KING STREET TRANSIT PILOT

September & October Update

toronto.ca/kingstreetpilot
#kingstreetpilot

TORONTO

SEPTEMBER & OCTOBER HIGHLIGHTS

King Street Transit Pilot ★ Sept. & Oct. 2018

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

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.

Approx. 5-6 minute
improvement (in each direction) during the PM commute for the slowest streetcar travel time.

Travel times have improved due in part to transit signal priority being enabled in the pilot area. In September and October, the slowest travel times during the afternoon commute were similar to the average travel times before the pilot.

CAR TRAVEL TIMES & VOLUMES

Average car travel times on most streets in the downtown, vary (+/-) 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.

On King Street...

MIDDAY

EARLY EVENING

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

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.

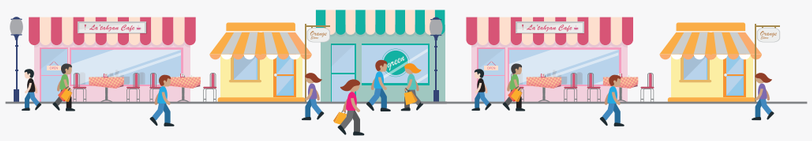
PREVIOUS HIGHLIGHTS

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

Last Update: June

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.

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).

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, 25-26, 30-31, 2018

SEPTEMBER & OCTOBER UPDATE

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 September and October.

COMING SOON

The City will also be measuring or reviewing data on parking utilization, compliance rates, and environmental metrics, which will be made public as part of the final report.

An open data release has been posted on the City's open data catalogue, covering data from November 2017 to the end of October 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/

BASELINE

Data Collection Dates:

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OCTOBER TRANSIT RIDERSHIP

King Street Transit Pilot ★ October 2018

TRANSIT RIDERSHIP

ALL DAY WEEKDAY RIDERSHIP
(BOARDINGS)

2014	BASELINE	OCTOBER	OCTOBER GROWTH (%)
65,000	72,000	84,000	(+17%) FROM BASELINE

MORNING PEAK DEMAND
BUSIEST HOUR EASTBOUND @ SPADINA

BASELINE	OCTOBER
2,200	2,910

AFTERNOON PEAK DEMAND
BUSIEST HOUR WESTBOUND @ SPADINA

BASELINE	OCTOBER
1,650	2,400

OCTOBER SUMMARY

- All-day ridership on the 504/514 routes has increased from 80,000 in March to 84,000 in October, an increase of 12,000 daily riders from before the pilot.
- Morning peak hour demand, eastbound at Spadina Avenue was approximately 2,900 passengers per direction, 33% higher than before the pilot. Afternoon peak hour demand, westbound at Spadina Avenue was 2,400 passengers per direction, 45% higher than before the pilot. Additional capacity for passengers has been provided through the conversion to new streetcars.
- 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 remains greater compared to before the pilot. Most of the increase relative to June has occurred during the afternoon peak period which may be attributed to a return to more normal work and school commuter trip patterns in the Fall.
- Transit ridership is compiled by the TTC on an approximately quarterly basis. This update reflects counts conducted during the month of October 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	OCTOBER	% CHANGE	BASELINE	OCTOBER	% CHANGE	BASELINE	OCTOBER	% CHANGE	BASELINE	OCTOBER	% CHANGE
Bathurst Street	1,280	1,590	(+24%)	1,170	1,360	(+16%)	1,150	1,270	(+10%)	650	530	(-18%)
Portland Street	1,010	610	(-40%)	890	930	(+4%)	860	1,280	(+49%)	500	540	(+8%)
Spadina Avenue	1,500	1,550	(+3%)	1,610	2,310	(+43%)	1,970	2,670	(+36%)	930	990	(+6%)
Blue Jays Way/Peter Street	1,010	1,140	(+13%)	800	1,030	(+29%)	800	1,640	(+105%)	460	550	(+20%)
John Street	920	1,220	(+33%)	1,160	1,230	(+6%)	850	1,120	(+32%)	520	710	(+37%)
University Avenue	4,240	5,960	(+41%)	2,880	3,890	(+35%)	3,360	3,770	(+12%)	1,390	1,430	(+3%)
Bay Street	2,010	2,270	(+13%)	1,210	1,660	(+37%)	1,310	1,550	(+18%)	400	610	(+53%)
Yonge Street	4,400	4,550	(+3%)	4,240	5,000	(+18%)	3,630	5,410	(+49%)	1,560	1,380	(-12%)
Church Street	480	330	(-31%)	820	700	(-15%)	640	770	(+20%)	310	310	(+0%)
Jarvis Street	1,350	1,400	(+4%)	1,970	2,030	(+3%)	990	1,280	(+29%)	330	370	(+12%)
TOTAL, ALL PILOT AREA STOPS	**18,200**	**20,620**	(+13%)	**16,750**	**20,140**	(+20%)	**15,560**	**20,760**	(+33%)	**7,050**	**7,420**	(+5%)

