

# KING STREET TRANSIT PILOT

## November Update

# NOVEMBER UPDATE

BEFORE

Data Collection Dates:

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).

AFTER (NOVEMBER)

Data Collection Dates:

November 12 to December 2, 2017



The King Street Transit Pilot is about moving people more efficiently on transit, improving public space, and supporting business and economic prosperity along King Street. Primarily, the transit pilot aims to improve transit reliability, speed, and capacity on the busiest surface transit route in the entire city, by giving transit priority on King Street from Bathurst Street to Jarvis Street.

The monitoring and evaluation of the pilot project involves the collection of data before and during the pilot in order to assess the impacts and benefits of the pilot project. Data is collected through methods such as GPS tracking of TTC streetcars, and using Bluetooth sensors to evaluate car travel times. Monthly updates will be provided reflecting the latest data and information available to the City.

This update provides an overview of the results of pilot monitoring during the month of November.

## AVERAGE TRANSIT TRAVEL TIMES

- The reliability of streetcar travel times has improved for both the morning (7-10 a.m.) and afternoon (4-7 p.m.) rush hours. The most significant improvement has been during the afternoon rush hour, where the upper range of streetcar travel times has improved from 25.0 minutes to 22.0 minutes eastbound, and 24.0 to 19.7 minutes westbound.
- There has been an improvement in the even spacing of streetcars during the morning rush hour, with the number of days where targets were met improving to 80% (from 37%) for eastbound streetcars and 67% (from 32%) for westbound streetcars.
- Average streetcar travel times have improved for the afternoon rush hours. The most significant improvement has been westbound, with a 2.6 minute improvement in average travel time through the pilot area.
- Staff will continue to monitor travel times and reliability for streetcars and identify opportunities for improvements.

AVERAGE TRAVEL TIMES (MIN)		BEFORE	AFTER	CHANGE
AM RUSH HOUR 7-10A.M.	Eastbound	15.3	14.9	↓ -0.4
	Westbound	15.2	14.3	↓ -0.9
PM RUSH HOUR 4-7P.M.	Eastbound	18.9	17.6	↓ -1.3
	Westbound	19.0	16.4	↓ -2.6

## AVERAGE VEHICLE TRAVEL TIMES

- Average vehicle travel times on most streets have varied (+/-) less than a minute compared to before the pilot.
- In some cases, where increases in vehicle travel time of more than a minute are present, other conditions have been identified which most likely caused the delay. For example:
  - Emergency utility work on Richmond Street negatively impacted travel times on Richmond Street.
- Staff will continue to monitor car travel times for all routes and identify opportunities for improvements.

## COMING SOON

Throughout the course of the pilot, the City will also be measuring or reviewing data on the following metrics, which will be made public as they come available in Q1 2018:

- Transit Ridership for King Street;
- Car Volumes;
- Cycling Volumes;
- Pedestrian Volumes;
- Economic Point-of-sale Data; and
- Parking Utilization.

Further, as the pilot progresses, the majority of data collected for the pilot will become available on the City's open data catalogue. The catalogue can be accessed at:  
<https://www.toronto.ca/city-government/data-research-maps/open-data/>

# STREETCAR METRICS



BEFORE

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).



AFTER (NOVEMBER)

