

The 401RT Express:

Islington-401 to Erindale GO

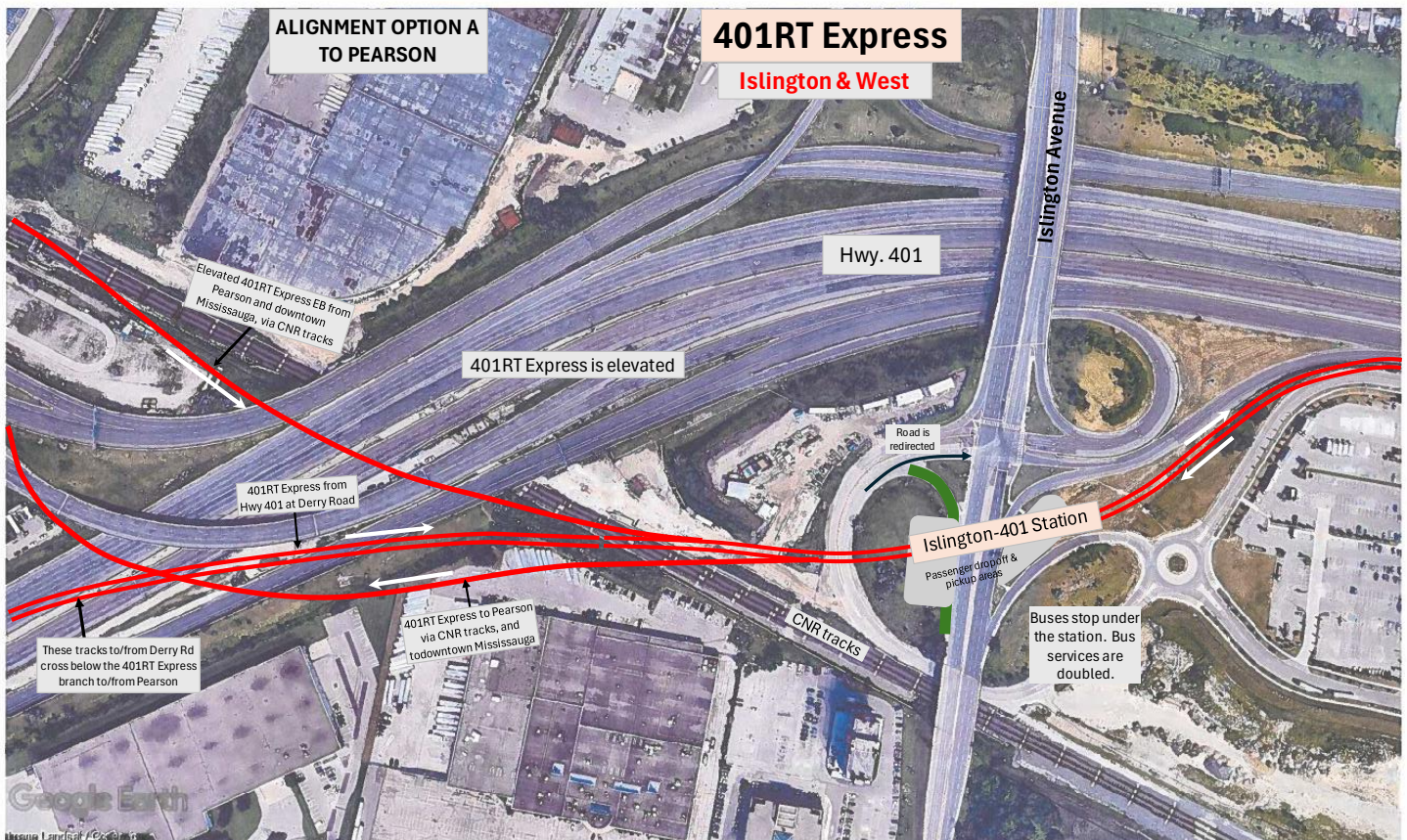
This file illustrates a possible alignment of a 401RT Express rapid transit line between Islington Avenue and Erindale Go Station in Mississauga, and includes Lester B. Pearson International Airport and its adjacent employment areas.