BASELINE
Data Collection Dates:
TTC: Counts Completed September 2017

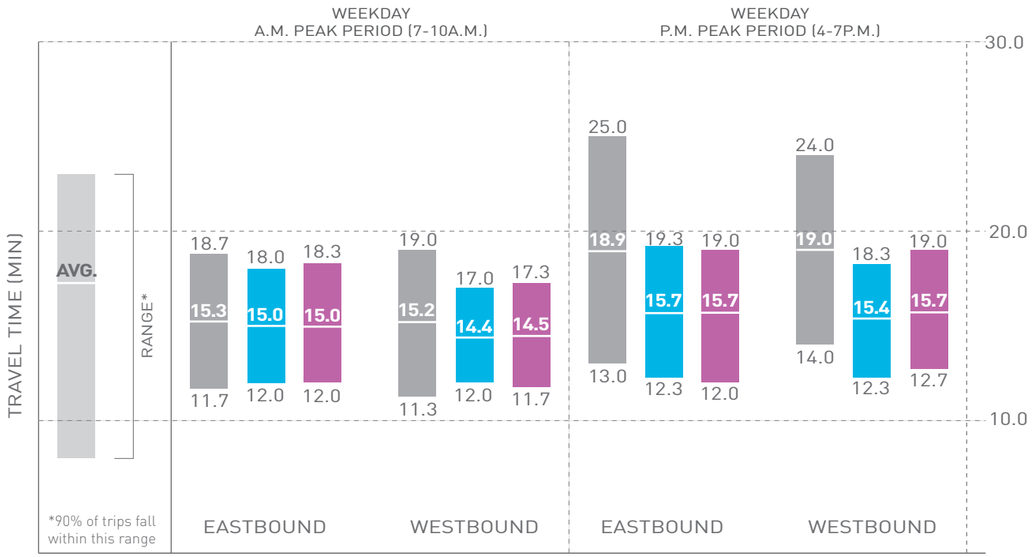
OCTOBER
Data Collection Dates:
TTC: Counts Completed September 30 - November 3, 2018

SEPTEMBER & OCTOBER TRANSIT TRAVEL TIMES & RELIABILITY

King Street Transit Pilot ★ Sept. & Oct. 2018

STREETCAR TRAVEL TIME RANGE (MIN)

(BATHURST - JARVIS)



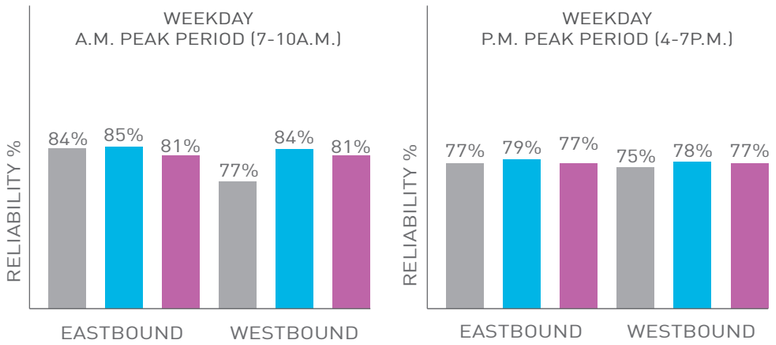
AVERAGE STREETCAR TRAVEL TIME (MIN)

(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
SEPTEMBER	15.0	14.6	15.7	14.2	13.1
SEPTEMBER CHANGE	**(-0.3)**	**(-2.2)**	**(-3.2)**	**(-1.6)**	**(-2.0)**
OCTOBER	15.0	14.0	15.7	13.7	13.4
OCTOBER CHANGE	**(-0.3)**	**(-2.8)**	**(-3.2)**	**(-2.1)**	**(-1.7)**
WESTBOUND					
BASELINE	15.2	16.1	19.0	16.4	14.6
SEPTEMBER	14.4	14.3	15.4	14.1	12.7
SEPTEMBER CHANGE	**(-0.8)**	**(-1.8)**	**(-3.6)**	**(-2.3)**	**(-1.9)**
OCTOBER	14.5	13.9	15.7	13.7	12.8
OCTOBER CHANGE	**(-0.7)**	**(-2.2)**	**(-3.3)**	**(-2.7)**	**(-1.8)**

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 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:
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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.

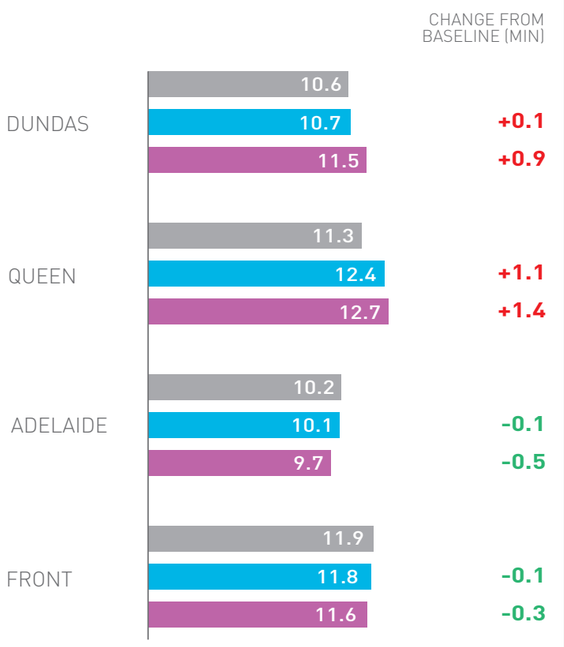
SEPTEMBER & OCTOBER CAR TRAVEL TIMES

King Street Transit Pilot ★ Sept. & Oct. 2018

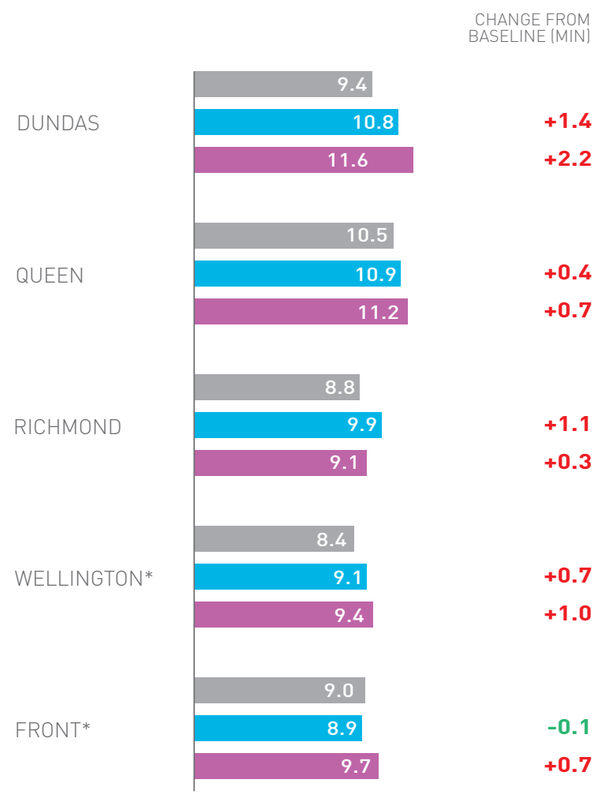
AVERAGE CAR TRAVEL TIMES (MIN) EAST-WEST STREETS

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

EASTBOUND (BATHURST - JARVIS)

