

A Transportation Plan that *makes sense* for Toronto



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“It’s time to get traffic moving and to connect people with jobs”
— Rob Ford

The province estimates congestion costs the GTA some \$2.2 billion each year. Commuting times increase every year, making it harder for Toronto residents to get to work and leaving them less time with their families. Gridlock is bad for people, families, our economy and our environment.

For seven years, City Hall has tackled Gridlock by declaring war on cars in Toronto. Toronto has eliminated lanes from busy roadways, increased parking charges, ignored roadway repairs and generally made life miserable for drivers.

At the same time, the City has paid little more than lip service to transportation alternatives. Toronto has taken an irrational approach to bike lanes – fuelling an emerging and wholly unnecessary battle between cyclists and motorists.

Rather than invest in subways, Toronto has instead decided to build streetcar lines down the middle of major arterial roads. This will do nothing to reduce gridlock or provide faster, better public transit options for Torontonians who need better connections to good paying jobs across the city.

It’s time to end the war on cars. Toronto’s approach to penalizing drivers has not gotten people out of their cars – it’s just gotten them and their cars out of the city. It’s time to prevent a war between drivers and cyclists. And, it’s time to stop the looming *Transit City* disaster.

It’s time for responsible government to implement a sensible transportation plan that reflects the needs of transit users, motorists, commercial vehicle operators, cyclists and pedestrians.

A Sensible Plan for Transit

The people of Toronto deserve a transit system that connects people efficiently with jobs, and that provides a reasonable alternative to the private automobile.



Streetcars are not the answer to Toronto's transit needs

To attract drivers into transit, it must be comfortable, convenient, affordable, reliable and rapid. Streetcars are none of these things. Streetcars are slow (average speed: 17km/h) and take hours to travel across town. This limits your ability to live in one part of the city and work in another. Streetcar construction destroys streets and interrupts businesses. Streetcar lines down the centre of arterial roads increase gridlock and create pollution.



Subways make sense

Subways are more reliable, carry ten times as many people as streetcars, move faster and can be scheduled at convenient times. Properly managed, they can also provide an affordable transportation choice for people and families in Toronto.

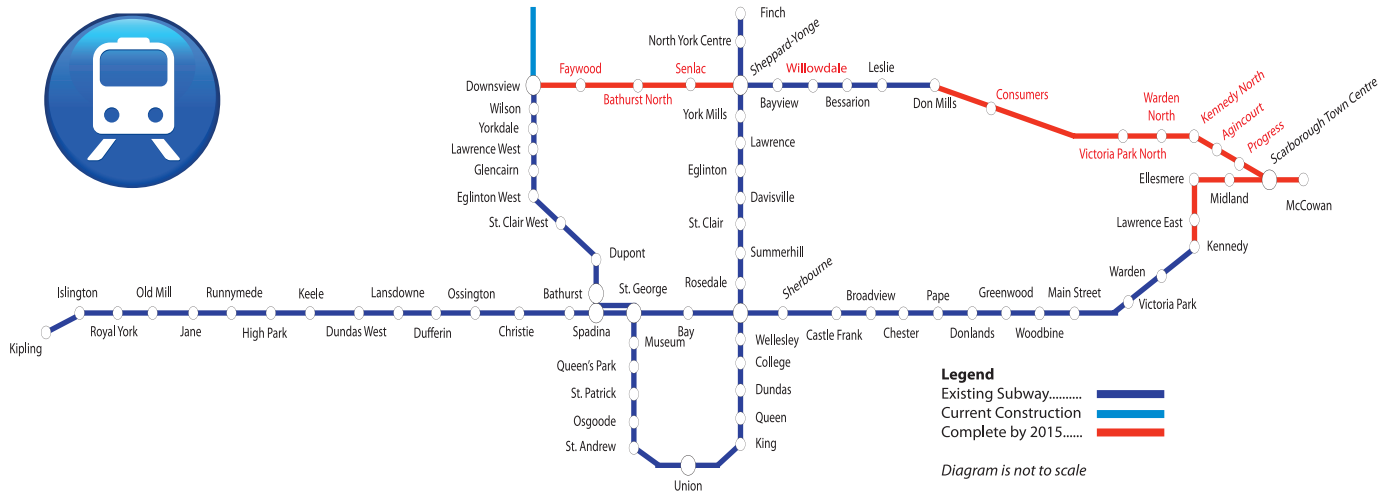
By 2015:

- We will complete the Sheppard Avenue Line as a subway line. This will include 12 km of new track and up to 10 new stations between Downsview and Scarborough Town Centre. *Cost: \$3 Billion.*
- We will extend the Bloor-Danforth Line to Scarborough Town Centre. This will run on the elevated SRT platform and will connect to the Sheppard line at Scarborough Town Centre, completing a "closed loop" making travel across Toronto much easier. *Cost: \$1 Billion.*
- Where we cannot afford subways, we will use clean buses. Combining Express and Collector buses will improve transit service along major arterials. *Zero net cost. Cost to purchase and operate new buses will be offset by savings from reduced purchase of streetcars, sale of existing streetcars and reduced streetcar system maintenance.*
- We will improve traffic flow downtown by removing some streetcars. Streetcars on downtown arterial streets will be replaced with clean buses that provide the same capacity on the same routes. This will make the system safer and more accessible for all users. It will also improve traffic flow. *Zero net cost. Cost to purchase and operate new buses will be offset by savings from reduced purchase of streetcars, sale of existing streetcars and reduced streetcar system maintenance.*
- We will introduce Smart Card technology for fare payment. Use of smart cards will reduce operating cost, improve our ability to measure and adjust the system to meet demands of a growing ridership and enable the TTC to set adjustable fares. *Cost: currently included in TTC budget.*



Total Subway Plan Costs: \$4 Billion over 5 years

Source of Funds: \$3.7 Billion from the current provincial commitment to Phase I of Transit City – plus \$300 Million from the sale of development rights along the subway corridor.



By 2015, we will construct 12 km of new subway tunnel and up to 10 stations to complete the Sheppard Line from Downsview Station to Scarborough Town Centre. We will also extend the Bloor-Danforth Line along the existing Scarborough Rapid Transit (SRT) route to connect with the Sheppard Line. This will create a “closed loop” that will vastly increase the effectiveness of our subway network.

“This subway plan is realistic, it’s affordable, and it will deliver real benefits for people living and working in Toronto in time for the 2015 Pan-Am Games.”

— Rob Ford



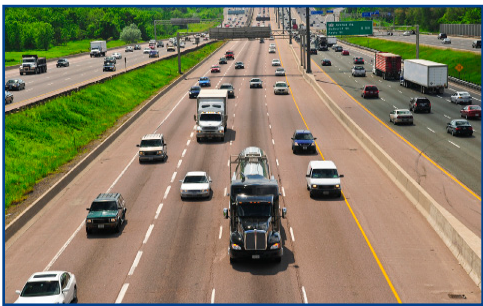
A Sensible Plan for our Roads

It's time we faced facts. Cars aren't going away. Our roads have been ignored for decades. It's time to take action and improve traffic flow for today and tomorrow.



To reduce Gridlock we have to improve our road system

Transit is an important part of the solution – but it's not the whole answer. Toronto will always depend on roads and rails to move people and goods around our city. It's time to address the \$250 Million backlog in essential road repairs and invest in road improvements that will get traffic flowing again in Toronto.



Investing in our roads make sense

By 2014:

- **We will keep and maintain our Expressways.** The Gardiner Expressway, Don Valley Parkway and Allen Road/Expressway will be maintained, without tolls, as key components of our transportation infrastructure. *Cost: managed within current budget.*
- **We will clear up the \$250 million backlog in road repairs.** We will return Toronto's roads to a state of good repair that can be maintained by normal annual operations. *Cost: \$250 million.*
- **We will synchronize the city's traffic signals to improve traffic flow.** We will complete the installation of SCOOT technology on all signalized intersections, improving traffic flow throughout the city. *Cost: \$50 million.*
- **We will make critical road improvements to improve traffic flow.** We will invest up to \$400 Million to address major problem areas by connecting disjointed roadways making other changes to reduce congestion. *Cost: up to \$400 million.*
- **We will make parking rules easier to understand.** By simplifying signage on city roads and introducing color-coded curb painting in pilot areas, drivers will better understand when and where they can park their vehicles. *Cost: managed within current budget.*
- **We will manage roadwork to minimize traffic disruption.** We will require utility companies to make permanent road repairs where possible after digging up streets to reduce pavement degradation and minimize "follow-up" road closures. We will create a Central Roadwork Coordination Centre to improve coordination of work by public and private entities that interfere with traffic on city streets. We will require more roadwork be conducted during off-peak hours, including nights or weekends in non-residential areas. *Cost: managed within current budget.*

Total Roads Plan Costs:

Up to \$700 Million over 4 years

Source of Funds: \$700 Million from the sale of development rights along the subway corridor. Road improvements will be prioritized and completed as funds are available.

A Sensible Plan for Bike & Walking Trails

Toronto's cyclists & pedestrians deserve safe, enjoyable options whether they're going to work, keeping fit or having fun.

Drivers vs. Cyclists in a duel for street space is not the answer

Many cyclists are uncomfortable riding on the streets with cars. Roads in many areas of the city are not able to accommodate dedicated bicycle lanes safely without increasing traffic congestion. What we need is more capacity, not less.



