

KING STREET TRANSIT PILOT

November & December Update

NOVEMBER & DECEMEBER HIGHLIGHTS



TRANSIT TRAVEL TIMES

The reliability of streetcar travel times has continued to improve since before the pilot.



Approx. 4-5 minute

improvement (in each direction) during the PM commute for the slowest streetcar travel time.



In November and December, 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 Dundas Street, Queen Street and Jarvis Street.



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.

BASELINE

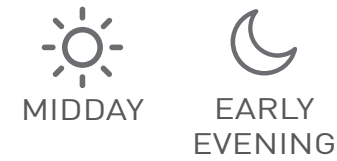
Data Collection Dates:
TTC: September 21 to October 14, 2017 and October 30 to November 4, 2017 (Intervening period removed due to TTC track construction at Queen Street and McCaul Street).
Vehicles: September 21 to October 14, 2017 and October 30 to November 8, 2017 (Intervening period removed due to TTC track construction at Queen Street and McCaul Street).

PEDESTRIAN VOLUMES

Pedestrian volumes in November and December are largely in line with volumes from before the pilot.



On King Street...



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. Evening volumes are comparable to pre-pilot baseline volumes.

CYCLING VOLUMES

Cycling volumes in November and December dropped from summer and fall volumes due to expected seasonal changes.

Cycling volumes in December on King Street (PM Peak at Spadina Avenue) increased by +160 trips compared to the baseline counted in October 2017, an increase of 150%.



NOVEMBER

Data Collection Dates:
TTC Transit Travel Times & Reliability: November 4 - December 01
Car Travel Times: November 1-14, 20-30
Car, Pedestrian & Cycling Volumes: November 16, 19-22

DECEMBER

Data Collection Dates:
TTC Transit Travel Times & Reliability: December 1-31
Car Travel Times: December 1-31
Car, Pedestrian & Cycling Volumes: December 3-7

PREVIOUS HIGHLIGHTS

TRANSIT RIDERSHIP

Last Update: October 2018



ECONOMIC POINT-OF-SALE DATA

Last Update: May 2018

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 2018

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.



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 November & December.

OPEN DATA

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

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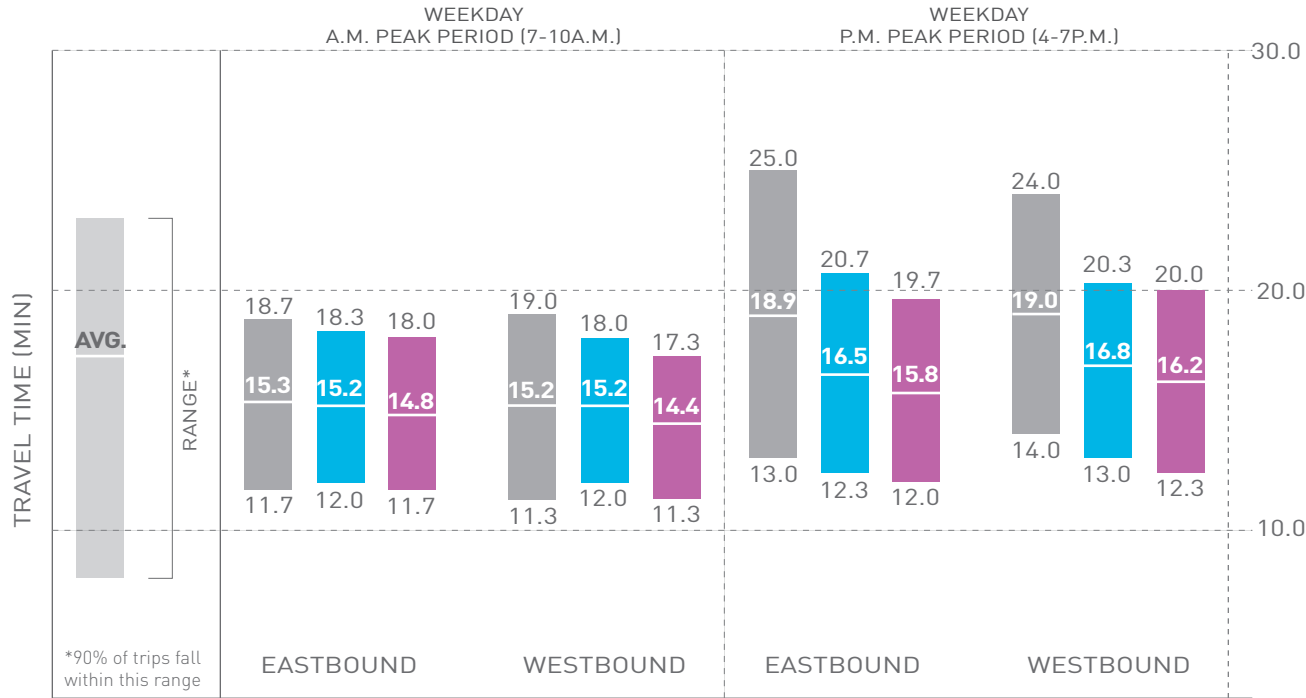
DECEMBER

Data Collection Dates:
TTC Transit Travel Times & Reliability: December 1-31
Car Travel Times: December 1-31
Car, Pedestrian & Cycling Volumes: December 3-7



STREETCAR TRAVEL TIME RANGE (MIN)

[BATHURST - JARVIS]



