

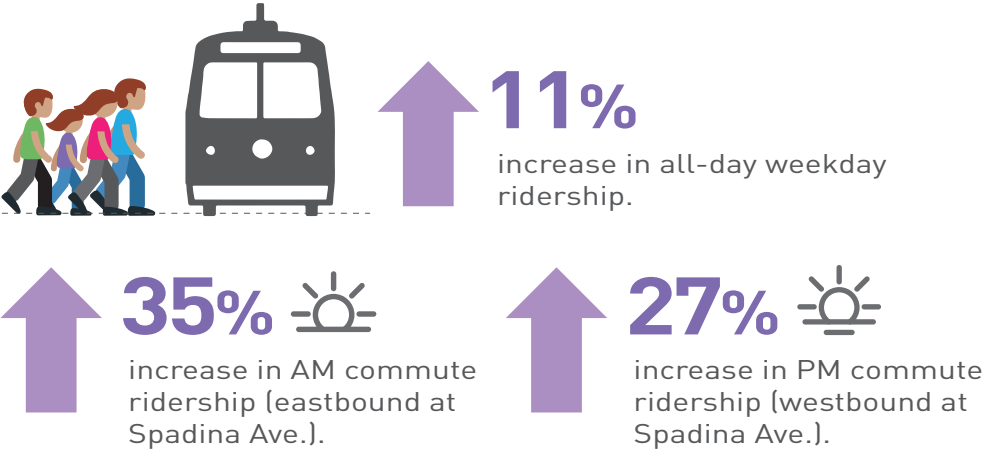
KING STREET TRANSIT PILOT

May & June Update

MAY & JUNE HIGHLIGHTS



TRANSIT RIDERSHIP

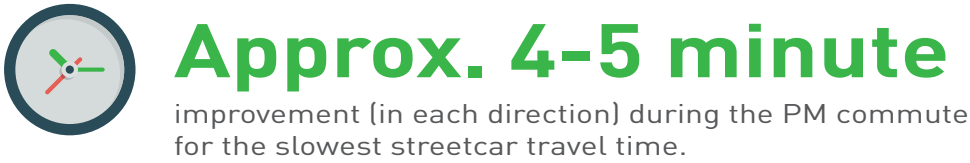


TRANSIT RELIABILITY

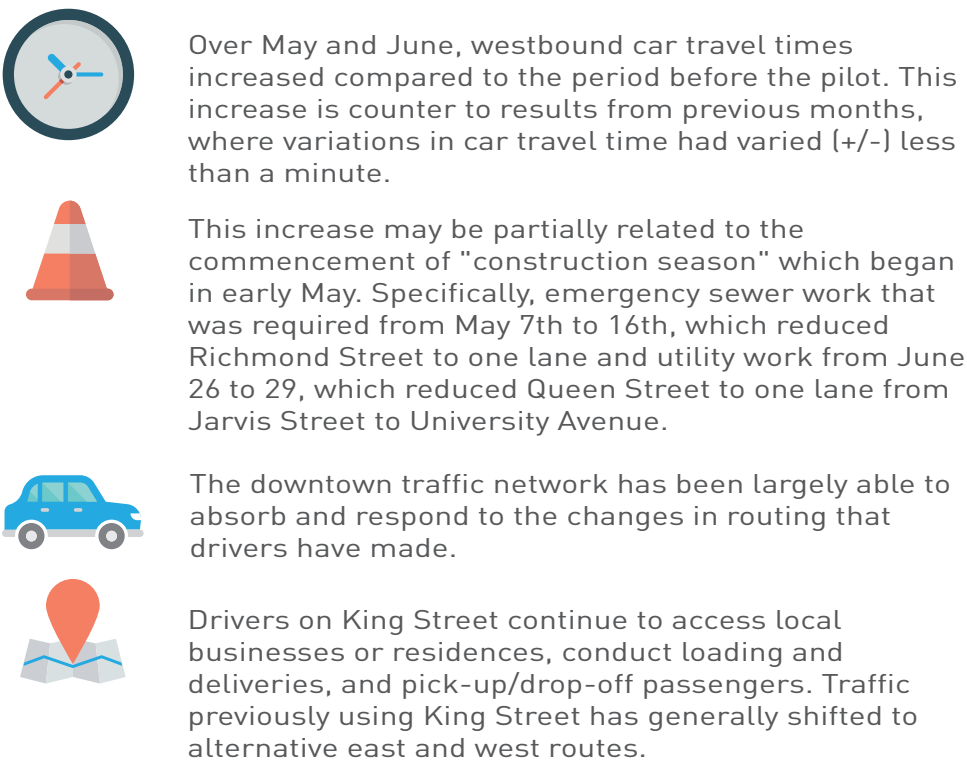


TRANSIT TRAVEL TIMES

The reliability of streetcar travel times has improved.



CAR TRAVEL TIMES & VOLUMES



PEDESTRIAN VOLUMES

Changes in the number of pedestrians from November to May and June show similar trends on both King Street and Queen Street. Pedestrian volumes in May and June increased from those in April at some locations, which is consistent with expected seasonal changes.



CYCLING VOLUMES

Cycling volumes in May and June showed a significant increase from those in April, which is consistent with expected seasonal changes.

Cycling volumes on King Street (PM Peak at Spadina Avenue) increased by +550 trips in May and +520 trips in June compared to the baseline.



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.





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 May and June.

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
- 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).

MAY

Data Collection Dates:
TTC Transit Travel Times & Reliability: April 29, 2018 to June 2, 2018
Car Travel Times: May 1, 2018 to May 31, 2018
Car, Pedestrian & Cycling Volumes: May 28, 2018 to May 31, 2018

JUNE

Data Collection Dates:
TTC Transit Travel Times & Reliability: June 3, 2018 to June 30, 2018
Car Travel Times: June 5-8, 11-14, 20-22, 25-29, 2018
Car, Pedestrian & Cycling Volumes: June 18, 2018 to June 22, 2018

