

KING STREET TRANSIT PILOT

July & August Update

JULY & AUGUST HIGHLIGHTS

King Street
Transit Pilot ★ Jul. & Aug.
2018

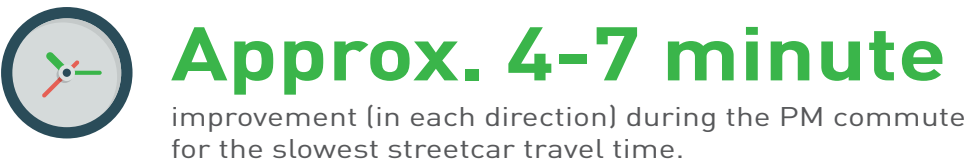


TRANSIT RELIABILITY



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 July, the slowest times in both directions in the afternoon commute were faster than the pre-pilot average times. August travel times increased from July due to construction and streetcar route diversions.

CYCLING VOLUMES

Cycling volumes in July increased across all corridors from May and June, which is consistent with expected seasonal changes.

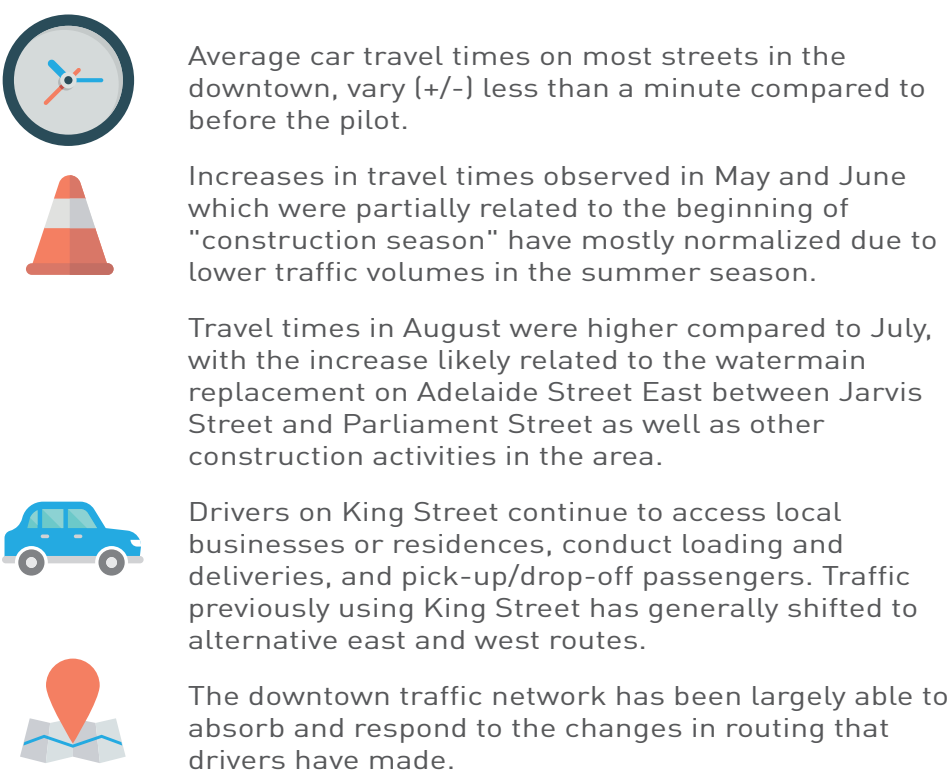
Cycling volumes on King Street at Spadina Avenue increased by +620 (440%) riders during the afternoon commute in July compared to the baseline, an increase of 100 riders compared to May and June.

Average cycling volumes for the week of August 20th were lower due to severe rain on August 21st. Outside of this date, August cycling volumes were in line with July 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).

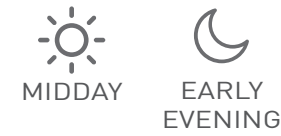
CAR TRAVEL TIMES & VOLUMES



PEDESTRIAN VOLUMES



On King Street...



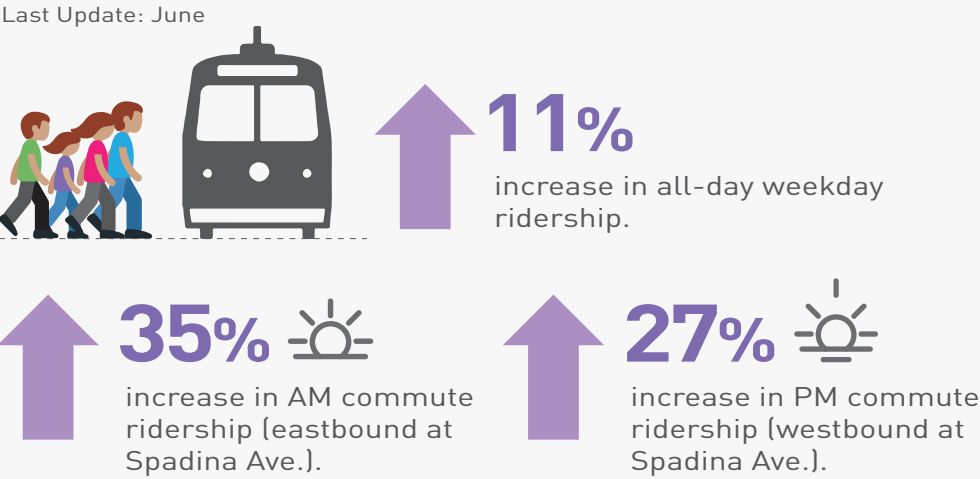
Weekday all-day pedestrian volumes indicate that mid-day and evening volumes remain relatively high, with high pedestrian volumes continuing from 6pm through to 10pm.