Data Collection Dates: TTC: November 12, 2017 to December 02, 2017

King Street  
Transit Pilot

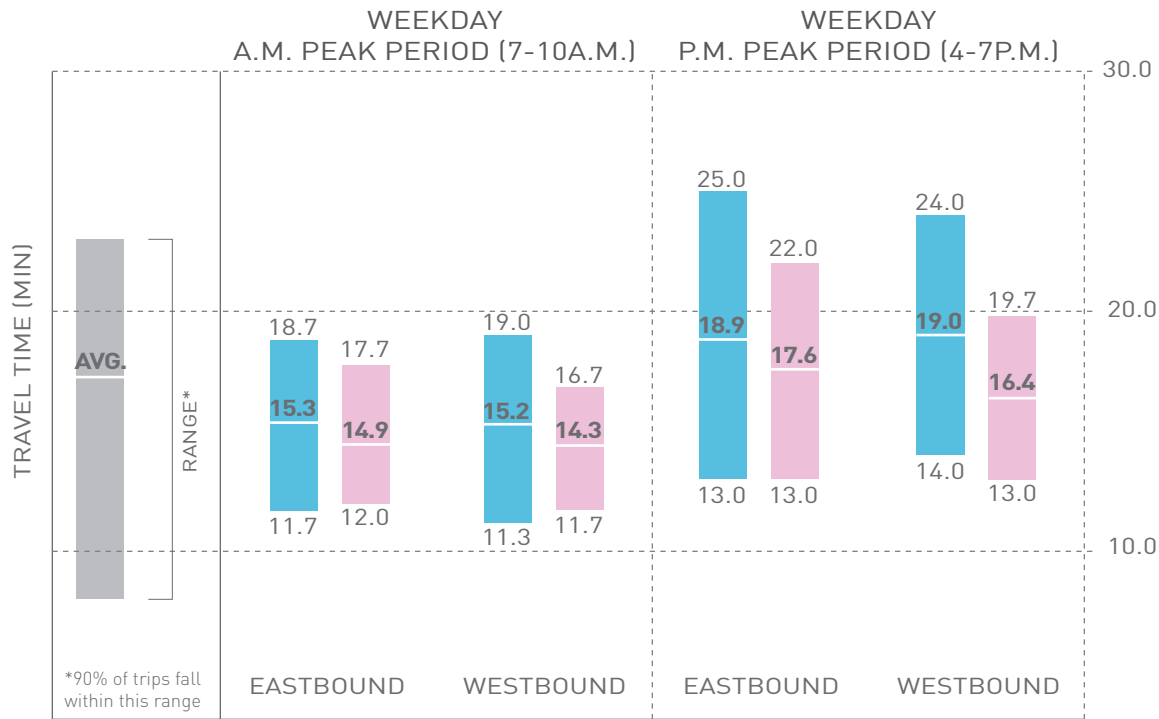


November  
2017



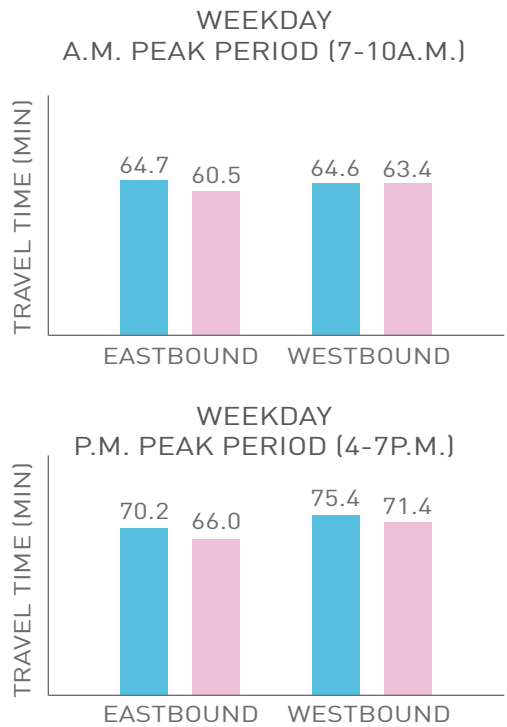
## STREETCAR TRAVEL TIME RANGE

(BATHURST - JARVIS)



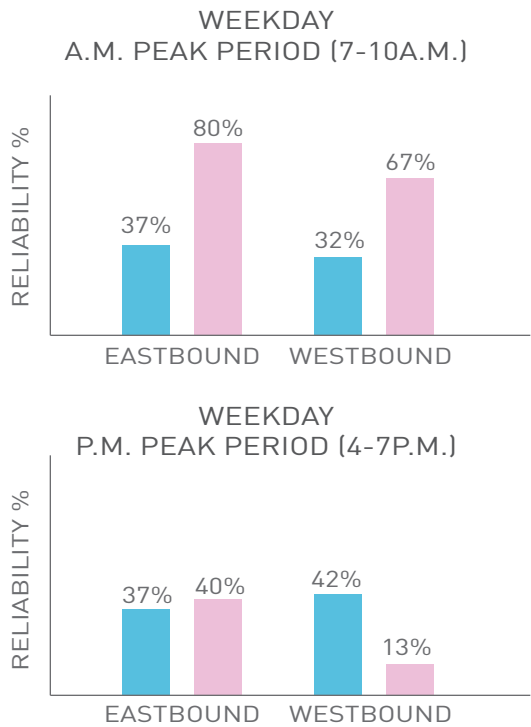
## FULL ROUTE TRAVEL TIME

(DUNDAS W. STATION - BROADVIEW STATION)



## HEADWAY RELIABILITY\*

% OF DAYS WITH ACCEPTABLE SPACING



\*Headway Reliability: The value shown represents the percentage of days where the target for headway reliability, or regular spacing of service, was achieved. More reliable wait times reduces overall journey times and allows for more even distribution of travel demand.

