Date: July 11, 2016

Subject: King Street Visioning Study

At the TTC Board meeting on July 11, 2016, Jennifer Keesmaat, Chief Planner and Executive Director of City Planning, City of Toronto will deliver a presentation on King Street Visioning Study.

Original signed by V. Rodo

Vincent Rodo
Chief Financial & Administration Officer
What is TOcore?

A comprehensive planning study to ensure growth contributes positively to Toronto’s Downtown as a great place to live, work, learn, play and invest.

Key Deliverables

- Downtown Secondary Plan
- Supporting Strategies:
  - Economy
  - Parks & Public Spaces
  - Transportation
  - Community Facilities
  - Energy
  - Water
What is the King Street Visioning Study?

The King Street Visioning Study is about reimagining bold, transformative ideas for how to re-allocate space in the right-of-way to create a iconic street in the heart of Downtown Toronto in order to:

- Move people more efficiently
- Improve the public realm
- Support economic prosperity
Busiest Surface Transit Route in the City
Growth along Downtown E/W Spine
BlAs See Value of Better Public Realm
Operational Improvements Have Limits

• We’ve been making improvements:
  – Extended turning and parking restrictions
  – Increased fines for “No Stopping”
  – LED ‘no left-turn’ signs at key locations
  – All-door loading (POP)
  – Consolidated transit stops
  – Adjusted streetcar route running times
  – Added supplemental buses
  – 514 Cherry route with new streetcars

• But there are limits to what can be achieved with operational changes.

• Something bigger is needed to truly unlock the potential of the corridor.
King Street 100 Years Ago
King Street Today...Mostly Unchanged
Co-ordinated Study Approach

PHASE 1
Develop Vision Options

PHASE 2
Evaluate Vision Options

PHASE 3
Pilot Project & Next Steps

Public & Stakeholder Engagement

Ongoing Operational Improvements (TTC/Trans. Services)

King Street Modelling Study
Study Governance

STEERING COMMITTEE

Jennifer Keesmaat - City Planning
Andy Byford - TTC
Stephen Buckley - Transportation Services
Janie Romoff - Parks & Forestry
Lorne Persiko - TPA

STAFF WORKING GROUP

PARKS & PUBLIC SPACE
City Planning (Chair)
Parks & Forestry
Transportation Services

TRANSPORTATION
City Planning (Chair)
Transportation Services
Toronto Transit Commission
Toronto Parking Authority
Community & Stakeholder Engagement

**Who?**
- General public
- Neighbourhood resident groups
- Businesses, workers, & BIAs
- Advocacy groups
- Transit riders
- Cyclists
- Pedestrians
- Motorists
- Taxis, couriers & deliveries

**How?**
- Online/social media
- Public meetings
- Stakeholder advisory groups
- Interactive ‘walkshops’
- Design charrettes
- ‘Public Space Public Life’ intercept surveys
Developing a Range of ‘Visions’

- Status Quo
- Alternate Curb Lanes
- ?
- Full Transit Mall
- Paint & Turn Restrictions
- Partial Transit Mall

Less Change

More Change
Making Evidence-Based Decisions

• Use a more holistic **complete streets approach** to street design, developing metrics, and making evidence-based decisions.

• Need to understand **movement and usage patterns** before, during, and after a **pilot demonstration project**.

• **Build on existing metrics** used by TTC and Transportation Services and **incorporate new metrics used in other cities** (ie, public life).

• Undertake a **microsimulation modelling study** to better understand **impacts on traffic and transit operations**.
Learning Lessons from Past Initiatives

Early 1990s
• Peak period ‘streetcar-only’ lanes with overhead signs.
• Sections were then removed...resulted in limited success.

2001
• TTC recommended dedicated streetcar lanes with no through auto traffic, no left turns on King Street, but allow delivery trucks and widen sidewalks. Project did not proceed.
• 10-week traffic enforcement campaign not an effective deterrent to motorists making left turns and blocking intersections.

2007
• TTC staff recommended a temporary, reserved right-of-way as a demonstration project for 2008. Demonstration project did not proceed.
Roncesvalles Ave, Toronto (before: 2007)
Roncesvalles Ave, Toronto (after: 2015)
Swanston Street, Melbourne (before: 2010)
Swanston Street, Melbourne (after: 2014)
Getting to a Pilot Project
Next Steps

• Study kicked-off on June 16, 2016 with the “Our Future King” public panel discussion event at the University of Toronto.

• Advancing partnerships with various City divisions, TTC and BIA’s

• Public and stakeholder consultation starting Summer 2016

• Begin developing range of vision designs and a decision-making framework.

• Pilot Project targeted for Spring 2017…need to determine scope of capital funding required.

• Reporting to TTC Board and City Council in Q4 2017