



***The right transit solution for Yonge Street!***

### **SOS: Save Our Street**

Our politicians encourage us to take transit, so we must urge them to build transit systems that best serve our needs.

The York Region proposal to build a dedicated bus lane means widening Yonge Street, business losses and increased traffic in neighbouring side streets... ruining Yonge Street forever.

Call, e-mail or write your local politicians and tell them to get transit right the first time.

For information, contact the Yonge Subway North Committee and let's start building the Finch-407 extension now!



***Visit [www.subwaynow.ca](http://www.subwaynow.ca) or call 905.771.8530***

### **Congestion in the GTA is a nightmare**

The Ontario Government is addressing an issue that needs immediate action: gridlock in the GTA. The ambitious program includes extending the Yonge Subway from Finch to Highway 7 – a much overdue rapid transit initiative!

At the same time, York Region wants to widen Yonge Street and build a dedicated bus lane down its centre – a minimum five-year construction project that will tear up sidewalks and streets, and make traffic unbearable. Count on less parking, turning restrictions and increased traffic on side streets.

This chaos on Yonge will then be followed by the subway a few years later!

York Region is planning to spend taxpayer dollars needlessly – and turn Yonge Street into a never-ending construction site. Does this make sense?

#### **Do we need a dedicated bus lane in the middle of Yonge?**

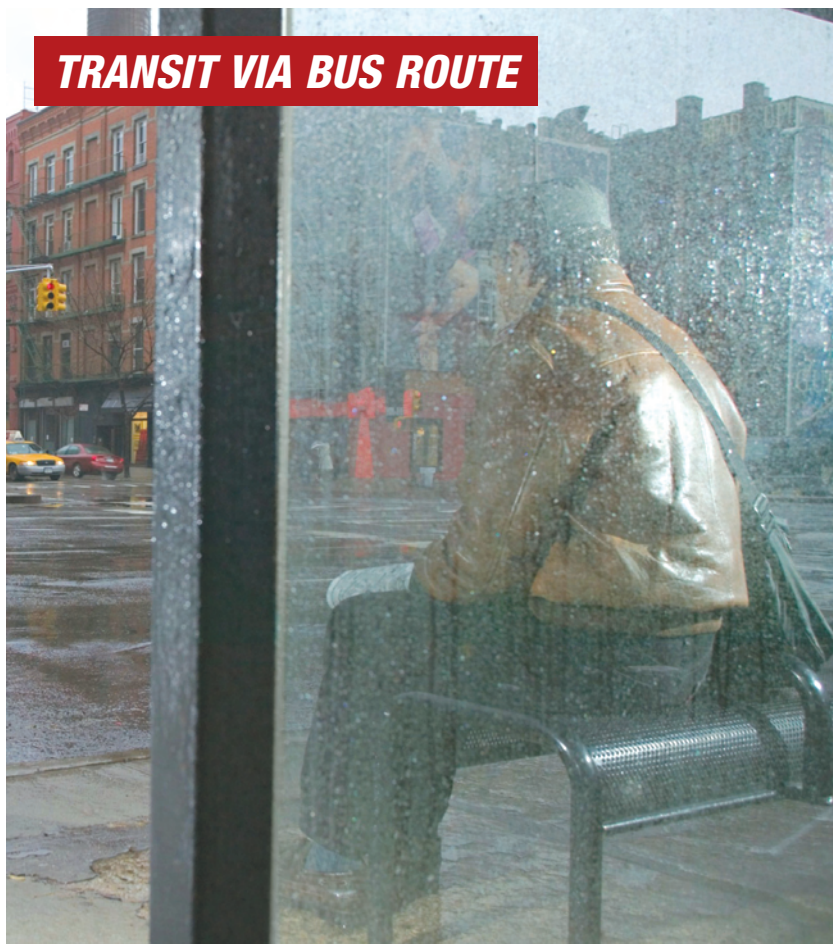
**No.** Traffic will now be faced with left turn restrictions both coming onto and turning off Yonge, affecting not only local residents and businesses, but also Emergency Response Vehicles.

Parking space on Yonge will be reduced, and once quiet side streets will now be busier with traffic.

Regular YRT buses will continue to add to congestion – they would run on Yonge in addition to VIVA buses in the dedicated middle lane.

**The Yonge Subway North Committee wants to give politicians this message: a Finch-407 subway NOW is the right solution to ease gridlock along Yonge Street.**

### **TRANSIT VIA BUS ROUTE**



***Does the York Region dedicated bus lane proposal make sense to you? Take action: we need "rapid" transit along Yonge Street North NOW!***





# We need “rapid” transit along Yonge North!

## Which is less disruptive to build: subway or bus lane?

**Subway.** With new subway building techniques, much of the action takes place underground and out of sight.

To widen the road and make room for the proposed dedicated bus lane, existing sidewalks and parking areas will be torn up. Storefronts will be affected; some businesses will have to be expropriated. And since the York Region proposal calls for a subway in a later phase, why disrupt Yonge Street twice?