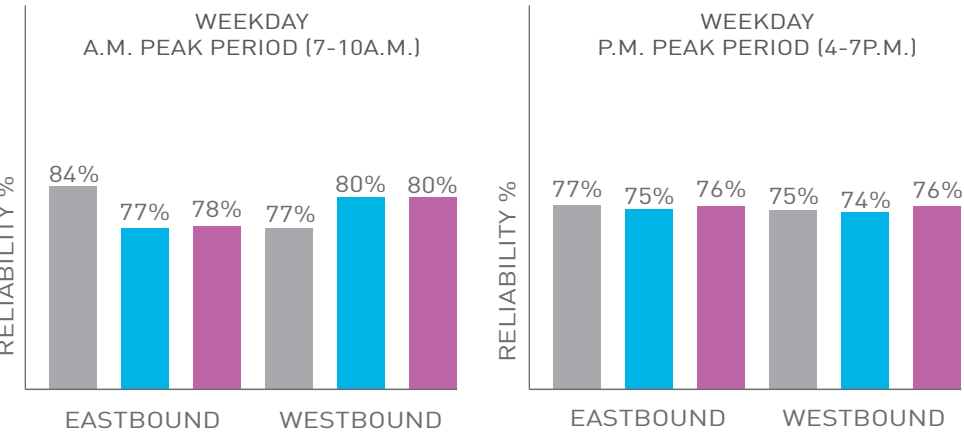
AVERAGE STREETCAR TRAVEL TIME (MIN)

[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
NOVEMBER	15.2	14.1	16.5	13.7	13.1
NOVEMBER CHANGE	(-0.1)	(-2.7)	(-2.4)	(-2.1)	(-2.0)
DECEMBER	14.8	14.2	15.8	13.8	13.5
DECEMBER CHANGE	(-0.5)	(-2.6)	(-3.1)	(-2.0)	(-1.6)
WESTBOUND					
BASELINE	15.2	16.1	19.0	16.4	14.6
NOVEMBER	15.2	14.1	16.8	14.1	12.8
NOVEMBER CHANGE	(+0)	(-2.0)	(-2.2)	(-2.3)	(-1.8)
DECEMBER	14.4	14.2	16.2	14.0	13.6
DECEMBER CHANGE	(-0.8)	(-1.9)	(-2.8)	(-2.4)	(-1.0)

WAIT TIME RELIABILITY*

% streetcars arriving within 4 minutes



NOVEMBER & DECEMBER SUMMARY

- Improvements to the reliability of streetcar travel times observed in previous reporting periods have continued through November and December 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 4-5 minutes in each direction. Eastbound travel times have improved from 25 minutes to 20 minutes and westbound travel times have improved from 24 to 20 minutes when comparing December 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 November and December.
- Early evening (7–10 p.m.) trips have improved by about 2-2.5 minutes for both directions in both November and December.
- Wait time reliability was similar to the pre-pilot condition while delivering significant increases in capacity and ridership.
- Staff will continue to monitor travel times and reliability for streetcars and identify opportunities for improvements.

BASELINE

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NOVEMBER

Data Collection Dates:
TTC: November 4 - December 01

DECEMBER

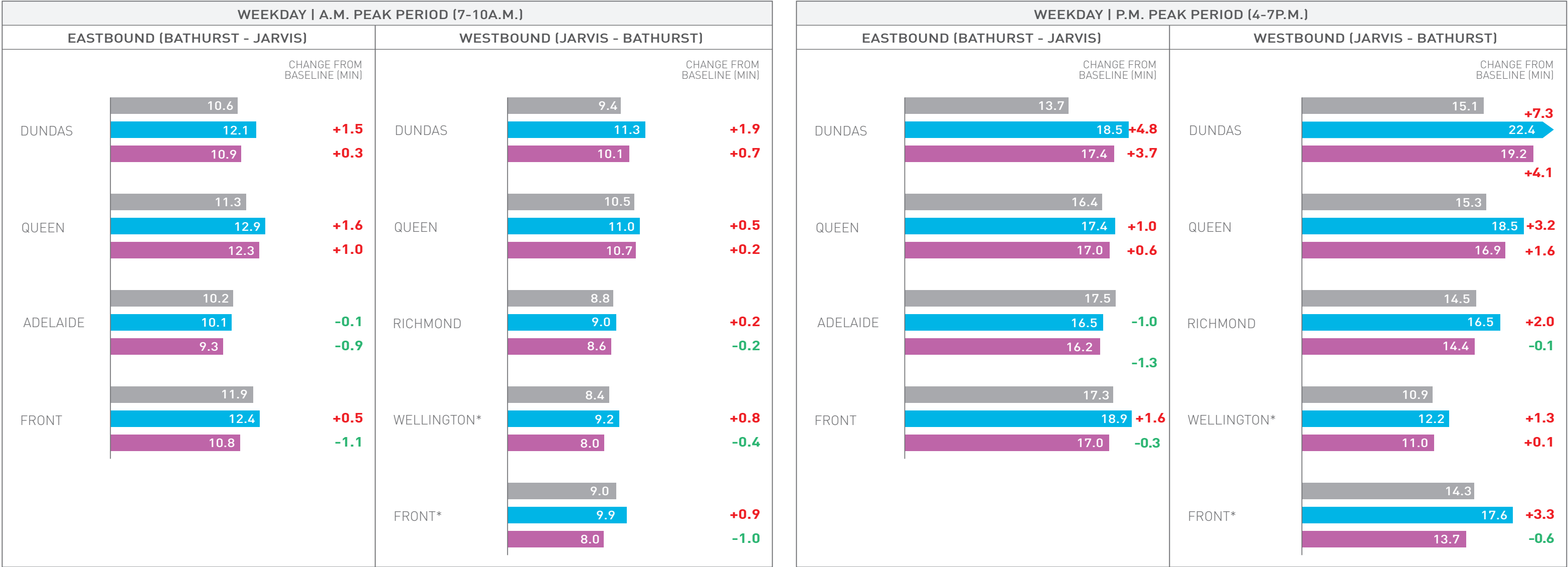
Data Collection Dates:
TTC: December 1–31

