

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: February 2, 2011

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

ACTION ITEM

RECOMMENDATIONS

It is recommended that the Commission:

- 1) Note that additional service south of King Street on the 510 SPADINA streetcar route is not warranted at this time;
- 2) Note that additional service would increase annual direct TTC operating costs by approximately \$525,000; and
- 3) Forward this report to Councillor Vaughan.

FUNDING

Operating additional service between King Street and Queens Quay on the 510 SPADINA route would increase annual TTC operating costs by approximately \$525,000. The additional costs have not been included in the 2011 operating budget.

BACKGROUND

At the Commission meeting of September 30, 2010, the Commission considered the report 510 SPADINA STREETCAR – REQUEST FOR ADDITIONAL SERVICE SOUTH OF KING STREET. The report was in response to a request from Councillor Vaughan that additional 510 SPADINA service be operated south of King Street. The report recommended no change to the service. The Commission moved that *“recommendation No. 1 in the staff report be struck out and that the Chief General Manager be directed to prepare a report on a pilot project for the new year and report back on this initiative at the December meeting.”*

This report responds to that request.

DISCUSSION

Background

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.

In the summer, in two stages, the short-turn service at King Street is extended to the Queens Quay and Spadina Loop, to accommodate increased ridership to Harbourfront and along Queens Quay. From early May to Labour Day, the Saturday, Sunday, and holiday short-turn service is extended after 9:30 a.m. from King Street to Queens Quay. From late June to Labour Day, the Monday-Friday short-turn service is extended after 9:30 a.m. from King Street to Queens Quay. The resources for these seasonal extensions are included in the budget and these changes will be made, as planned, again this year.

Pilot Project

An extension of the King Street short-turn service to Queens Quay at all times of the year would require additional funding. The extension is not justified by existing ridership levels.

To implement a trial service, short-turn service would be extended from King Street to Queens Quay at all times from September to early May; at all times on weekdays from early May to late June; and before 9:30 a.m. on Saturdays, Sundays, and holidays from late June to Labour Day. The normal seasonal extensions would also be operated.

Service between King Street and Queens Quay would be improved from every 7 minutes 30 seconds to every 2 minutes 30 seconds in the morning peak period; from every 5 minutes 40 seconds to every 1 minute 53 seconds in the midday from Monday to Friday; and from every 6 minutes to every 2 minutes in the afternoon peak period. Similar improvements would be made on weekends outside the summer. There would be no change to the service levels north of King Street, or east of Spadina Avenue on Queens Quay.

The average number of customers on each streetcar between King Street and Queens Quay would be reduced from 29 to 10 in the morning peak period, from 16 to 6 in the midday, and from 37 to 13 in the afternoon peak period. Similar reductions would be made in the evenings and on weekends. These crowding levels are well below the maximum planned

level of 74 people per streetcar in the peak periods and 46 people per streetcar at off-peak times and, so, the additional service is not warranted.

The extension of the short-turn service from King Street to Queens Quay would require the addition of two or three streetcars to the route in the new time periods operated. Annual direct operating costs would increase by approximately \$525,000 on a full-year basis, or by approximately \$295,000 in 2011 if the service change were made starting on May 8, 2011. The addition of two morning peak streetcars to this unwarranted service would consume all the streetcars that are available for future service increases on all other streetcar routes.

Because current ridership levels do not warrant additional resources, it is recommended that no changes be made to the 510 SPADINA streetcar route at this time.

SUMMARY

A full-year extension to Queens Quay of the King Street short-turn service on the 510 SPADINA route is not justified by existing ridership levels. It is recommended that no changes be made to the 510 SPADINA streetcar route at this time. Staff will continue to monitor the ridership level on the route and make service level adjustments as warranted.

December 30, 2010
11-31-43