JULY
Data Collection Dates:
TTC Transit Travel Times & Reliability: July 1 - August 4, 2018
Car Travel Times: July 3-4, 10-11, 16-18, 20, 23-27, 30-31, 2018
Car, Pedestrian & Cycling Volumes: July 9-13, 18-20, 23-25, 2018

AUGUST
Data Collection Dates:
TTC Transit Travel Times & Reliability: August 5 - September 1, 2018
Car Travel Times: August 1 - 31, 2018
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PREVIOUS HIGHLIGHTS

TRANSIT RIDERSHIP



ECONOMIC POINT-OF-SALE DATA

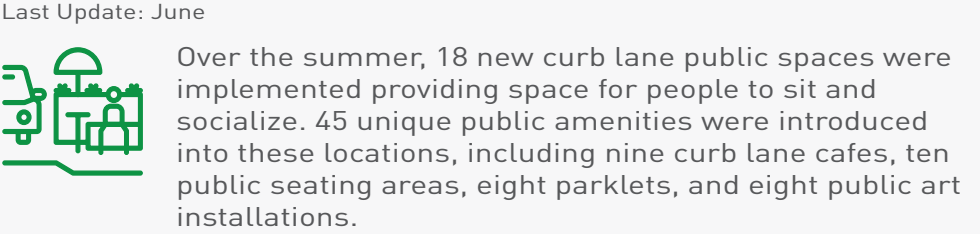
Last Update: May

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





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 July and August.

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

The first open data release has been posted on the City's open data catalogue, covering data from November 2017 to the end of August 2018. This release includes detailed and summarized car travel times and car, pedestrian and bicycle volumes. The catalogue can be accessed at: <https://www.toronto.ca/city-government/data-research-maps/open-data/>



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JULY

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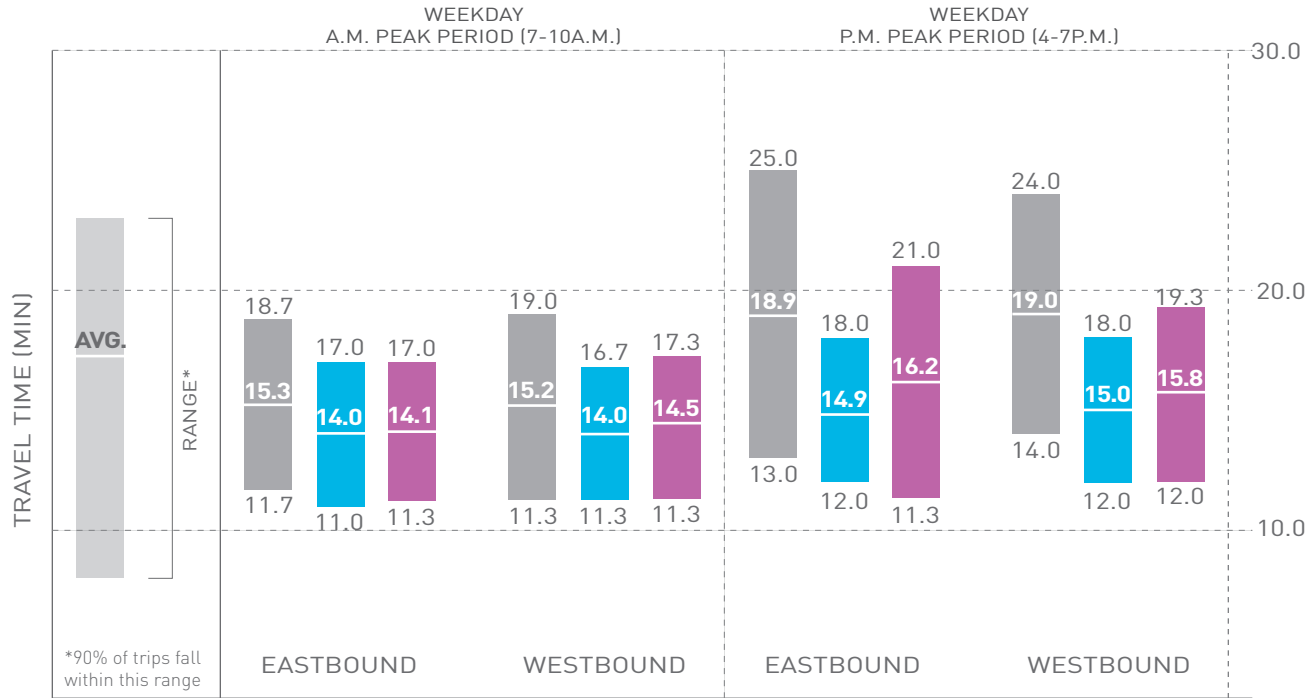
AUGUST

Data Collection Dates:
TTC Transit Travel Times & Reliability: August 5 - September 1, 2018
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JULY & AUGUST TRANSIT TRAVEL TIMES & RELIABILITY

STREETCAR TRAVEL TIME RANGE (MIN)

[BATHURST - JARVIS]



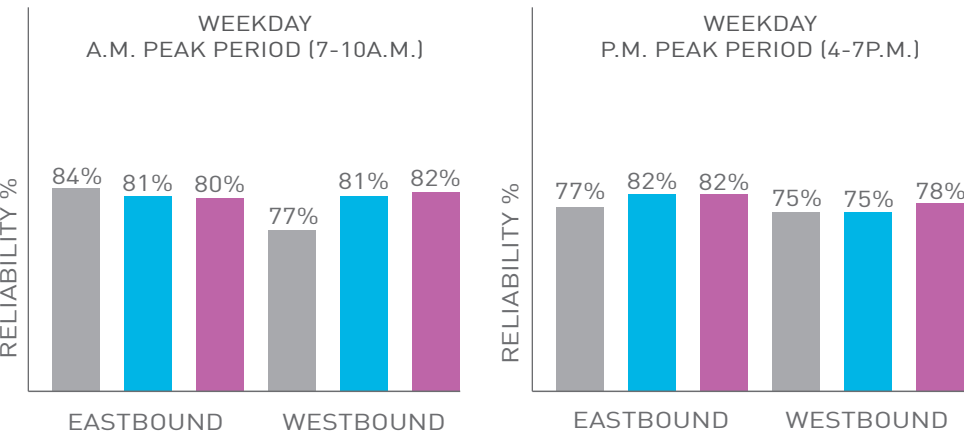
AVERAGE STREETCAR TRAVEL TIME (MIN)

[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
JULY	14.0	13.9	14.9	13.2	12.8
JULY CHANGE	(-1.3)	(-2.9)	(-4.0)	(-2.6)	(-2.3)
AUGUST	14.1	14.0	16.2	13.1	12.5
AUGUST CHANGE	(-1.2)	(-2.8)	(-2.7)	(-2.7)	(-2.6)
WESTBOUND					
BASELINE	15.2	16.1	19.0	16.4	14.6
JULY	14.0	13.6	15.0	13.2	12.6
JULY CHANGE	(-1.2)	(-2.5)	(-4.0)	(-3.2)	(-2.0)
AUGUST	14.5	13.7	15.8	13.0	12.4
AUGUST CHANGE	(-0.7)	(-2.4)	(-3.2)	(-3.4)	(-2.2)

