

SEPTEMBER & OCTOBER HIGHLIGHTS

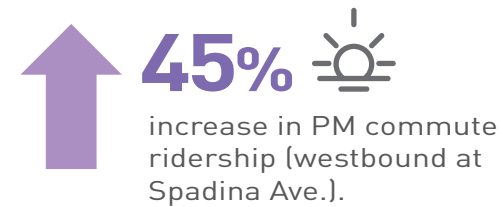
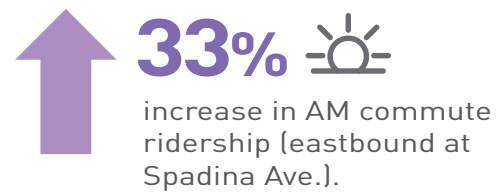
King Street
Transit Pilot

★ Sept. & Oct.
2018



TRANSIT RIDERSHIP

October 2018

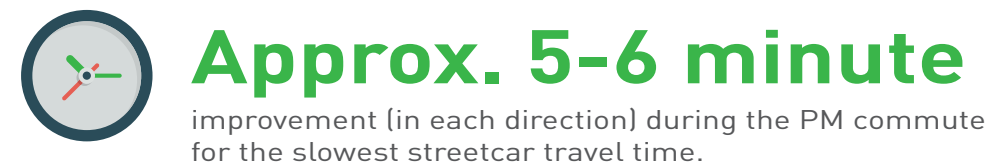


TRANSIT RELIABILITY



TRANSIT TRAVEL TIMES

The reliability of streetcar travel times has continued to improve since before the pilot.



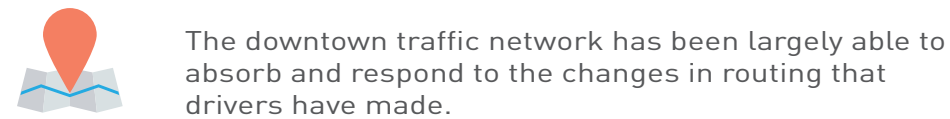
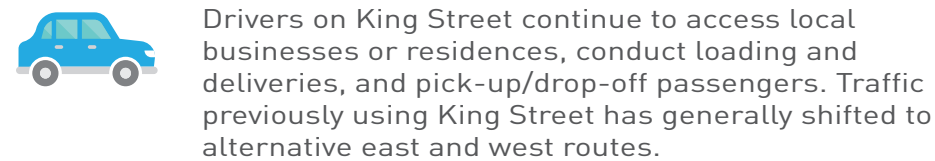
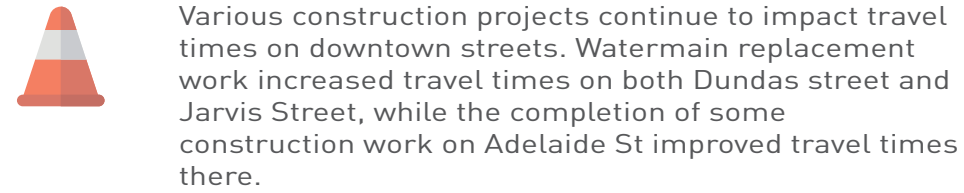
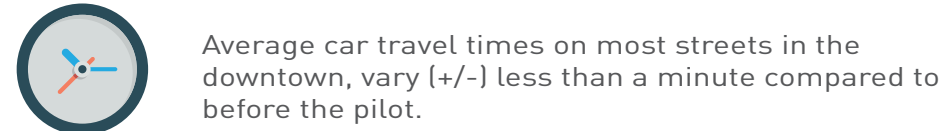
Travel times have improved due in part to transit signal priority being enabled in the pilot area. In September and October, the slowest travel times during the afternoon commute were similar to the average travel times before the pilot.

BASELINE

Data Collection Dates:
TTC: September 21 to October 14, 2017 and October 30 to November 4, 2017 (Intervening period removed due to TTC track construction at Queen Street and McCaul Street).

Vehicles: September 21 to October 14, 2017 and October 30 to November 8, 2017 (Intervening period removed due to TTC track construction at Queen Street and McCaul Street).

CAR TRAVEL TIMES & VOLUMES



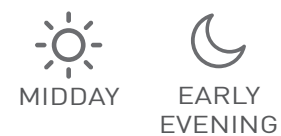
PEDESTRIAN VOLUMES

Changes in the number of pedestrians from November to October show similar trends on both King Street and Queen Street.

Generally, pedestrian volumes on King Street continue to be higher than on the same sections of Queen Street.



On King Street...



Weekday all-day pedestrian volumes indicate that mid-day and evening volumes remain relatively high, with high pedestrian volumes continuing from 6 p.m. through to 10 p.m.