***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.

NOV. & DEC. CAR TRAVEL TIMES



AVERAGE CAR TRAVEL TIMES (MIN) EAST-WEST STREETS



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

NOVEMBER AND DECEMBER SUMMARY

- In November and December, 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 St. eastbound in the afternoon because of the advancement of construction activities
- Dundas St travel times and to a lesser degree Queen St travel times increased in November and December likely due to the watermain replacement taking place on Dundas St. between Spadina and Bay
- Northbound travel times in the afternoon are 1-1.5 minutes slower across all downtown streets.
- 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)

NOVEMBER
Data Collection Dates:
Car Travel Times: November 1-14, 20-30

DECEMBER
Data Collection Dates:
Car Travel Times: December 1-31



AVERAGE CAR TRAVEL TIMES (MIN) NORTH-SOUTH STREETS



NOV. & DEC. CAR VOLUMES

King Street
Transit Pilot



Nov. & Dec.
2018



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



NOV. & DEC. 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 November and December. This may indicate that some users have shifted to transit, walking or cycling.

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

NOVEMBER
Data Collection Dates:
Car Volumes: November 16, 19–22

DECEMBER
Data Collection Dates:
Car Volumes: December 3–7

NOV. & DEC. CAR VOLUMES



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



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

NOVEMBER
Data Collection Dates:
Car Volumes: November 16, 19–22

DECEMBER
Data Collection Dates:
Car Volumes: December 3–7

NOV. & DEC. PEDESTRIAN VOLUMES

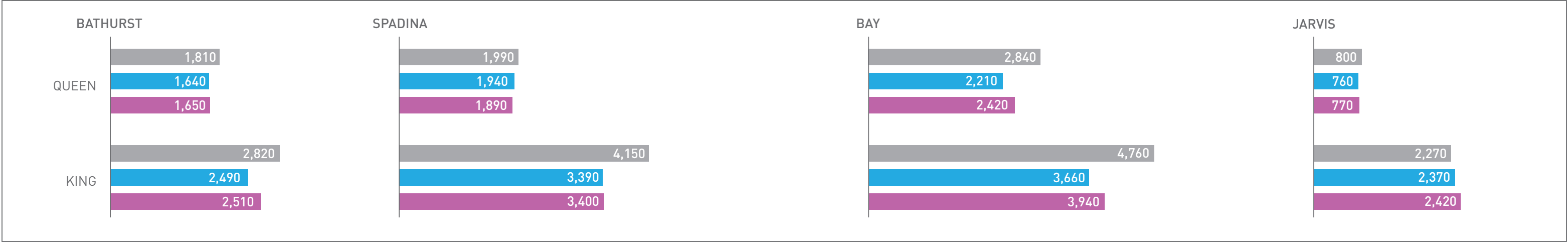
King Street
Transit Pilot



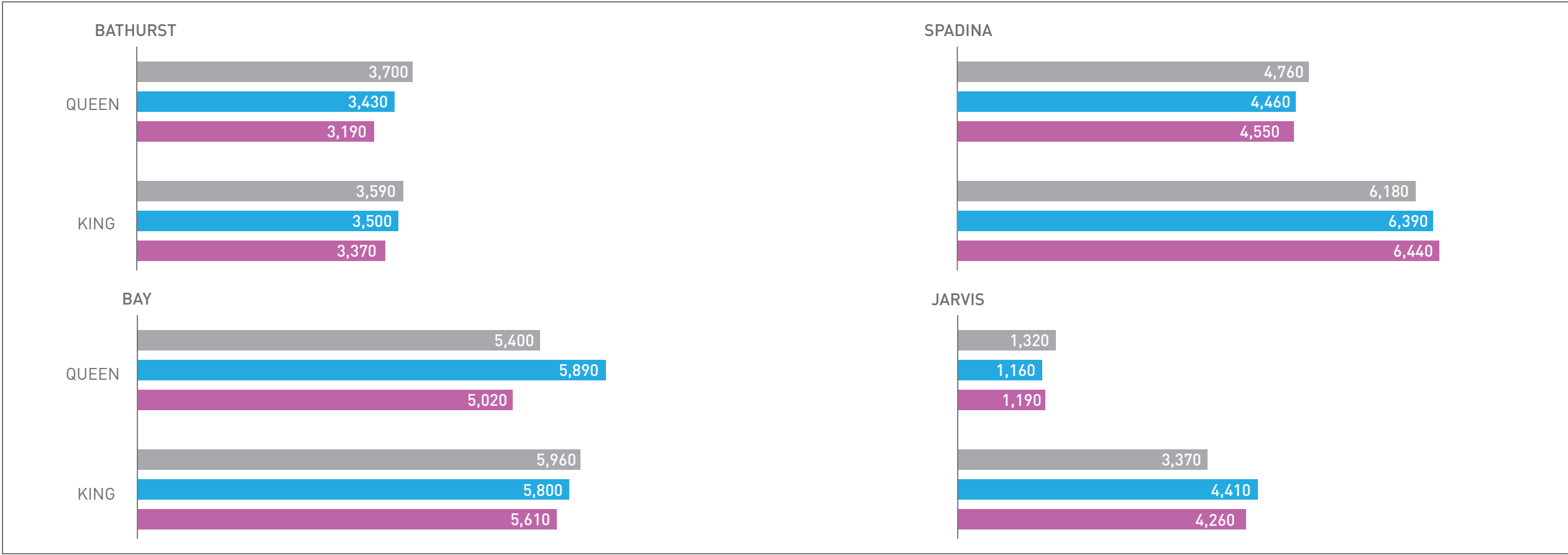
Nov. & Dec.
2018



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



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



NOV. & DEC. SUMMARY

- Pedestrian volumes in November and December are largely in line with volumes from before the pilot. .