WAIT TIME RELIABILITY*

% streetcars arriving within 4 minutes



JULY & AUGUST SUMMARY

- Improvements to the reliability of streetcar travel times observed in previous reporting periods have continued through July and August 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 6-7 minutes in each direction. Eastbound travel times have improved from 25 minutes to 18 minutes and westbound travel times have improved from 24 to 18 minutes when comparing July to before the pilot.
 - August eastbound travel times in the PM peak period were slower from July due to a new lane closure west of Church Street and a greater number of uncontrollable service disruptions and incidents (including severe weather and auto-related incidents).
- Average streetcar travel times mid-day (10 a.m. – 4 p.m.) have improved by about 3 minutes eastbound and 2.5 minutes westbound in both July and August.
- Early evening (7–10 p.m.) trips have improved by about 2.5-3.5 minutes for both directions in both July and August.
- Further travel time improvements were observed starting in July due to the reactivation of transit signal priority at most intersections through the pilot area.
- Wait time reliability in the AM peak period decreased compared to before the pilot as a result of modified service levels for summer construction projects and seasonal ridership changes.
- Staff will continue to monitor travel times and reliability for streetcars and identify opportunities for improvements.

BASELINE

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JULY

Data Collection Dates:
TTC: July 1 - August 4, 2018

AUGUST

Data Collection Dates:
TTC: August 5 - September 1, 2018

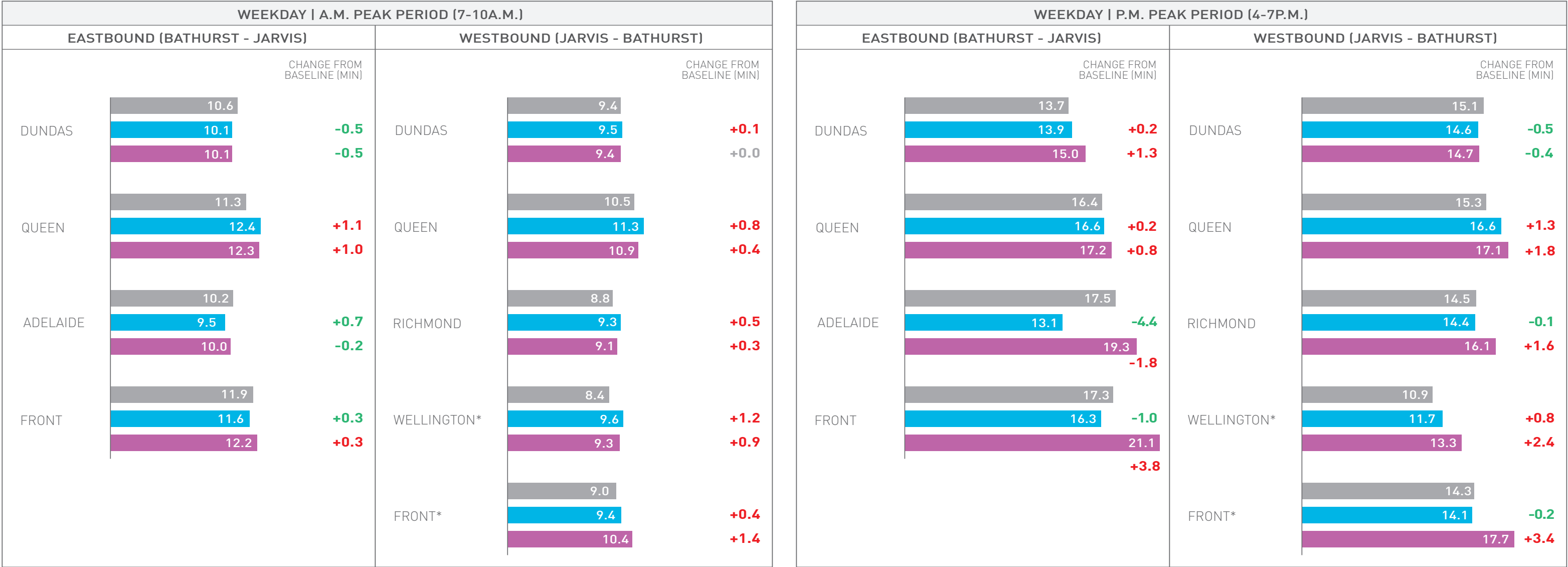
*Wait Time Reliability:

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.

JULY & AUGUST CAR TRAVEL TIMES



AVERAGE CAR TRAVEL TIMES (MIN) EAST-WEST STREETS



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

JULY & AUGUST SUMMARY

- In July, average car travel times on most streets in the downtown, vary (+/-) less than a minute compared to before the pilot. Increases in travel times noted in the June report likely due to construction activity have normalized in July.
- Travel times in August were higher compared to July, with the increase likely related to a watermain replacement on Adelaide Street East between Jarvis Street and Parliament Street which started on July 9th.
- Overall, the results to this point indicate that the pilot has generally not impacted travel times on the surrounding street network.
- 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)

JULY
Data Collection Dates:
Car Travel Times: July 3-4, 10-11, 16-18, 20, 23-27, 30-31, 2018

AUGUST
Data Collection Dates:
Car Travel Times: August 1 - 31, 2018

JULY & AUGUST CAR TRAVEL TIMES



AVERAGE CAR TRAVEL TIMES (MIN) NORTH-SOUTH STREETS



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)

JULY
Data Collection Dates:
Car Travel Times: July 3-4, 10-11, 16-18, 20, 23-27, 30-31, 2018

AUGUST
Data Collection Dates:
Car Travel Times: August 1 - 31, 2018

JULY & AUGUST CAR VOLUMES

King Street
Transit Pilot



Jul. & Aug.
2018



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



JULY & AUGUST 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 15% overall reduction in the total number of cars in the area surrounding King Street in both July and August. Much of this reduction can likely be attributed to seasonal variations and overall lower traffic volumes in the summer time. It may also indicate that some people have shifted to transit, cycling, or walking.