SEPTEMBER

Data Collection Dates:
TTC Transit Travel Times & Reliability: September 3-5 & 17-29, 2018
Car Travel Times: September 4, 5, 8, 9, 15-30, 2018
Car, Pedestrian & Cycling Volumes: September 19-21, 24-27, 2018

OCTOBER

Data Collection Dates:
TTC Transit Travel Times & Reliability: September 30 - November 3, 2018
Car Travel Times: October 1, 3-31, 2018
Car, Pedestrian & Cycling Volumes: October 15-19, 25-26, 30-31, 2018

CYCLING VOLUMES

Cycling volumes in September and October fell from summer peak season consistent with expected seasonal changes.

In October, cycling volumes at Spadina Avenue have increased by 380 riders in the afternoon peak compared to before the pilot in October 2017.



PREVIOUS HIGHLIGHTS

ECONOMIC POINT-OF-SALE DATA

Last Update: May

Customer spending on King Street since the pilot began has seen slight growth (0.3%) from the average rate of spending over the same months from the year before. Average year-over-year growth in the same period was 5.7% for the area surrounding the pilot and 3.8% for the City overall.

Generally, the trends in customer spending observed during the first six months of the pilot are in line with trends from the six months before the pilot began.



PUBLIC SPACE

Last Update: June



Over the summer, 18 new curb lane public spaces were implemented providing space for people to sit and socialize. 45 unique public amenities were introduced into these locations, including nine curb lane cafes, ten public seating areas, eight parklets, and eight public art installations. These spaces continued to be active during September and into October.

SEPTEMBER & OCTOBER TRANSIT TRAVEL TIMES & RELIABILITY



King Street
Transit Pilot

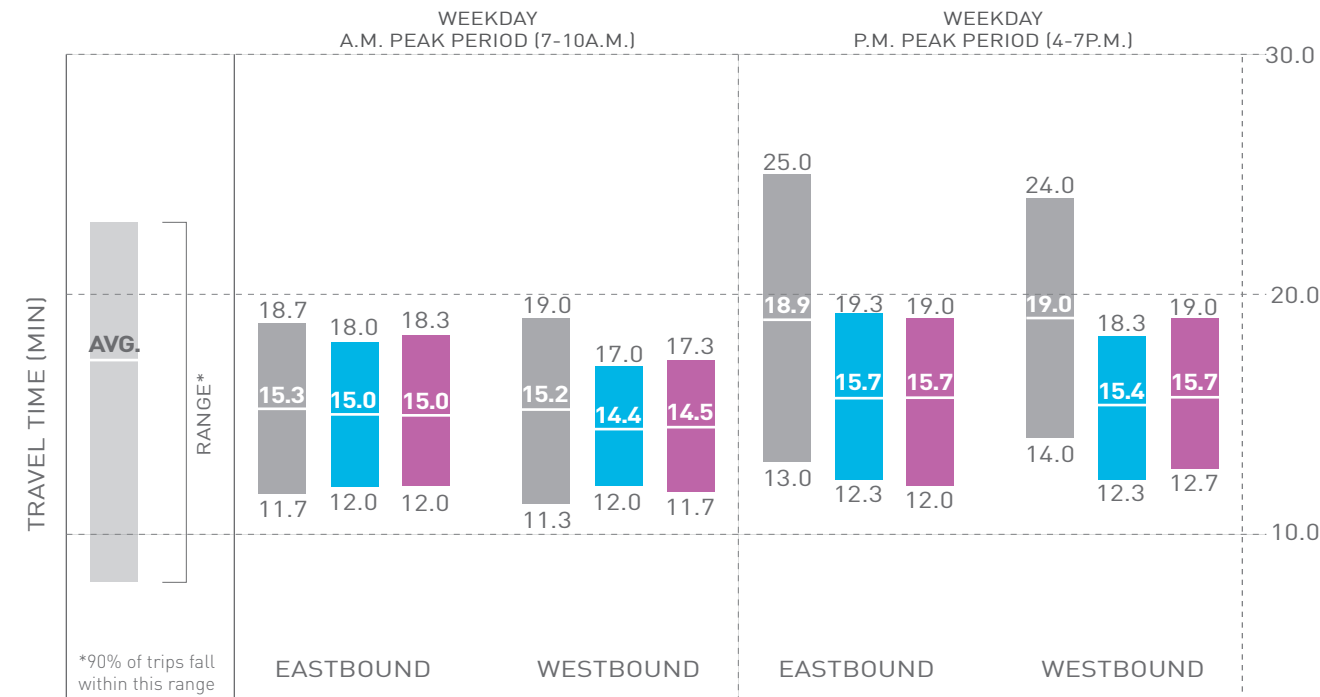


Sept. & Oct.
2018



STREETCAR TRAVEL TIME RANGE (MIN)