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

NOVEMBER
Data Collection Dates:
Pedestrian Volumes: November 16, 19–22

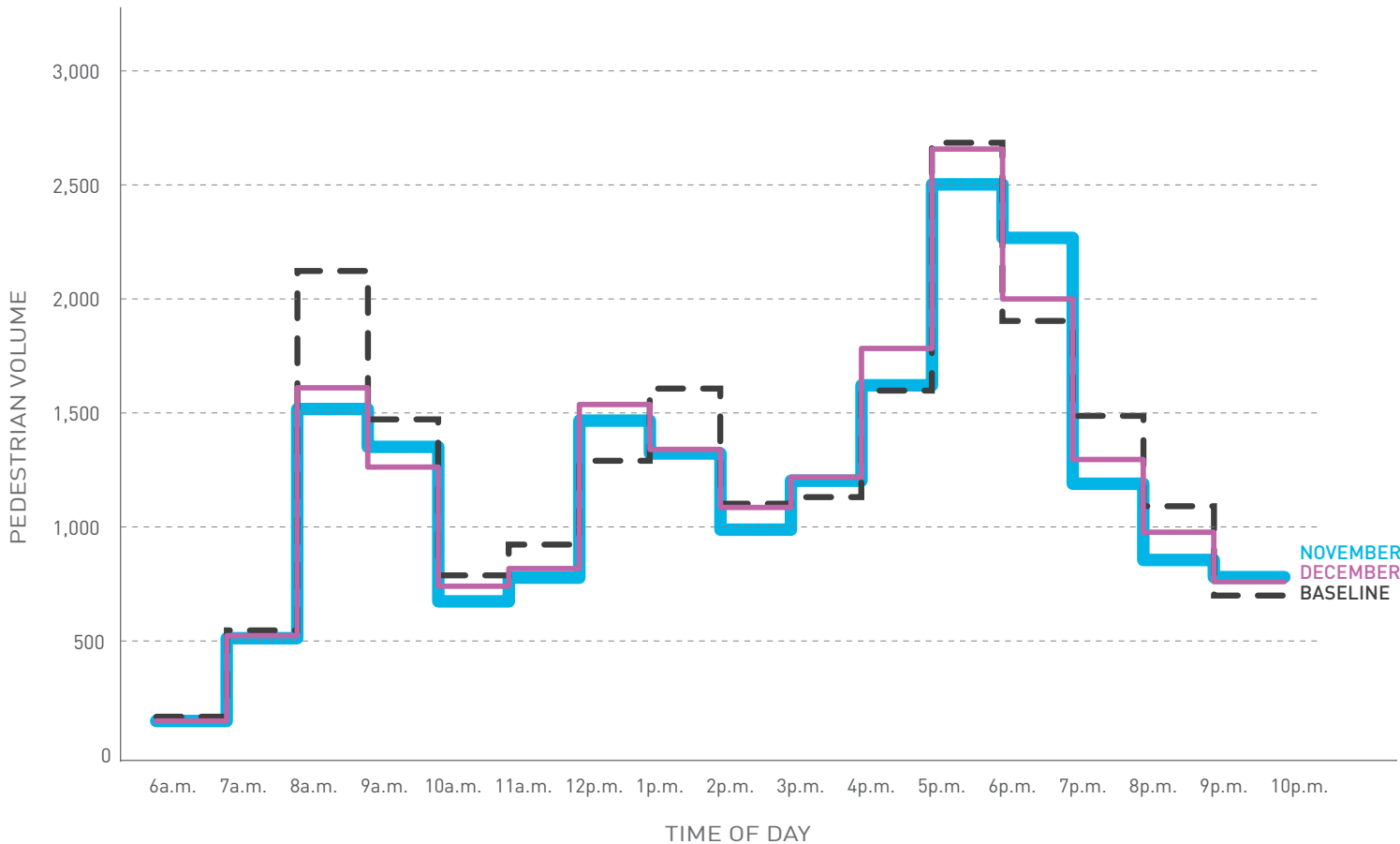
DECEMBER
Data Collection Dates:
Pedestrian Volumes: December 3–7

