

JOHN
TORY
FOR MAYOR



THE ONE **TORONTO** TRANSIT PLAN

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THE ONE TORONTO TRANSIT PLAN

As Mayor, John Tory will make Toronto more liveable, affordable and functional. Public transit is at the heart of what it takes to improve Toronto in each of these areas.

John Tory's One Toronto Transit Plan is a collection of initiatives and public transit investments that will get our city moving in seven years, and provide relief to the Yonge-University-Spadina subway line.

THE ONE TORONTO PLAN WILL:

- Start construction of the Scarborough subway extension immediately.
- Engage the City with the Government of Ontario's and Metrolinx's plans for Regional Express Rail (RER) – all-day, two-way surface subway service on existing GO track lines with new higher-speed vehicles
- Start with the SmartTrack line as the first RER project, providing 53 km of relief. The SmartTrack line will run from the Airport Corporate Centre in the west, down to Union Station and back up to Markham in the east, with 22 new station stops and four interchanges with the TTC rapid transit network.
- Finance the City's one third of the capital cost of the SmartTrack line without raising property taxes, using tax increment financing.
- Provide new express bus services for a segment of travelers that can be moved much quicker if fewer stops are made en route. Examples, which have been discussed, include, Don Mills Road, Dufferin Street and Front Street/Liberty Village.

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BENEFITS ASSOCIATED WITH TORY'S ONE TORONTO TRANSIT RELIEF PLAN INCLUDE:

- Bringing relief sooner, to more Torontonians, rather than just the downtown-concentrated proposals of other candidates.
- City Council has already passed two motions supporting regional express rail for Toronto. As Mayor, John Tory will lead the City government to embrace this vision, and leverage it for maximum gain for Torontonians. The SmartTrack line would be the first of the RER projects to be built.
- Using existing surface rail subways – which is not a new concept to Toronto. Nearly one fifth of Toronto's current subway network already exists above ground.
- Getting started immediately on Scarborough subway extension – no more delays .
- The new SmartTrack line in-service within seven years, instead of 17 years.
- Creating more and better ways for commuters in North York, Etobicoke and Scarborough to connect quickly to rapid transit and get to the city's workplaces faster.
- Relieving road and public transit congestion by providing commuters a faster, cheaper, and more comfortable transit option.
- Providing significant relief to transit congestion for the Yonge-University-Spadina and Bloor-Danforth subway lines. In particular its critical point of maximum pressure, the Bloor-Yonge Station.
- Ensuring full fare co-ordination with the TTC subway system.
- Covering vastly more area than any other candidate's proposals.
- Delivering rapid transit to major employment centers in Toronto connecting people to jobs.

THE SCARBOROUGH SUBWAY EXTENSION¹

The proposed route will extend the Bloor-Danforth line along the McCowan Road corridor to Sheppard Avenue East, with stops at McCowan and Lawrence, Scarborough Town Centre, and Sheppard. The extension will replace the aging Scarborough RT. Service will be provided with existing Bloor-Danforth line vehicles.



¹ <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.CC39.5>

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REGIONAL EXPRESS RAIL

The Government of Ontario and Metrolinx are moving to build Regional Express Rail (“RER”) across the region, upgrading existing GO trackage to provide all-day, two-way frequent electrified surface subways using new vehicles that can, for example, get from Rexdale to downtown in approximately 25 minutes.

More details of RER are provided in the attached Backgrounder 2, Surface Subways for Toronto.

THE SMARTTRACK LINE

The SmartTrack line is a 53 km, 22-station surface subway relief line built according to the RER model. It connects the Airport Corporate Centre (south of Hwy 401) with Union Station along the existing GO Kitchener rail line (some new trackage would be built along Eglinton west of Mt. Dennis, but would not remove any existing automobile lanes). From Union, the line runs up the GO Stouffville line trackage to Unionville. The line would interchange with TTC stations at Mt. Dennis (Eglinton Crosstown), Dundas West, Union Station, Main St. and Kennedy (Bloor-Danforth line).

Passengers would enjoy high-speed express service to and from downtown in Electric Multiple Unit (“EMU”) vehicles. The SmartTrack line would be operated by Metrolinx under an integrated fare system with the TTC.

More details of the SmartTrack line are provided in the attached Backgrounder 3, The SmartTrack line.

FINANCING

For more information regarding the financing of the SmartTrack line, please see Backgrounder 4, Financing the SmartTrack line.