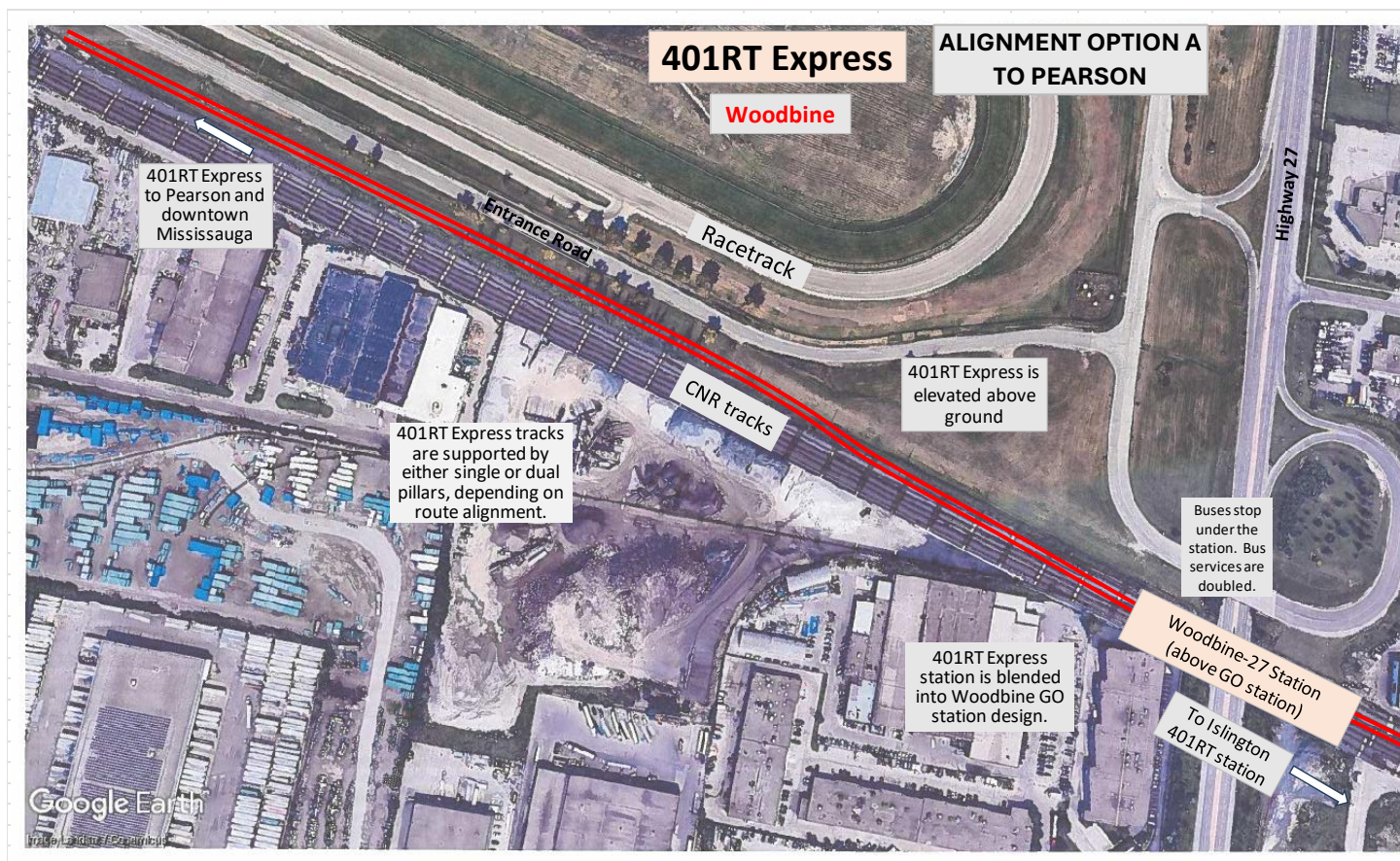
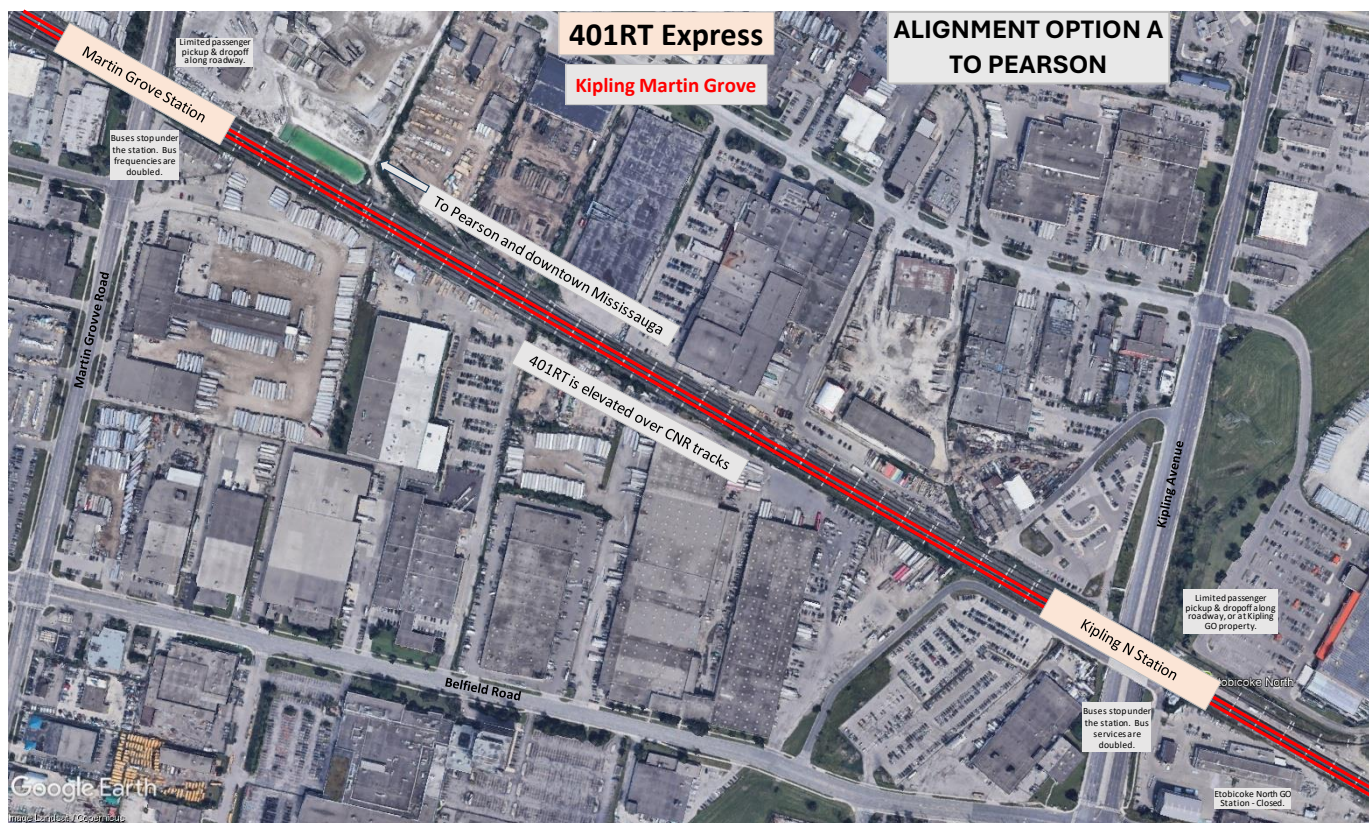
The 401RT is proposed as a full-sized metro that extends from Pickering Town Centre at Liverpool Road to Islington Avenue at Highway 401, and branching westward from there to two destinations: 1) the Erindale GO station past downtown Mississauga, and 2) Derry Road at Highway 401.