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

JULY
Data Collection Dates:
Car Volumes: July 9-13, 18-20, 23-25, 2018

AUGUST
Data Collection Dates:
Car Volumes: August 20 – 24, 2018

JULY & AUGUST CAR VOLUMES

King Street
Transit Pilot



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2018



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



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

JULY
Data Collection Dates:
Car Volumes: July 9-13, 18-20, 23-25, 2018

AUGUST
Data Collection Dates:
Car Volumes: August 20 – 24, 2018

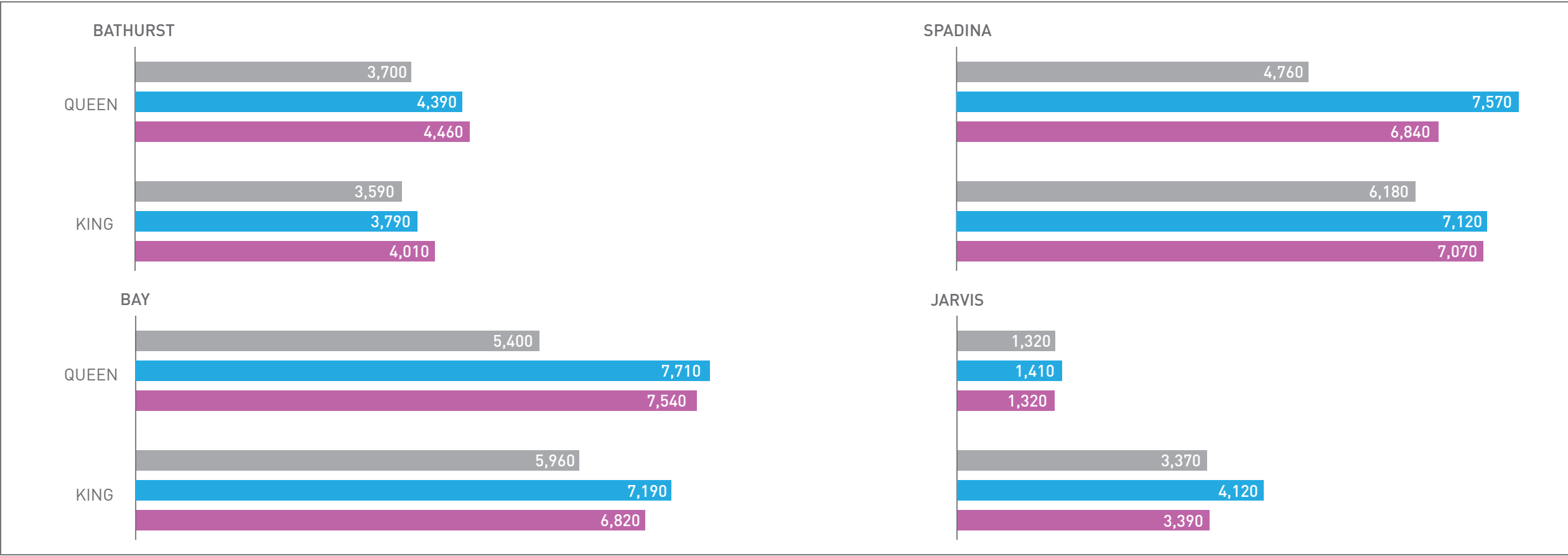
JULY & AUGUST PEDESTRIAN VOLUMES



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



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



