

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: September 30, 2010

SUBJECT: 510 SPADINA STREETCAR – REQUEST FOR ADDITIONAL
SERVICE SOUTH OF KING STREET

ACTION ITEM

RECOMMENDATIONS

It is recommended that the Commission:

- 1) Note that no change will be made in the short term to the 510 SPADINA streetcar route; and
- 2) Forward this report to Councillor Adam Vaughan.

FUNDING

This report has no effect on the TTC operating or capital budgets.

BACKGROUND

At the Commission meeting of June 2, 2010, the Commission considered correspondence from Councillor Vaughan requesting that the 510 SPADINA streetcars, which turn at King Street, be extended south to the Spadina/Queens Quay Loop to provide better service to the new developments south of King Street. The Commission received the communication and requested staff to report back on the matter.

This report responds to that request.

DISCUSSION

The 510 SPADINA streetcar route operates at most times of the week with two branches: the main branch operates between Spadina Station on the Bloor-Danforth Subway and Union Station on the Yonge-University-Spadina Subway line at all times; and a supplemental short-turn branch operates between Spadina Station and King Street using the on-street looping via Adelaide Street, Charlotte Street, and King Street at most times of the week. This supplemental branch is operated in order to provide more-frequent service on the busiest part of the route, between King Street and Spadina Station. Service between Spadina Station and King Street operates every two-to-three minutes throughout the

daytime, and every two-to-six minutes in the evenings. Service south of King Street to Union Station operates every five-to-seven minutes, at almost all times of the week. Service early in the mornings on Sundays operates every 15 minutes along the entire route.

There have been requests in the past to extend the scheduled short-branch streetcars from King Street to Queens Quay to increase service to the condominiums south of King Street, or to reduce delays to the 504 KING streetcar service caused by the turning 510 SPADINA streetcars. To extend some or all of the streetcars currently turning at King Street to the Spadina/Queens Quay Loop would require the operation of one-to-three more streetcars at various times of the day, to accommodate the longer routing, without changing service levels.

With regard to increased ridership south of King Street, staff are aware of the increase in development on Spadina Avenue south of King Street, and have been monitoring ridership levels. According to the latest ridership data, the number of weekday customer-trips made at the stops at Front Street and Bremner Boulevard has increased from approximately 1,600 in 2007 to 2,200 in 2010. The average number of customers per streetcar between Queens Quay and King Street is approximately 26 in the morning peak period and 31 in the afternoon peak period. This compares to the maximum planned standard of 74. As such, additional service south of King Street is not warranted at this time.

Staff are also aware that the turning movements of the 510 SPADINA streetcars at Charlotte Street and King Street cause delays to the 504 KING route. The delays are undesirable, but do not justify the additional resources and expense required to extend the streetcars further south.

JUSTIFICATION

The current level of service and route structure on the 510 SPADINA streetcar route is adequate to meet the customer demands on Spadina Avenue south of King Street, and no additional service is warranted at this time. Staff will continue to monitor the ridership level and make service adjustments as warranted.

September 3, 2010
11-31-43