

C-6

January 27, 2014

Subject: Report 7(b) Improving Pedestrian Safety and Customer Journey Times: Transit Stops

Greetings

Of course it's a good idea to review operations as there are at times inefficiencies. But transit is intended to be a service, and the changes to it should be mindful of the destinations desired and the stops can both be destinations and origins.

If exploring origin/destination data, please use this technique for the multi-billion subway projects first, though final choices are in the hands of the Council and Commissioners, often car-drivers from suburban areas these days. This point is made in Energy Shock by Lawrence Solomon p. 158 "The TTC's best customers - those who keep it in business - are overcharged to support suburban service" - and I think it's only gotten worse from when this book was written.

This point of suburban car-drivers dominating views is important as many of the streetcar track routes make money for the TTC, or at least don't cost so much one eg. being the apparent cost per-ride of the Sheppard subway pegged at \$17 per ride (and what is the Spadina extension, north of Dupont, and then the newest extension further north?).

So by removing service from the core, you're further worsening the service, which I think will be seriously challenged further by the newer streetcars coming less frequently - and it's too bad that Mr. Giambrone and all the Commissioners etc. of the time of that choice will not be around to handle the complaints and fallout from these longer cars. And the road hog nature of the streetcars and their tracks is such that it has been extremely difficult to properly develop safe-enough east-west cycling as an option for many: streetcar tracks dictate lane positions and we don't have the mental capacity it seems to figure out that bikes are congestion relief for both cars and transit, and cost-effective too.

Like imagine expanding the Bloor/Danforth subway for the price of paint - now 8 years later we are back to studying it! (not counting the 1992 study - and it's unclear if this current study will actually cross-reference to the transit benefits, but it's pretty normal to have a study where it is designed to not work/solve/answer).

I'd suggest this sloth to willful blindness is somewhat deliberate as the TTC and the City have benefitted from captive riders - ie. the core makes money thus there's a batch of self-interest in stifling the competition like the bike (vs. the bitter way as our transit devolves to trans\*it).

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JAN 28 2014

A guiding principle for you should be the distances between subway stops, and half that distance might be reasonable, though transferred southwards, and with some exceptions depending on proximity of schools, landmarks, hospitals and fractured/uneven grid. Listening to the operators of the routes who might know patterns far more than any of us could also be helpful.

I would offer up one option for westbound College St. between Spadina and Bathurst. Westbound now has two stops at Major and at Borden, but Mr. Gilbert hasn't been happy before with suggesting the stop at the base of his street be consolidated to the top of Augusta. That is - move the stop at the base of Major St. back to the top of Augusta at the stoplight as the Doctors Hospital expansion/changes that led to the stop being moved prior to traffic flow/maze alterations has been and been done many years back now, and cut out the stop at Borden St. so that there is only one westbound stop, to be aligned with the Augusta/Kensington stoplight.

One small further point with transit stops - in the years that we have winter, there is often prompt plowing of the streetcar and bus stops, and this is good and important. But far too often, there is a significant pinch point created for cyclists by the practices of shoving the snow and the snowbank to either side and it often creates a serious hazard and pinching of a cyclist from the intrusion and melting/hardpack nature of the snow.

I'd urge a slower process of tweaking - though that can have a whiff of planning to it and we wouldn't want to either set precedents or waste time would we?

Thanks

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