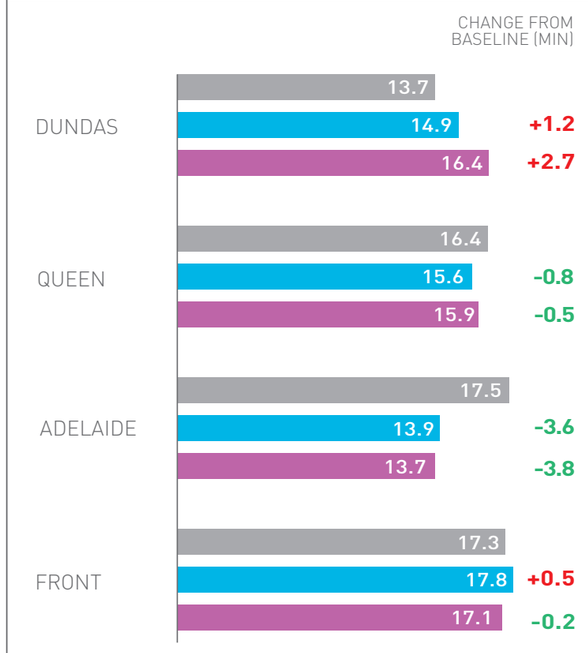


WESTBOUND (JARVIS - BATHURST)

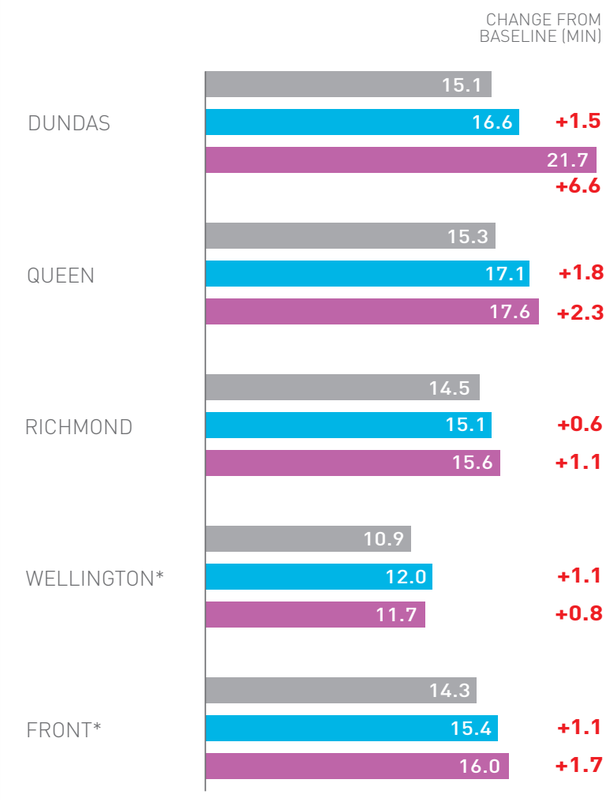


WEEKDAY | P.M. PEAK PERIOD (4-7P.M.)

EASTBOUND (BATHURST - JARVIS)



WESTBOUND (JARVIS - BATHURST)



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

SEPTEMBER & OCTOBER SUMMARY

- In September and October, average car travel times on most streets in the downtown, vary (+/-) less than a minute compared to before the pilot.
- Travel times improved significantly on Adelaide Street eastbound in the afternoon because of the completion of some of construction activities.
- Dundas Street travel times increased significantly in October due to the watermain replacement taking place between Spadina Avenue and Bay Street.
- Jarvis Street in both directions continues to be slower than baseline in the afternoon peak due to the watermain replacement on Jarvis Street from Queen Street to Dundas Street.
- Staff will continue to monitor travel times for vehicles during the pilot, and will identify opportunities for improvements as required.

BASELINE
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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).

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Data Collection Dates:
Car Travel Times: September 4, 5, 8, 9, 15-30, 2018

OCTOBER
Data Collection Dates:
Car Travel Times: October 1, 3-31, 2018

SEPTEMBER & OCTOBER CAR TRAVEL TIMES

King Street Transit Pilot ★ Sept. & Oct. 2018

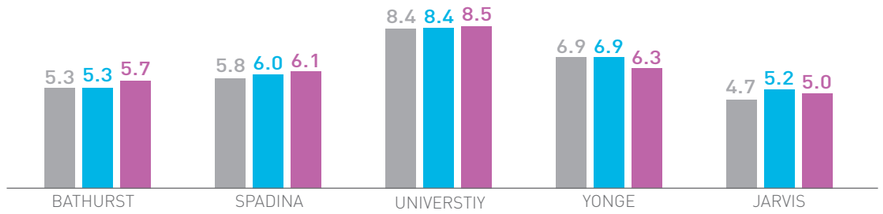
AVERAGE CAR TRAVEL TIMES (MIN) NORTH-SOUTH STREETS

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

NORTHBOUND (FRONT - DUNDAS)

CHANGE FROM BASELINE (MIN)