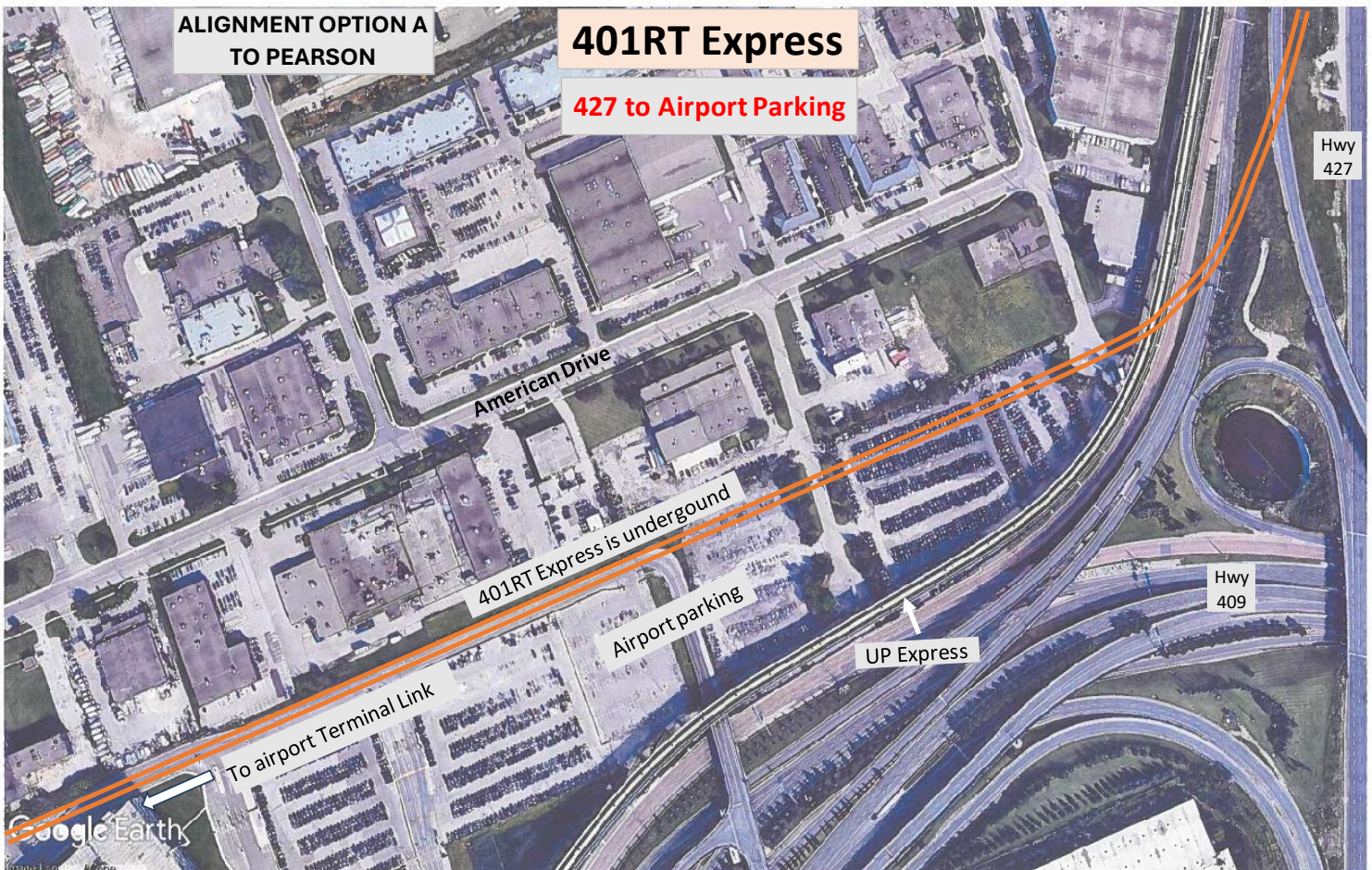
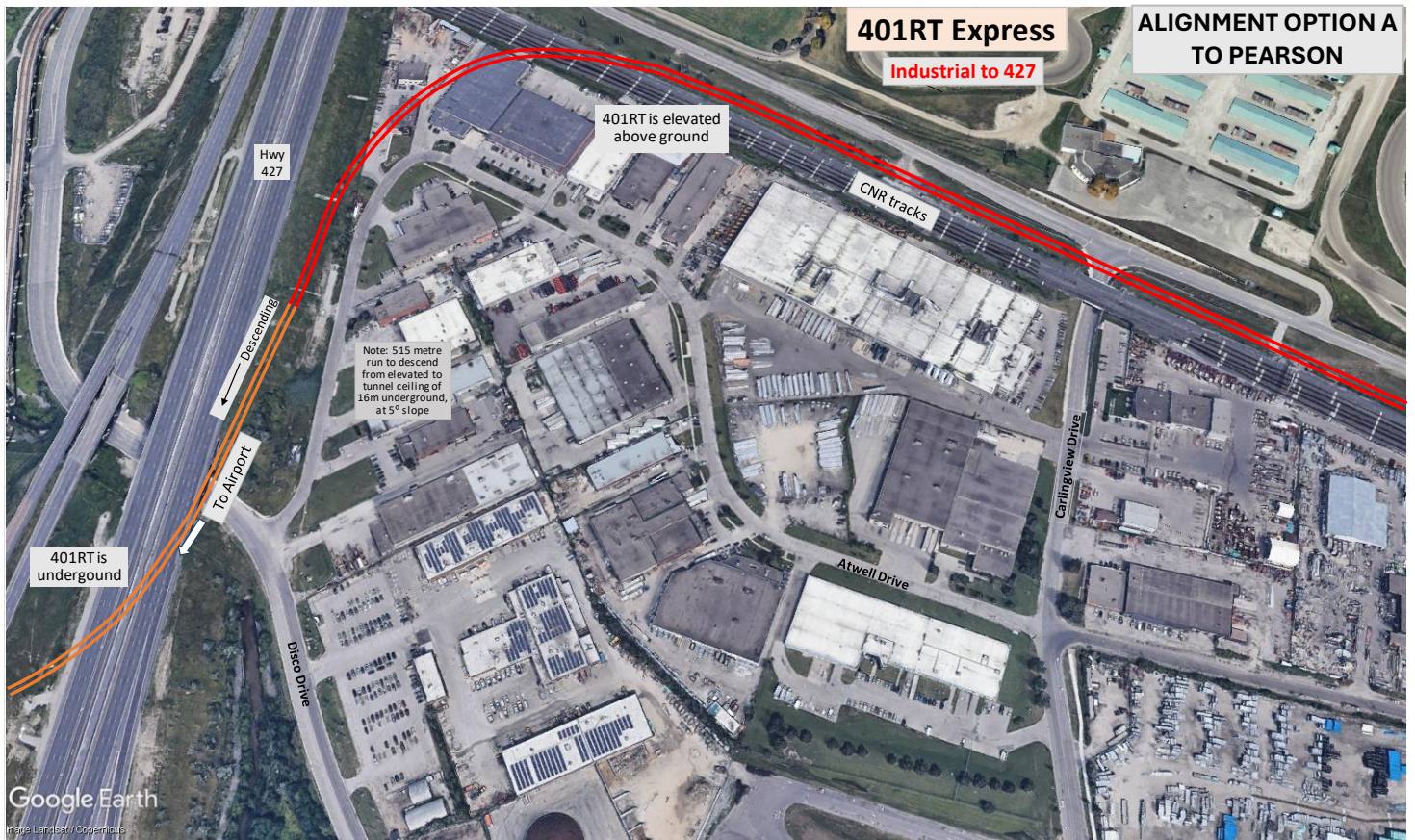
Altogether, the 401RT Express extends for 85 kilometres and includes 50 stations. It connects directly to up to 13 rapid transit lines and to 100+ intersecting bus routes. In the Highway 401 corridor it is elevated above the southern edge of the Highway for most of its length, and above other existing transportation corridors. Stations along Highway 401 are generally located above the ramp configurations south of the highway. The 401RT's length, speed of service, linkages and high visibility will generate more than 350 million new transit trips by 2051.