JULY & AUGUST SUMMARY

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

JULY & AUGUST PEDESTRIAN VOLUMES



King Street
Transit Pilot

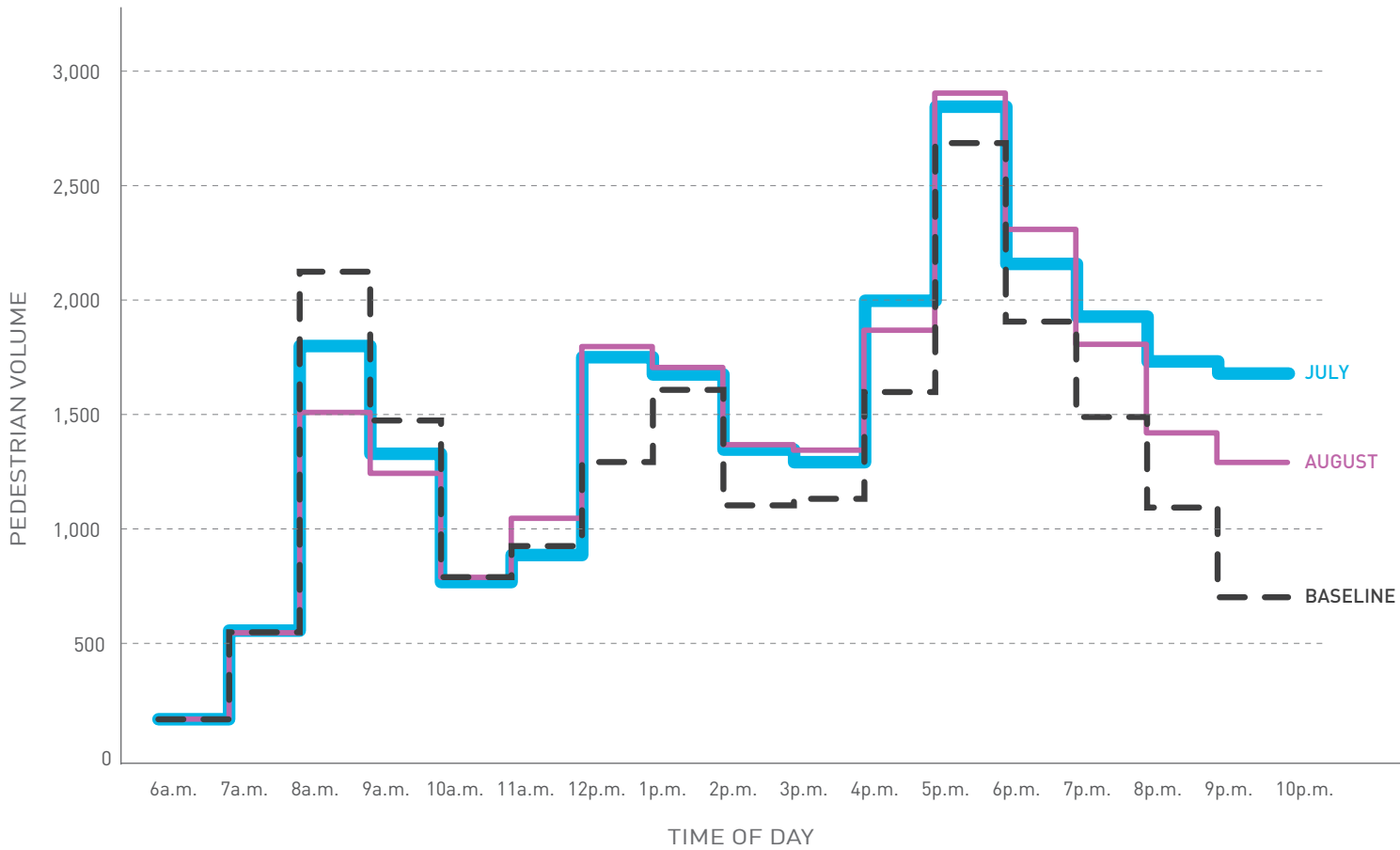


Jul. & Aug.
2018



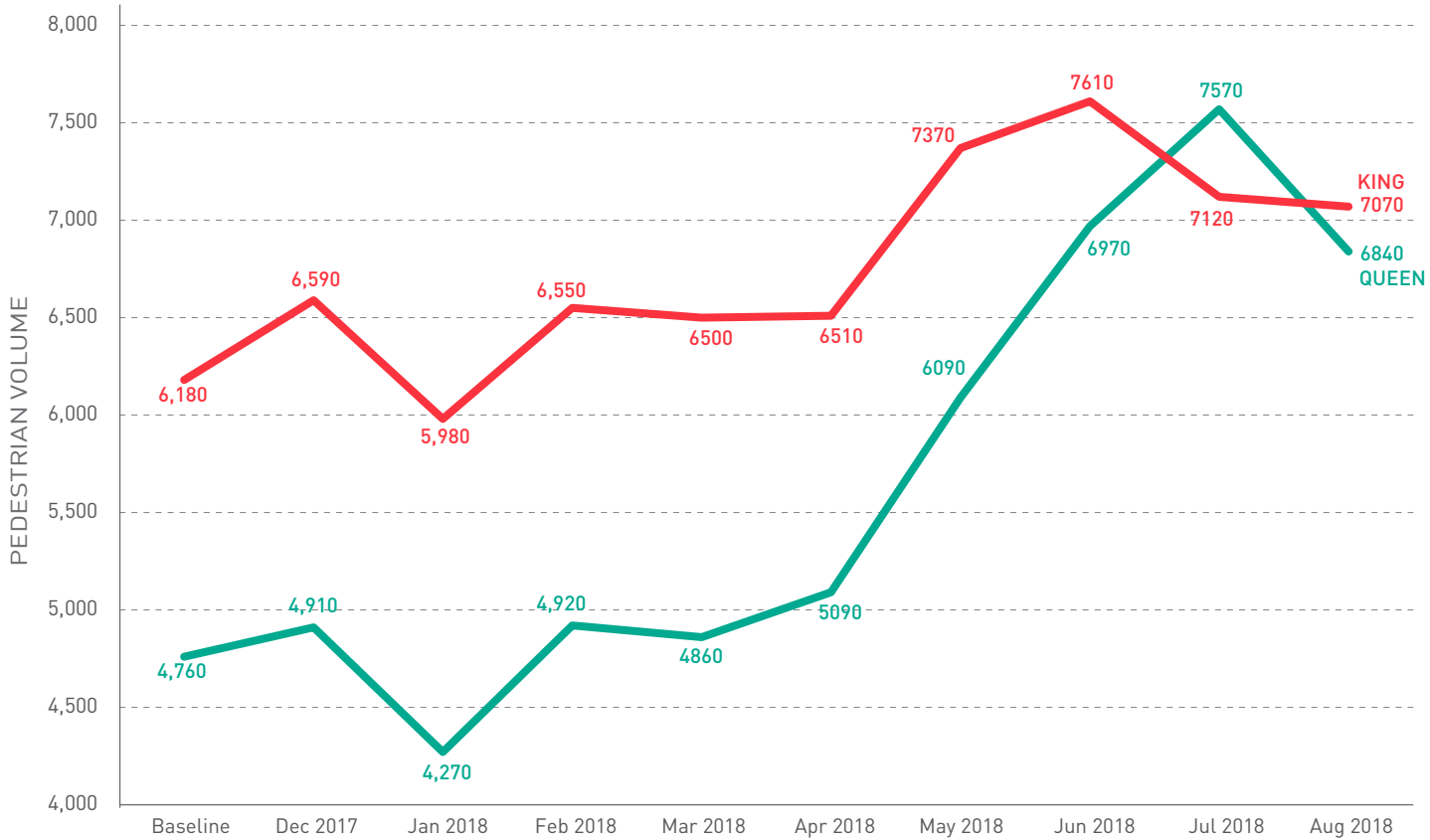
TOTAL WEEKDAY PEDESTRIAN VOLUMES AT KING AND SPADINA

TOTAL HOURLY EAST-WEST VOLUMES, JULY & AUGUST 2018



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

TOTAL MONTHLY EAST-WEST VOLUMES, JULY & AUGUST 2018



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

JULY
Data Collection Dates:
Pedestrian Volumes: July 9-13, 18-20, 23-25, 2018

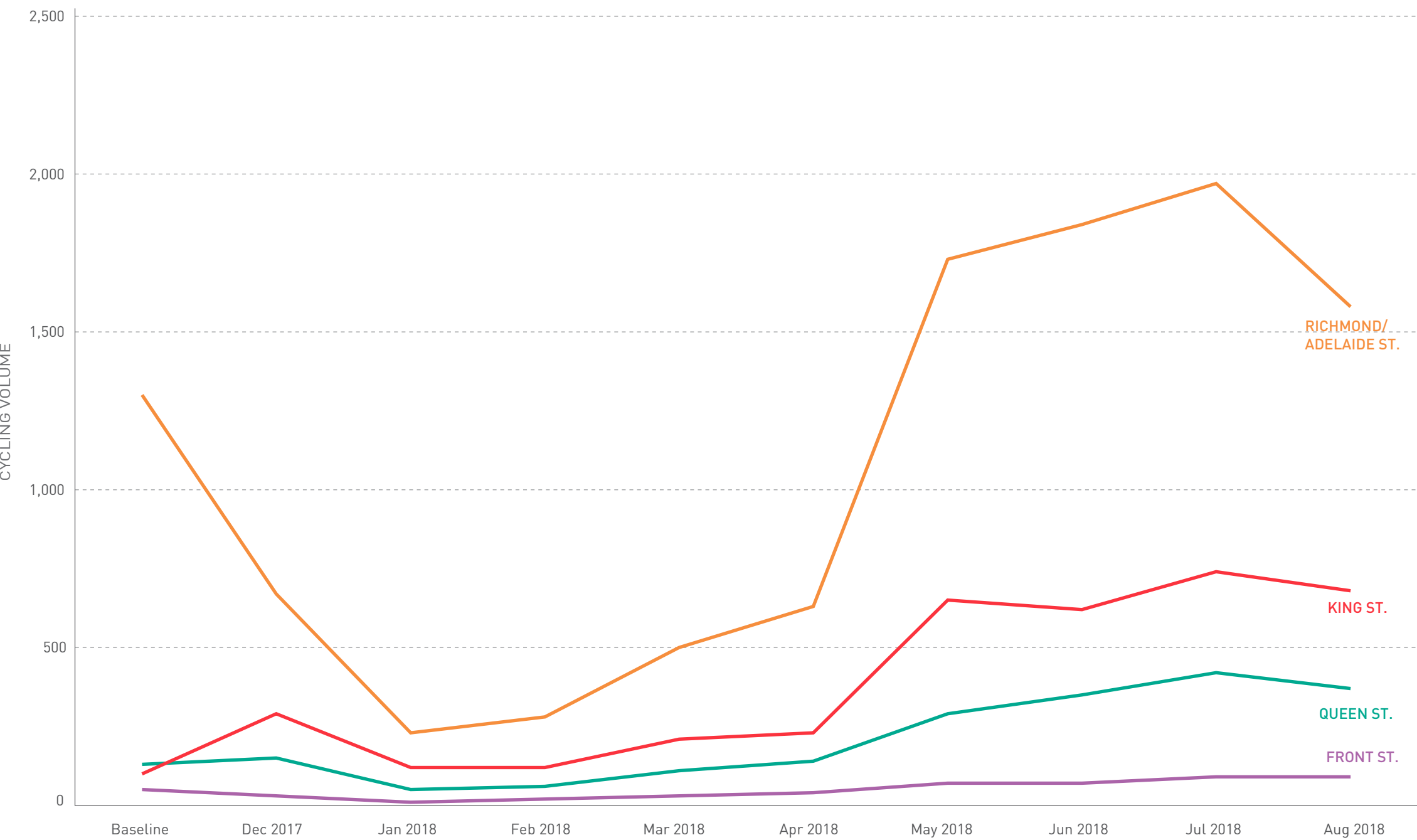
AUGUST
Data Collection Dates:
Pedestrian Volumes: August 20 - 24, 2018

JULY & AUGUST CYCLING VOLUMES



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

MONTHLY TRENDS



JULY & AUGUST SUMMARY

- Cycling volumes across all corridors in July continued to increase compared to May and June which is consistent with expected seasonal changes.
- August cycling volumes were lower across all corridors compared to July because of an 80% drop in cyclists counted on August 21 due to heavy rain. Outside of this day, August cycling volumes were similar to July.
- Cycling volumes in July on King Street at Spadina Avenue increased by 620 riders (440%) 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. This is seen again in August where cycling volumes dropped the most on Richmond and Adelaide due to the rainy weather on August 21st.