A network of off-road trails makes sense

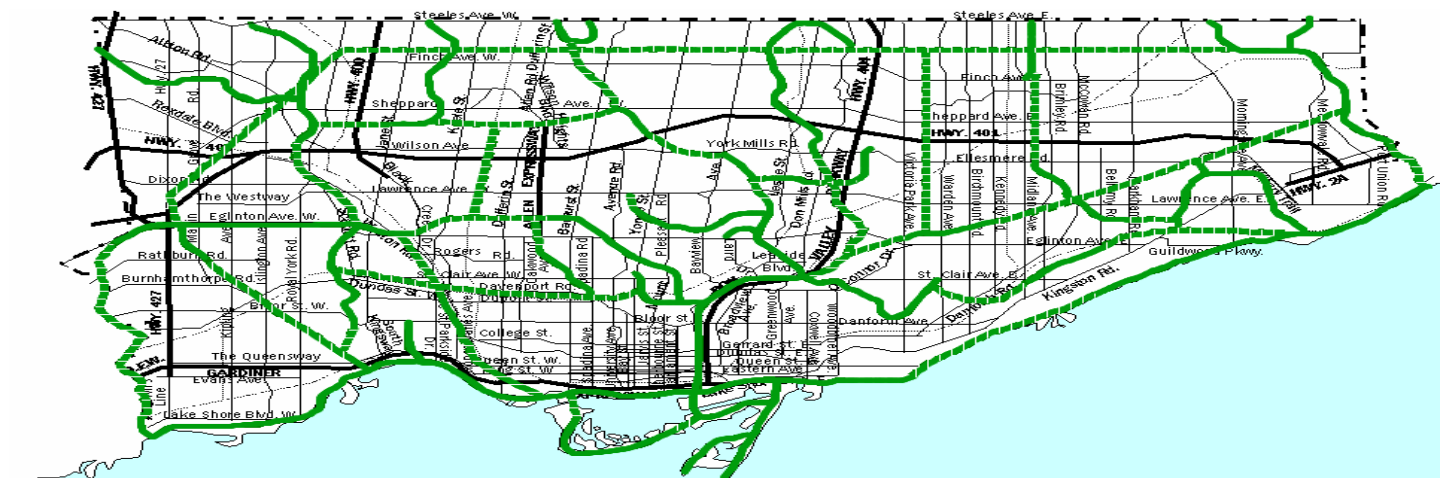
By 2014:

- We will build a comprehensive network of bicycle trails across the city. This will include 100 km of off-road bicycle paths along rail and hydro corridors, ravines and valleys. This system of dedicated 2-metre wide, paved trails illuminated with street lamps will provide a safe, convenient "backbone" for bicycle transportation across Toronto. *Cost: \$50 million.*
- We will build 100 km of pedestrian paths alongside the bicycle trails. Walking, jogging and running are inexpensive, effective recreational activities that encourage physical fitness. We will provide a well-lit network of safe, connected paths for runners, joggers and walkers. *Cost: included in the bicycle trails cost.*
- We will create some on-road bicycle lanes where they make sense. Where the community supports them and where they do not impede traffic flow, we will create on-street bicycle lanes and complete some critical connections in the city's current bicycle network. *Cost: \$5 million.*



Total Trails Plan Costs:
\$55 Million over 4 years

Source of Funds: \$55 Million from the existing Toronto Bike Plan capital budget.



BICYCLE TRAILS PLAN

A continuous network of bicycle trails constructed along rail and hydro corridors, ravines and valleys to provide cyclists with their own safe routes

— EXISTING
- - - PROPOSED

A Sensible Financing Plan

Toronto taxpayers cannot afford to pay higher taxes or road tolls to pay for new subways or road improvements. So, we have to be realistic and focused on best value.



“Transit City would spend \$3.7 Billion in the next five years to build a network of streetcars that will do absolutely nothing to provide faster transit or reduce Gridlock.

At the same cost, we can build a subway line that moves 10 times as many people, 3 times faster.

That makes sense.”

— Rob Ford

This Transportation Plan will cost \$4.7 Billion over five years

The Province of Ontario has already committed \$3.7 Billion to fund Phase I of *Transit City*. We will work with the province to re-allocate this funding to our Subway Plan. The remaining \$1 Billion will be raised through private financing.

Partnering with the Private Sector

Subways bring new development and increase property values. We will work cooperatively with the private sector to sell development rights along our new subway corridors, raising at least \$1 Billion in new development-related revenue. This money will be allocated on a priority-first basis as follows: \$300 Million to complete the Sheppard Line Stations and \$700 Million to fund the Roads Plan.

Flexibility

In the event economic conditions delay the city’s ability to raise private funds from subway-related development, the Sheppard Line will be constructed in such a way that some stations may be left unfinished until funds are available to complete them.

| Plan | Cost | Source of Funds |
|------------------------|-------------------|--|
| Subway Expansion Plan | \$4 Billion | \$3.7 Billion from Province of Ontario for <i>Transit City</i> \$300 Million from sale of development rights along subway corridor. |
| Roads Improvement Plan | \$700 Million | \$700 Million from sale of development rights along subway corridor. |
| Trails Plan | \$55 Million | \$55 Million from existing capital budget for Toronto Bike Plan. |
| Total | \$4.755 Bn | \$4.755 Bn |



Respect for Taxpayers

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