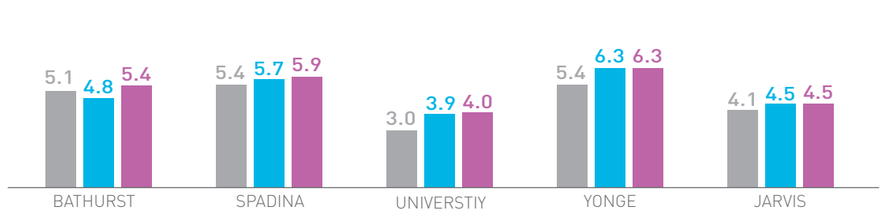
SEPT.	+0.0	+0.2	+0.0	+0.0	+0.5
OCT.	+0.4	+0.3	+0.1	-0.6	+0.3



SOUTHBOUND (DUNDAS - FRONT)

CHANGE FROM BASELINE (MIN)

SEPT.	-0.3	+0.3	+0.9	+0.9	+0.4
OCT.	+0.3	+0.5	+1.0	+0.9	+0.4

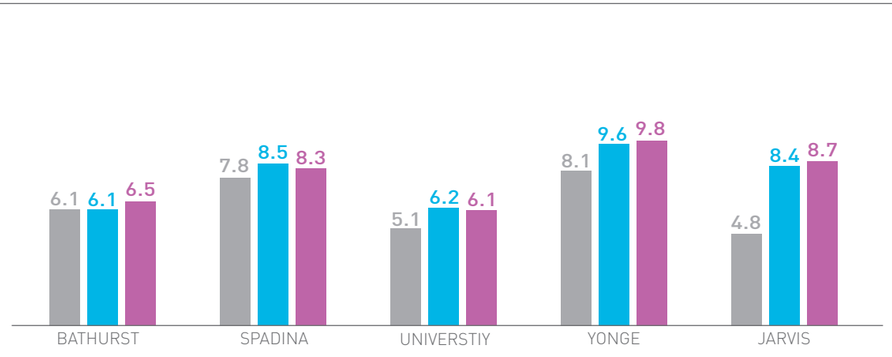


WEEKDAY | P.M. PEAK PERIOD (4-7P.M.)

NORTHBOUND (FRONT - DUNDAS)

CHANGE FROM BASELINE (MIN)

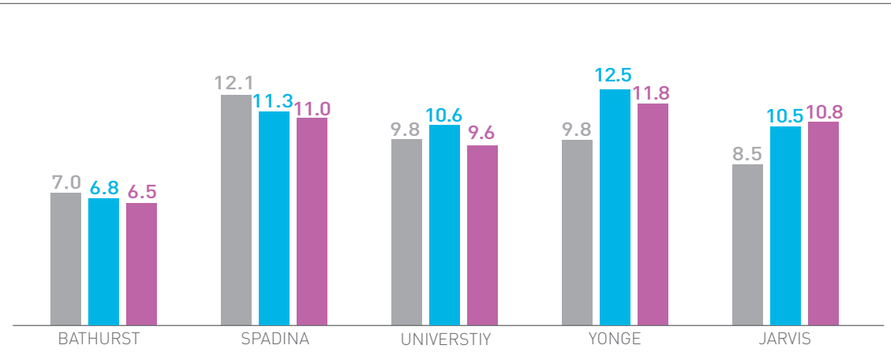
SEPT.	+0.0	+0.7	+1.1	+1.5	+3.6
OCT.	+0.4	+0.5	+1.0	+1.7	+3.9



SOUTHBOUND (DUNDAS - FRONT)

CHANGE FROM BASELINE (MIN)

SEPT.	-0.2	-0.8	+0.8	+2.7	+2.0
OCT.	+0.5	-1.1	-0.2	+2.0	+2.3



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SEPTEMBER & OCTOBER CAR VOLUMES

King Street Transit Pilot ★ Sept. & Oct. 2018

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

SEPTEMBER & OCTOBER 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 10% overall reduction in the total number of cars in the area surrounding King Street in both September and October. It may indicate that some people have shifted to transit, cycling, or walking.

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

SEPTEMBER
Data Collection Dates:
Car Volumes: September 19-21, 24-27, 2018

OCTOBER
Data Collection Dates:
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SEPTEMBER & OCTOBER CAR VOLUMES

