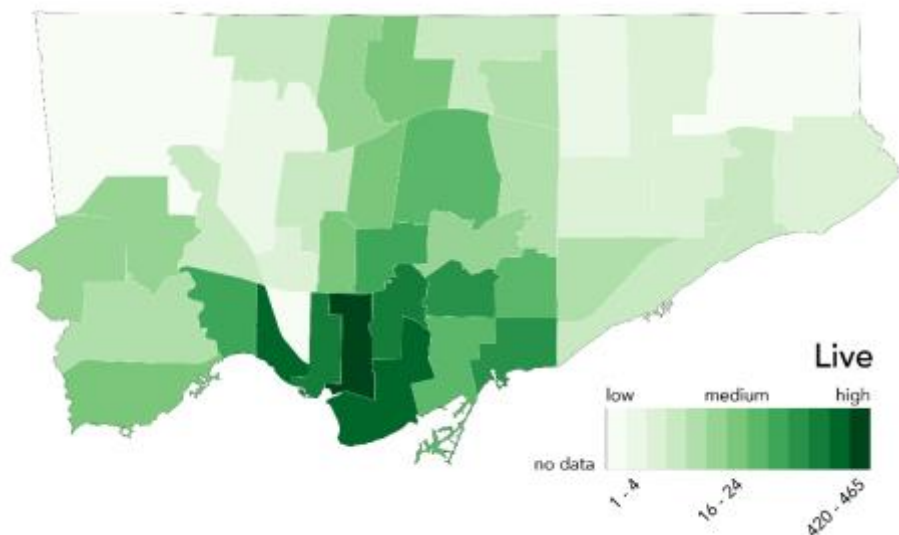
Swerhun Facilitation prepared this summary report, which was reviewed and finalized by the City.

PROFILE OF RESPONDENTS

Where respondents live

2341 respondents provided the first three digits of their postal code to identify where they live. The heat map below provides a visual representation of where respondents live within the City of Toronto.

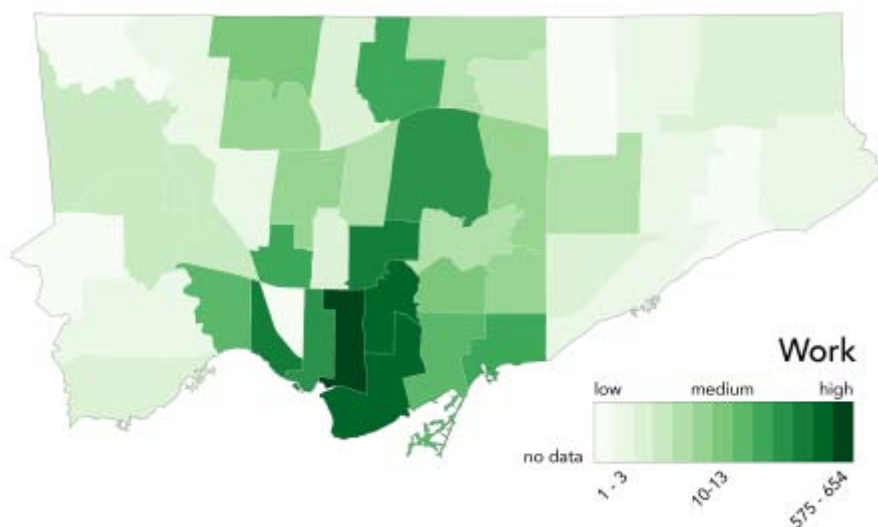
Figure1. Where respondents live



Where respondents work

2195 respondents provided the first three digits of their postal code to identify where they work. The heat map below provides a visual representation of where respondents work within the City of Toronto.

