



Dear Vice Chair Colle and Committee Members,

Our streetcars are in a dire state. The TTC CEO reports that streetcar on-time performance was just 61%, significantly below the TTC's 90% target. This is a dreadful standard that erodes public trust in the transit system more broadly. That's why ridership recovery on the City's streetcar system lags behind other modes of transit.

Transit riders who rely on the streetcar on a daily basis know that they can't expect their ride to come on time, and that when it arrives, they will be packed shoulder-to-shoulder with other riders on a vehicle moving at a snail's pace.

That's why we were so pleased to see the recommendation for a feasibility study on banning left turning private vehicles along the Spadina streetcar line. While there is no silver bullet solution to making our streetcar system more reliable, measures like this can be implemented at minimal cost to the City that will allow for better on-time-performance and make a real difference for on-time-performance.

We wish that this was something that could be implemented immediately without the study, but nonetheless we are pleased to see that this is being considered. We hope that the success of this program will lead to further initiatives on the City's other beleaguered street car lines, as well as more priority measures including:

- More dedicated streetcar and bus lanes as part of RapidTO
- Greater stopping and parking restrictions along routes
- A complete investigation of the Transit Signal Priority system to make sure that it's working properly
- A review of single track switches, allowing streetcars to pass through intersections at a greater speed.

Traffic interference, including left-turning vehicles, remains a major drag on streetcar reliability and speed. By removing the interference of left-turning private vehicles on major corridors like Spadina we can begin to tackle one of the external constraints undermining reliability.

Measures like these must be a key component of the TTC's three-year Ridership Growth Strategy. This is a tangible, low-cost measure that can build rider trust in a system that has been failing them for some time. We urge you to vote for this motion.

Thank you for your attention and dedication to improving our transit system.

Sincerely,

Andrew Pulsifer
Executive Director
TTCriders