

# KING STREET TRANSIT PILOT

## February Update

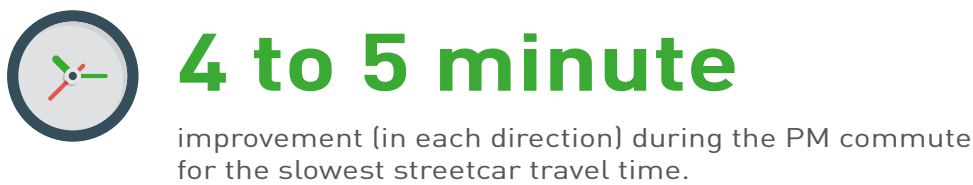
# FEBRUARY HIGHLIGHTS

## TRANSIT RELIABILITY

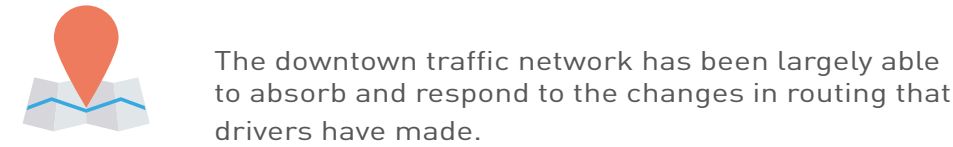
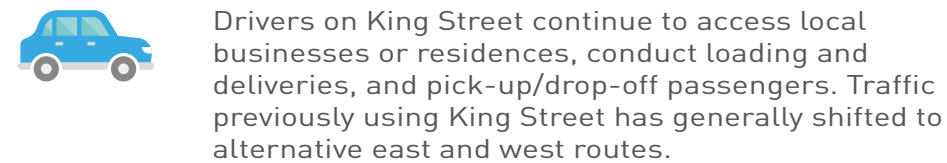
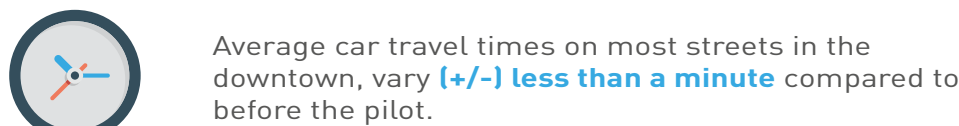


## TRANSIT TRAVEL TIMES

The reliability of streetcar travel times has continued to improve.



## CAR TRAVEL TIMES & VOLUMES



### 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).

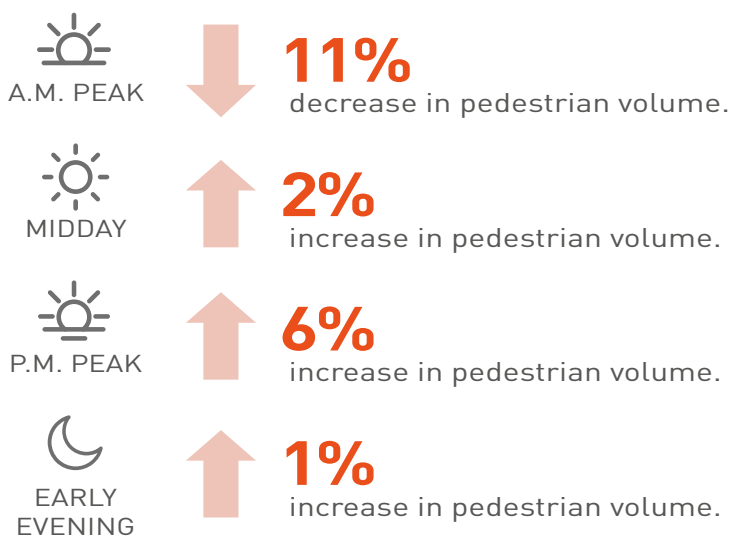
Vehicles: September 21 to October 14, 2017 and October 30 to November 8, 2017 (Intervening period removed due to TTC track construction at Queen Street and McCaul Street).

## PEDESTRIAN VOLUMES

Changes in the number of pedestrians from November to February show a slight increase on King Street, which is comparable to the increase on Queen Street.



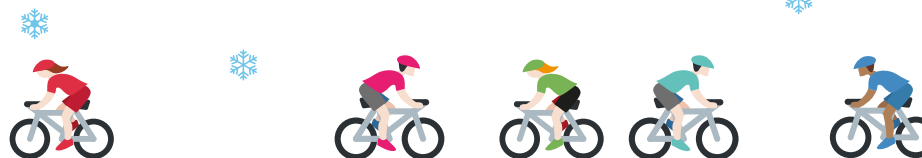
Changes in the number of pedestrians from November to February on King Street at Spadina Ave. show that midday, P.M. peak and early evening volumes exceed the baseline. Lower volumes in the A.M. peak remain consistent with what was observed in January.



## CYCLING VOLUMES

Overall changes in the number of cyclists throughout the downtown are consistent with expected seasonal changes.

On King Street, cycling volumes initially increased after the pilot was installed, before returning to cycling volumes relatively consistent with before the pilot.

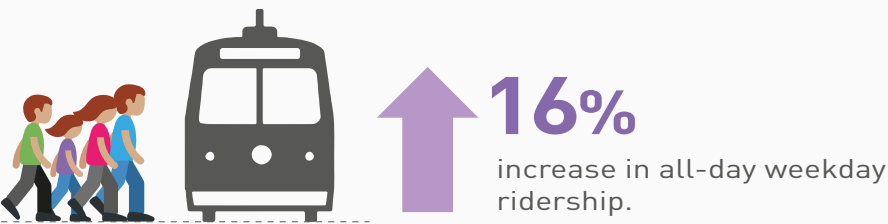


### FEBRUARY

Data Collection Dates:  
TTC: February 4, 2018 to March 3, 2018  
Car Travel Times: February 1, 2018 to February 28, 2018  
Car, Pedestrian & Cycling Volumes: February 12, 2018 to February 16, 2018

# PREVIOUS HIGHLIGHTS

## TRANSIT RIDERSHIP

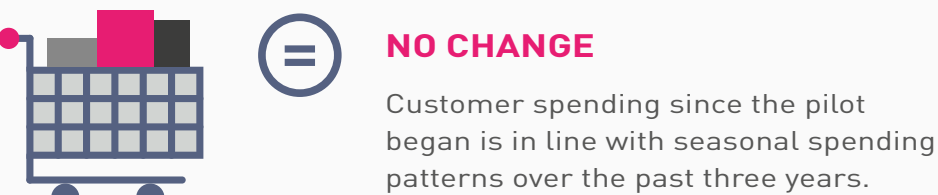


## TRANSIT CAPACITY

To respond to this growth in ridership, the TTC has increased the capacity of streetcar service on routes that serve the pilot area.



## ECONOMIC POINT-OF-SALE DATA





## PILOT BACKGROUND

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. The pilot aims to improve transit reliability, speed, and capacity on the busiest surface transit route in the city by giving transit priority on King Street from Bathurst Street to Jarvis Street.

The monitoring and evaluation plan involves the collection of data before and during the pilot in order to assess the impacts and benefits. Data is collected through methods such as the tracking of TTC streetcars using GPS, the monitoring of car travel times using Bluetooth sensors, and the collection of pedestrian, cycling and car volumes using video analytics. Monthly updates will be provided reflecting the latest data and information available to the City. This update provides an overview of the results of monitoring through the month of February.

