

By David Fisher

C-4

To TTC Commission

January 28, 2014

Re: Improving Pedestrian Safety and Customer Journey Times: Transit Stops

I fully support staff recommendations as per the report and offer other stops to be removed for the February Report.

I can see some debate about Victoria Westbound stop since it stops in front of St Mike's Hospital, but in the end, only a few riders use this stop to get off for the hospital. The ones getting on are doing so to beat the rush at Yonge St and to get a seat first. Ones getting off to get to Yonge St faster than the streetcar due to traffic. If one looks at all stops pertaining to hospital stops, it will be about 125 meter walk from Yonge St to St Mike's entrance compare to the 200-400 meter walk that take places on other routes today. One only has to look at the walking distance to any of the hospital on University Ave today.

I was planning on doing a full review of all lines stops in 2013, but due to various issues, I was not able to do so. A few time I was on some of the routes that I use rarely, but didn't have a pen and paper with me at the time to note the stops that should be remove.

The following recommendation of stops to be remove is based on feet travel as well on the streetcars watching ridership on these lines.

I still plan on doing my review in the spring and will have more detail information then if other stops should be remove then. I do know of a few, but need more data on them.

Unless noted, all the stops being recommended for removal are within the walking distance standards of 250 meter or less of the next stop on either side of it.

Broadview Ave:

The Jack Layton stop needs to be removed since the Don Jail is being relocated and it is only a short block north of Gerrard St stops.

The Mountstephen St stop going south between Gerrard St and Dundas St needs to be remove as there is no northbound stop as well only a block from both lines.

The stop coming out of the Broadview Loop at Broadview Ave should be remove as it less than a block to the Broadview Station.

Both Bloor St stops should be remove as they are less than a block for the Broadview Station.

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The stops between Bloor St and Gerrard St should be review and make sure they are close to be equal spacing. The east side, side street will be an issue in some locations as there are no side street on the west side for most of the area to deal with like the east side.

King St Route 504:

The St Lawrence St eastbound stop should be remove as it is only a block west of River St and there is no westbound stop at this location. It is rarely used.

There should only be a stop at Trinity St in both direction between Sumach St and Parliament St. The walking distance on the south side will be greater between Trinity St and Sumach St than Trinity St and Parliament St, but it will be also equal walking distance to either Trinity St or Sumach St stops from the current Sackville St stops. The north side will be a shorter walk to Trinity St stops since there is a large park to the east of Wilkins Ave but longer to the current Sackville St stops.

The stop at Ontario St needs to review if it is needed at all considering all the new development plan for this area along with low ridership. The eastbound stops on the eastside of Ontario St due to the crosswalk and should be move to the west side of Ontario St if it is to stay.

Victoria St needs to be remove like Queen St, as it only a block to the Yonge St stop.

York St stop needs to be remove as it too close to the University stop and less walking distance than the current Queen St stops recommended to be remove today.

There has been a debate if the University Stops should be move to Simcoe St as it would service the theatre district better and only a short walk to the University Line stairs.

Brant St stop needs to be removed as it rarely see riders in the first place as well only a block to either Spadina Ave or Portland St.

The westbound stops at Atlantic Ave and Joe Shuster Way are too close due to grade issues along with sidewalk height, but are needed with some revamping of the stop location for Atlantic. The Eastbound stop should be at Joe Shyster Way, not at Fraser Ave since there is a stop light at this location and would better service the area. It is only a block east of the current location which is too close to Dufferin St. If both Joe Shuster Way and Fraser Ave stops are remove, they maybe out side the walking distance standards. The other option is to move the westbound Atlantic Ave stop to Joe Shuster Way stop and it would make a longer walking distance to Liberty Village than it is now.

Long Branch Route 501:

The eastbound stop east of Kipling needs to be removed due to poor ridership as well as less than a block away.

Superior Ave stops need to be removed as they are only a block from Mimico Ave with a stop east of it and has low ridership. There is a new condo being built on the north east corner, but don't expect too many new riders for the 501 from it.

Too many stops between Mimico Ave and Legion Rd that 2 should be removed with Superior Ave being one of them. There is a platform at one of the stops.

The stop at Abell St/Beaconsfield Ave should be removed as they are lightly used.

Stops at Walnut St/Bellwood Ave should be removed as they are lightly used.

The stops between **Dufferin St and Roncesvalles Ave** is a mesh mass of staggered streets on both sides of Queen St and time to look at having mid block stops to line up stops in both directions along with new crosswalks. This whole area should be redesigned for stop placement.

Westbound stop Gwynne Ave should be removed as they are lightly used and no eastbound stop in the area of it.

Stops at Dunn Ave/Ohara Ave should be removed.

Dundas St Route 505:

Both Victoria St and Elizabeth St stops need to be removed as they are only a block away from each other.

The Huron St stop east of Beverley St needs to be removed as it is within walking distance standards of Beverley St and Spadina Ave stops.

College St Route 506:

Elizabeth stops should be removed as it is lightly used and a block west of Bay St.

The Crawford St stops should be removed.

The stops at Sheridan Ave should be removed.

Bathurst St Route 511:

The Bloor St stops should be removed as there are close to the Bathurst station.

The first southbound stop south of Dundas should be removed as there is no northbound stop, rarely used and within walking distance standards of stops on either side of it.

There will be a debate if the Adelaide St stops should be removed as it is lightly used as well within walking distance either King St or Queen St stops. There are a number of developments planned to the east of the stops with one under construction on the south-east corner. Spadina Ave 510 route doesn't have a stop there at all like the current 511 does.

The Front St and Wellington stops have been dealt with, with the new stop at Niagara St which I support.

Should the Nassau St stops be removed is a debatable one since it services the hospital and is heavily used. I use this stop from time to time and find it easier to use than Dundas St stops. There is a stop between College St and Dundas St on Spadina Ave route 510 which should not be there in the first place and will not be removed under current plans. Therefore, the stop should remain as it makes a difference to me if I have to use Dundas St stops if this stop is removed. There is a crosswalk at this stop.

NOTE:

It is time to redesign all routes regardless if it is a streetcar or buses to eliminate all Sunday stops, but to put stops in the right location with equal spacing of 300-400 meters where possible. One needs to be concerned that equal spacing between stops will lead to longer walking distance from side streets if the streets are staggered and this has to be allowed in spacing between stops.

In many places with staggered streets, mid block stops should be looked at along with new crosswalks to deal with this issue.

At the same time, quality of service will plan a big issue for longer walks and it there is shelters at the stops. Most stops don't have shelters at this time.

There is an extra cost to TTC doing this to stop drivers trying to pass the streetcar and doors issue that we see today as well down the road. A traffic light should be set up behind the streetcar stop that goes to red when the streetcar enters the stop area and goes to green once it starts to move if it has stopped or does a quick change of lights if it doesn't stop. A number of systems in Europe use this traffic light system with Frankfurt Germany using it more than others. The light remains green at all times until the streetcar comes along. I have seen it work first hand in 2012.