MAY & JUNE TRANSIT TRAVEL TIMES & RELIABILITY



King Street
Transit Pilot

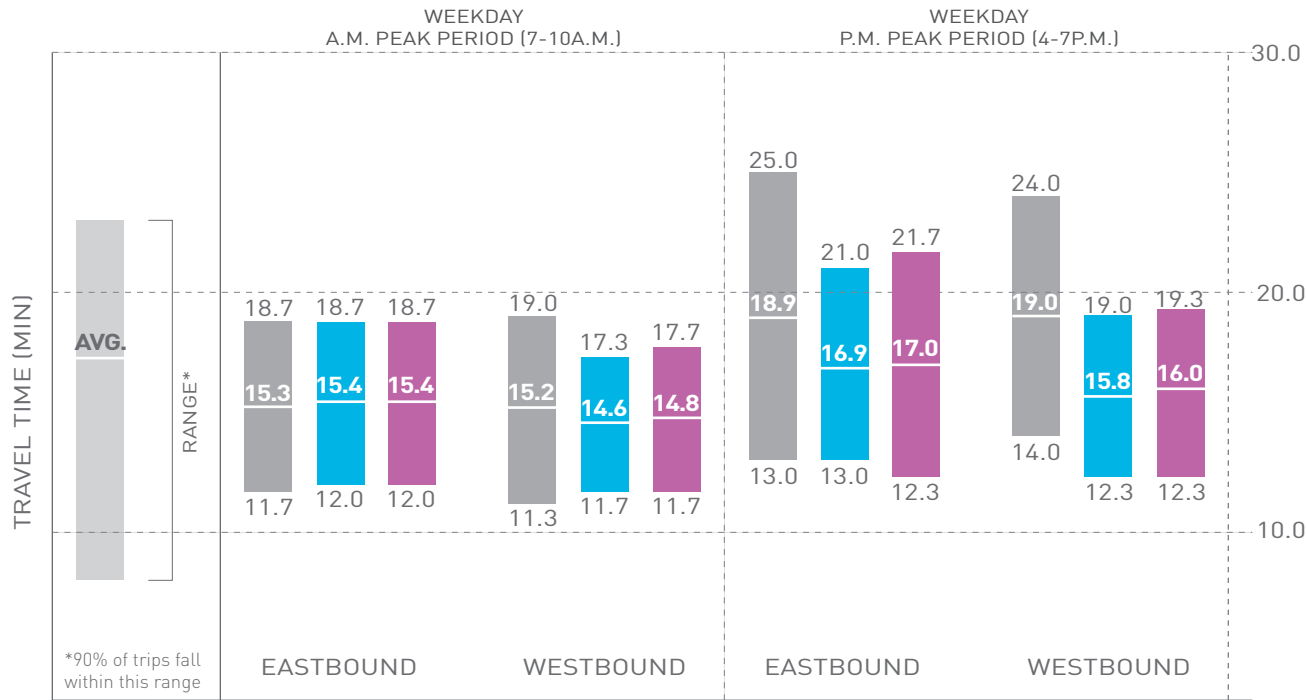


May & June
2018



STREETCAR TRAVEL TIME RANGE (MIN)

[BATHURST - JARVIS]



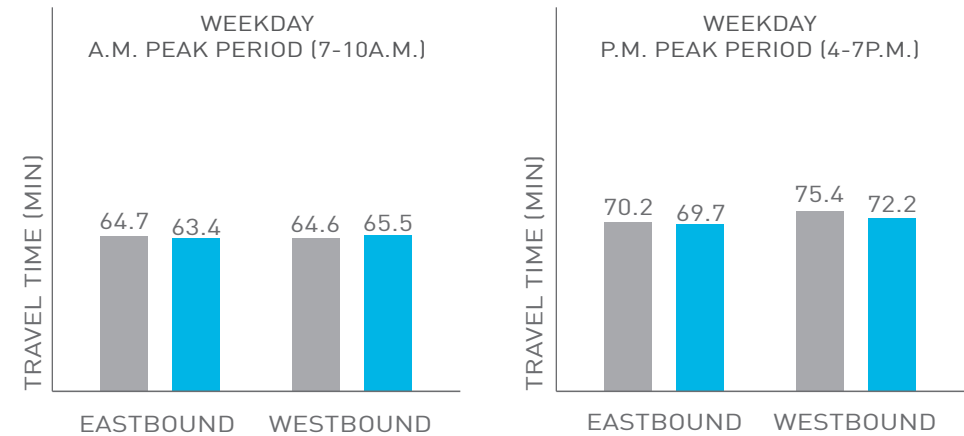
AVERAGE STREETCAR TRAVEL TIME (MIN)

[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
MAY	15.4	14.9	16.9	13.7	13.0
MAY CHANGE	(+0.1)	(-1.9)	(-2.0)	(-2.1)	(-2.1)
JUNE	15.4	14.9	17.0	13.6	13.5
JUNE CHANGE	(+0.1)	(-1.9)	(-1.9)	(-2.2)	(-1.6)
WESTBOUND					
BASELINE	15.2	16.1	19.0	16.4	14.6
MAY	14.6	14.2	15.8	13.7	12.8
MAY CHANGE	(-0.6)	(-1.9)	(-3.2)	(-2.7)	(-1.8)
JUNE	14.8	14.4	16.0	13.6	13.2
JUNE CHANGE	(-0.4)	(-1.7)	(-3.0)	(-2.8)	(-1.4)

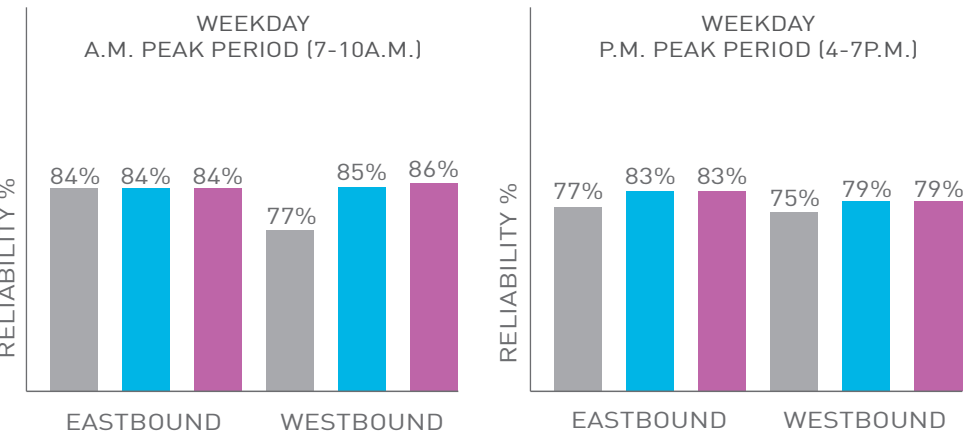
FULL ROUTE TRAVEL TIME (MIN)*

[DUNDAS W. STATION - BROADVIEW STATION]



WAIT TIME RELIABILITY**

% streetcars arriving within 4 minutes



MAY & JUNE SUMMARY

- Improvements to the reliability of streetcar travel times observed in previous reporting periods have generally continued through May and June for 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 approximately 4-5 minutes in each direction. Eastbound travel times improved from 25 minutes before the pilot to 21 minutes in May, and 25 minutes to 22 minutes in June. Westbound travel times have improved from 24 to 19 minutes when comparing both May and June to before the pilot.
 - Westbound afternoon peak (4-7 p.m.) trips have improved by about 3 minutes throughout both May and June.
- Average streetcar travel times mid-day (10 a.m. – 4 p.m.) have improved by 2 minutes both eastbound and westbound in May, and 2 minutes both eastbound and westbound in June.
- Early evening (7-10 p.m.) trips have improved by about 2-3 minutes for both directions throughout May and June.
- 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).

MAY

Data Collection Dates:

TTC: April 29, 2018 to June 2, 2018

JUNE

Data Collection Dates:

TTC: June 3, 2018 to June 30, 2018

*Full Route Travel Time:

Due to TTC routing changes enacted in June, full route travel time information is not available.