King Street Transit Pilot ★ Sept. & Oct. 2018

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

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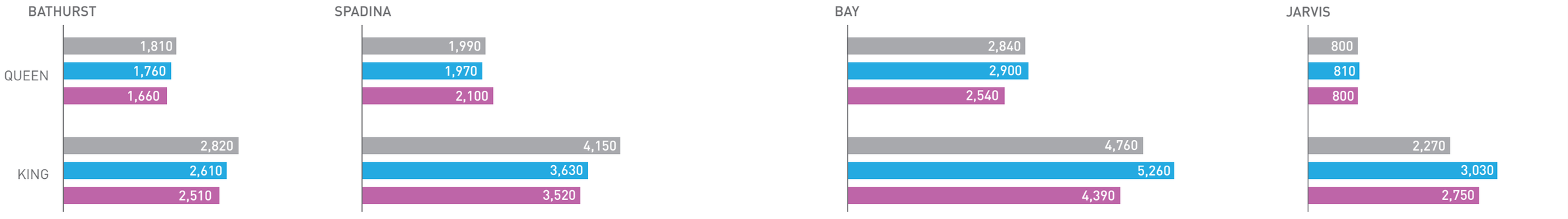
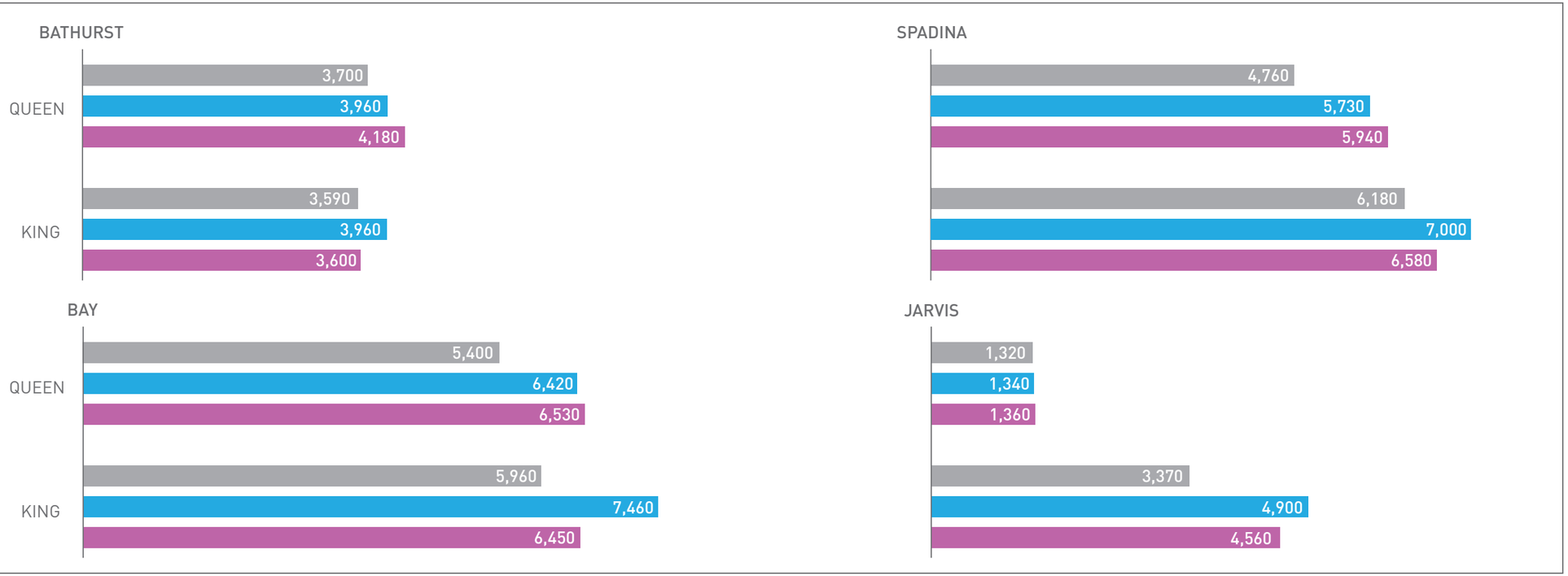
SEPTEMBER & OCTOBER PEDESTRIAN VOLUMES

King Street Transit Pilot ★ Sept. & Oct. 2018

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



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



SEPTEMBER & OCTOBER SUMMARY

- Changes in the number of pedestrians from October 2017 to October 2018 show similar trends on both King Street and Queen Street.
- While the volume of pedestrians decreased from September to October at some locations along King Street (but not along Queen Street), this was generally the case where September volumes along King Street had already increased substantially from the October 2017 baseline before the pilot. Generally, pedestrian volumes on King Street continue to be higher than on the same sections of Queen Street.

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

SEPTEMBER
Data Collection Dates:
Pedestrian Volumes: September 19-21, 24-27, 2018

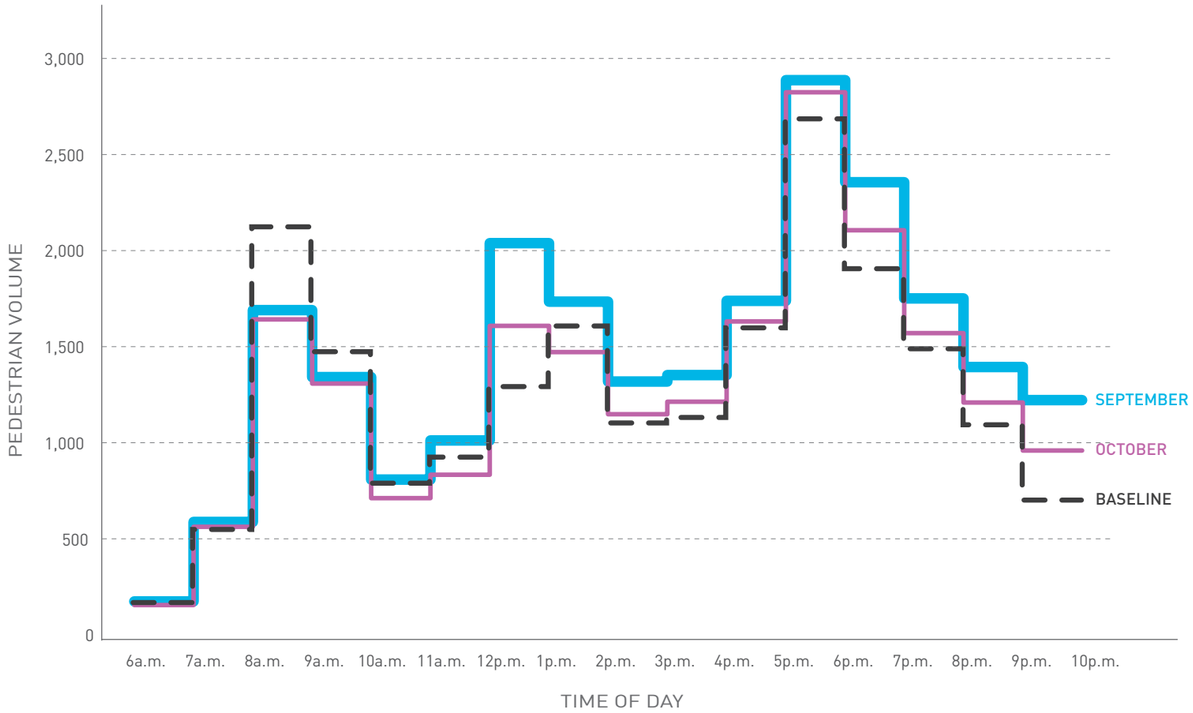
OCTOBER
Data Collection Dates:
Pedestrian Volumes: October 15-19, 25-26, 30-31, 2018