## STREETCAR SEGMENT SPEEDS AND TRAVEL TIMES

BEFORE WEEKDAY   A.M. PEAK PERIOD (7-10A.M.)				
BATHURST - SPADINA	SPADINA - UNIVERSITY	UNIVERSITY - YONGE	YONGE - JARVIS	WESTBOUND
11.9 KM/H	11.0 KM/H	9.8 KM/H	10.8 KM/H	15.2min AVERAGE TRAVEL TIME
12.0 KM/H	10.6 KM/H	8.9 KM/H	11.9 KM/H	15.3min AVERAGE TRAVEL TIME
				EASTBOUND

AFTER WEEKDAY   A.M. PEAK PERIOD (7-10A.M.)				
BATHURST - SPADINA	SPADINA - UNIVERSITY	UNIVERSITY - YONGE	YONGE - JARVIS	WESTBOUND
14.5 KM/H	11.3 KM/H	9.7 KM/H	10.0 KM/H	14.3min AVERAGE TRAVEL TIME (- 0.9 MIN)
10.7 KM/H	11.5 KM/H	10.8 KM/H	10.1 KM/H	14.9min AVERAGE TRAVEL TIME (- 0.4 MIN)
				EASTBOUND

BEFORE WEEKDAY   P.M. PEAK PERIOD (4-7P.M.)				
BATHURST - SPADINA	SPADINA - UNIVERSITY	UNIVERSITY - YONGE	YONGE - JARVIS	WESTBOUND
8.8 KM/H	9.5 KM/H	8.0 KM/H	9.6 KM/H	19.0min AVERAGE TRAVEL TIME
9.5 KM/H	9.2 KM/H	7.4 KM/H	10.3 KM/H	18.9min AVERAGE TRAVEL TIME
				EASTBOUND

AFTER WEEKDAY   P.M. PEAK PERIOD (4-7P.M.)				
BATHURST - SPADINA	SPADINA - UNIVERSITY	UNIVERSITY - YONGE	YONGE - JARVIS	WESTBOUND
11.5 KM/H	9.5 KM/H	8.7 KM/H	9.3 KM/H	16.4min AVERAGE TRAVEL TIME (- 2.6 MIN)
9.9 KM/H	10.1 KM/H	9.1 KM/H	8.8 KM/H	17.6min AVERAGE TRAVEL TIME (- 1.3 MIN)
				EASTBOUND

# CAR METRICS



BEFORE

**Data Collection Dates:** 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).



AFTER (NOVEMBER)