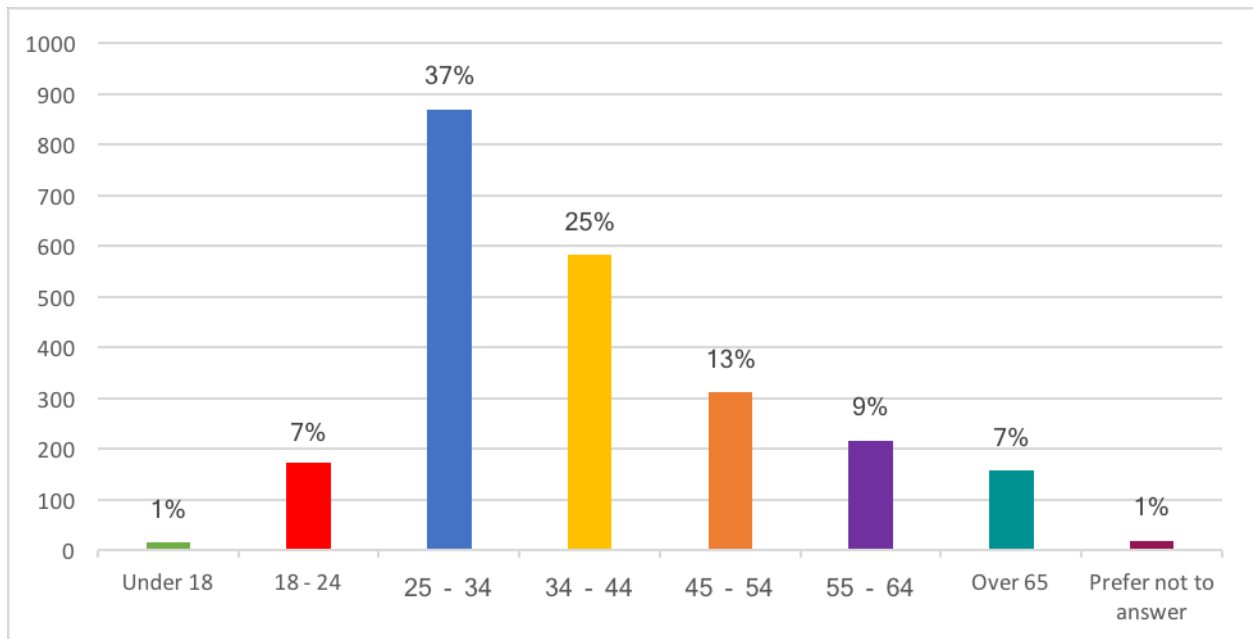
Figure2. Where respondents work



Age breakdown

A total of 2343 respondents provided information of their age. Most of the respondents were between the ages of 25-34 years old (37%). The next highest number of respondents were between the ages of 35-44 years old (25%).

Figure 3. Age of Respondents



Gender

A total of 2332 respondents provided information on their gender. 64.3% of respondents identified as male, 30.3% as female, 0.2% as transgender, and 1.1% specified a different identity.











Figure 4. Gender of Respondents

Response	Chart	Percentage	Count
Female		34.3%	801
Male		64.3%	1499
Transgender		0.2%	5
Different identity, please specify...		1.2%	27

How respondents heard about the survey

Respondents were asked how they heard about the survey and a total of 2344 responded. Most respondents found out about the survey through the City of Toronto email list (28.7%) and social media (24.1%).

Figure 5. How respondents heard about the survey







Response	Chart	Percentage	Count
Flyer		3.6%	85
City of Toronto email list		28.7%	673
My City Councillor		7.9%	185
Another email list (e.g. Cycle Toronto)		5.7%	133
Social media (e.g. Facebook, Twitter)		24.1%	564
News story		12.8%	300
City of Toronto website		6.1%	143
Other web site		9.0%	211
Friend, family or neighbour		10.5%	246
Other, please specify...		13.6%	318





RESPONDENTS RELATIONSHIP WITH KING STREET

Relationship with King Street

A total of 2314 respondents provided information on their relationship to King Street. Most respondents said that they go to restaurants or bars on King Street (75.5%). The second highest relationship was shopping on King Street (62.5%). Working or going to school near King Street (51.2%) was the third and respondents who live on or near King Street was fourth (49.7%).