SEPTEMBER & OCTOBER PEDESTRIAN VOLUMES

King Street Transit Pilot ★ Sept. & Oct. 2018

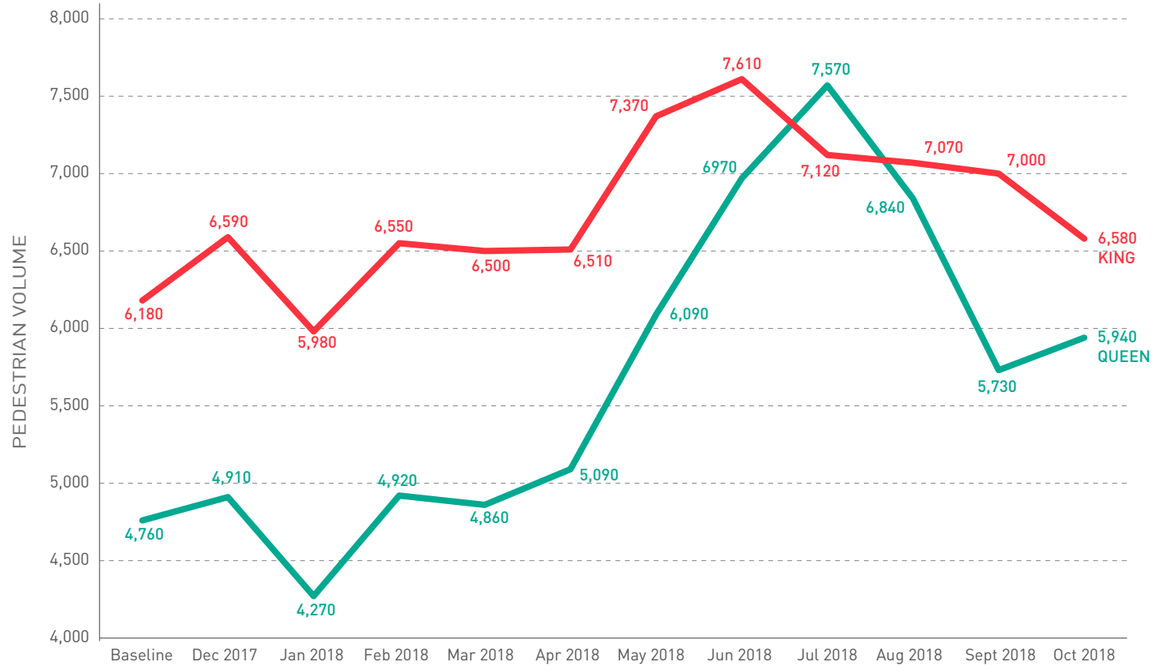
TOTAL WEEKDAY PEDESTRIAN VOLUMES AT KING AND SPADINA

TOTAL HOURLY EAST-WEST VOLUMES, SEPTEMBER & OCTOBER 2018



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

TOTAL MONTHLY EAST-WEST VOLUMES, SEPTEMBER & OCTOBER 2018



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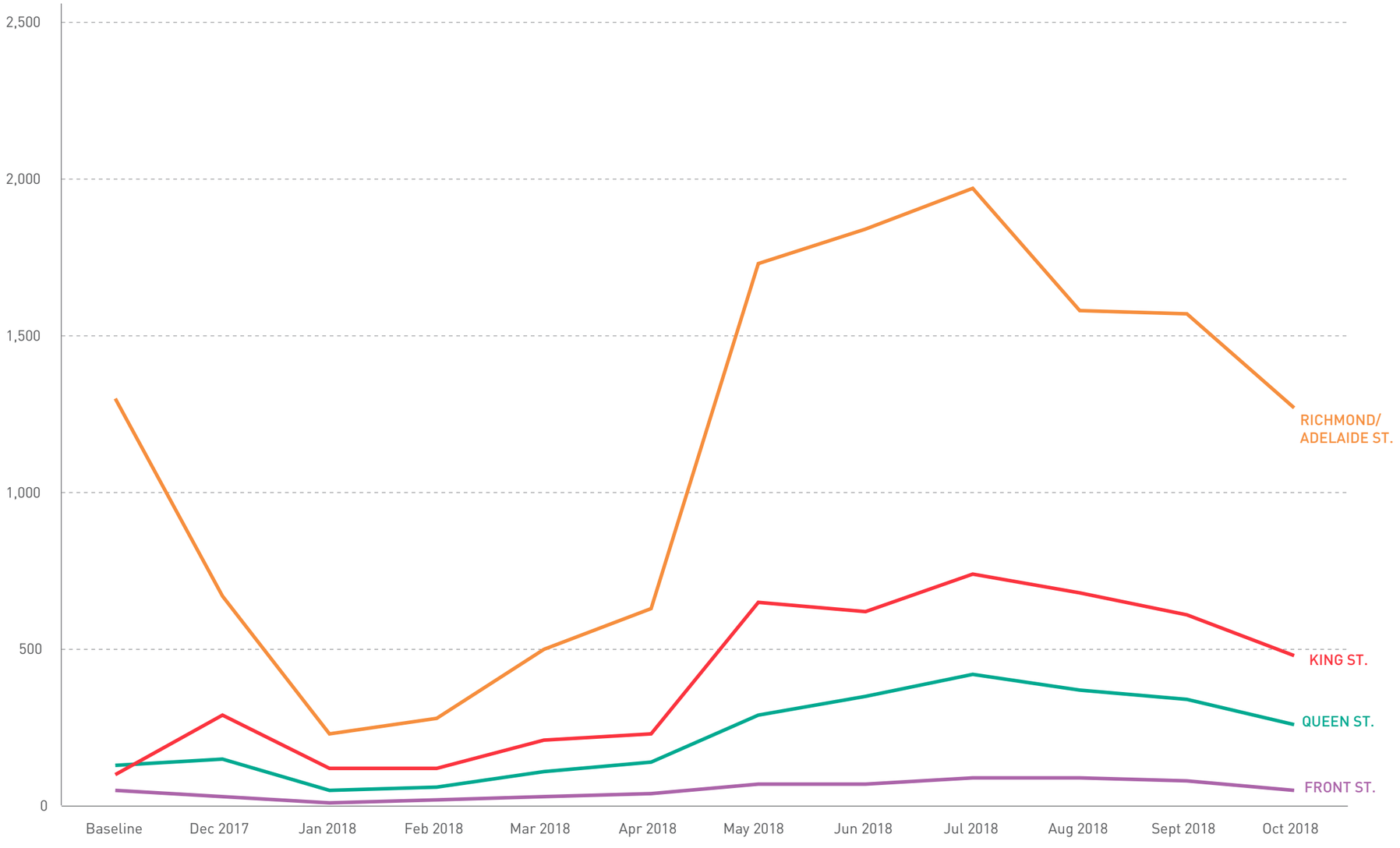
SEPTEMBER & OCTOBER CYCLING VOLUMES