(BATHURST - JARVIS)



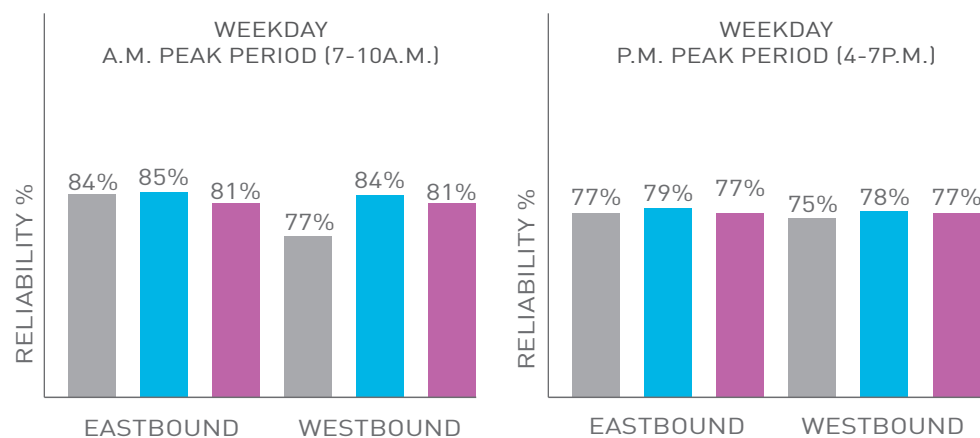
AVERAGE STREETCAR TRAVEL TIME (MIN)

(BATHURST - JARVIS)

	A.M. PEAK (7-10a.m.)	MIDDAY (10a.m.-4p.m.)	P.M. PEAK (4p.m.-7p.m.)	EARLY EVENING (7p.m.-10p.m)	LATE EVENING (10p.m.-3a.m)
EASTBOUND					
BASELINE	15.3	16.8	18.9	15.8	15.1
SEPTEMBER	15.0	14.6	15.7	14.2	13.1
SEPTEMBER CHANGE	(-0.3)	(-2.2)	(-3.2)	(-1.6)	(-2.0)
OCTOBER	15.0	14.0	15.7	13.7	13.4
OCTOBER CHANGE	(-0.3)	(-2.8)	(-3.2)	(-2.1)	(-1.7)
WESTBOUND					
BASELINE	15.2	16.1	19.0	16.4	14.6
SEPTEMBER	14.4	14.3	15.4	14.1	12.7
SEPTEMBER CHANGE	(-0.8)	(-1.8)	(-3.6)	(-2.3)	(-1.9)
OCTOBER	14.5	13.9	15.7	13.7	12.8
OCTOBER CHANGE	(-0.7)	(-2.2)	(-3.3)	(-2.7)	(-1.8)

WAIT TIME RELIABILITY*

% streetcars arriving within 4 minutes



SEPTEMBER & OCTOBER SUMMARY

- Dates corresponding to the Toronto International Film Festival (TIFF) were excluded from the September reporting due to service disruptions and route diversions.
- Improvements to the reliability of streetcar travel times observed in previous reporting periods have continued through September and October in both the morning peak (7-10 a.m.) and afternoon peak (4-7 p.m.).
 - The greatest improvement continues to be during the afternoon peak, where the slowest streetcar travel times have improved by approximately 5-6 minutes in each direction. Eastbound travel times have improved from 25 minutes to 19 minutes and westbound travel times have improved from 24 to 19 minutes when comparing October to before the pilot.
 - In the morning peak, travel times have shown some improvements even as ridership has dramatically increased (which requires increased time for passenger boarding).
- Average streetcar travel times mid-day (10 a.m. – 4 p.m.) have improved by about 2.5 minutes eastbound and 2 minutes westbound in both September and October compared to before the pilot.
- Early evening (7-10 p.m.) trips have improved by about 1.5-3.0 minutes for both directions in both September and October compared to before the pilot.
- Staff will continue to monitor travel times and reliability for streetcars and identify opportunities for improvements.

BASELINE

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SEPTEMBER

Data Collection Dates:
TTC: September 3-5 & 17-29, 2018

OCTOBER

Data Collection Dates:
TTC: September 30 - November 3, 2018

*Wait Time Reliability:

The value shown represents the percentage of streetcars in each peak period that arrive within 4 minutes of the previous vehicle and an indicator of service regularity and reliability. A higher value reflects more reliable wait times with fewer gaps in service, important components of overall journey time.