

## TORONTO TRANSIT COMMISSION

**TO** Commissioners

**FROM** Gary Webster

**MEETING DATE** December 6, 2007

**SUBJECT** Staff Response to Commission Inquiry – Customer Input Regarding Seating Preferences

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At the January 31, 2007, Commission meeting, the Commission approved seating changes to the forthcoming order of 220 Orion VII buses, based on input gained from customer research.

Chair Giambrone moved and it was subsequently approved that Staff report back on the costs associated with the streetcar fleet conversion of the seating configuration as tested on ten CLRV streetcars, namely rows of 2+1 forward facing seating in the rear section. Attached are two photographs showing the different CLRV seating configurations.

This modification of ten CLRVs was completed as part of the preparation for the CLRV Life Extension Program which was subsequently replaced with the overhaul of 132 CLRVs.

The primary cost drivers of the modification are the separation of the double seats and the manufacture and installation of new stanchions. The costs associated with the modification are approximately \$2,500 per car for both material and labour.

This modification results in the loss of four seats, although there is no change to the peak-period loading standards. The feedback from customers, operators, and supervisors, regarding the test of this modified seating on the ten CLRV's, was very positive, with widespread support for the more-open design which is achieved in the rear section of the car. This more-open design allows easier passenger movement within that area and between that section and the closest set of doors.

It is recommended that both the CLRV and ALRV fleets be modified at a cost of approximately \$650k.

Chief General Manager

6-24-25

Attachment – 2 photographs

**CURRENT SEATING**



**MODIFIED SEATING**

