

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: MARCH 1, 2011

SUBJECT: 510 SPADINA – ADDITIONAL SERVICE SOUTH OF KING
STREET – SECOND 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, as requested by Councillor Vaughan, additional service could be operated south of King Street in the morning peak period, from June 20 to September 2, 2011 as a pilot project but is not recommended; and
- 3) Forward this report to Councillor Vaughan.

FUNDING

Operating additional service between King Street and Queens Quay on the 510 SPADINA route in the morning peak period in the summer would increase annual TTC operating costs by approximately \$11,000 in 2011. The additional costs have not been included in the 2011 operating budget.

BACKGROUND

At the Commission meeting of February 2, 2011, the Commission considered the report 510 SPADINA STREETCAR – REQUEST FOR ADDITIONAL SERVICE SOUTH OF KING STREET – FOLLOW UP. The report followed up a request from Councillor Vaughan that additional 510 SPADINA service be operated south of King Street. The report recommended no change to the service. Councillor Vaughan made a deputation at the meeting. The Commission moved that staff report back at the next meeting on the route change proposals made by Councillor Vaughan.

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 would require additional funding. The extension is not justified by existing ridership levels.

At the February 2, 2011 Commission meeting, Councillor Vaughan requested that the TTC schedule more streetcars south of King Street, to Union Station or to Queens Quay, without adjusting the number of streetcars. In particular, he requested that this change be made in the morning peak period, and late at night, when the clubs get out.

In the late evening, when the clubs get out, a short-turn service is not operated, and all streetcars are scheduled to operate between Spadina Station and Union Station. It is feasible to extend the morning peak period short-turn service from King Street to Queens Quay, from late June to Labour Day, at the same time as other summer-related changes are made to the route.

Compared to the service normally operated in the morning peak period in the summer, the service between King Street and Queens Quay would be improved from every 7 minutes 30 seconds to every 2 minutes 50 seconds. Service on Queens Quay to Union Station on the 510 SPADINA route would be improved from every 7 minutes 30 seconds to every 5 minutes 40 seconds (additional service is also operated on this part of the route on the 509 HARBOURFRONT route). Service between King Street and Spadina

Station would be changed from every 2 minutes 30 seconds to every 2 minutes 50 seconds.

The average number of customers on each streetcar between King Street and Queens Quay would be reduced from 29 to 11 in the morning peak period. These crowding levels are well below the maximum planned level of 74 people per streetcar in the peak periods and, so, the additional service is not warranted.

The average number of customers at the busiest point on the route, at Spadina Station, would be increased from 71 to 81 (unlike on many TTC routes, morning peak ridership on the 510 SPADINA route does not decline during the summer months). This is above the maximum planned level of 74 people per streetcar in the peak periods. Service for the majority of customers on the route would become more crowded and less comfortable. Operation of an important and busy route such as 510 SPADINA at almost 10 per cent over the crowding standard is not recommended.

The extension of the short-turn service from King Street to Queens Quay would require the addition of one streetcar to the route. Annual direct operating costs would increase by approximately \$11,000 in 2011 if the service change were made between June 20 and September 2.

Replacement of the 22-year old track between King Street and Queens Quay is currently planned for the period September 6 to November 19, 2011. During this necessary track work a temporary replacement service will be operated, and it will not be possible to operate an extended King Street short turn service. If a trial morning peak extension of the King Street short turn service to Queens Quay is operated from June 20 to September 2, it would be evaluated during the summer, and the results of that trial operation would be used to make decisions for year-round operation starting in November 2011 or January 2012.

SUMMARY

A summer-only morning peak extension to Queens Quay of the King Street short-turn service on the 510 SPADINA route is not justified by existing ridership levels. It could be operated this summer as a trial at a small cost. It would make service worse for the majority of customers on the route.
