

August 12, 2014

Dear Chair and Toronto Transit Commissioners,

**Re: Report to Public Works Committee PW 33.5 - King Street Streetcar - Operational Study**

We are writing on behalf of the over 250,000 residents of Wards 14, 19, 20, and 28 with regard to the operation of the 504 King Streetcar. A recent report at the Public Works and Infrastructure Committee stated that *"The King Street streetcar is the Toronto Transit Commission's busiest surface transit route carrying approximately 60,000 passengers on an average weekday"*. This means TTC riders outnumber motor vehicles on King Street by a ratio of 3 to 1.

The report outlines the causes of delays along the 504 King Streetcar route including passenger loading time, congestion, traffic control signal delays, transit signal priority impact, the effectiveness of a reserved centre lane, and other factors.

While this is a preliminary report, it highlights the significance 504 King Streetcar passenger loading time has on the overall delay time for motor vehicles and streetcars on King Street. The report states that Passenger Service Time (PST) is *"the greatest cause of delay for all peak period directions; contributing over half of the delay in the eastbound peak period directions and just under half the delay in the westbound peak period directions"*. This translates into an average delay of approximately 4 minutes per trip and as much as a 7 minute delay in the westbound PM peak period.

While the TTC's new streetcars, with all door boarding, will no doubt reduce the PST and delay times, King Street is not scheduled to be receiving these new vehicles until 2017. Something must be done now to improve the efficiency of the loading of passengers along the 504 King Streetcar route.

While the City has recently changed the on-street parking regulations to extend rush hour restrictions, we must do all that we can to help reduce delays.

We are pleased to hear that the TTC recently committed to the introduction of rear door, Proof of Payment loading on all streetcar routes beginning January 1, 2015. We would like to offer our support for this initiative. However, given the findings of the King Street Streetcar - Operational Study and as the Councillors for King Street, we respectfully request the immediate introduction of rear door, Proof of Payment loading on the 504 King Streetcar route.

Sincerely,

Councillor Gord Perks  
Ward 14, Parkdale-High Park

Councillor Mike Layton  
Ward 19, Trinity-Spadina

**PRESENTED TO THE BOARD  
AUGUST 19, 2014**

Councillor Ceta Ramkhalawansingh  
Ward 20, Trinity-Spadina

Councillor Pam McConnell  
Ward 28, Toronto Centre-Rosedale