## 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 become available:

- Parking utilization; and
- Weekend and Full-Day Ridership Counts

As the pilot progresses, data collected for the pilot will be made 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/>



### 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).

### FEBRUARY

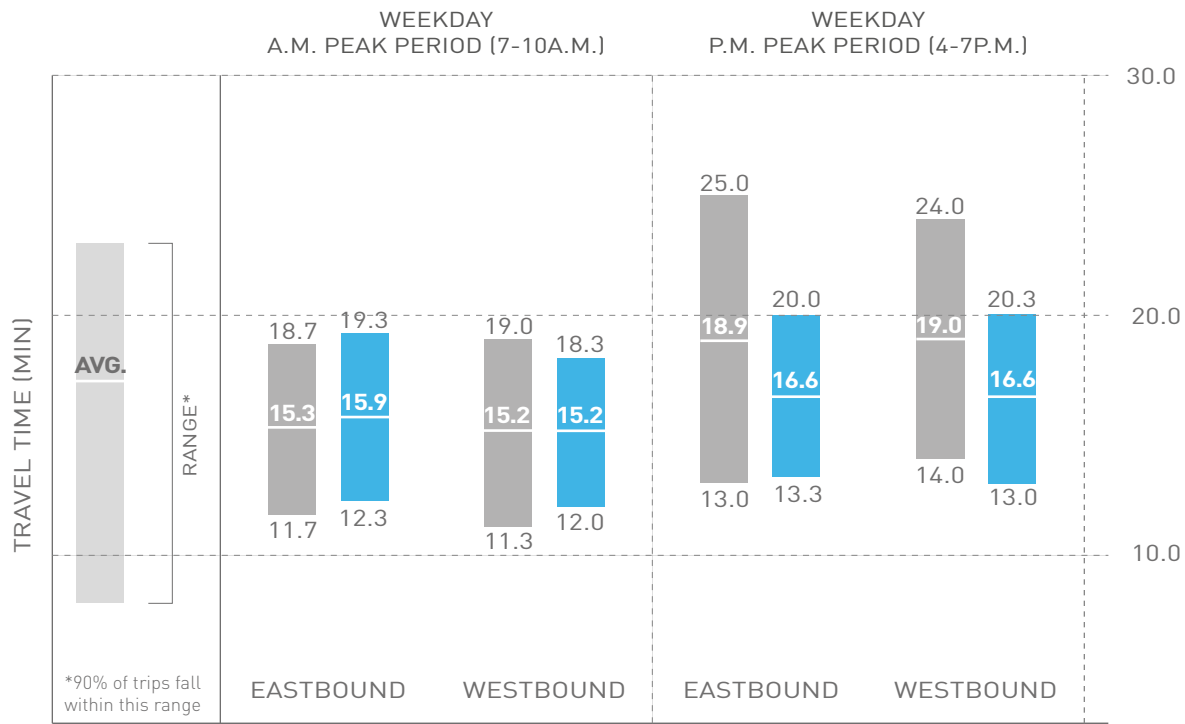
Data Collection Dates:  
TTC: February 4, 2018 to March 3, 2018  
Car Travel Times: February 1, 2018 to February 28, 2018  
Car, Pedestrian & Cycling Volumes: February 12, 2018 to February 16, 2018





## STREETCAR TRAVEL TIME RANGE (MIN)

[BATHURST - JARVIS]



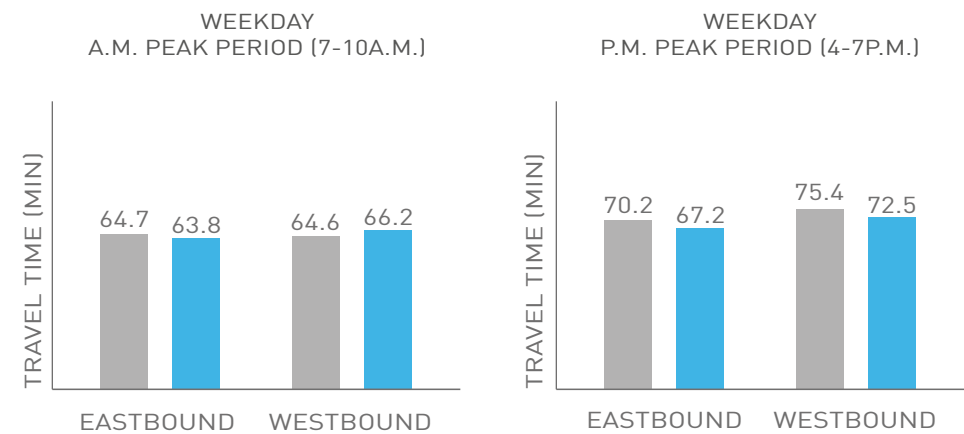
## AVERAGE STREETCAR TRAVEL TIME (MIN)

[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
FEBRUARY	15.9	15.2	16.6	13.9	12.6
CHANGE	(+0.6)	(-1.8)	(-2.3)	(-1.9)	(-2.5)
WESTBOUND					
BASELINE	15.2	16.1	19.0	16.4	14.6
FEBRUARY	15.2	14.5	16.6	14.2	12.3
CHANGE	(+0.0)	(-1.6)	(-2.4)	(-2.2)	(-2.3)

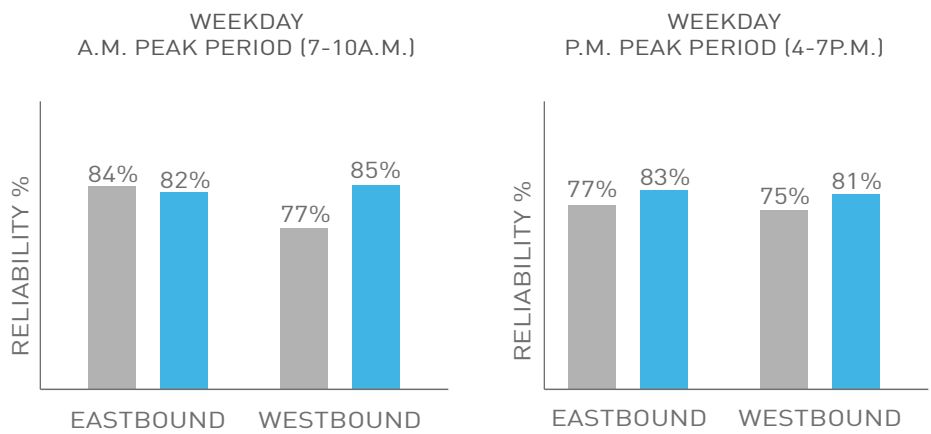
## FULL ROUTE TRAVEL TIME (MIN)

[DUNDAS W. STATION - BROADVIEW STATION]



## WAIT TIME RELIABILITY\*

% streetcars arriving within 4 minutes



## SUMMARY

- Improvements to the reliability of streetcar travel times observed in previous reporting periods have generally continued through February in both the morning peak (7-10 a.m.) and afternoon peak (4-7 p.m.).
  - The most significant improvement continues to be during the afternoon peak, where the slowest streetcar travel times have improved by 4 to 5 minutes in each direction. Eastbound travel times have improved from 25 minutes to 20.0 minutes and westbound travel times have improved from 24.0 to 20.3 minutes when comparing February to before the pilot.
  - This improvement to the slowest trips indicates that fewer streetcars are experiencing congestion-related delays and that trips through the pilot area that exceed 20 minutes are becoming less frequent.
- Average streetcar travel times mid-day (10 a.m. – 4 p.m.) have improved by 1.8 minutes eastbound and 1.6 minutes westbound.
- Early evening (7–10 p.m.) trips have improved by 1.9 minutes for eastbound trips and 2.2 minutes for westbound trips.
- 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).

