



Photo: Nithya Vijayakumar, Pembina Institute

Let's get King Street moving

Why King Street?

For anyone who's travelled on King Street during rush hour, it's clear that the current flow isn't working. There are around 65,000¹ weekday transit riders on King Street, compared to 20,000² vehicles. Clearly, something needs to change and we need to prioritize transportation solutions that will serve the most people. Testing options for improving the King Street corridor through a pilot project is critical to getting people moving.

Re-thinking King Street

There are huge opportunities to increase transit ridership on King Street in the short term by making streetcar service more convenient and dependable through larger operational improvements and capturing new residents and workers that are quickly moving to neighbourhoods along King Street. Plus, improved service will attract more choice for riders who currently would not consider using the streetcar because of overcrowding or unreliability.

There's no one-size-fits-all approach to King Street. King Street from Dufferin Street to River Street is 6.1 kilometres long and cuts through the neighbourhoods of Liberty Village, Trinity Niagara, Fashion District, Entertainment District, Financial District, St. Lawrence, and Corktown. Each segment of King Street may require a different transit solution, and now is the time to re-think the role of King Street in our transit network and how it can best serve these diverse neighbourhoods and the 65,000 daily transit commuters.

Read more on re-thinking King Street:
pembina.org/blog/king-street-moving.

Why King needs a pilot project

A transportation pilot project is the best method to understand how King Street and neighbourhood roads will be affected by changes to transit and road space allocation, and how these changes can improve travel for the most people.

Pilot projects are the best way to modify or test planning ideas by collecting data, monitoring and evaluating performance or effectiveness at achieving objectives. They're also a great way to make adjustments on-the-ground. Pilots are implemented at a lower cost than permanent projects and can be easily removed or modified.

By embracing pilot projects, we can better understand the effectiveness of different transit solutions, and get our city moving. A proposed pilot project next year on King Street to prioritize transit should be seen as an opportunity to answer questions about use, public reaction and traffic impacts, rather than a threat to current road operations.

Read more on why King Street needs a pilot project:
pembina.org/op-ed/pilot-projects.

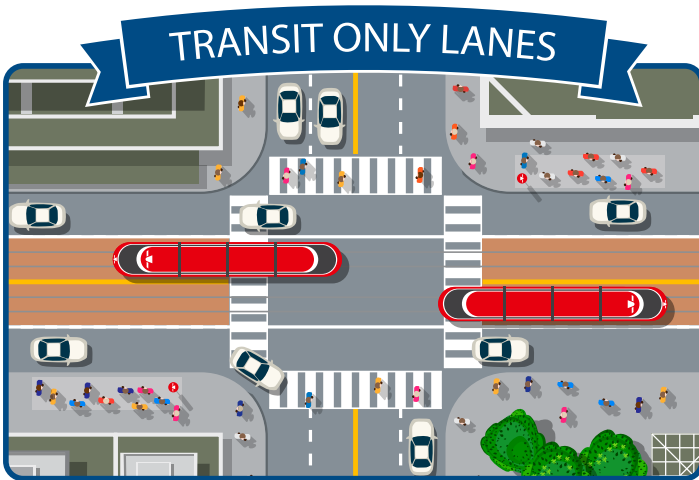
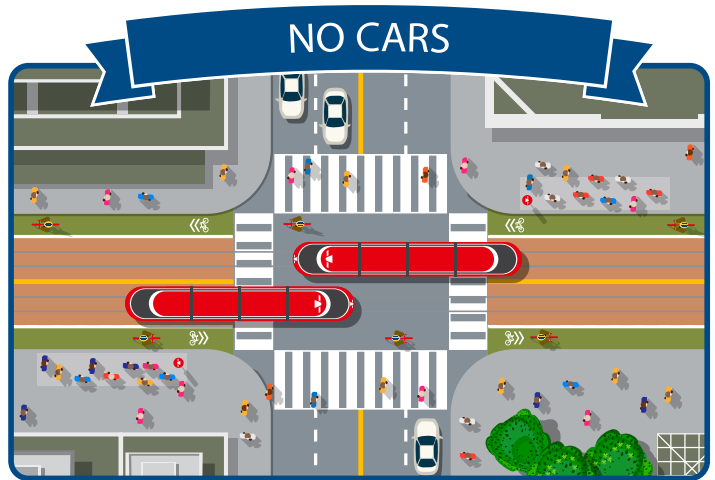
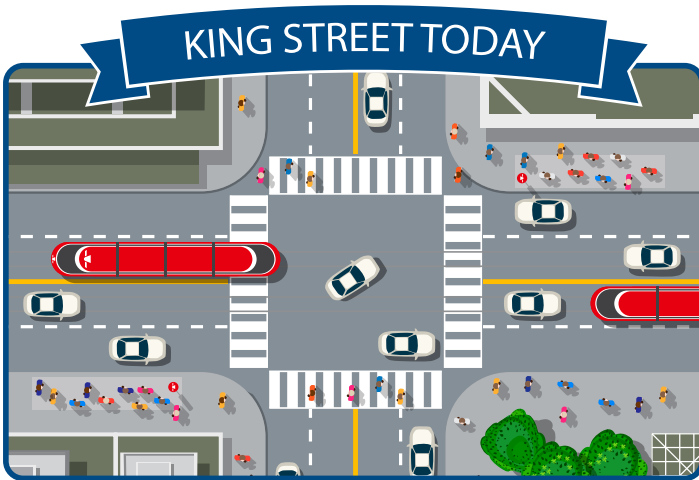
1. City of Toronto, "TTC Ridership - All Day Weekday for Surface Routes," Dataset, September 30, 2014. <http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=34b6c316f16e8410VgnVCM10000071d60f89RCRD&vgnextchannel=7807e03bb8d1e310VgnVCM10000071d60f89RCRD>

2. City of Toronto, King Street Streetcar – Operational Study (Interim Report), 2014, 2. <http://www.toronto.ca/legdocs/mmis/2014/pw/bgrd/backgroundfile-72344.pdf>

How we can get King Street moving

Here are different “families” of options to improve transit operations and the public realm along King Street, and possible options for pilot projects. No one solution can fit the entire corridor, so it is necessary to consider the needs of different segments of King

Street. The information below is presented as broad groupings, and the needed solutions will likely draw elements from each. Solutions can also be implemented in time-restricted ways, like during rush-hour only, on weekdays, or weekends only.



Illustrations: Steven Cretney, Pembina Institute

Read more on how we can get King Street moving: pembina.org/blog/how-king-street.



This report was prepared by the Pembina Institute for the Pembina Foundation for Environmental Research and Education with funding support from the Metcalf Foundation. © Copyright 2016 the Pembina Foundation. All rights reserved. Permission is granted to reproduce all or part of this publication for non-commercial purposes, as long as you cite the source.



Nithya Vijayakumar
June 2016

pembina.org

 pembina.org/subscription
email updates

 twitter.com/pembina

 facebook.com/pembina.institute