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

JULY
Data Collection Dates:
Cycling Volumes: July 9-13, 18-20, 23-25, 2018

AUGUST
Data Collection Dates:
Cycling Volumes: August 20 – 24, 2018

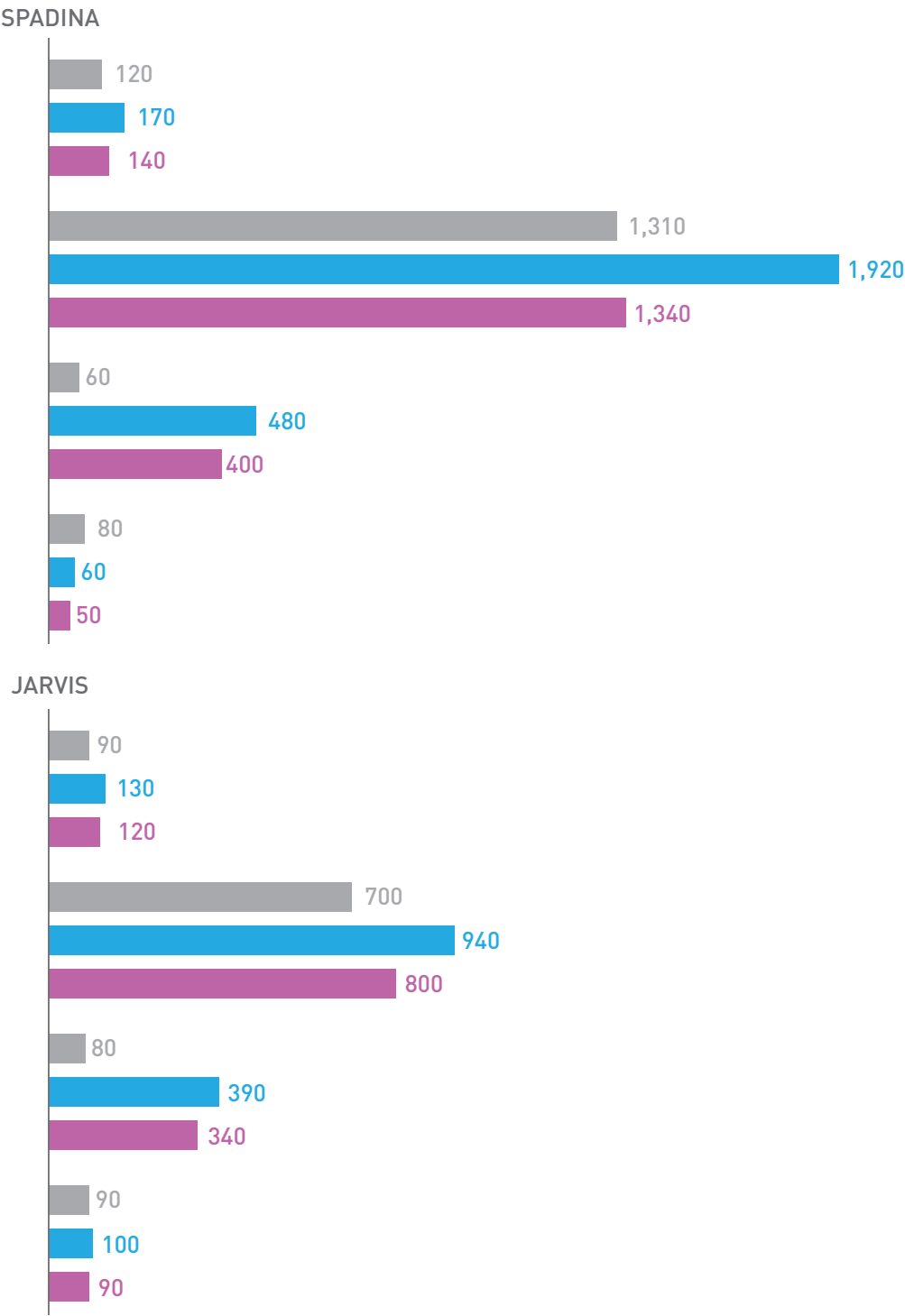
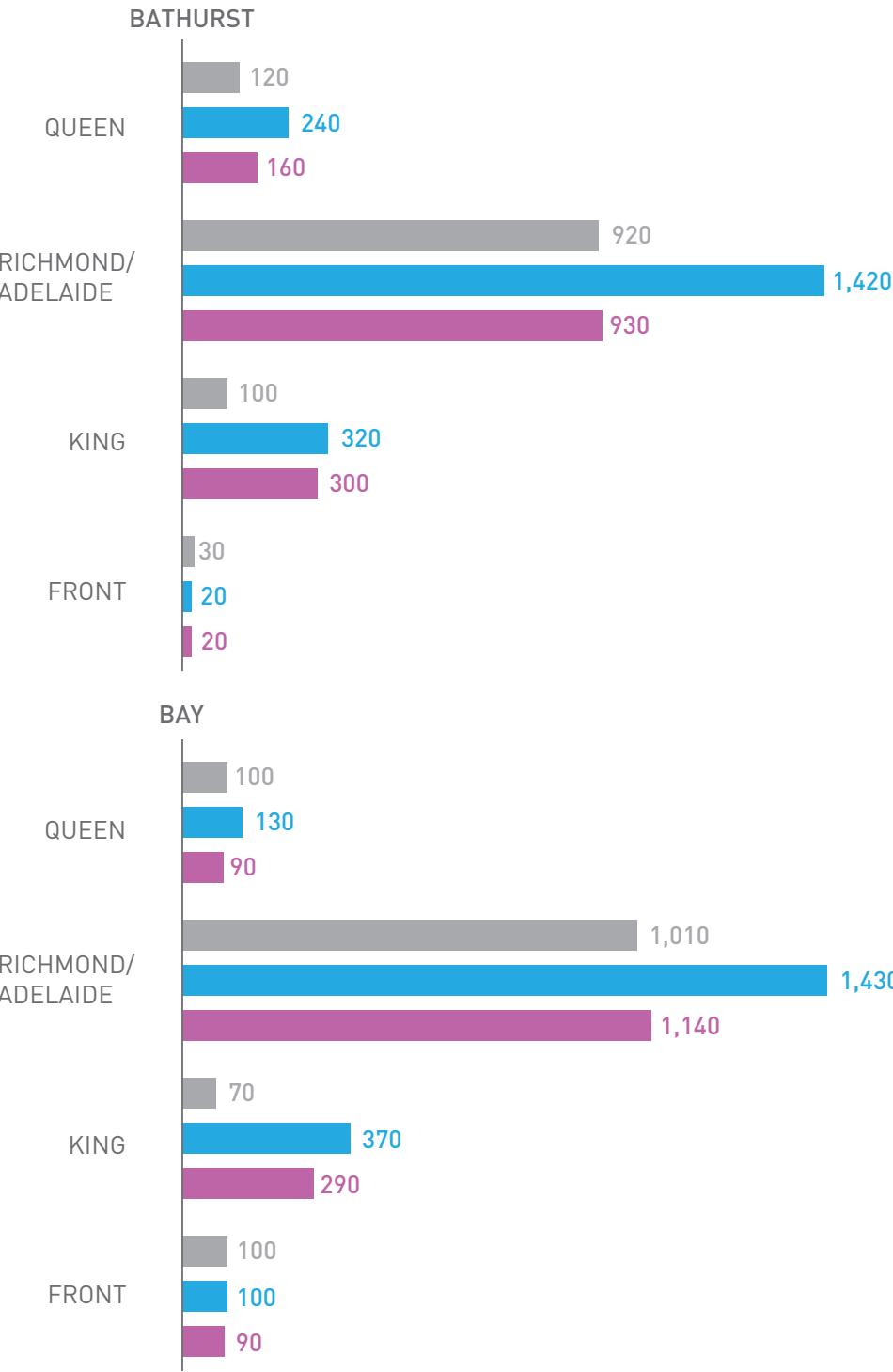
JULY & AUGUST CYCLING VOLUMES

