

February 6, 2007

Ms. Ulli Watkiss
City Clerk
City of Toronto
Toronto City Hall
100 Queen Street West
Toronto, Ontario
M5H 2N2

Dear Ms. Watkiss:

At its meeting on Wednesday, January 31, 2007, the Commission considered the attached report entitled, "Customer Input Regarding Seating Preferences."

The Commission approved the recommendations contained in the report, as listed below:

"It is recommended that the Commission:

1. Approve the following changes to the forthcoming order of 220 Orion VII buses, based on input gained from customer research:
 - replace eight forward-facing seats with six inward-facing (perimeter) seats in the rear section of the bus;
 - provide padded seats throughout the bus;
 - install additional stanchions and stop-request buttons in the rear section of the bus;
2. Note that:
 - the changes recommended in this report are those which staff believe can be incorporated into the design of the forthcoming order of Orion VII buses, but do not necessarily represent the best or final design for this bus;
 - the TTC's Vehicle Design staff will continue to do further work and research aimed at making the Orion VII bus more customer-friendly, including additional public consultation, pertaining to seating configuration, styles of seats, design and height of hand-holds, window operation, interior colours and materials, destination signage, and other design features, for possible incorporation into the retrofitting of the existing fleet of Orion VII buses, and into future bus orders and other vehicles such as streetcars;

3. Forward this report to Transit Windsor, thanking them for loaning buses to the TTC for research, and for the considerable time and effort they put into making the necessary arrangements; and
4. Forward this report to the Canadian Urban Transit Association, the City of Toronto, and the Greater Toronto Transportation Authority.”

The Commission also approved the following ancillary motion:

1. That staff be requested to 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 seats in the rear section.

The foregoing is forwarded to the City Planning and Growth Committee for information.

Sincerely,

Vincent Rodo
General Secretary
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Attachment