Figure 7. Respondents relationship with King Street








Response	Chart	Percentage	Count
I live on or near King Street		49.7%	1151
I work or go to school near King Street		51.2%	1184
I go shopping on King Street		62.5%	1447
I go to restaurants or bars on King Street		75.5%	1747
I visit friends on King Street		35.9%	831
I represent a business or organization on King Street		4.3%	99

I make deliveries on King Street		1.1%	26
I drive a taxi on King Street		0.3%	8
I just pass through		34.3%	793
Other, please specify...		7.6%	175

Respondents form of travel on King Street

A total of 2315 respondents provided information on how they typically travel on King Street. Responses show that walking (81%) and transit (79.7%) are the highest forms of travel on King Street.




Figure 8. Respondents form of travel on King Street





Response	Chart	Percentage	Count
Transit		79.7%	1844
Walk		81.0%	1874
Bicycle		36.1%	836
Taxi		18.3%	424
Drive a car		31.5%	729
Drive delivery/courier truck		0.3%	7
Other, please specify...		2.7%	63

When respondents are typically on King Street

A total of 2304 respondents provided information of when they are typically on King Street. Most respondents said that they are on King Street on weekends (71.2%). The second highest response was on weekday afternoon rush hours (70.2%). Weekday evenings (60%) was third and weekday morning rush hours (58%) was fourth.

Figure 9. When respondents are typically on King Street

Response	Chart	Percentage	Count
Weekday Early Mornings (3am - 7am)		6.4%	147
Weekday Morning Rush Hours (7am - 10am)		58.0%	1336
Weekday Midday (10am - 4pm)		41.1%	948

Weekday Afternoon Rush Hours (4pm - 7pm)		70.2%	1618
Weekday Evenings (7pm - 10pm)		60.0%	1382
Weekday Late Nights (10pm - 3am)		25.1%	579
Weekends (Saturday/Sunday)		71.2%	1641


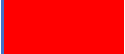



EVALUATING THE PILOT

At the time of the survey the City proposed evaluating the pilot using an evidence-based, complete streets approach with a range of quantitative and qualitative metrics organized by three broad city-building themes: people, places and prosperity.

Support for the proposed pilot design for King Street

A total of 2205 respondents provided feedback on their level of support for the proposed pilot design for King Street. Approximately 44% indicated they strongly agree with the proposed design, whereas approximately 8% indicated they strongly disagree.


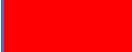
Figure 10. Support for the proposed pilot design





Response	Chart	Percentage	Count
Strongly Agree		43.8%	965
Agree		34.1%	753
Neutral		8.0%	176
Disagree		5.9%	129
Strongly Disagree		8.1%	179
N/A		0.1%	3

Feedback on if the proposed pilot could help move people more efficiently on transit

Respondents were asked if they agree the proposed pilot will move people more efficiently on transit. 2149 respondents answered the question with approximately 45% indicating that they strongly agree and approximately 4% indicating they strongly disagree.

Figure 11. Feedback on if the proposed pilot could move people more efficiently on transit







Response	Chart	Percentage	Count
Strongly Agree		44.5%	982
Agree		36.9%	814

Neutral		9.1%	201
Disagree		4.8%	105
Strongly Disagree		4.4%	96
N/A		0.4%	8

Feedback on if the proposed pilot could improve public space along King Street

Respondents were asked if they agree the proposed pilot will improve public space along King Street. 2200 respondents provided feedback with approximately 40% indicating that they strongly agree it will improve public spaces and approximately 4% indicating that they strongly disagree.





Figure 12. Feedback on if the proposed pilot could improve public space

Response	Chart	Percentage	Count
Strongly Agree		40.0%	880
Agree		36.2%	797
Neutral		12.7%	280
Disagree		6.5%	144
Strongly Disagree		4.2%	93
N/A		0.3%	6

Feedback on if the proposed pilot could support business and economic prosperity along King Street

Respondents were asked if they agree the proposed pilot will support business and economic prosperity along King Street. 2199 respondents provided feedback with approximately 31% indicating they strongly agree it will support business and economic prosperity and approximately 7% indicating they strongly disagree.