NOV. & DEC. PEDESTRIAN VOLUMES



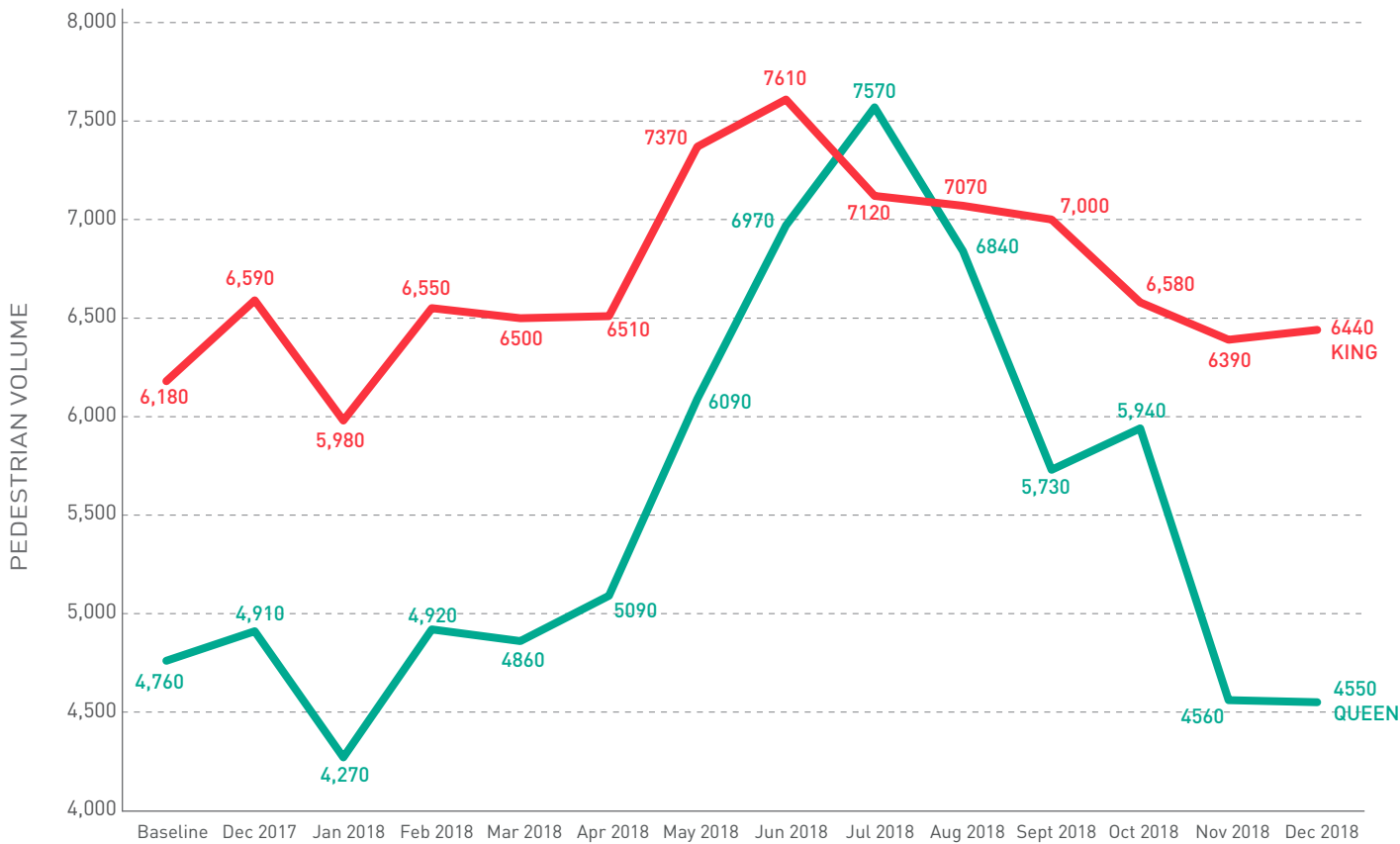
TOTAL WEEKDAY PEDESTRIAN VOLUMES AT KING AND SPADINA

TOTAL HOURLY EAST-WEST VOLUMES, NOVEMBER & DECEMBER 2018



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

TOTAL MONTHLY EAST-WEST VOLUMES, NOVEMBER & DECEMBER 2018



