

C-4

To the TTC Commission.
Re Relieving Pressure on the King Car.
21 July 2013.

At your previous meeting on June 24, you passed a motion asking staff to report on the possibility of installing reserved lanes on King to improve the speed & reliability of the street car service. Of course, there have been actual reserved lanes for 20 years, but they have never been enforced.

Predictably, there is strong opposition by other road users. Unlike many transit supporters, I do not accept that to promote transit one has to declare war on the auto, let alone delivery vehicles & taxis. With sensible measures it is usually possible to accommodate everyone.

One way of relieving pressure on the King car is to build a parallel LRT line on Front St, which had street cars till 1962. There is plenty of room for a reserved right-of-way from Jarvis to Spadina & the road could be widened to Bathurst or beyond for an extended LRT.

There are many attractive origins & destination all along Front, in fact many more than on Bremner, which has been proposed for LRT, but is currently nowhere on the planning horizon. Ridership on a Front car is likely to be high from opening day.

There are several loops a Front car could use in the west, incl Exhibition, but to provide an alternative to the overloaded King car it should run all the way to S Parkdale. Eventually, it could be extended to provide the planned Waterfront West LRT service to S Etobicoke.

In the east, it could either proceed to Parliament St or turn south down Sherbourne thro' the well-populated area to Queens Quay, in either case providing access to the Portlands from the downtown CBD. There would be a couple of blocks shared with other traffic, but the vast majority of the route would have its own right-of-way.

At Union, it should be feasible to construct a direct connection from the surface into the mezzanine of the station for quick access.

You should ask staff to report on the ridership & cost of a Front LRT as described & how far it would help to reduce pressure on the King car.

Sincerely, Philip Webb,
Cities Centre,
University of Toronto.

**PRESENTED TO
THE COMMISSION**

JUL 24 2013