Figure 13. Feedback on if the proposed pilot could support businesses and economic prosperity




Response	Chart	Percentage	Count
Strongly Agree		31.0%	682
Agree		33.6%	739
Neutral		21.2%	466
Disagree		6.6%	146

Strongly Disagree		6.9%	152
N/A		0.6%	14

LENGTH OF PILOT

Respondents were asked if the pilot should last 1 year, 2 years, or 3 years. A total of 2149 respondents provided feedback with approximately 51% indicating 1 year, 32% indicating 2 years, and 23% indicating 3 years.

Figure 14. Length of Pilot

Response	Chart	Percentage	Count
1 year		51.3%	1102
2 years		32.4%	697
3 years		22.8%	490

ADDITIONAL SUGGESTIONS AND COMMENTS

A total of 1192 respondents provided other suggestions and/or comments related to King Street Pilot Study.

Many respondents support the pilot and indicated they would like to see it implemented soon. Some respondents indicated they do not support all aspects of the pilot but still want to see it implemented because improvements to the existing situation on King Street is needed. Some respondents said they appreciate that the King Street Pilot has been an inclusive process and it has been successful in encouraging civic engagement.

Many respondents also expressed concerns about the pilot and that it could possibly make traffic worse. They said that the pilot will negatively impact traffic on nearby streets like Adelaide St, Richmond St, Wellington St and Queen St. Some respondents were disappointed that there are no dedicated lanes for streetcars and would still have to share lanes with cars. Many respondents also suggested making King Street a one-way street going west and making Queen Street a one-way street going east.

Extending the pilot area. Many respondents said that they would like to see the pilot extended farther east and west to address issues of overcrowding and congestion. They also said that neighbourhoods outside Bathurst and Jarvis would benefit from the street improvements. Many respondents suggested extending the pilot west to Dufferin St, some suggested extending west to Roncesvalles Ave and few suggested extending west to Tecumseth St. Many respondents suggested extending the pilot east to Parliament St, some suggested extending the pilot east to Sherbourne St and few suggested extending east to Sumach St.

Pilot implementation timeline. Many respondents said that they would like to see the pilot run for a year, and have it permanent after it has proven to be working well. Respondents also said that since

Toronto is heavily affected by seasons, running the pilot for a year will allow the City to observe impacts on seasonal traffic. Some respondents indicated they would like to see the pilot run for 3 years to allow enough time to entrench change in habits and study the impact and benefits of the pilot. Few respondents said that they would like to see the pilot run for 6 months as this may be enough time to gather data. Few respondents also said that the pilot should be delayed until a new exit off the Gardiner eastbound is opened to prevent additional congestion to drivers getting on the Gardiner.

Enforcement. Many respondents said that strong enforcement of the pilot's rules and restrictions will be critical to its success. Many respondents raised concerns about drivers not following the right-turn rules and driving straight through traffic. Some respondents said that the traffic rules and restrictions should only be implemented during rush hours as King Street has less traffic outside these times.

Respondents provided suggestions on how the pilot rules and restrictions could be enforced:

- Police or enforcement officers should strictly monitor intersections.
- Signage, lane markings and overall design of the pilot should be intuitive, user-friendly and appear in advance of the actual intersection to avoid confusion, especially for tourists and other non-local residents.
- Improve traffic flow by re-timing traffic lights and pedestrian lights to allow cars to make right turns without pedestrians crossing at the same time.
- Ensure that cyclists and pedestrians also comply with traffic lights and laws.
- Create physical barriers to ensure compliance from drivers.
- Install red light cameras to deter illegal actions.

Many respondents also said that road closures should only be for construction or emergencies and not for events such as TIFF (Toronto International Film Festival).

Accessibility. Respondents said that accessibility should be taken into account particularly due to the large population of seniors and people with disabilities that needs direct car access to their homes, workplaces, services and facilities along King Street. A few respondents said that they liked the proposed seating spaces because it provides places to rest and enjoy the street.

