Sent: Thursday, March 16, 2023 8:30:27 PM

Personal information
Full name: David Grant
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Delegation information
Committee: Executive Policy Committee
Committee - council: N/A
Committee - other: N/A
Agenda item (number and title): EPC Mar 21 item 11

Service inquiry: Register as a Delegation, Submit Comments in writing
Participation preference: Via Zoom
Comments in writing: I have been a transit user and enthusiast all my life. Some of you may remember that. By any objective and spin-free measure, your BRT system has been a failure. I know that Transit staff are enthusiastic about BRT. I know that some folks believe that only an RT system will make us into Ottawa or Edmonton. That is not true. I am not here to explain the ways that BRT has failed every one of its original promises. I am here to comment on future spending plans. Continuing to spend on more BRT is to make things worse.

In contrast, spending on TRANSIT SIGNAL PRIORITY (TSP) would make Transit faster and cheaper to operate and cost only 1% of your current BRT budget. TSP needs no new million dollar roads. I explained this fact to Council, before BRT Phase 2 was approved. It is not too late to buy a TSP system, and wind down the spending on new BRT roads. TSP reduces travel time for every vehicle in emergency service. Bus roads only benefit the corporations that design, build and collect rent on these roads.

There are infrastructure improvements to be made along bus routes. Please have a third party review of all megaprojects.

Whenever I visit Boston, I get a new MBTA CHARLIE CARD. I pre-load it. It takes me everywhere, including the ferry boats to outlying towns. It is analogous to your PEGGO CARD. I support the use of cards and plastic passes. A line of customers can board much more quickly when using a card or pass, than if they have to dig out a paper ticket or cash. I believe your transit folks already know that getting riders aboard quickly improves travel times, even more when the bus is nearly full. I need not remind you that free or nearly free travel off-peak, costs the system little, and does not add to the current rush hour congestion problem. Any step that adds riders during rush hour worsens service, when we are limited in vehicle and driver numbers. As you will recall from my previous appearances here, a few years ago, I was behind a move for nearly free travel passes in off peak hours. Transit folks and the transit rider community liked this idea. Eventually this morphed into
your family discount, which, sadly, increased congestion during peak hours.