**Data Collection Dates:** Vehicles: November 12 to November 30, 2017

King Street  
Transit Pilot

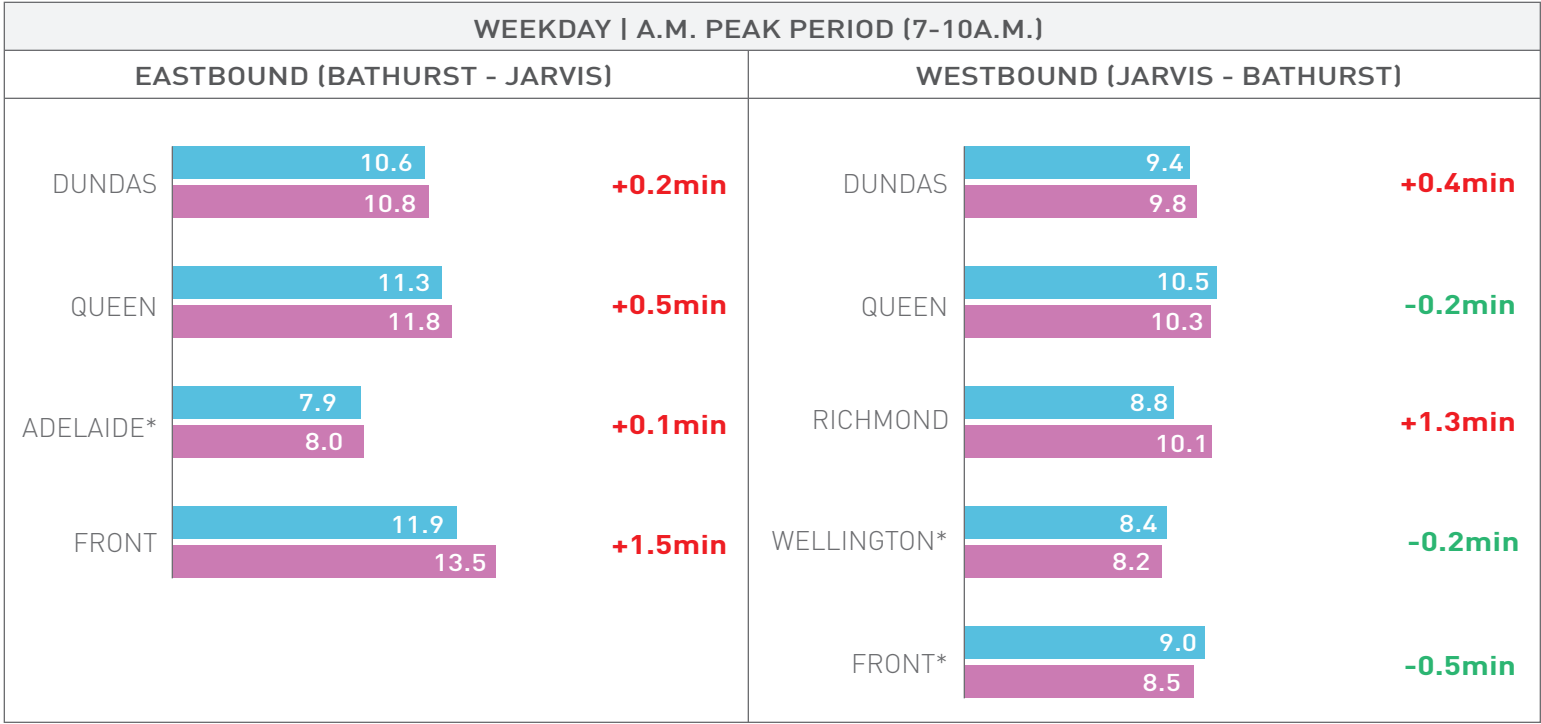


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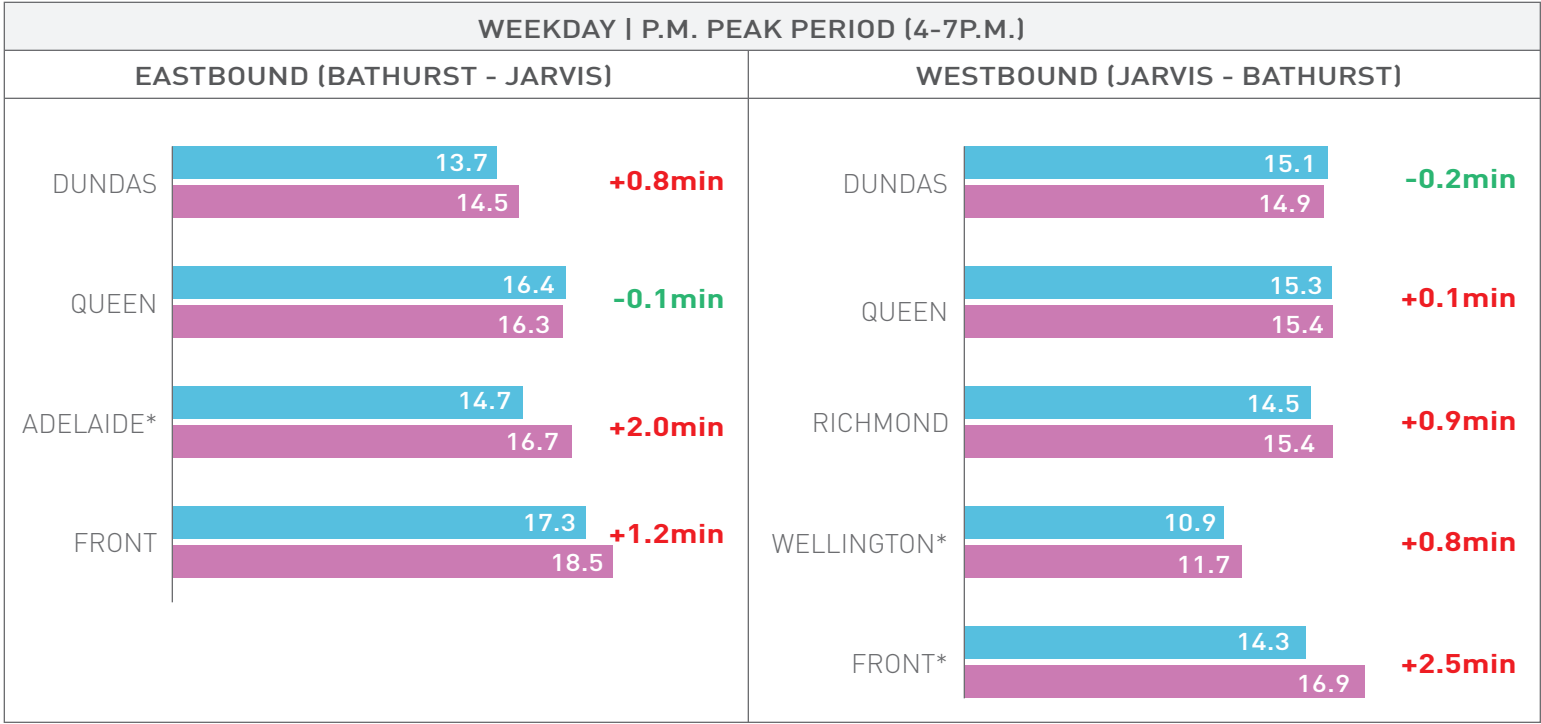