Respondents provided specific suggestions related to improving accessibility:

- Raise the transit boarding platform to allow easy access when getting on the streetcar.
- Install tactile paving on sidewalks for people who have visual disabilities.

Create public awareness. Some respondents provided suggestions on how to spread awareness of the King Street Pilot study and educating the public on the proposed changes:

- Create strong social media campaigns and system-wide TTC marketing to help the public plan their routes accordingly.
- Run TTC's classic PCC (Presidents' Conference Committee) streetcar for free along King on weekends so people can experience the area during the pilot period.
- Coordinate with GPS systems, such as Google Maps, to provide drivers notifications of the traffic rules on King Street which would be especially helpful for tourists and other non-regular drivers.

Impacts on business and economy. Many respondents expressed concern about the pilot's impacts on businesses because the reduced car traffic may affect their client traffic. Respondents also said that delivery to businesses will be challenging. Some respondents are concerned that parking and through traffic restrictions will negatively impact the film industry.

Pedestrians. Many respondents said the sidewalks need to be widened as they are currently narrow and overcrowded. Widening the sidewalks would also help address the increasing population on King. Many respondents suggested there should be an "all cross signal" for pedestrians and not allow pedestrian crossing when vehicle traffic is going. This will allow for safe crossings and allow traffic to proceed in a higher volume. However, a few respondents expressed concerns about the seating area in between the streetcar stops and delivery area as it may be noisy and emit fumes which makes the space undesirable for public use.

Respondents provided specific suggestions on improving the public space for pedestrians:

- Add more trees, planters, flower pots, etc.
- Add more street benches for seating to increase pedestrian use.
- Involve indigenous artists in the design of the public realm to showcase Toronto's indigenous identity.

Transit. Many respondents said that the pilot should be "transit-only" and should not allow access to cars. Some respondents raised concerns that streetcars and private vehicles sharing the same lane might cause potential traffic congestion when either the streetcar or private vehicles breakdown.

Many respondents suggested operating express busses on King Street because it is more reliable and flexible than streetcars. Some respondents said that the TTC needs to improve its service to ensure success of the pilot. This includes improved scheduling to prevent streetcar backlog.

Respondents provided specific suggestions on how to improve transit for the King Pilot study:

- Streetcars should have control of the traffic lights or have traffic light priority to allow them to proceed and prevent having to stop twice in between intersections – first for loading and unloading passengers and second for being held at a stop light.
- Install ticket machines at boarding stops to improve passenger loading process.

Cycling. Many respondents said that the pilot is unsafe for cycling and does not encourage people to cycle due to being too close to transit, vehicular traffic and pedestrian space. Some respondents were concerned that the vehicular right-turn at intersections can cause potential collisions between cyclists and cars. They provided specific suggestions for improving cycling in the pilot area:

- Create protected bike lanes to prevent collisions between cyclists and passengers getting off streetcars.
- Move bike lanes beside pedestrian lane to prevent collisions with passengers getting on and off streetcars and getting hit by delivery trucks opening doors.
- Create bike parking for all types of bikes, such as bikes with cargo used for deliveries and small children. Install bike corrals to open up some sidewalk space for pedestrians and street furniture.
- Improve cycling education and enforcement to reduce cyclists breaking the law.

Many respondents also said they would like to see pedestrians and streetcars be prioritized instead of cyclists given that there are already dedicated lanes on the adjacent streets like Richmond St and Adelaide St.

Cars. Many respondents said that they would like to see King Street be completely car-free. They also suggested removing on-street parking to reduce congestion. While some respondents said that parking should be relocated to nearby streets to cater to businesses that have patrons that access King Street by car.

Many respondents raised concerns about the interaction between turning cars and pedestrians. Respondents suggested that cars should have an advanced right-turn signal to allow right turns before pedestrians can cross the street. They said this will prevent right-turning vehicles from piling up and blocking streetcars. Some respondents said that cars should not be allowed to do right turns on red lights. Many respondents also expressed concerns about taxis not abiding by the pilot restrictions. They said that taxis are currently causing most of the traffic issues due to illegal U-turns and on-street parking, especially during weekend nights.