



Dear Mayor Chow and Members of Toronto City Council,

On behalf of TTCriders, we are writing to express our strong and enthusiastic support for item MM35.15 – Speeding Up Light Rail Transit and Streetcars.

Last Sunday should have been a euphoric and jubilant celebration of the future of transit in Toronto. There was real excitement. Transit enthusiasts began lining up as early as 4 a.m. to be among the first to experience the new line. More than 30 TTCriders members were there throughout the day, eager and hopeful. But very quickly, that excitement gave way to frustration and disappointment as the realities of operations became clear.

We watched as the 36 Finch bus repeatedly passed the LRT. We saw trains stuck behind left-turning vehicles, stuck waiting before being allowed to cross intersections. When trains did finally proceed, they were forced to crawl through intersections at painfully slow speeds. These observations were repeated again and again by riders not only on opening day, but throughout the week that followed.

This issue extends well beyond the Finch LRT. Last month, TTCriders convened a Streetcar Summit, bringing together transit riders, advocates, community organizations, and experts from across the city to focus specifically on the chronic slow speeds and unreliability of Toronto's streetcar network, which was recently listed as the slowest in the world. Again and again, participants identified the same barriers: weak or inconsistent transit signal priority, blocked intersections, poorly timed signals, and on-street parking slowing down service. Riders were clear that these problems are not inevitable. They are the result of policy choices that consistently deprioritize transit on our busiest corridors.

The measures outlined in this motion—more aggressive signal priority, intersection management, deploying traffic agents, removing on-street parking, and restricting turns during peak periods—directly reflect what streetcar riders have been calling for. These are practical solutions that would meaningfully improve speed, reliability, and will help restore confidence in the system for the hundreds of thousands of people who rely on streetcars every day.

That is why Mayor Chow's and TTC Chair Myers' motion before Council is so important. Implementing truly aggressive, active transit signal priority across our LRT and streetcar networks is essential if surface rapid transit in Toronto is to succeed.

With the opening of Line 5 Eglinton approaching, the urgency is clear. We cannot afford to repeat the mistakes made on Finch. Riders have suffered through too many delays, and expectations are too high to accept slow, compromised service from day one.

TTCriders strongly supports the directions outlined in MM35.15 and urges Council to act decisively to prioritize transit riders, reliability, and speed. Our surface transit network must be



designed to move people efficiently, people who are making the right choice of taking transit instead of adding another car to our congested streets.

Toronto has made massive investments in transit, now we must ensure those investments actually work.

Thank you for your leadership on this issue.

Sincerely,

Andrew Pulsifer
Executive Director, TTCriders