### FEBRUARY

#### Data Collection Dates:

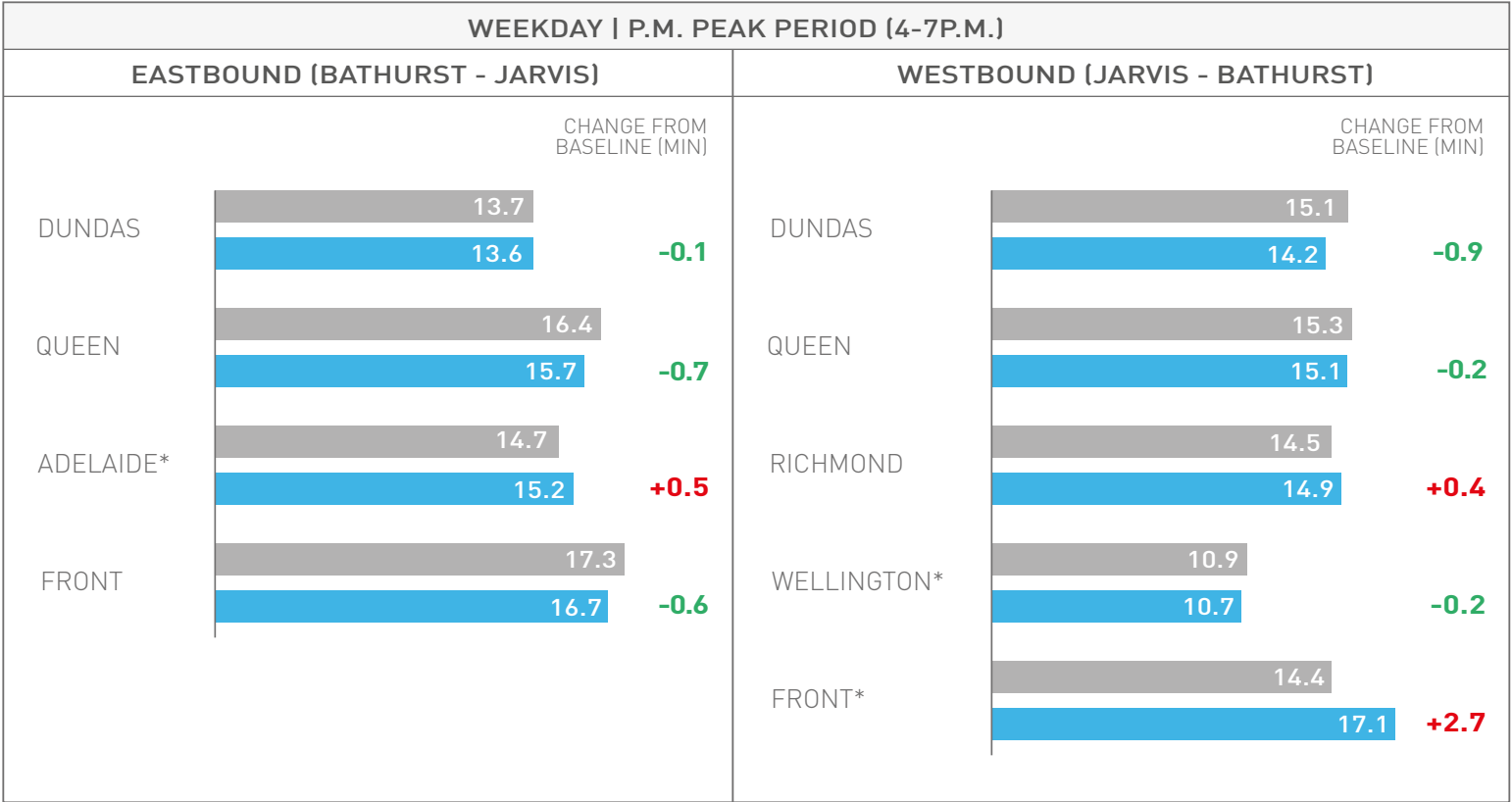
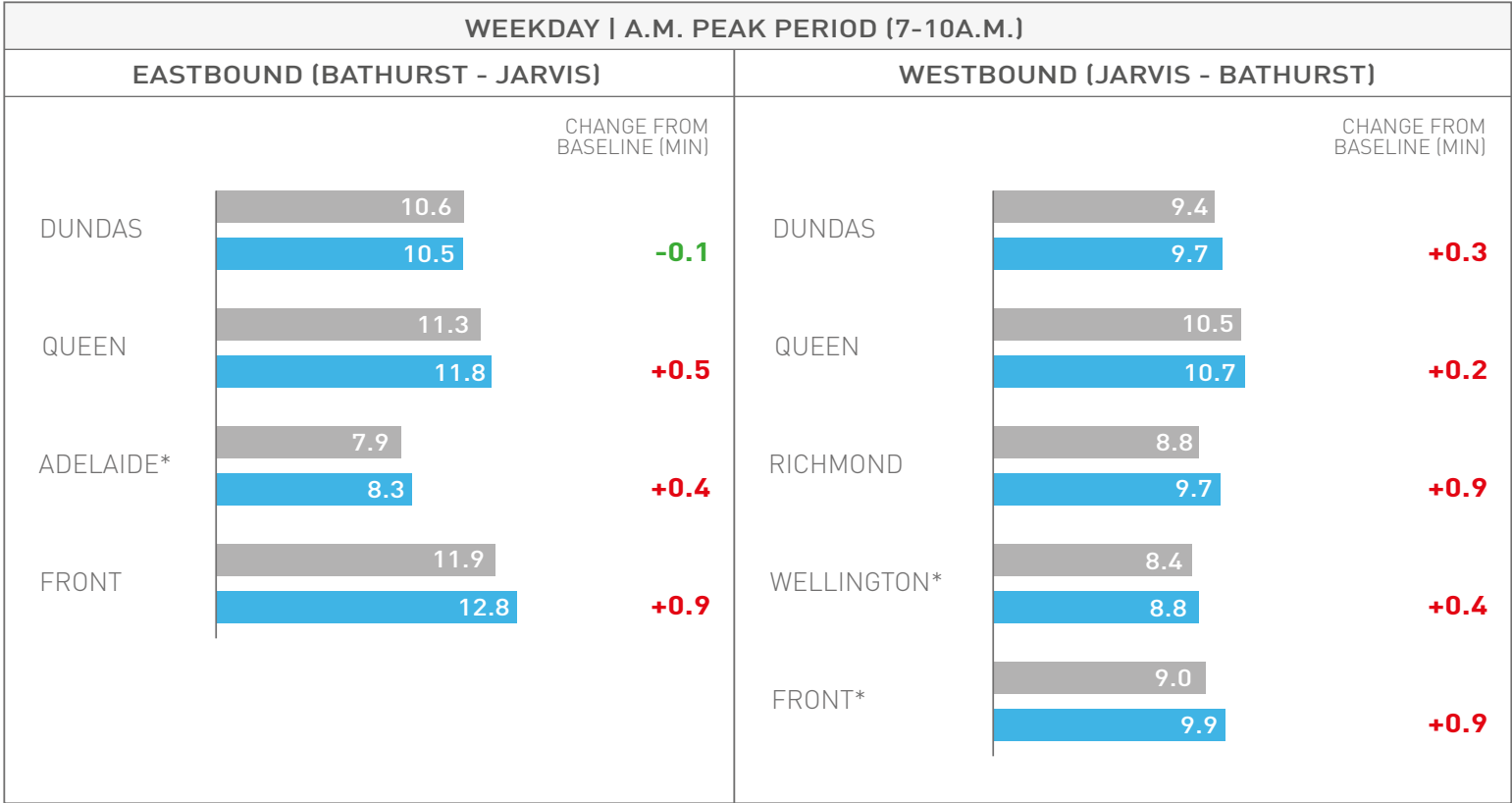
TTC: February 4, 2018 to March 3, 2018