BASELINE

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

NOVEMBER

Data Collection Dates:
Pedestrian Volumes: November 16, 19-22

DECEMBER

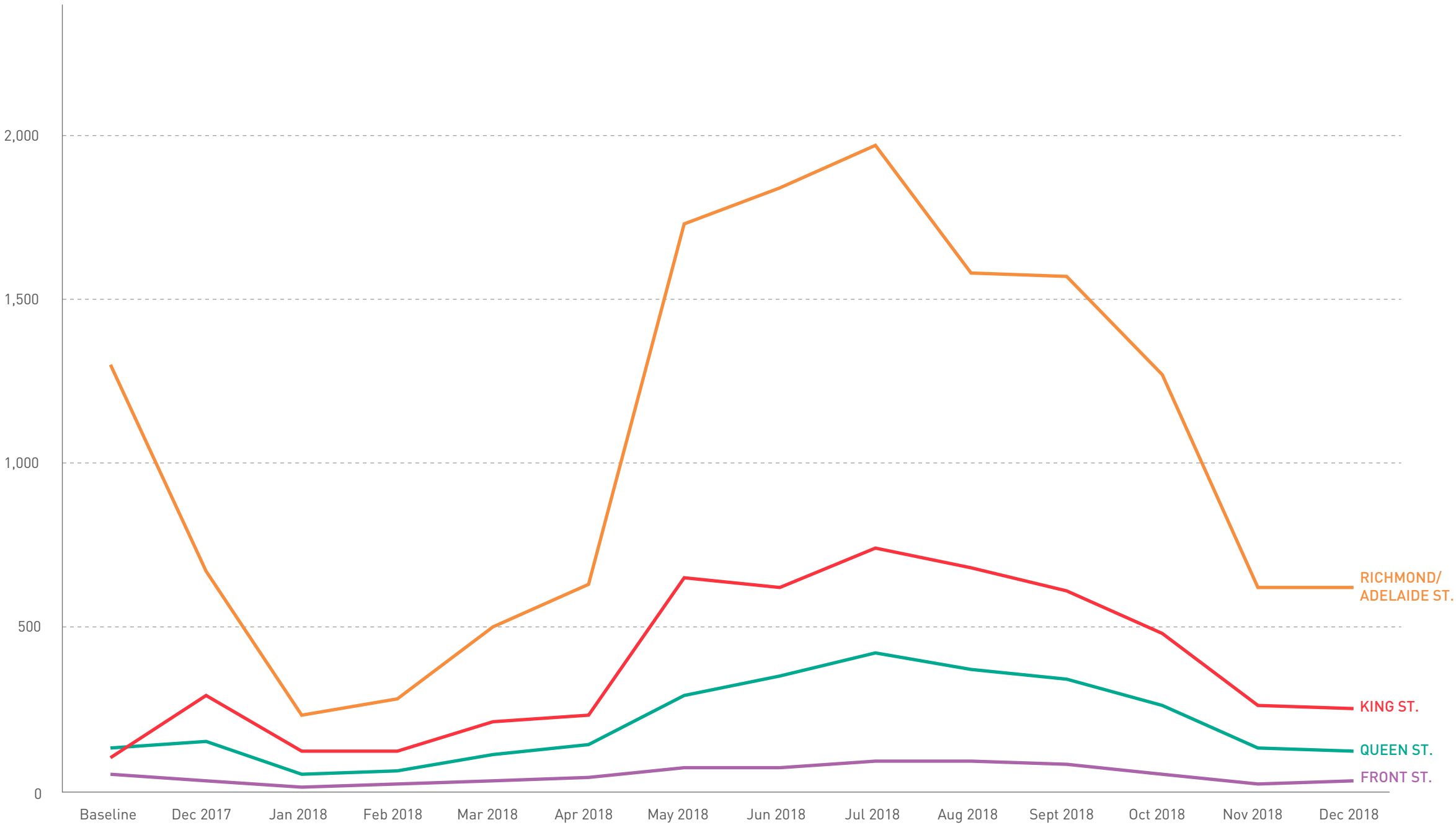
Data Collection Dates:
Pedestrian Volumes: December 3-7