King Street Transit Pilot ★ Sept. & Oct. 2018

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

MONTHLY TRENDS



SEPTEMBER & OCTOBER SUMMARY

- Cycling volumes in September and October dropped from the summer time due to 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.
- Overall cycling volumes in October across all streets at Spadina Avenue have increased by 23% compared to the baseline counted in October 2017.
- 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

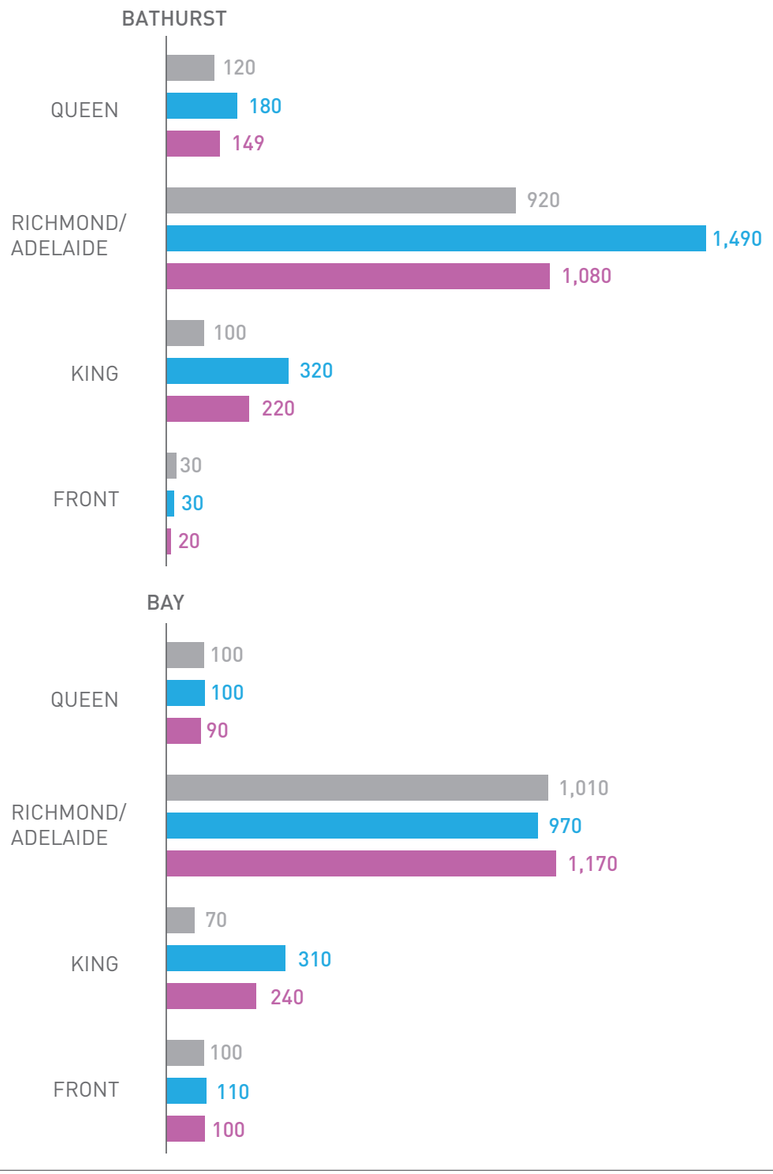
SEPTEMBER
Data Collection Dates:
Cycling Volumes: September 19-21, 24-27, 2018

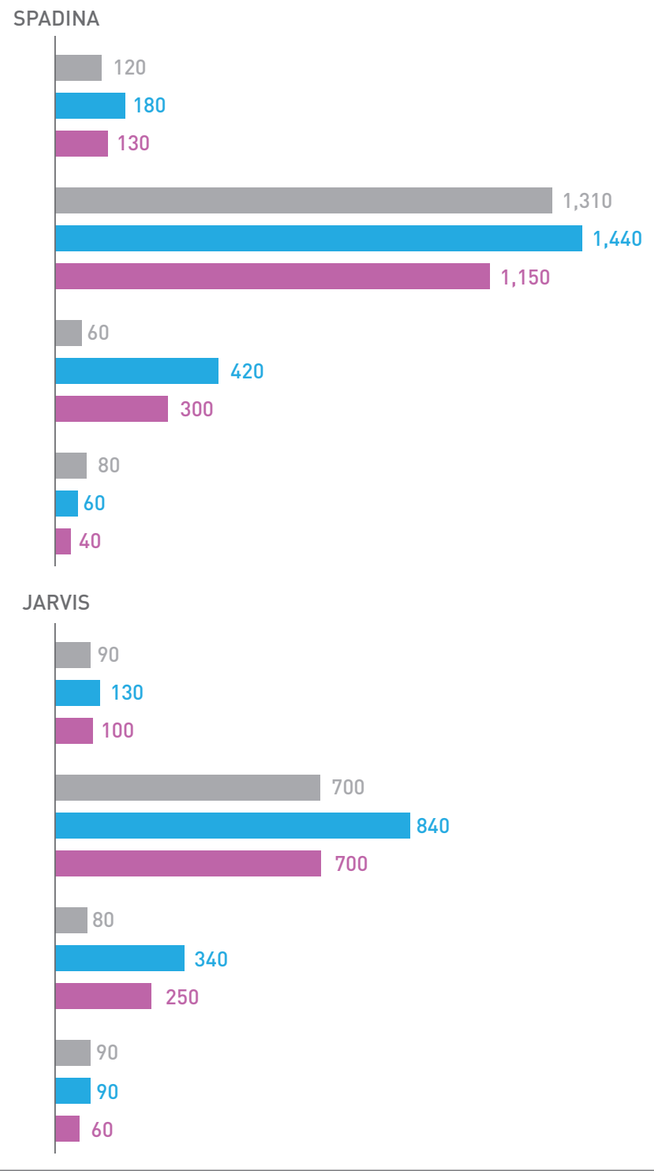
OCTOBER
Data Collection Dates:
Cycling Volumes: October 15-19, 25-26, 30-31, 2018