#### \*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.



## AVERAGE CAR TRAVEL TIMES (MIN) EAST-WEST STREETS



\*Adelaide EB - Spadina to Jarvis

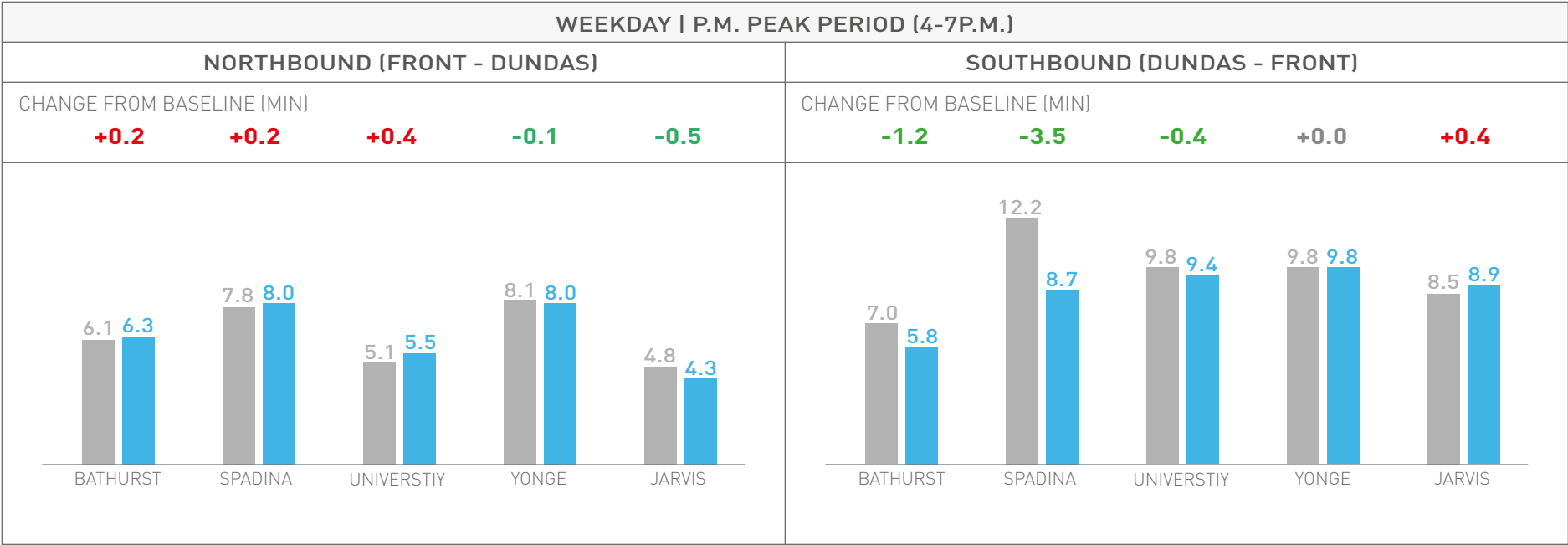
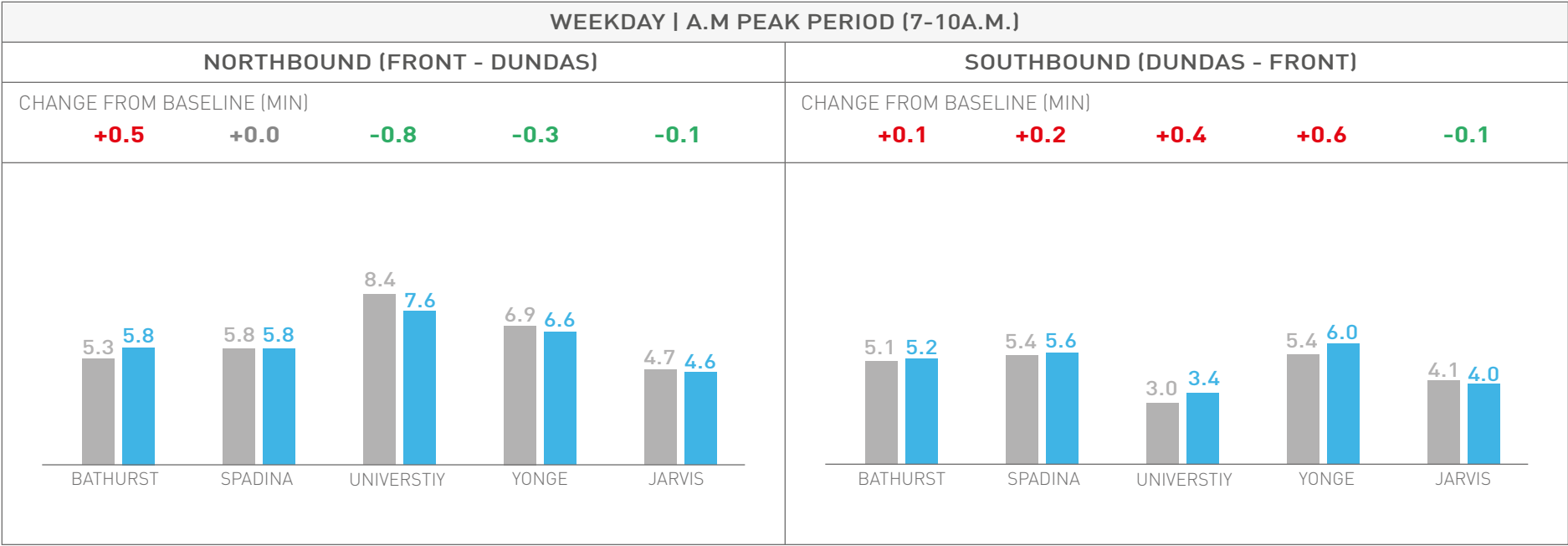
\*Wellington WB - Jarvis to Blue Jays | \*Front WB - Yonge to Bathurst

## SUMMARY

- The results to this point indicate that the pilot has generally not impacted travel times on the surrounding street network. Average car travel times on most streets, both east/west and north/south, continue to vary (+/-) less than a minute compared to before the pilot.
- The only route showing moderate impact in February was Front Street, westbound during the afternoon peak, which was 2.7 slower than before the pilot. This was similar to the observed increase of +2.6 minutes in December, but contrasted a +0.6 minute change in January.
- Staff will continue to monitor travel times for vehicles during the pilot, and will identify opportunities for improvements as required.