NOV. & DEC. CYCLING VOLUMES



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

MONTHLY TRENDS



NOV. & DEC. SUMMARY

- Cycling volumes in November and December dropped from September and October due to expected seasonal changes.
- Cycling volumes on King St have increased by 150-160 riders (150%) at Spadina compared to the baseline counted in October of 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

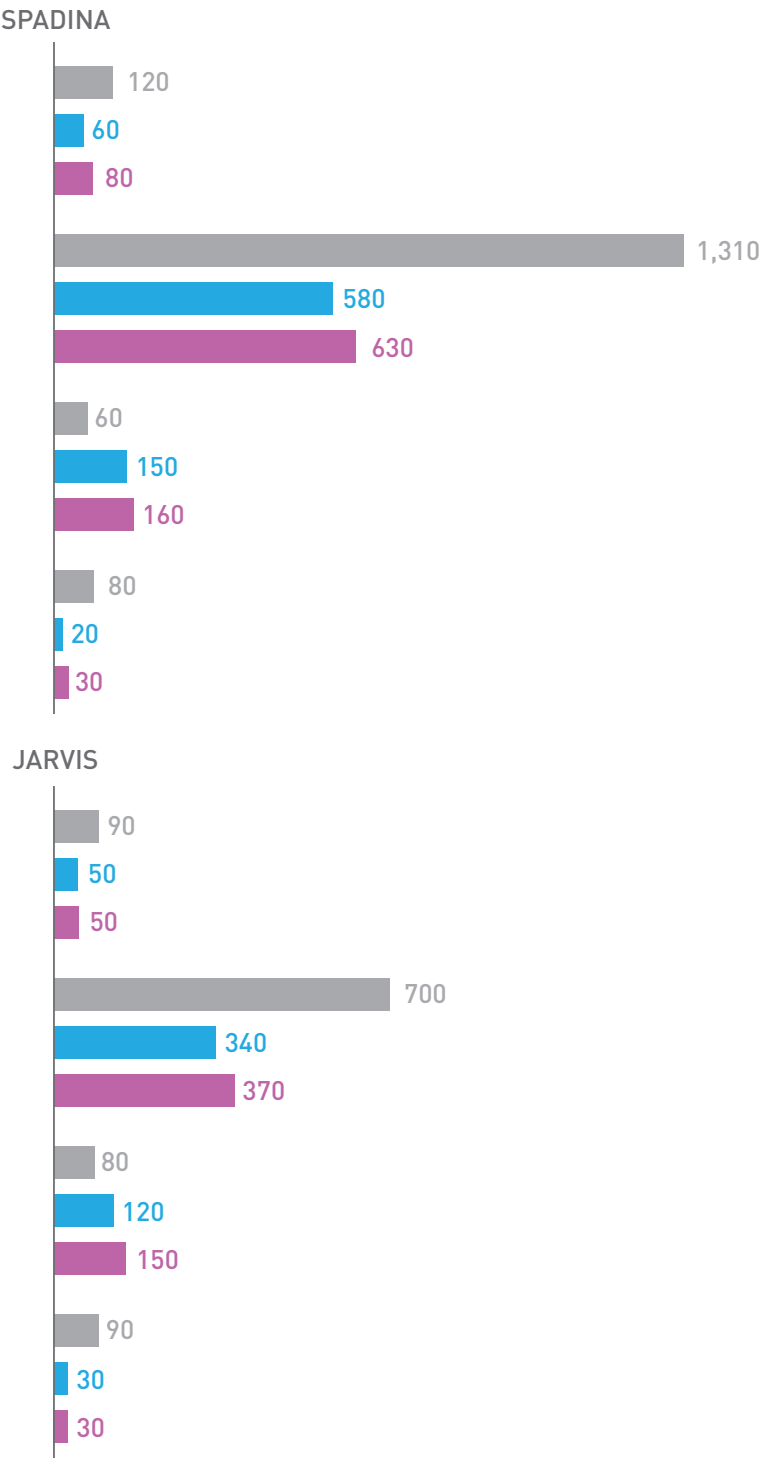
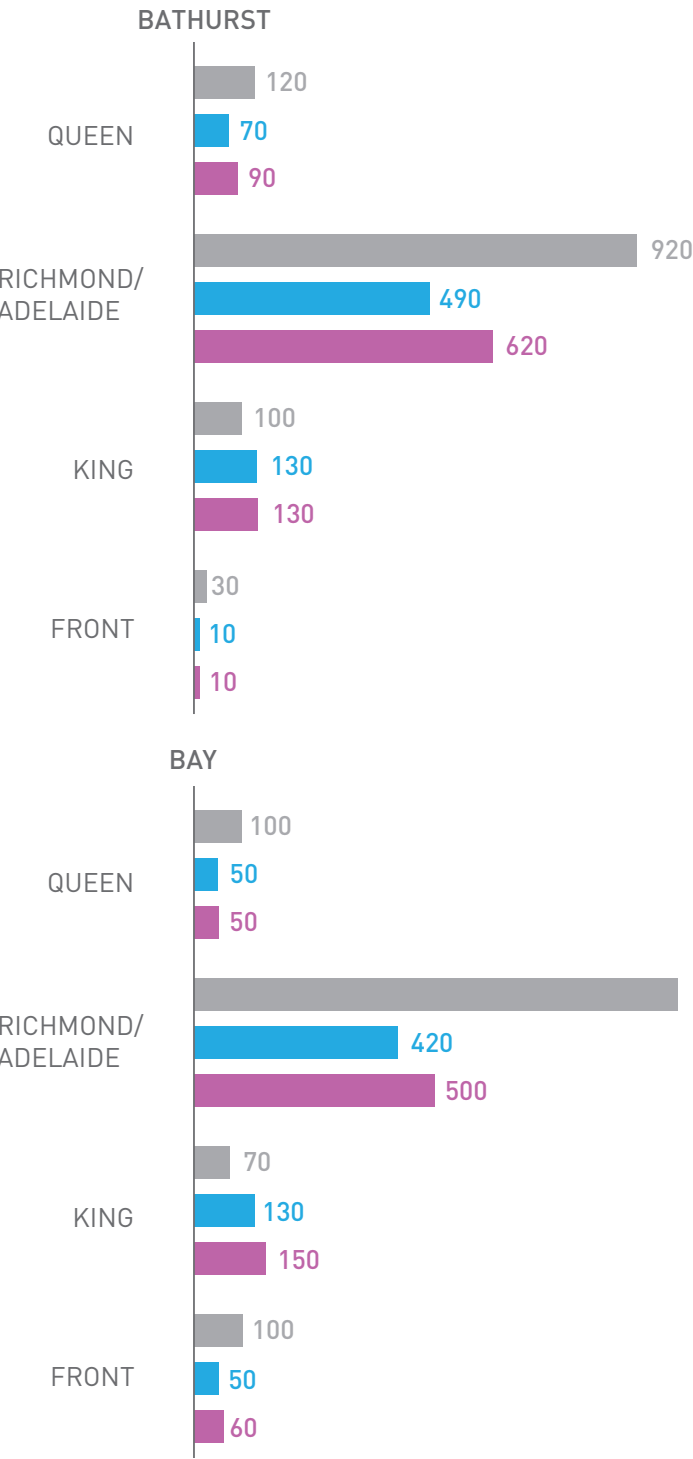
NOVEMBER
Data Collection Dates:
Cycling Volumes: November 16, 19-22