SEPTEMBER & OCTOBER CYCLING VOLUMES

King Street Transit Pilot ★ Sept. & Oct. 2018

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





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

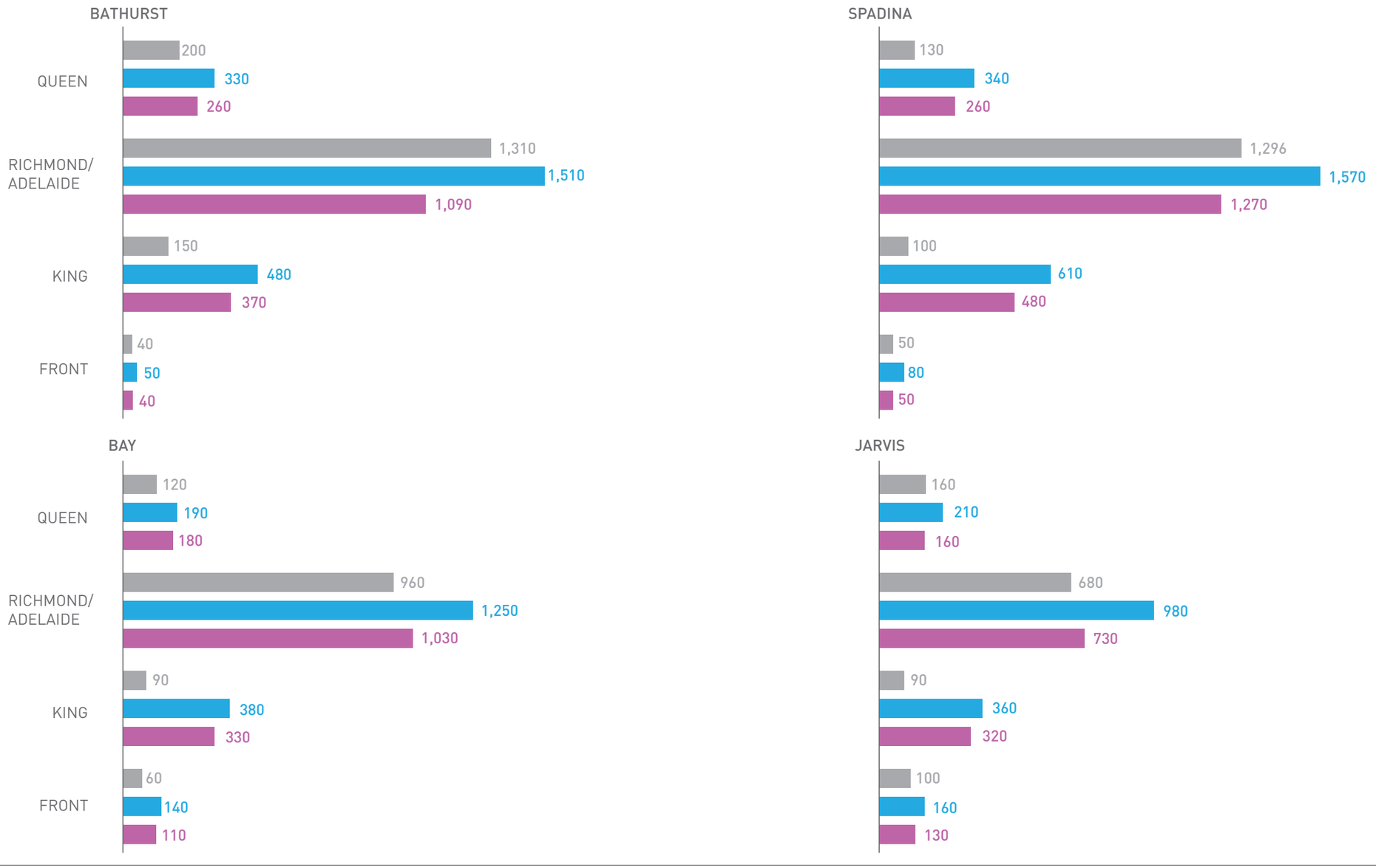
SEPTEMBER
Data Collection Dates:
Cycling Volumes: September 19-21, 24-27, 2018

OCTOBER
Data Collection Dates:
Cycling Volumes: October 15-19, 25-26, 30-31, 2018

SEPTEMBER & OCTOBER CYCLING VOLUMES

King Street Transit Pilot ★ Sept. & Oct. 2018

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



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

SEPTEMBER
Data Collection Dates:
Cycling Volumes: September 19-21, 24-27, 2018

OCTOBER
Data Collection Dates:
Cycling Volumes: October 15-19, 25-26, 30-31, 2018