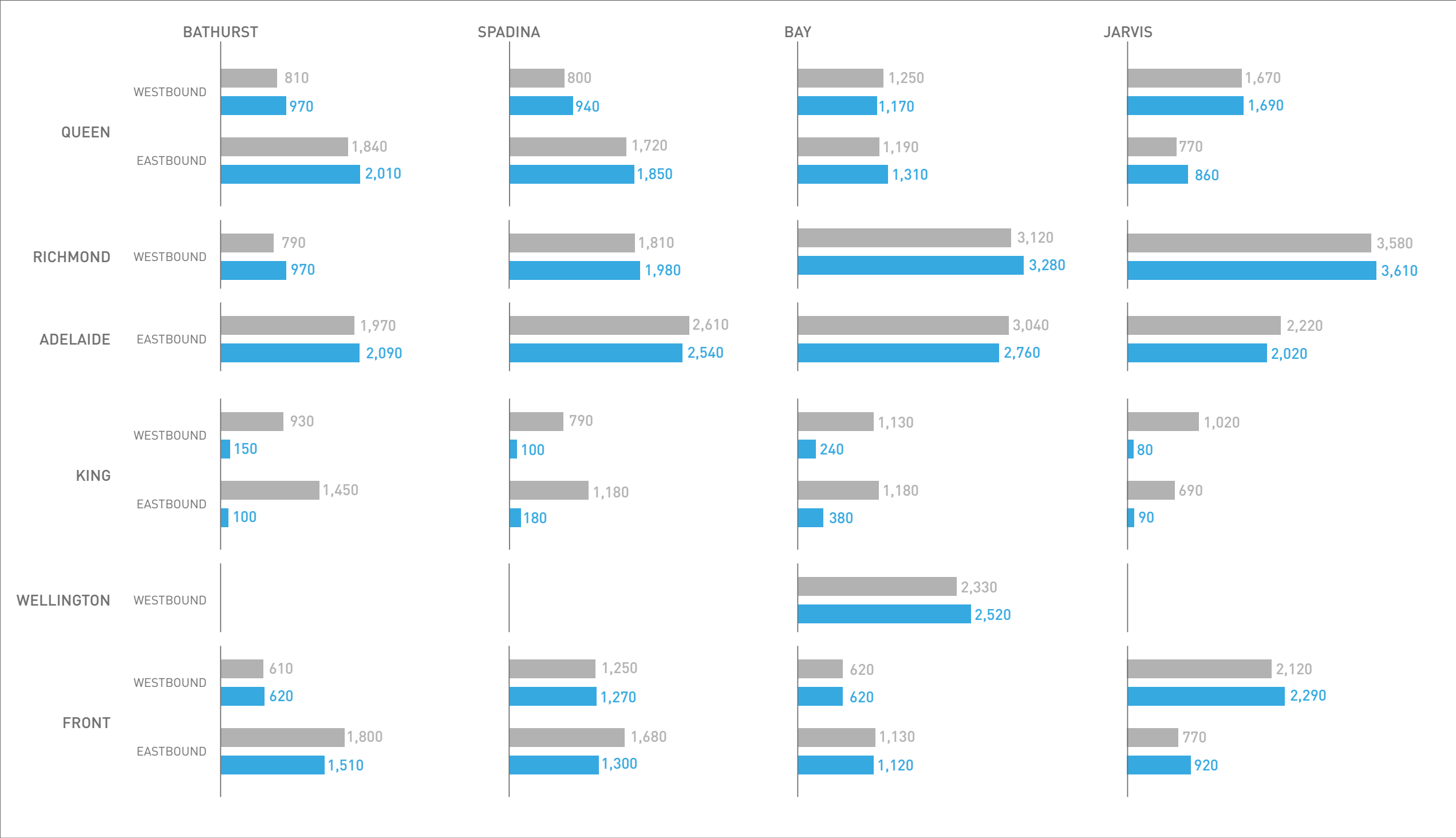


## AVERAGE CAR TRAVEL TIMES (MIN) NORTH-SOUTH STREETS





## WEEKDAY | A.M. PEAK PERIOD (7-10A.M.)

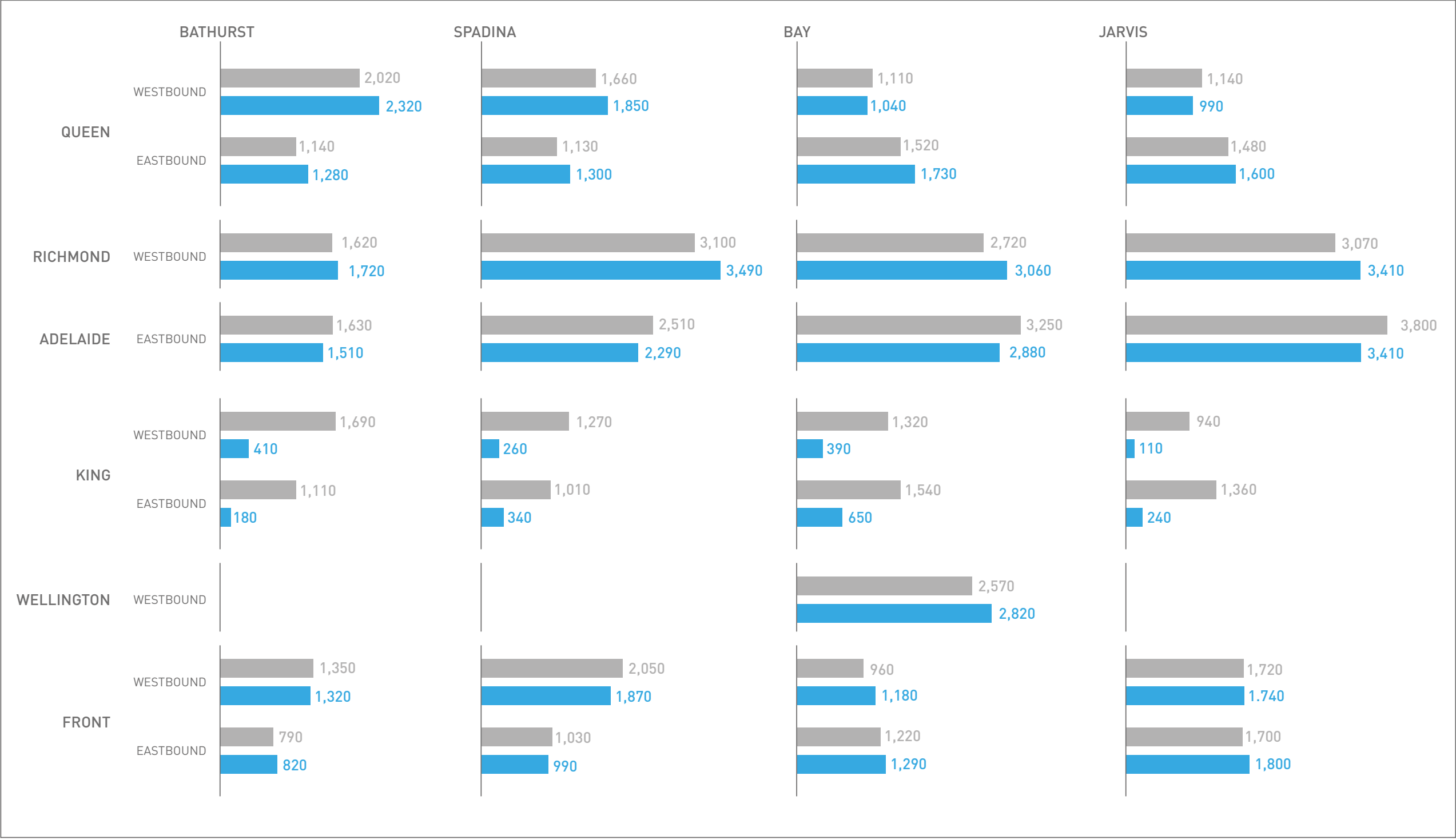


## SUMMARY

- 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.
- There has been an approximately 8% overall reduction in the total number of cars in the area surrounding King Street. Some of the reduction can likely be attributed to seasonal variations in overall traffic volumes before and during the pilot and may indicate that some people have shifted to transit, cycling, or walking.
- While car volumes have increased on most alternative east and west routes, there has generally not been an associated increase in travel times for cars. This indicates that the downtown traffic network has largely been able to absorb and respond to the changes in routing that drivers have made.



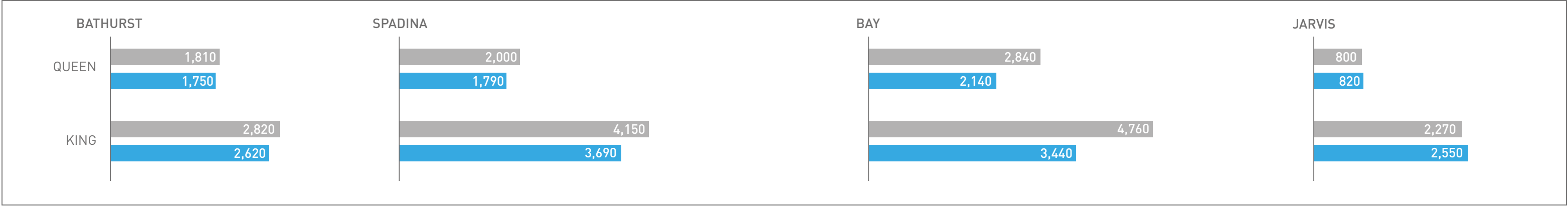
## WEEKDAY | P.M. PEAK PERIOD (4-7P.M.)