**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.



TRANSIT RIDERSHIP

ALL DAY WEEKDAY RIDERSHIP
(BOARDINGS)

2014	BASELINE	JUNE	JUNE GROWTH (%)
65,000	72,000	80,000	(+11%) FROM BASELINE

MORNING PEAK DEMAND
BUSIEST HOUR EASTBOUND @ SPADINA

BASELINE	JUNE
2,200	2,980

AFTERNOON PEAK DEMAND
BUSIEST HOUR WESTBOUND @ SPADINA

BASELINE	JUNE
1,650	2,100

SUMMARY

- All-day ridership on the 504/514 routes has stabilized since March at 80,000 passengers per day. This is consistent with system-wide ridership observed to date.
- Morning peak hour demand, eastbound at Spadina Avenue approached 3,000 passengers per direction, roughly a 15% increase from March. This is likely attributable to the additional capacity on the route during the peak hours as provided by the ongoing conversion to new low-floor streetcars. There has been a similar percentage increase in the afternoon rush hour as well.
- The additional capacity in the peak hours means that more customers are able to use the service when they need it, and less customers are being left behind at stops resulting in a delay to their trip.
- The number of pedestrians at stops continues to be higher than before the pilot. There are increases observed in the St. Lawrence and Entertainment districts during early evenings which may indicate additional visitors in these areas due to the improved summer weather.
- Transit ridership is compiled by the TTC on an approximately quarterly basis. This update reflects counts conducted during the month of June only.

PEDESTRIANS AT STOPS

KING STREET AT...	A.M. PEAK (7-10a.m.)			MIDDAY (10a.m.-4p.m)			P.M. PEAK (4p.m-7p.m.)			EARLY EVENING (7p.m.-10p.m)		
	BASELINE	JUNE	% CHANGE	BASELINE	JUNE	% CHANGE	BASELINE	JUNE	% CHANGE	BASELINE	JUNE	% CHANGE
Bathurst Street	1,280	1,730	(+35%)	1,170	1,180	(+1%)	1,150	1,600	(+39%)	650	640	(-2%)
Portland Street	1,010	1,190	(+18%)	890	750	(-16%)	860	840	(-2%)	500	490	(-2%)
Spadina Avenue	1,500	1,690	(+13%)	1,610	2,030	(+26%)	1,970	1,460	(-26%)	930	960	(+3%)
Blue Jays Way/Peter Street	1,010	1,100	(+9%)	800	950	(+19%)	800	1,140	(+43%)	460	710	(+54%)
John Street	920	1,270	(+38%)	1,160	1,340	(+16%)	850	1,180	(+39%)	520	920	(+77%)
University Avenue	4,240	4,960	(+17%)	2,880	3,320	(+15%)	3,360	3,030	(-10%)	1,390	710	(-49%)
Bay Street	2,010	2,530	(+26%)	1,210	1,620	(+34%)	1,310	1,580	(+21%)	400	650	(+63%)
Yonge Street	4,400	5,280	(+20%)	4,240	6,200	(+46%)	3,630	4,780	(+32%)	1,560	1,590	(+2%)
Church Street	480	590	(+23%)	820	680	(-17%)	640	960	(+50%)	310	350	(+13%)
Jarvis Street	1,350	870	(-36%)	1,970	1,640	(-17%)	990	1,110	(+12%)	330	570	(+73%)
TOTAL, ALL PILOT AREA STOPS	18,200	21,210	(+17%)	16,750	19,710	(+18%)	15,560	17,680	(+14%)	7,050	7,590	(+8%)

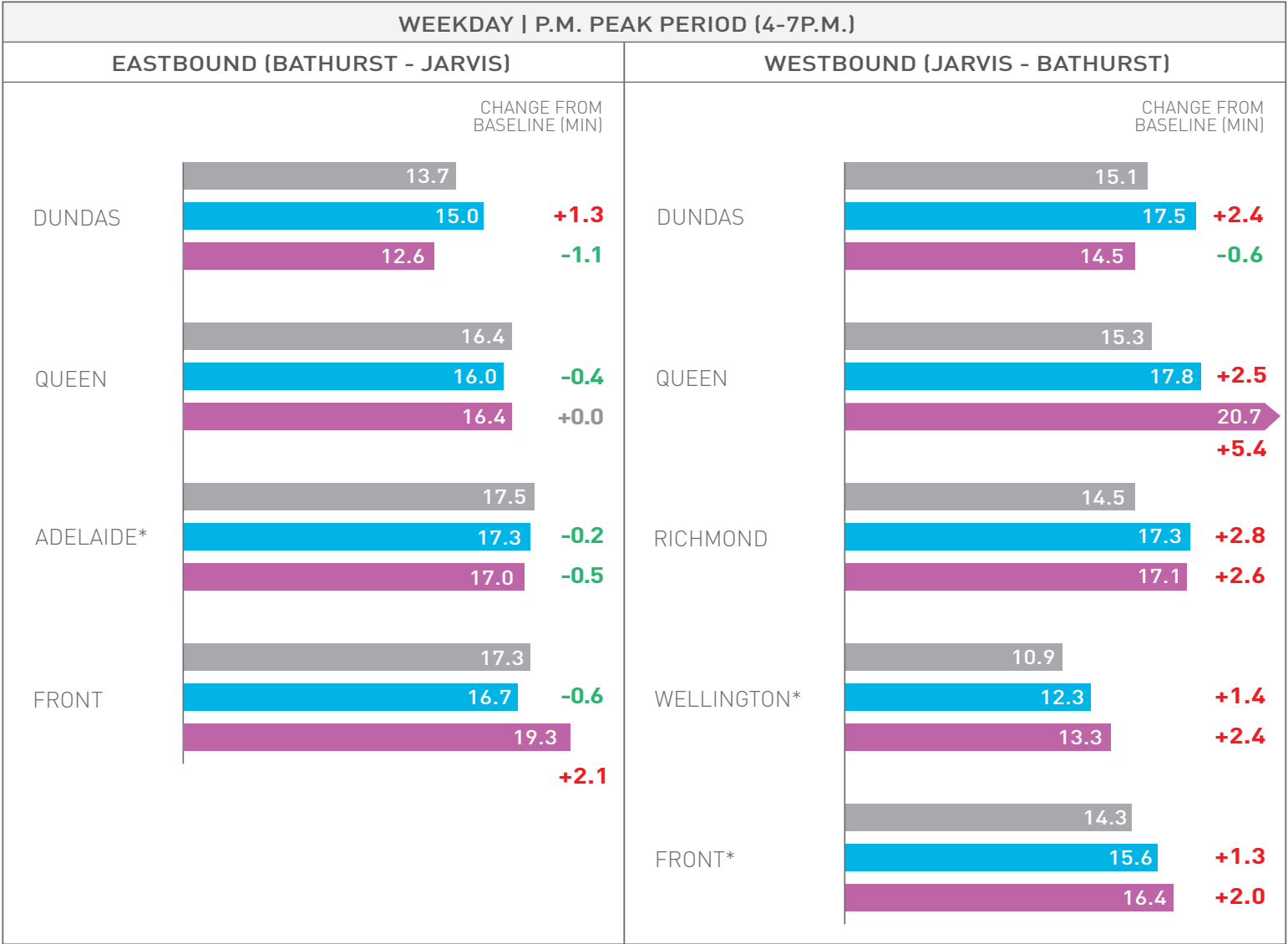
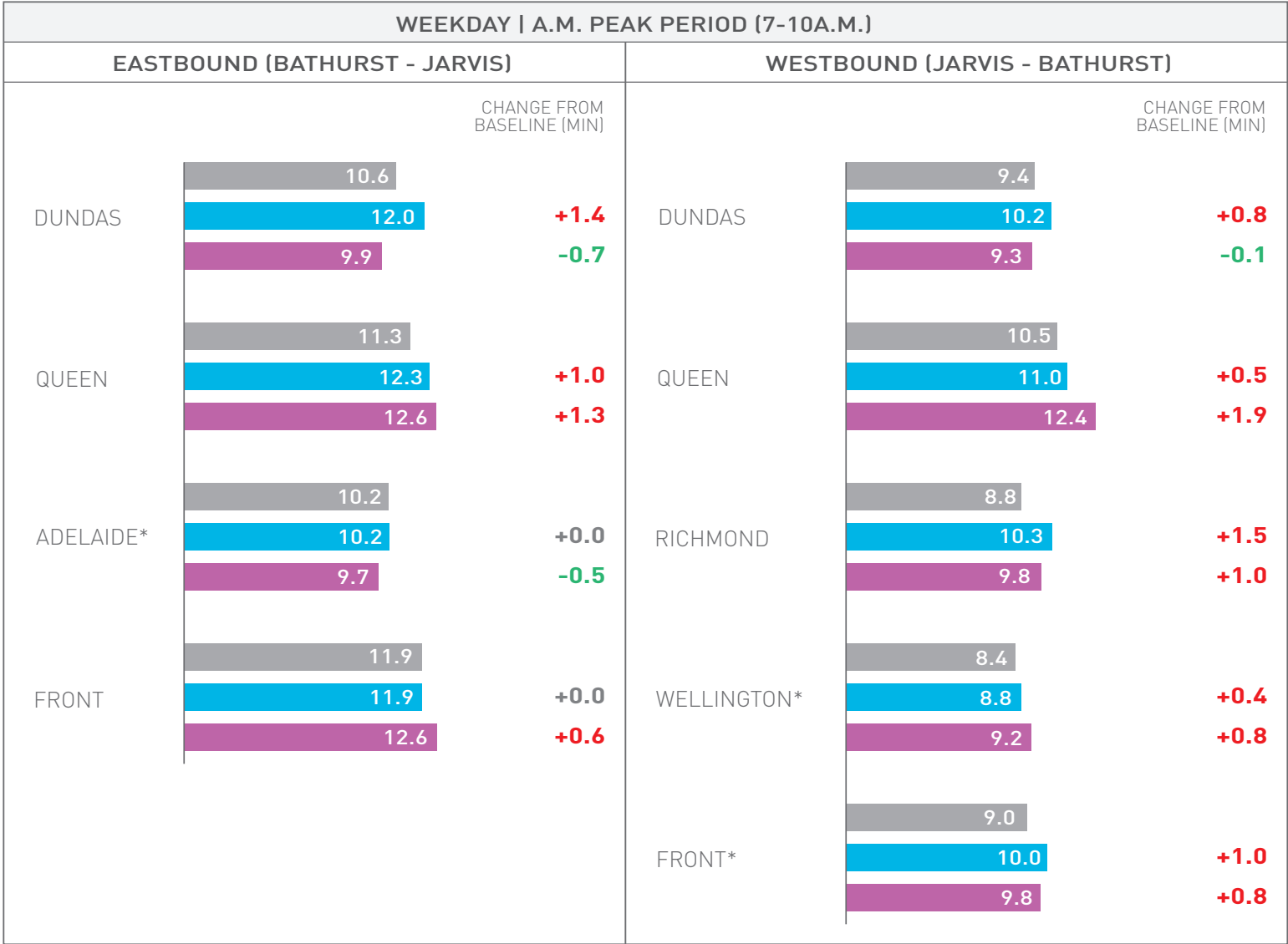
BASELINE
Data Collection Dates:
TTC: Counts Completed September 2017