King Street
Transit Pilot 

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



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

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Data Collection Dates:
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Data Collection Dates:
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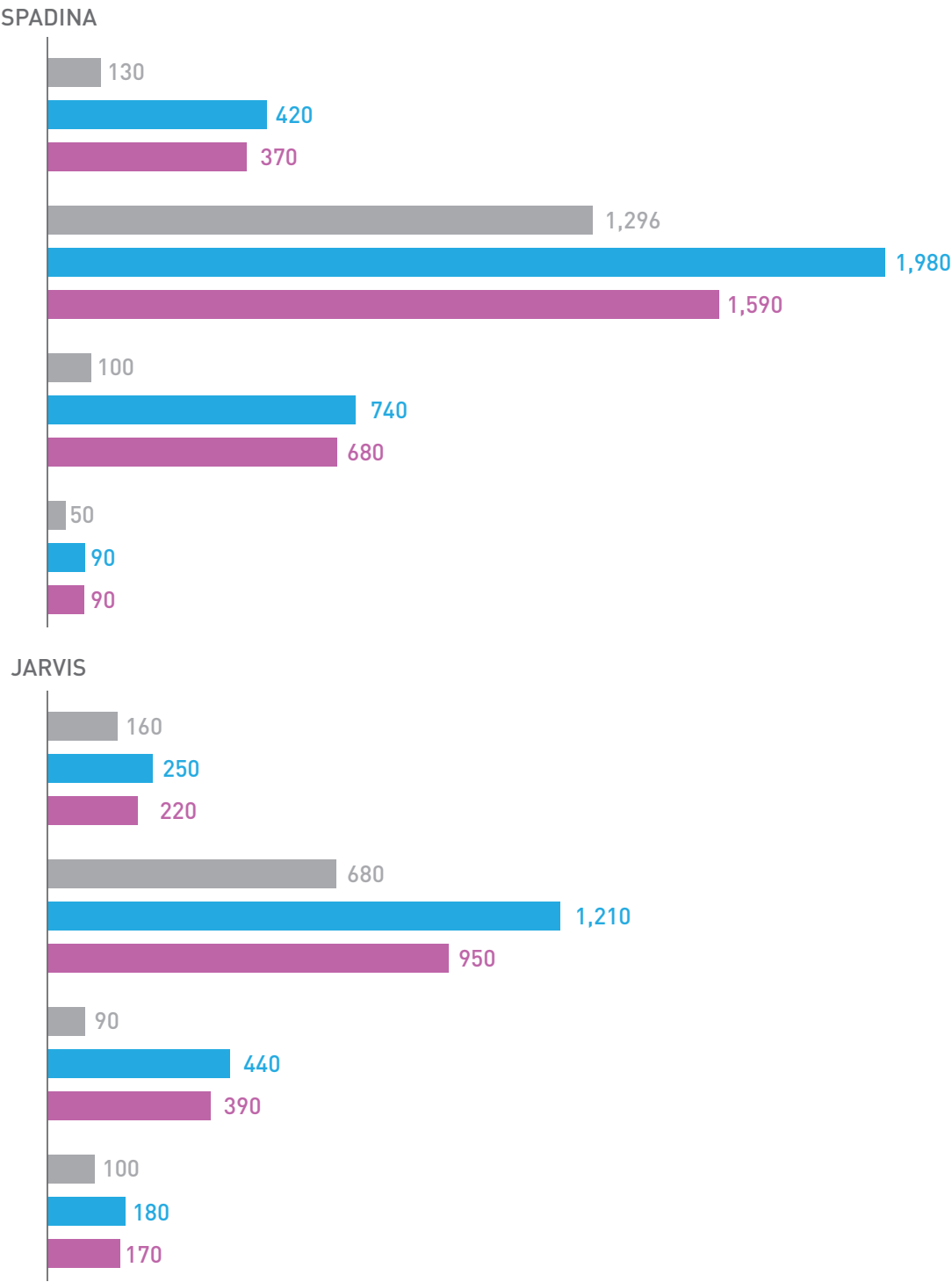
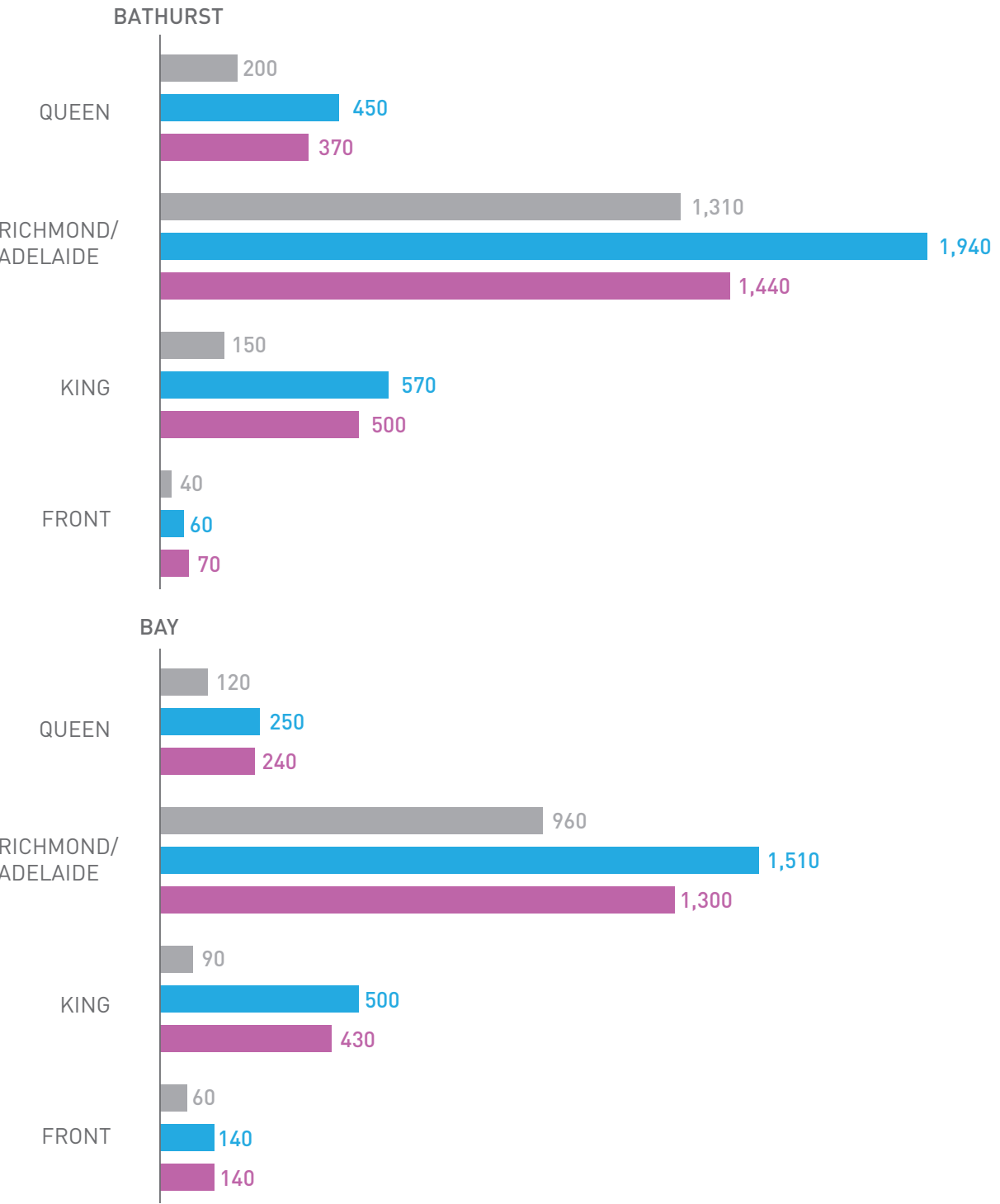
JULY & AUGUST CYCLING VOLUMES

King Street
Transit Pilot 

Jul. & Aug.
2018



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



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