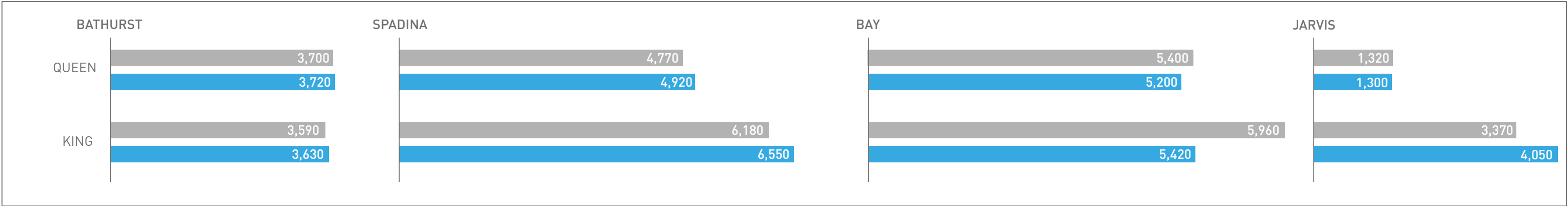




## WEEKDAY A.M. PEAK PERIOD (7-10A.M.) TOTAL VOLUMES



## WEEKDAY | P.M. PEAK PERIOD (4-7P.M.) TOTAL VOLUMES



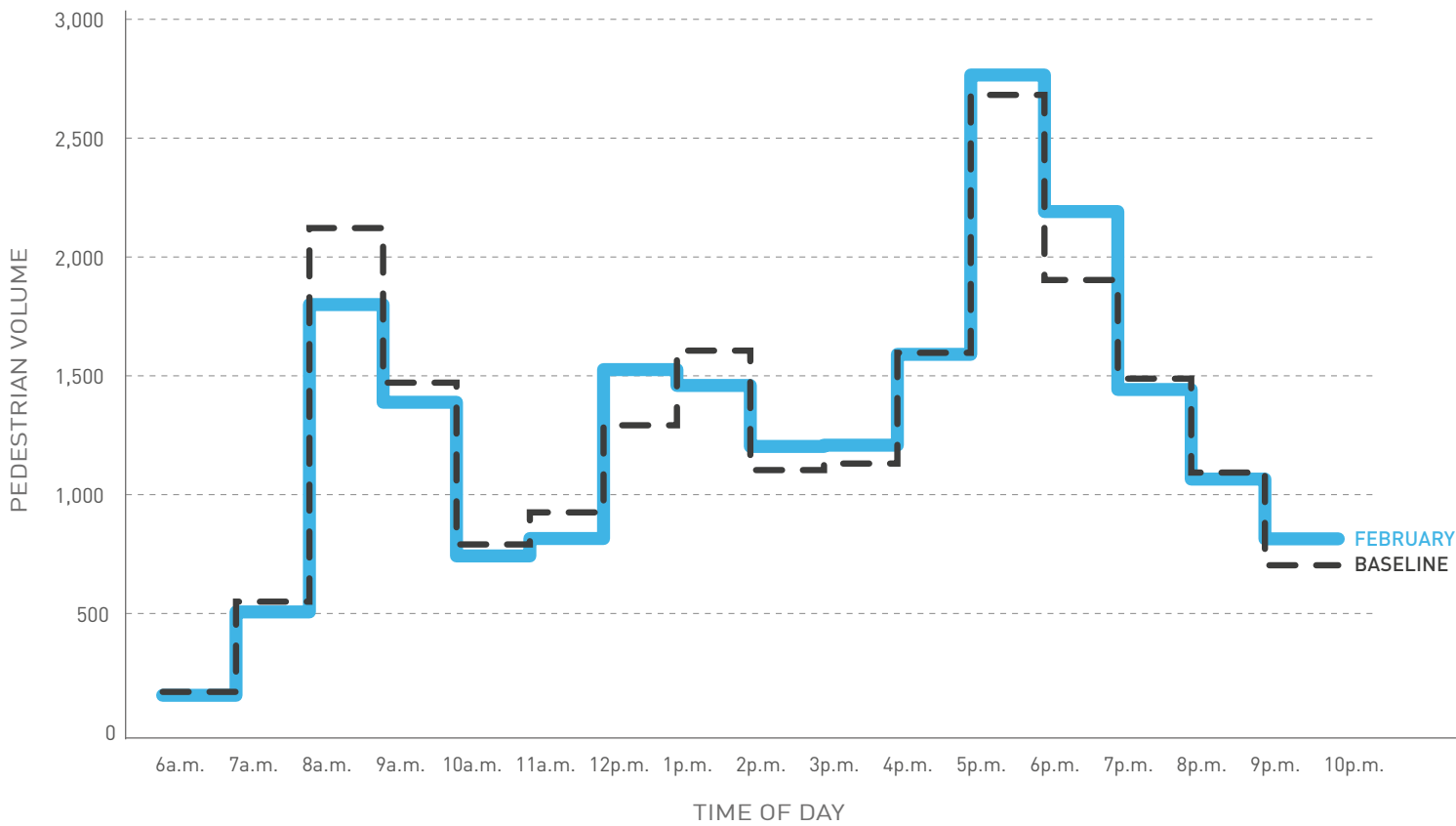
## SUMMARY

- Changes in the number of pedestrians from November to February show similar trends on both King Street and Queen Street.
- For both King Street and Queen Street, PM Peak volumes have increased from January in all cases, and exceed the baseline in some cases. AM Peak Pedestrian Volumes have generally remained consistent with January.
- Weekday all-day pedestrian volumes indicate that mid-day and evening volumes remain relatively high. At King Street and Spadina Avenue, average volumes from 12 p.m. to 2 p.m. exceed those from the AM Peak between 7 a.m. and 10 a.m. Average early evening volumes (7 p.m to 10 p.m) are comparable to those from the mid-afternoon (2 p.m. to 4 p.m.).
- The increase in the number of pedestrians near Jarvis Street is likely the result of the baseline counts being conducted during the same time period as the college teachers strike. Given the proximity of George Brown College, it is likely that the number of pedestrians were lower than normal during the baseline along Jarvis Street, especially near King Street.