JUNE
Data Collection Dates:
TTC: Counts Completed June 11, 2018 - June 22, 2018

MAY & JUNE CAR TRAVEL TIMES



AVERAGE CAR TRAVEL TIMES (MIN) EAST-WEST STREETS



*Adelaide EB - Spadina to Jarvis

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

MAY & JUNE SUMMARY

- Over May and June, westbound car travel times increased compared to the period before the pilot. This increase is counter to results from previous months, where variations in car travel time had varied (+/-) less than a minute. This increase may be partially related to the commencement of "construction season" which began in early May including:
 - Sewer work that was required from May 7 to 16, which reduced Richmond Street to one lane.
 - Utility work from June 26 to 29, which reduced Queen Street to one lane from Jarvis Street to University Avenue.
- Staff will continue to monitor travel times for vehicles during the pilot, and will identify opportunities for improvements as required.

BASELINE
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)

MAY
Data Collection Dates:
Car Travel Times: May 1, 2018 to May 31, 2018

JUNE
Data Collection Dates:
Car Travel Times: June 5-8, 11-14, 20-22, 25-29, 2018



AVERAGE CAR TRAVEL TIMES (MIN) NORTH-SOUTH STREETS



MAY & JUNE CAR VOLUMES

King Street
Transit Pilot



May & June
2018



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



MAY & JUNE SUMMARY

- There has been an approximately 12%-14% 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.

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

MAY
Data Collection Dates:
Car Volumes: May 28, 2018 to May 31, 2018

JUNE
Data Collection Dates:
Car Volumes: June 18, 2018 to June 22, 2018 and June 25, 2018 to June 27, 2018

