

January 24, 2013

C-3

Dear Commissioners:

I am writing to commend you for finally deciding to look at the placement of transit stops but must say that you need to look at more than distance as a guideline. Sometime a stop will serve a population who because of their condition (hospitals for example) or geography (hills etc) or simply numbers ought to retain an existing stop – even if it is closer than your useful guideline distances would allow.

I have more sympathy for reducing streetcar stops than bus stops because the new streetcars are very long (and will offer all-door boarding) and the stops for the new streetcars require additional curb-cuts etc. It would seem to make little difference if a bus stops more often than your standards would indicate. This is particularly so when the stop that might be removed is at a traffic signal where the bus is likely to have to stop anyway.

If stops are identified for possible removal there needs to be a clear procedure to inform customers that the stop is at risk of removal and how to bring concerns to the TTC and to one's local Councillor. Possibly by posting signage at the "threatened" stop?

I understand that the stops on the 75 Sherbourne route at Front Street are in danger of being removed. Both, particularly the northbound one, are heavily used and the resident population in the area is growing fast. I do not use these stops personally but many people do.

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PRESENTED TO
THE COMMISSION

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