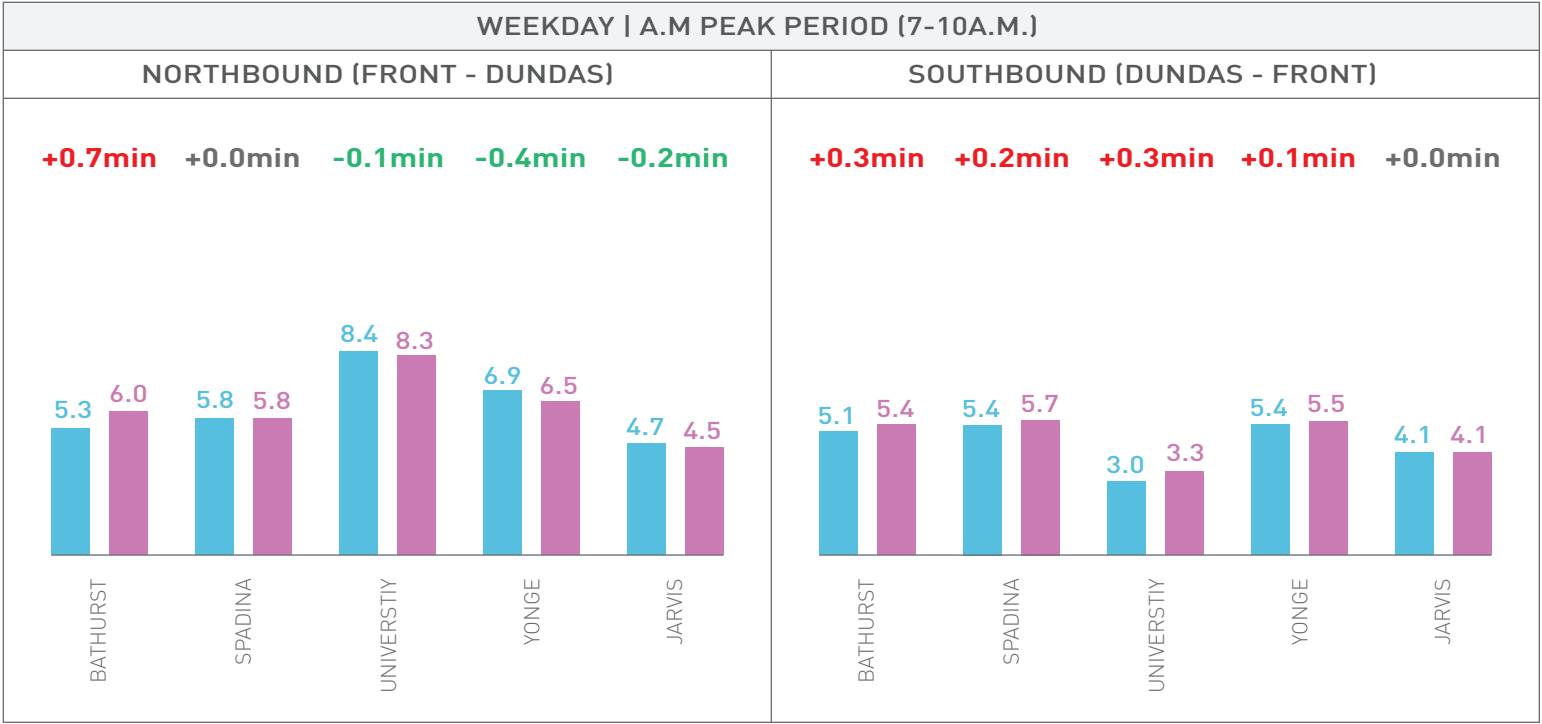


## AVERAGE CAR TRAVEL TIMES (MIN)

### EAST-WEST STREETS



### NORTH-SOUTH STREETS



\*Adelaide EB - Spadina to Jarvis

\*Wellington WB - Jarvis to Blue Jays | \*Front WB - Yonge to Bathurst