MAY & JUNE CAR VOLUMES

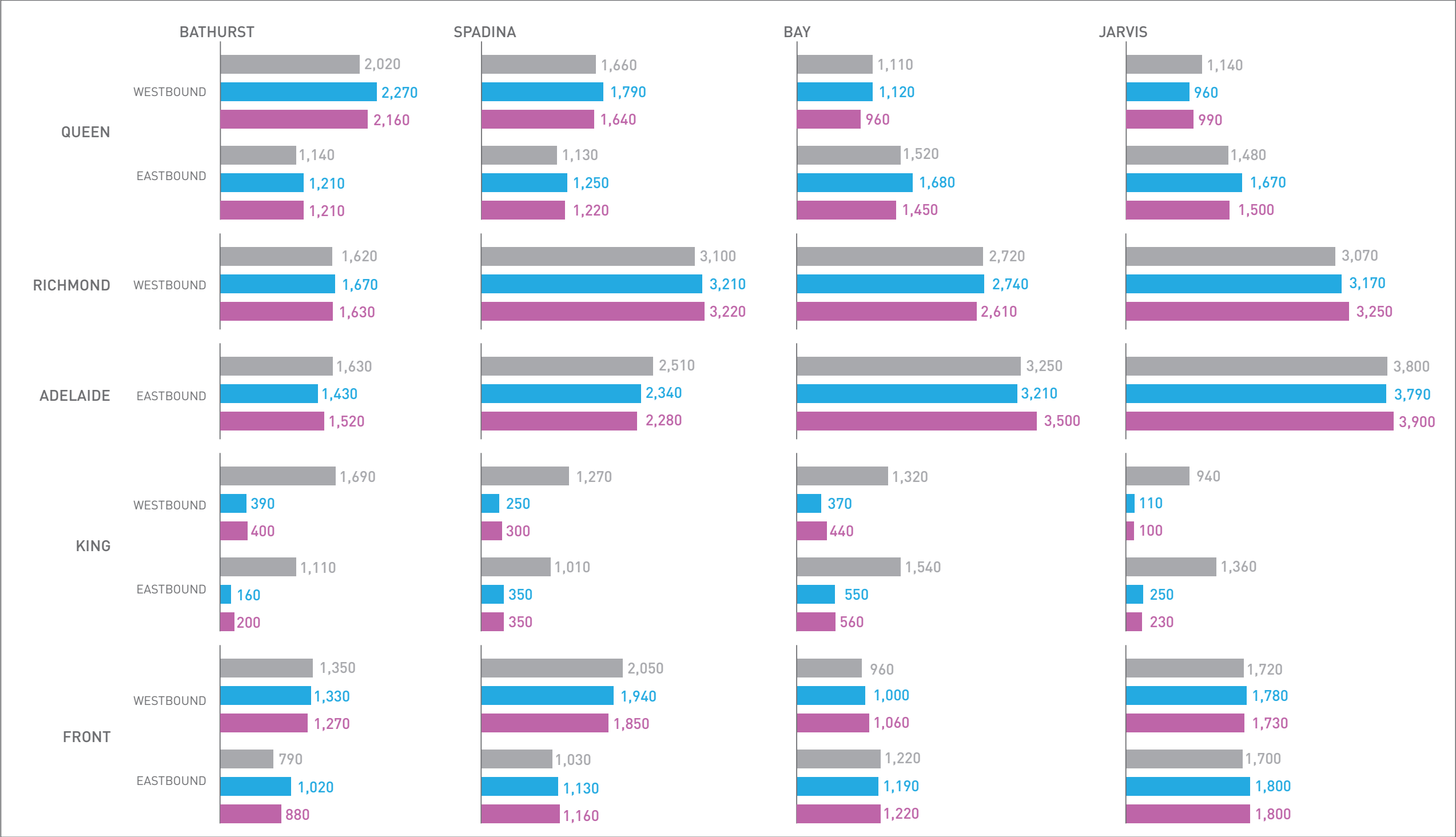
King Street
Transit Pilot



May & June
2018



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



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

MAY
Data Collection Dates:
Car Volumes: May 28, 2018 to May 31, 2018

JUNE
Data Collection Dates:
Car Volumes: June 18, 2018 to June 22, 2018 and June 25, 2018 to June 27, 2018

MAY & JUNE PEDESTRIAN VOLUMES

King Street
Transit Pilot

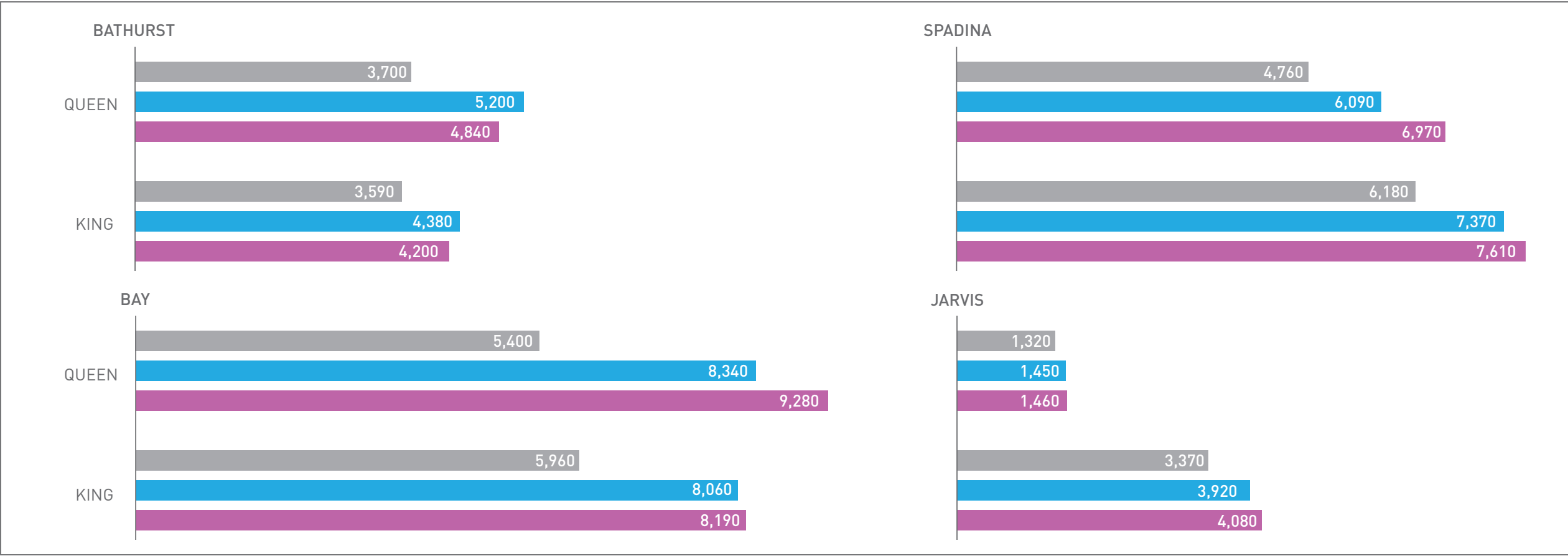
★ May & June
2018



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



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



MAY & JUNE SUMMARY

- Changes in the number of pedestrians from November to May and June show similar trends on both King Street and Queen Street.
- Pedestrian volumes in May and June increased from those in April at some locations, which is consistent with expected seasonal changes.

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

MAY
Data Collection Dates:
Pedestrian Volumes: May 28, 2018 to May 31, 2018

JUNE
Data Collection Dates:
Pedestrian Volumes: June 18, 2018 to June 22, 2018 and June 25, 2018 to June 27, 2018