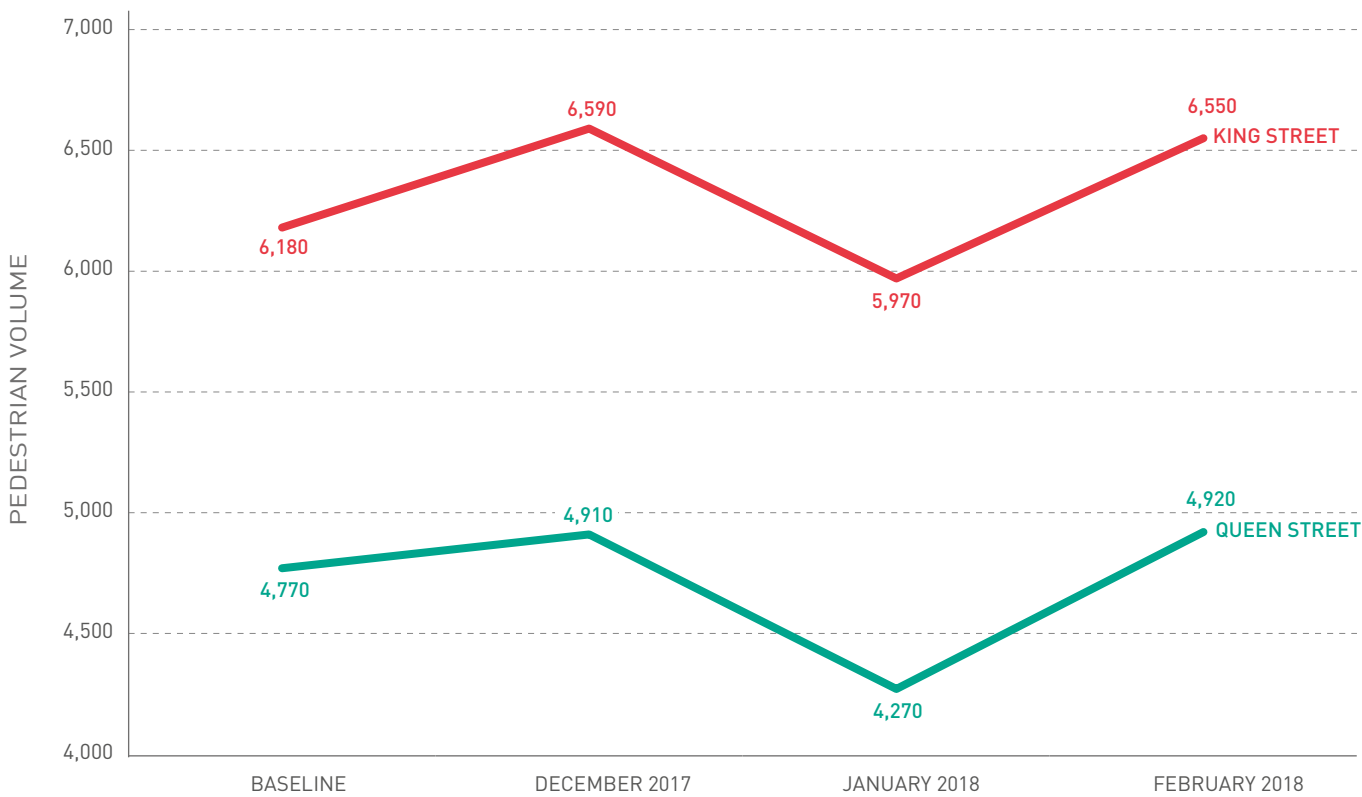


## TOTAL WEEKDAY PEDESTRIAN VOLUMES AT KING AND SPADINA

TOTAL HOURLY EAST-WEST VOLUMES, FEBRUARY 2018



## TOTAL WEEKDAY P.M. PEAK PERIOD (4-7P.M.) PEDESTRIAN VOLUMES AT KING/QUEEN AND SPADINA



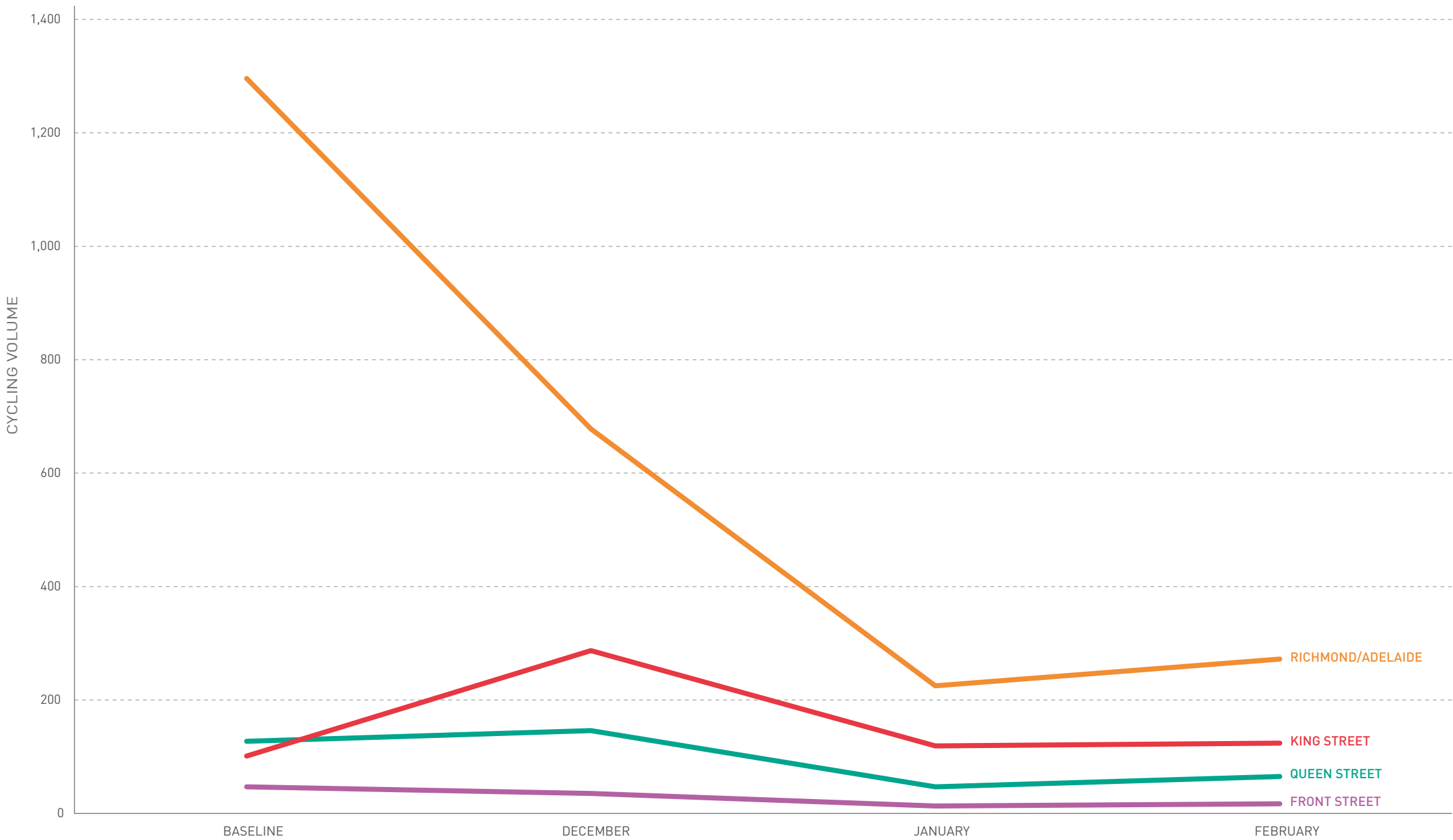
**BASELINE**  
Data Collection Dates:  
Pedestrians: October 3, 2017 to November 9, 2017

**FEBRUARY**  
Data Collection Dates:  
Pedestrian Volumes: February 12, 2018 to February 16, 2018



## TOTAL WEEKDAY P.M. PEAK PERIOD (4-7P.M.) CYCLING VOLUMES AT KING AND SPADINA

MONTHLY TRENDS

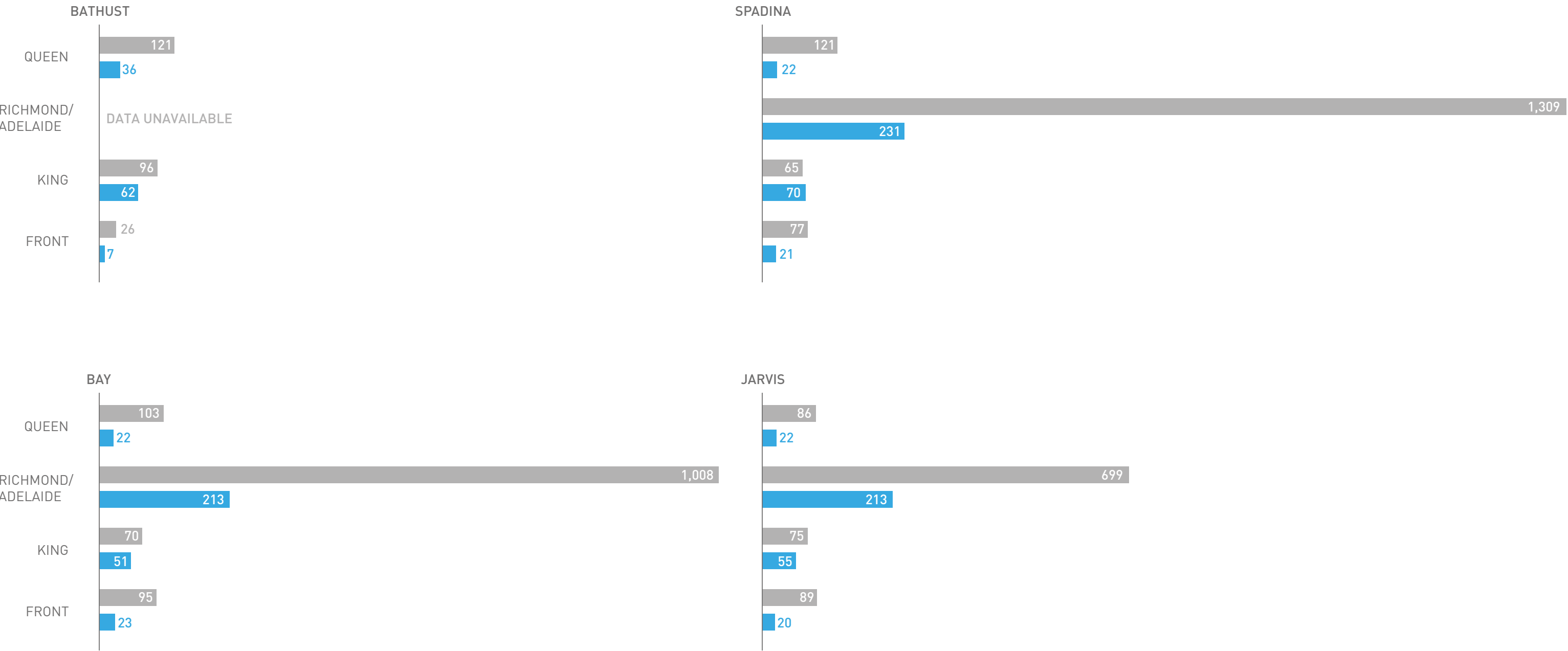


### SUMMARY

- Overall changes in the number of cyclists throughout the downtown are consistent with expected seasonal changes.
- Cycling volumes on King Street increased initially from the baseline in December (PM Peak at Spadina Avenue: +186 cyclists), before returning to cycling volumes relatively consistent with before the pilot with a more modest increases of +18 in January and +23 in February.
- Seasonal changes have most directly impacted Richmond Street and Adelaide Street, where dedicated cycle tracks are present. Other corridors without dedicated cycling facilities (e.g. Queen Street and Front Street) have generally seen more moderate decreases. This suggests that seasonal cyclists have generally been attracted to the dedicated facilities on Richmond Street and Adelaide Street, whereas all-weather cyclists maybe more comfortable on routes without dedicated facilities.
- Cyclist Volumes for Richmond Street and Adelaide Street at Bathurst Street are unavailable due to a faulty detector.



## WEEKDAY | A.M. PEAK PERIOD (7-10A.M.) TOTAL VOLUMES





## WEEKDAY | P.M. PEAK PERIOD (4-7P.M.) TOTAL VOLUMES

