**SEPTEMBER & OCTOBER HIGHLIGHTS**

**TRANSIT RIDERSHIP**

- **October 2018**
  - 17% increase in all-day weekday ridership.
  - 33% increase in AM commute ridership (eastbound at Spadina Ave.).
  - 45% increase in PM commute ridership (westbound at Spadina Ave.).

**TRANSIT RELIABILITY**

- **Approx. 5-6 minute improvement (in each direction) during the PM commute for the slowest streetcar travel time.**
  - 81% of streetcars arriving within 4 minutes eastbound and westbound during the morning commute.

**TRANSIT TRAVEL TIMES**

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

**CAR TRAVEL TIMES & VOLUMES**

- Average car travel times on most streets in the downtown, vary +/- 1 less than a minute compared to before the pilot.
- Various construction projects continue to impact travel times on downtown streets. Watermain replacement work increased travel times on both Dundas street and Jarvis Street, while the completion of some construction work on Adelaide St improved travel times there.
- Drivers on King Street continue to access local businesses or residences, conduct loading and deliveries, and pick-up/drop-off passengers. Traffic previously using King Street has generally shifted to alternative east and west routes.
- The downtown traffic network has been largely able to absorb and respond to the changes in routing that drivers have made.

**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.

**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.

**ECONOMIC POINT-OF-SALE DATA**

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**

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.

**PREVIOUS HIGHLIGHTS**

**BASELINE**

Data Collection Dates:
- TTC: 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.
- Vehicles: September 21 to October 14, 2017 and October 30 to November 8, 2017

**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, 25-30, 31, 2018

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SEPTEMBER & OCTOBER TRANSIT TRAVEL TIMES & RELIABILITY

STREETCAR TRAVEL TIME RANGE (MIN)
[BATHURST - JARVIS]

AVERAGE STREETCAR TRAVEL TIME (MIN)
[BATHURST - JARVIS]

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 minutes 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
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).

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.