MAY & JUNE PEDESTRIAN VOLUMES



King Street
Transit Pilot

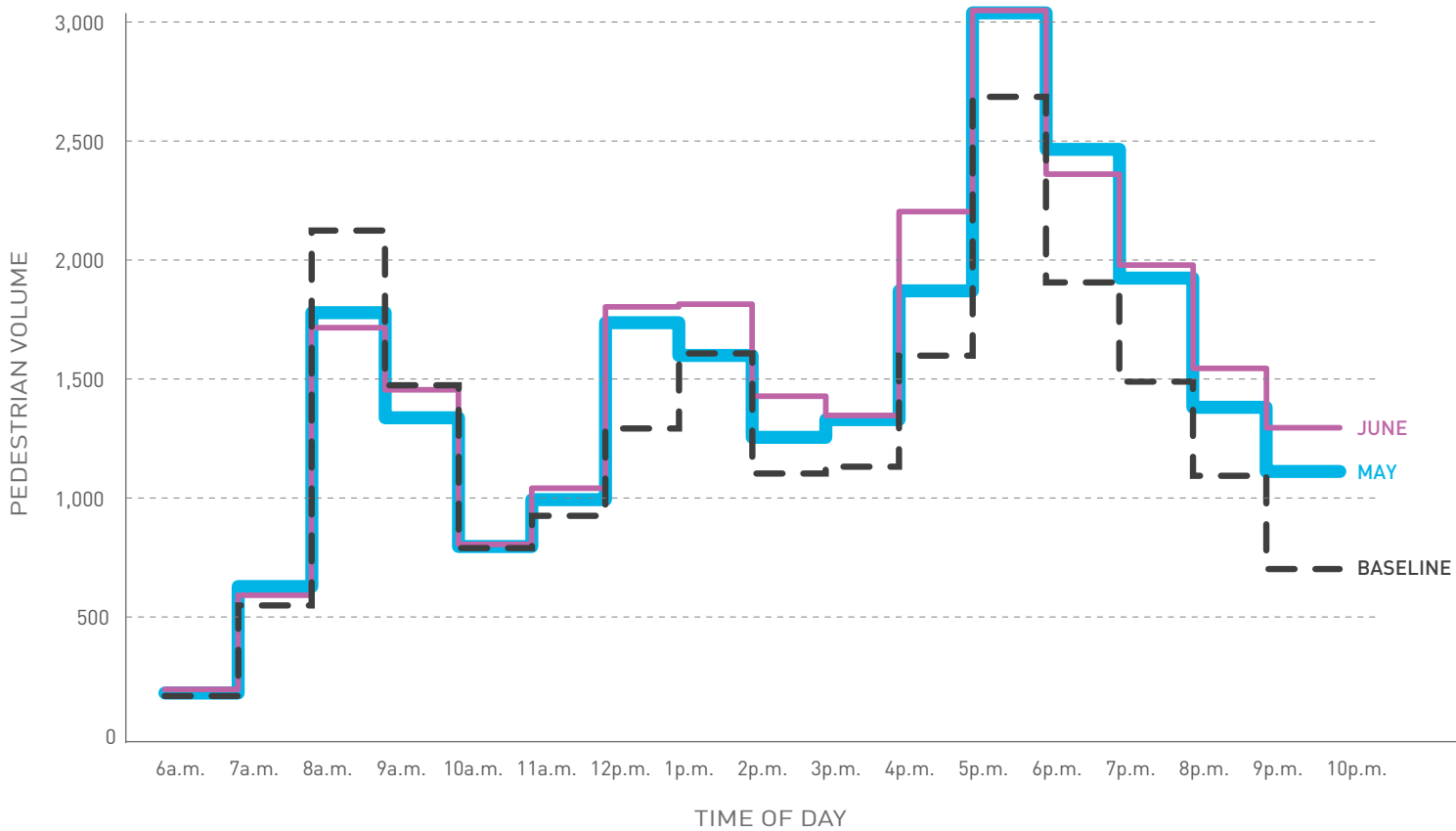


May & June
2018



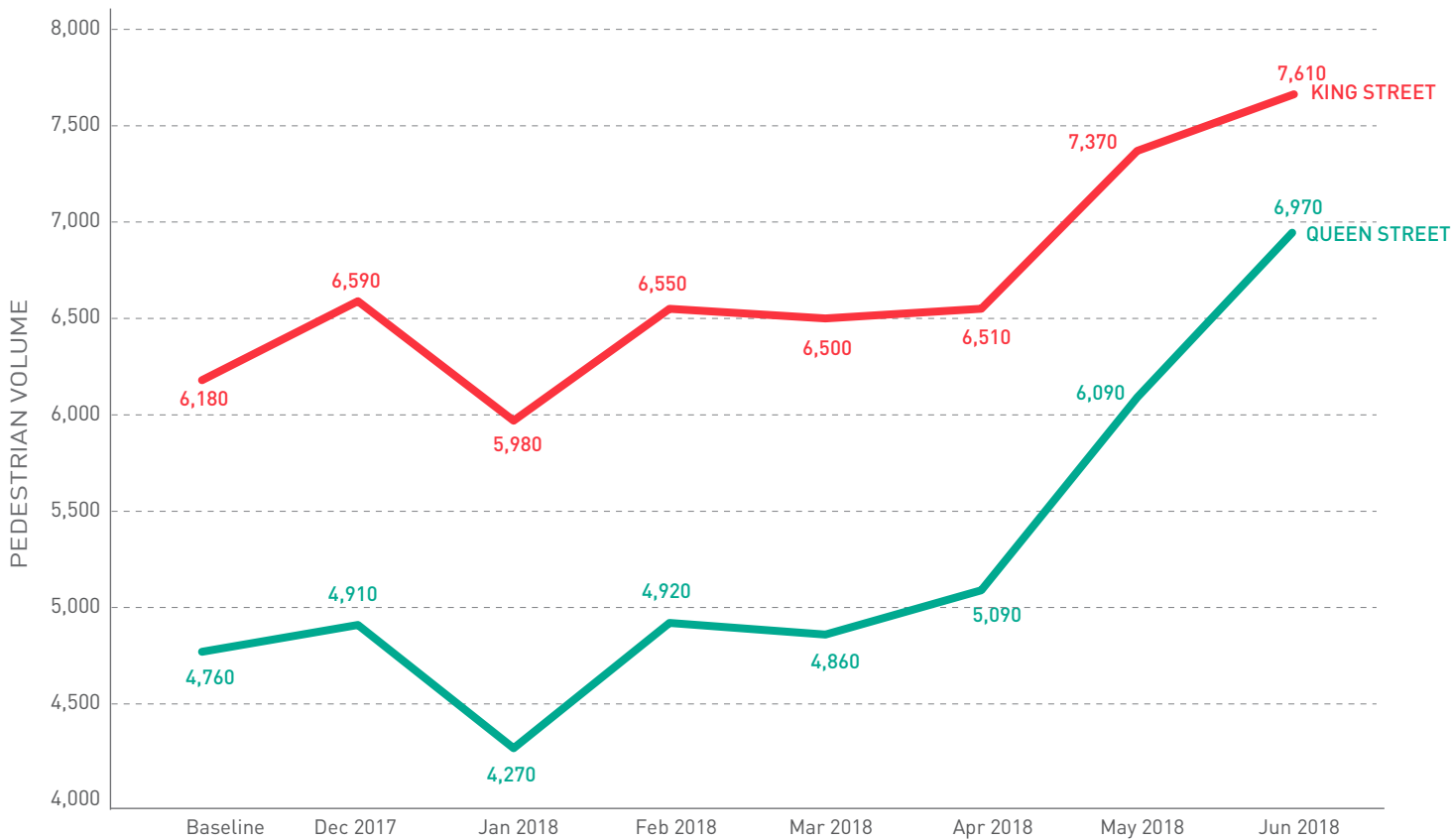
TOTAL WEEKDAY PEDESTRIAN VOLUMES AT KING AND SPADINA

TOTAL HOURLY EAST-WEST VOLUMES, MAY & JUNE 2018



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

TOTAL MONTHLY EAST-WEST VOLUMES, MAY & JUNE 2018



BASELINE

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

MAY

Data Collection Dates:
Pedestrian Volumes: May 28, 2018 to May 31, 2018

JUNE

Data Collection Dates:
Pedestrian Volumes: June 18, 2018 to June 22, 2018 and June 25, 2018 to June 27, 2018