DECEMBER
Data Collection Dates:
Cycling Volumes: December 3-7

NOV. & DEC. CYCLING VOLUMES



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



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

NOVEMBER
Data Collection Dates:
Cycling Volumes: November 16, 19–22

DECEMBER
Data Collection Dates:
Cycling Volumes: December 3–7

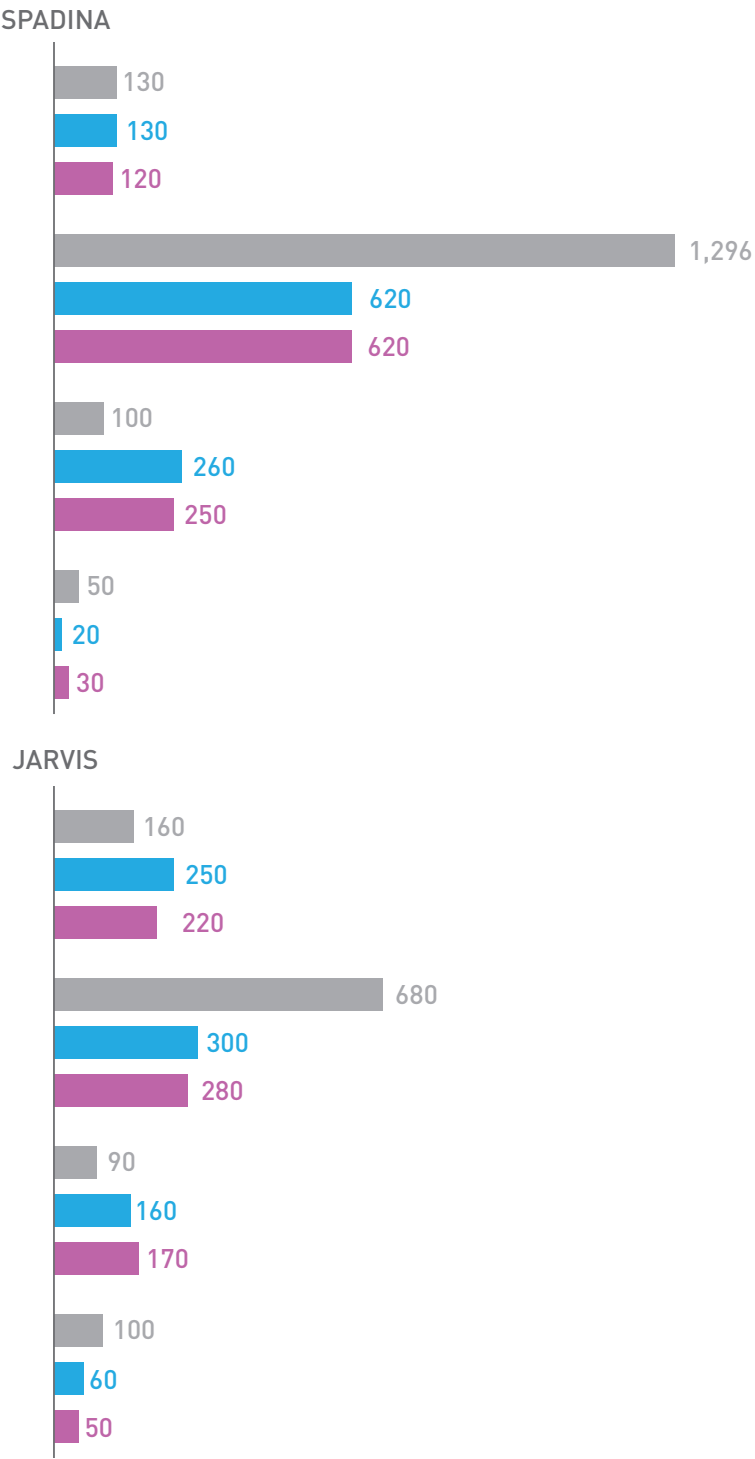
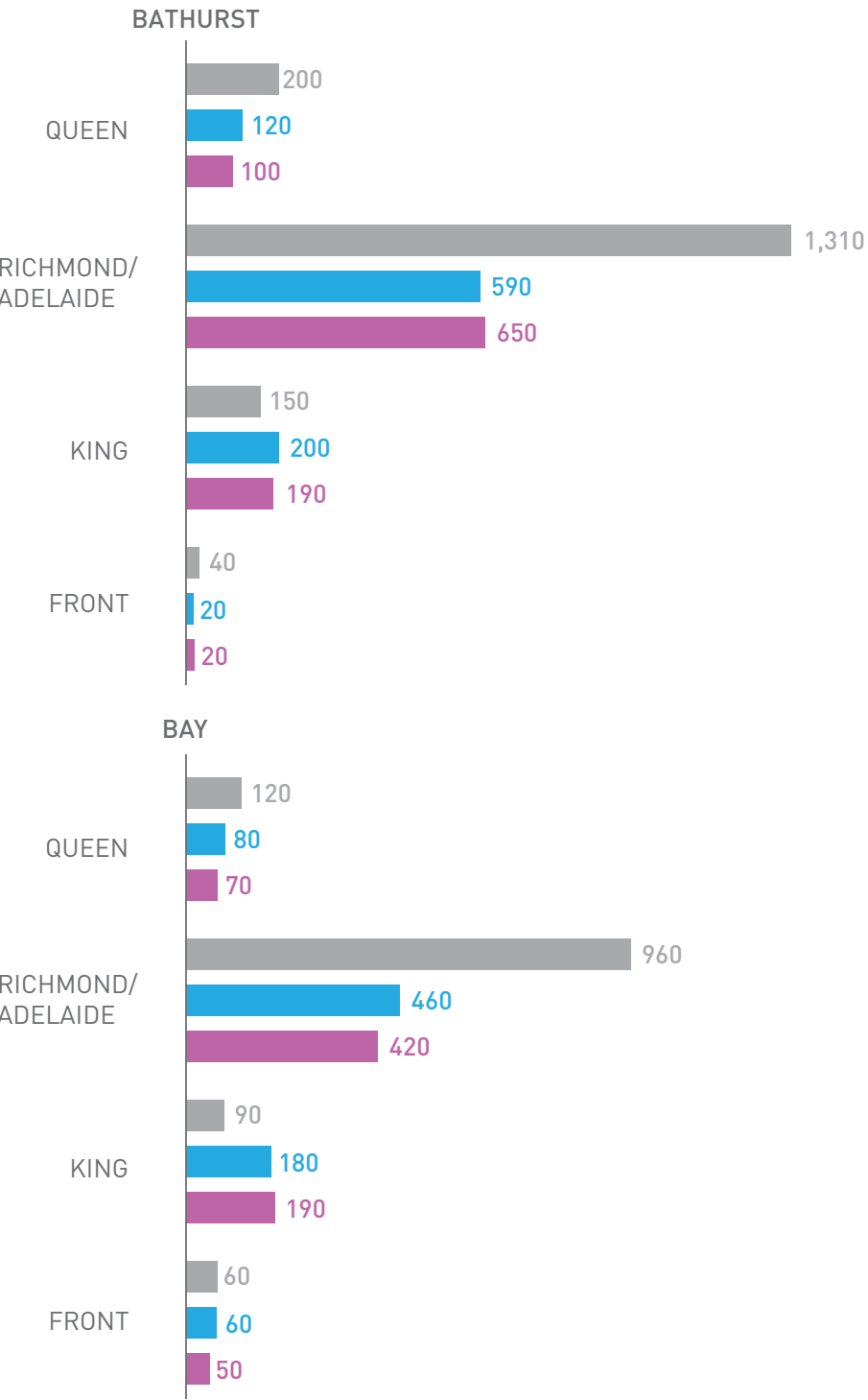
NOV. & DEC. CYCLING VOLUMES

King Street
Transit Pilot 

Nov. & Dec.
2018



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



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

NOVEMBER
Data Collection Dates:
Cycling Volumes: November 16, 19–22

DECEMBER
Data Collection Dates:
Cycling Volumes: December 3–7