## Is the subway an environmentally sensible proposal?

**Yes.** The subway runs electrically at high speed. No carbon emissions, no idling at stops.

The subway is flexible – add more cars when needed, less during off-peak hours. More buses during rush hour means more pollutants in our air!

## How long will it take to complete the subway extension?

**Five years.** The Environmental Assessment (EA) should take about six months and yield positive results – afterall, the subway is underground and environmentally friendly. Construction could start in 2008 and be completed within four years – *if our politicians move forward with vision and single-minded determination to build the right transit system!*



*Markham Mayor Frank Scarpitti and Deputy Mayor/Transit Chair Jim Jones believe extending the Yonge subway line from Finch to the 407 is the right transit solution!*



# Seamless travel from the 407 to downtown...

## Will the subway cost more to build?

**No.** The right solution is building the subway now, not building a dedicated bus lane and a subway later – an expensive and disruptive proposal.

York Region admits “traffic congestion is already exceeding capacity on Yonge Street” – and yet their plan is to spend \$150 million on a less than optimal transit system!

Money earmarked for a bus route must be invested where it will generate the greatest return: on a rapid transit system that moves people quickly, efficiently and comfortably.

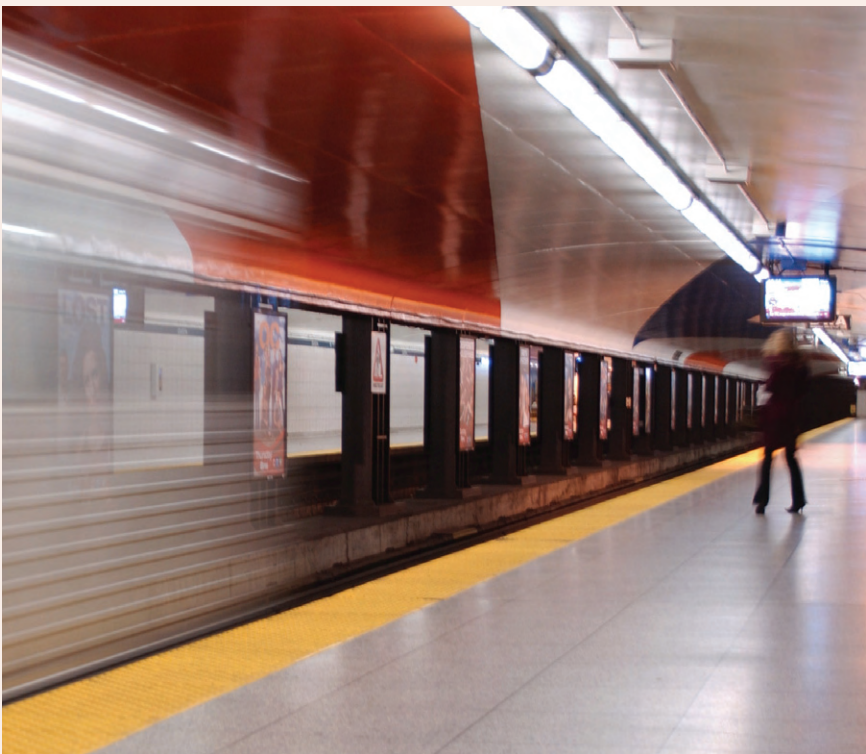
## Are there enough riders to support a subway expansion north of Finch?

**Yes.** Yonge-Finch is one of the busiest TTC subway stations.

There are 1 million residents north of Steeles in York Region, with a projected population increase of 600,000 over the next 20 years.

We need to think and plan ahead to avoid increased congestion and continued gridlock.

It only makes sense to get the transit proposal right the first time.



*The subway is the most cost effective option. The York Region proposal to build a dedicated bus lane now and a subway later is a waste of time and taxpayer dollars*



# It’s the right transit solution for Yonge Street!

## Which option better serves local residents and pedestrians?

**The subway.** Subway riders comfortably wait for trains, protected from the elements; bus riders wait in shelters, shivering in winters storms and sweating through summer heat waves.

The subway runs quietly underground, so pedestrians can cross Yonge without stumbling into a dedicated bus lane when sprinting across multi-lanes of traffic.

With the subway, local residents won’t have increased traffic and parked cars on their side streets.

## Does the subway better serve local business?

**Yes.** The subway makes it easy to stop and shop, and ensures Yonge Street continues to thrive. The subway is good for both business and the community.

A dedicated bus lane down the middle of Yonge will make it more difficult for shoppers to frequent their favourite shops and restaurants.

With less parking, turning restrictions and added traffic lanes, retailers will suffer – assuming they are not forced to close due to expropriation or reduced business!



*Preserve history and community by choosing the right transit solution. Speak out for the Finch-407 subway extension!*