MAY & JUNE CYCLING VOLUMES

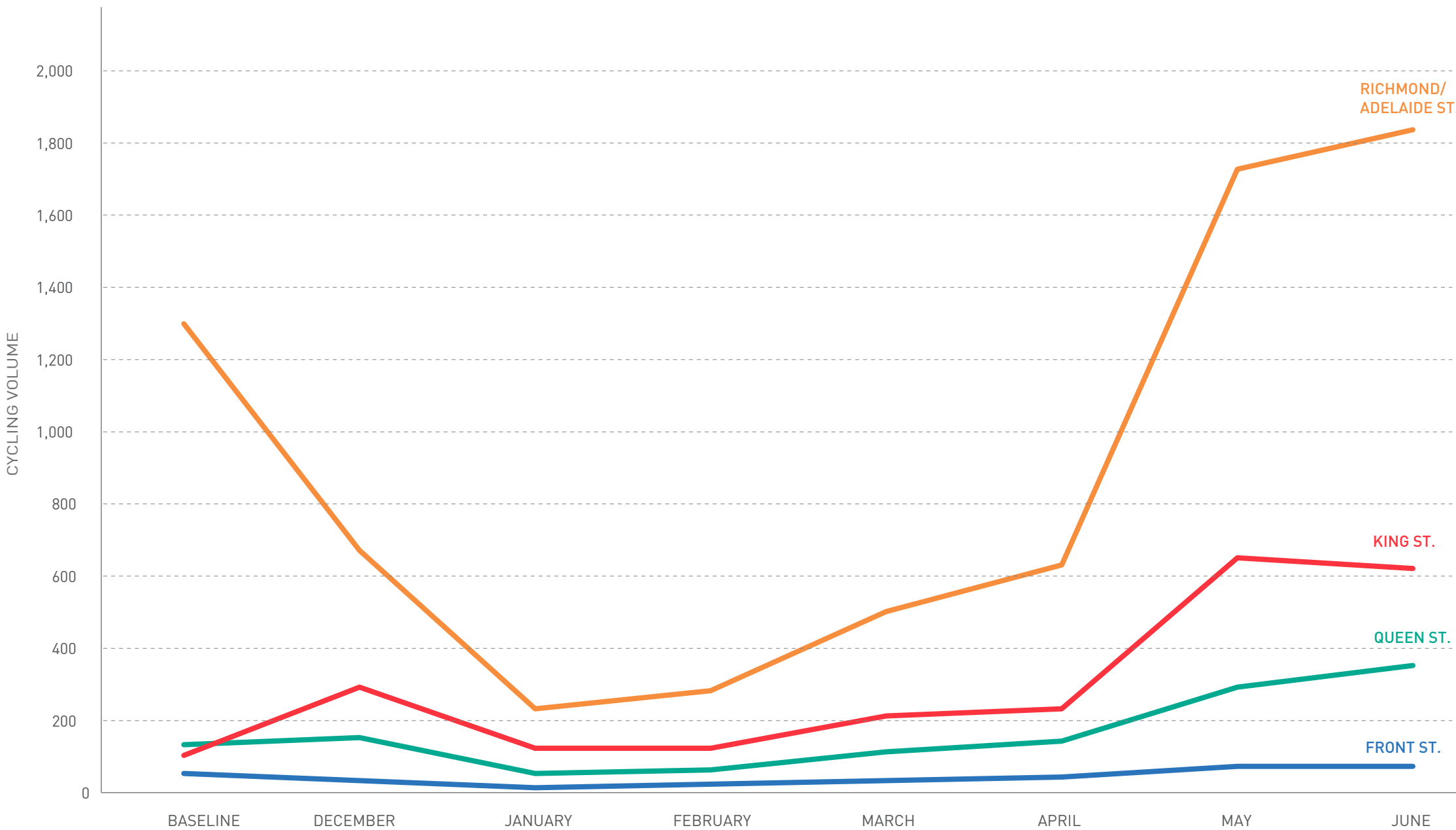
King Street
Transit Pilot

★ May & June
2018



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

MONTHLY TRENDS



MAY & JUNE SUMMARY

- Cycling volumes in May and June showed a significant increase from those in April, which is consistent with expected seasonal changes.
- Cycling volumes on King Street (PM Peak at Spadina Avenue) increased by +550 trips in May and +520 trips in June compared to the baseline.
- 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 change. 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.

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

MAY
Data Collection Dates:
Cycling Volumes: May 28, 2018 to May 31, 2018

JUNE
Data Collection Dates:
Cycling Volumes: June 18, 2018 to June 22, 2018 and June 25, 2018 to June 27, 2018

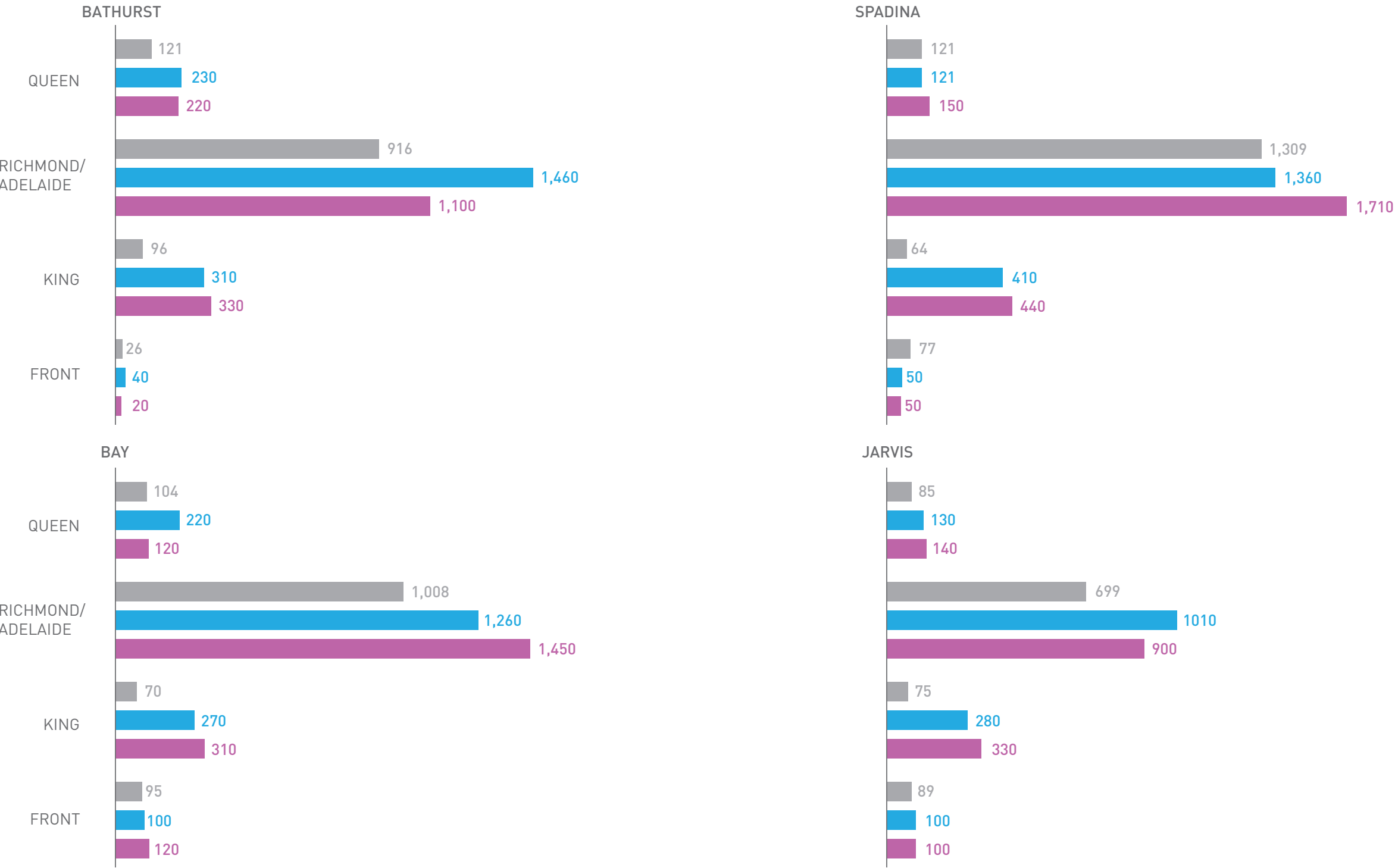
MAY & JUNE CYCLING VOLUMES

King Street
Transit Pilot

★ May & June
2018



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



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

MAY
Data Collection Dates:
Cycling Volumes: May 28, 2018 to May 31, 2018

JUNE
Data Collection Dates:
Cycling Volumes: June 18, 2018 to June 22, 2018 and June 25, 2018 to June 27, 2018

MAY & JUNE CYCLING VOLUMES



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



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

MAY
Data Collection Dates:
Cycling Volumes: May 28, 2018 to May 31, 2018

JUNE
Data Collection Dates:
Cycling Volumes: June 18, 2018 to June 22, 2018 and June 25, 2018 to June 27, 2018



CUSTOMER SPENDING ANALYSIS BASED ON POINT OF SALE DATA



In order to provide independent insight into customer spending at local businesses during the pilot period, the City obtained trend data from Moneris Solutions Corporation, the company with the largest market share of point-of-sale payment processors in Canada.

Data obtained to date includes information from **November 1, 2014 through April 30, 2018**, representing approximately 3 years of pre-pilot information, as well as the first 6 months that the pilot has been in operation. The information represents the total value of customer spending indexed to November 2014, and is organized into three comparison areas: King Street pilot area, the surrounding area, and the City as a whole.

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.

Findings from six months before the pilot began (May 2017 to October 2017) indicate that:



On King Street, customer spending before the pilot has remained generally consistent with customer spending over the same months from the year before the pilot, with an average decline of **-0.3%**.



The area surrounding the pilot¹ experienced year-over-year growth in the same period averaging **+6.6%**.



The City as a whole experienced year-over-year growth in the same period averaging **+5.2%**.

Findings from the start of the pilot (November 2017 – April 30, 2018) indicate that:



On King Street, customer spending during the pilot has remained generally consistent with customer spending over the same months from the year before the pilot, with an average growth of **+0.3%**.



The area surrounding the pilot¹ experienced year-over-year growth in the same period averaging **+5.7%**.

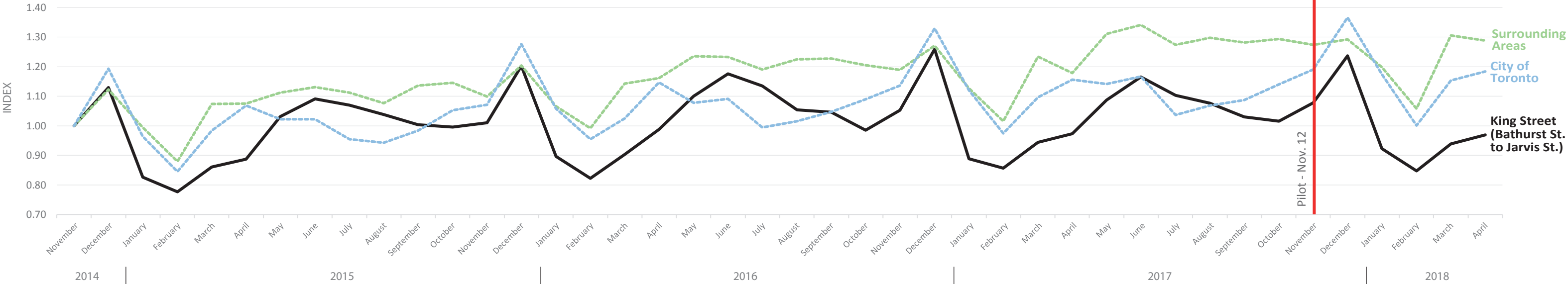


The City as a whole experienced year-over-year growth in the same period averaging **+3.8%**.

Staff will continue to monitor economic trends during the pilot to include as part of the pilot evaluation.

¹Area generally bounded by Ossington Ave. and Strachan Ave., College St., Jarvis St., and Lake Ontario

TOTAL VALUE OF CUSTOMER SPENDING

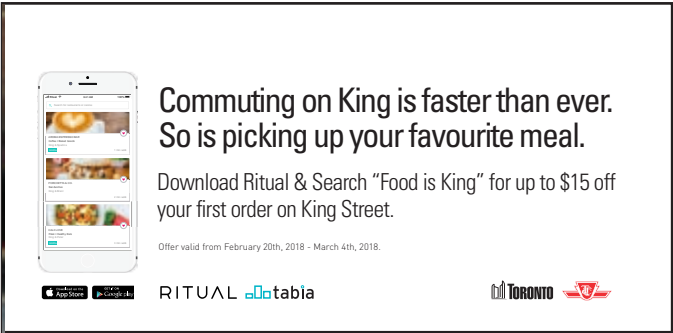




To assist local businesses, the City of Toronto has undertaken a number of promotions and activities throughout the pilot:



- The City launched the "Food is King" promotion, which provided a \$15 credit for any resident who used the line-skipping "Ritual" app and involved 52 participating restaurants along and around King Street West.
- This promotion resulted in a \$426,005 increase in sales for participating restaurants compared with the weekly average three weeks before the promotion.



- The City issued permits for 14 business to begin operating new on-street public seating areas and outdoor café spaces providing additional space for customers to linger as well as restaurant patios.



February 20 - March 4, 2018

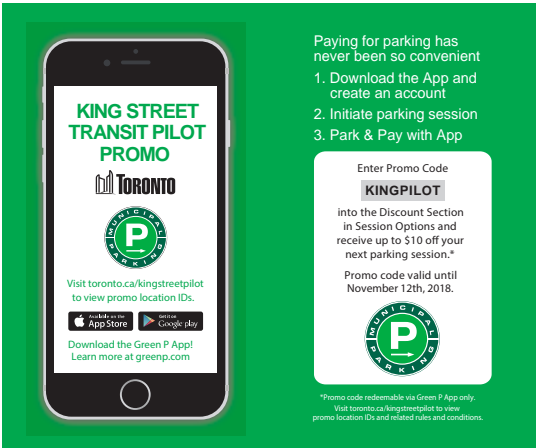
June 2018

Economic Point-of-Sale Data obtained includes information until April 30, 2018.

January 12, 2018



- The City and the Toronto Parking Authority began offering a parking promotion through the GreenP app, to provide customers with a discount of up to \$10 off their parking in the pilot area.
- This promotion has been used over 35,188 times through the end of June, representing a value of approximately \$221,212. Total parking revenue in the pilot area during this time period was approximately \$5.9 million.



April 2018 - June 2018



- Installation of 26 new public spaces began as part of the City's "Everyone is King" design/build public space competition.
- Activations such as destination parklets, bike parking corrals, Bike Share stations, and seating were installed along King Street between Bathurst Street and Jarvis Street to animate the street for the length of the transit pilot.