It is estimated that the 401RT Express can deliver approximately four times the number of air travelers and airport employees to Pearson than the current plans for extending the Eglinton West LRT and Finch West LRT to the airport authorities "Union Station West" plan.

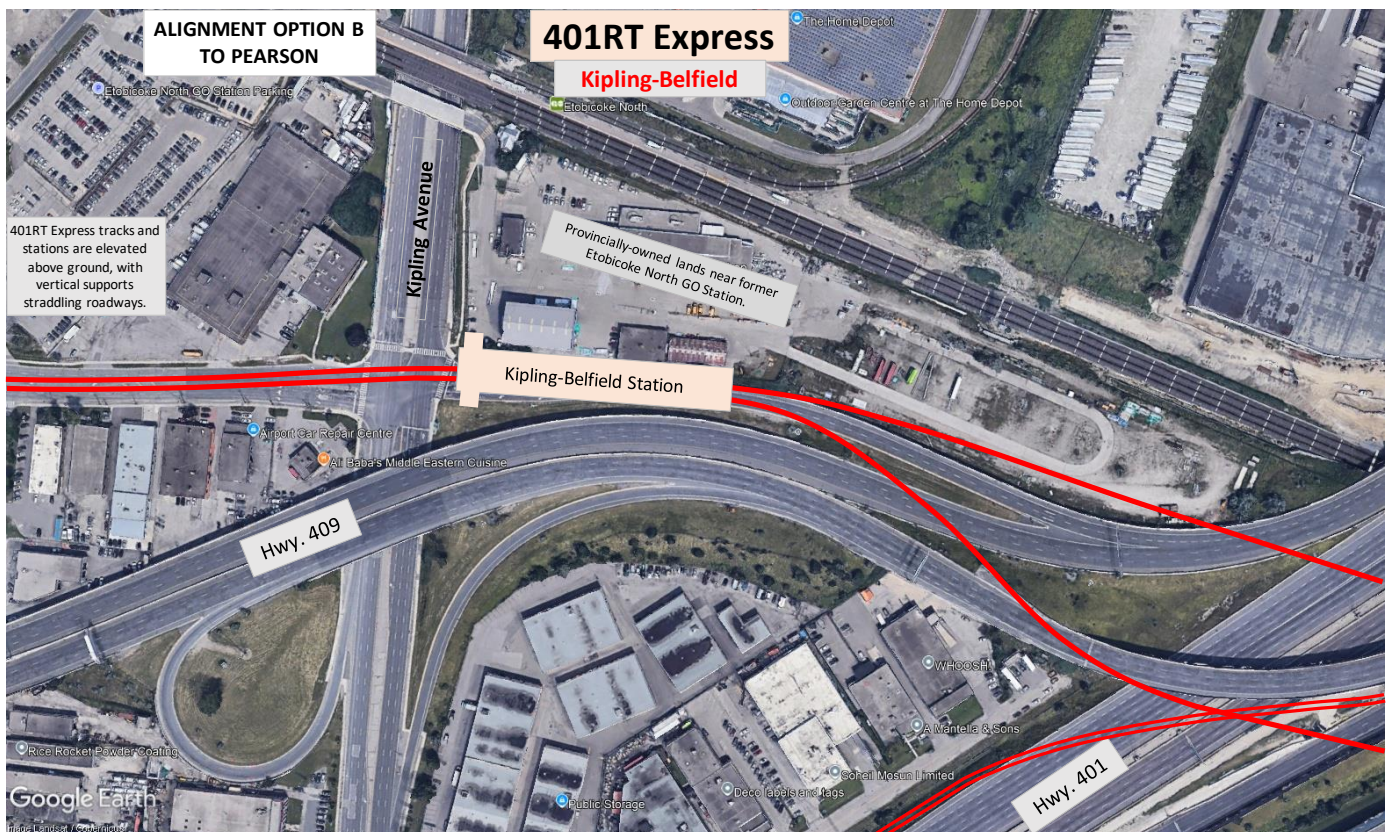
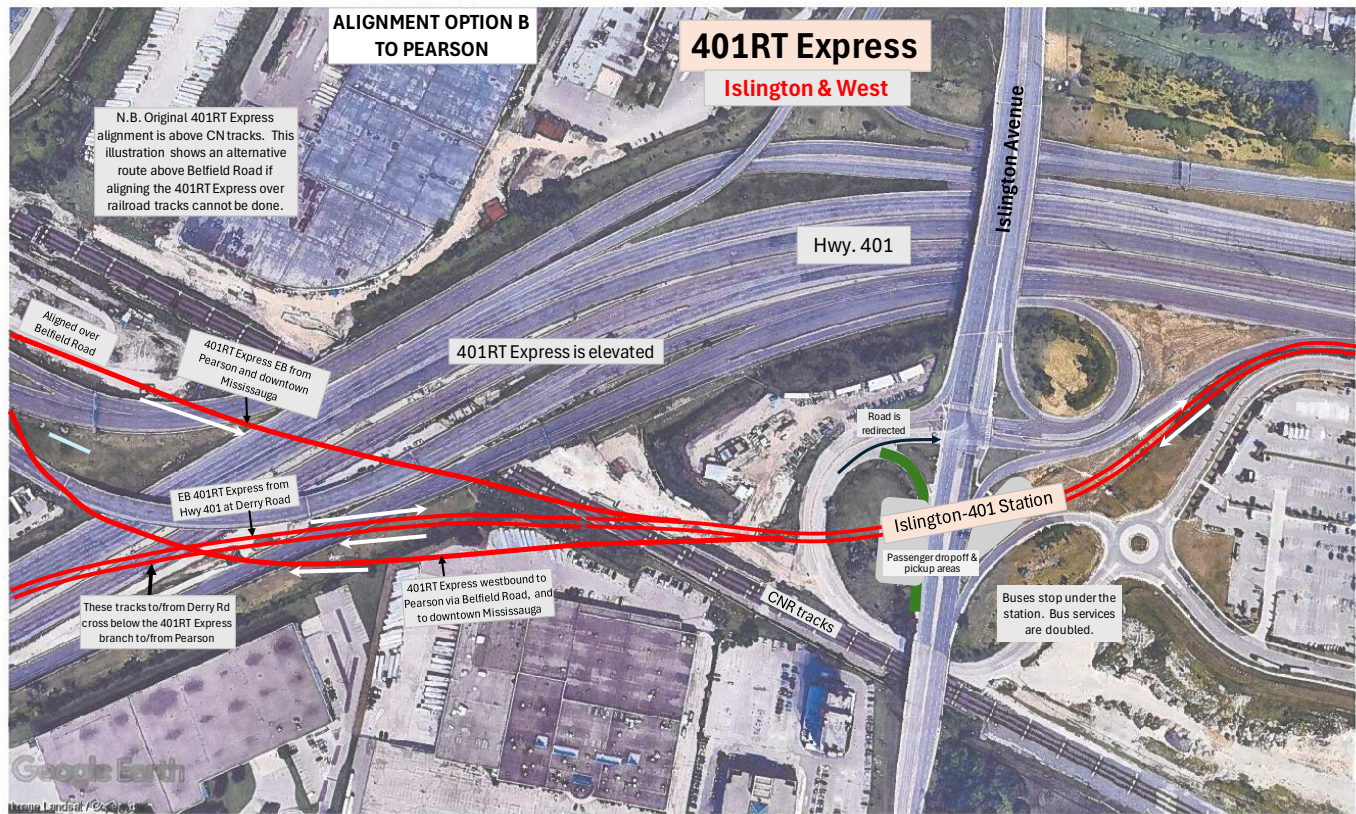
The following pages illustrate the sequence of segments from Islington-401 Station to Erindale GO station. Other files show the sequence of alignments from west of Islington-401 station to Derry Road at Highway 401, and another shows the alignment sequence from Islington-401 station eastward to Pickering Town Centre station. A detailed description of the 401RT Express concept is available at www.401rt.ca.

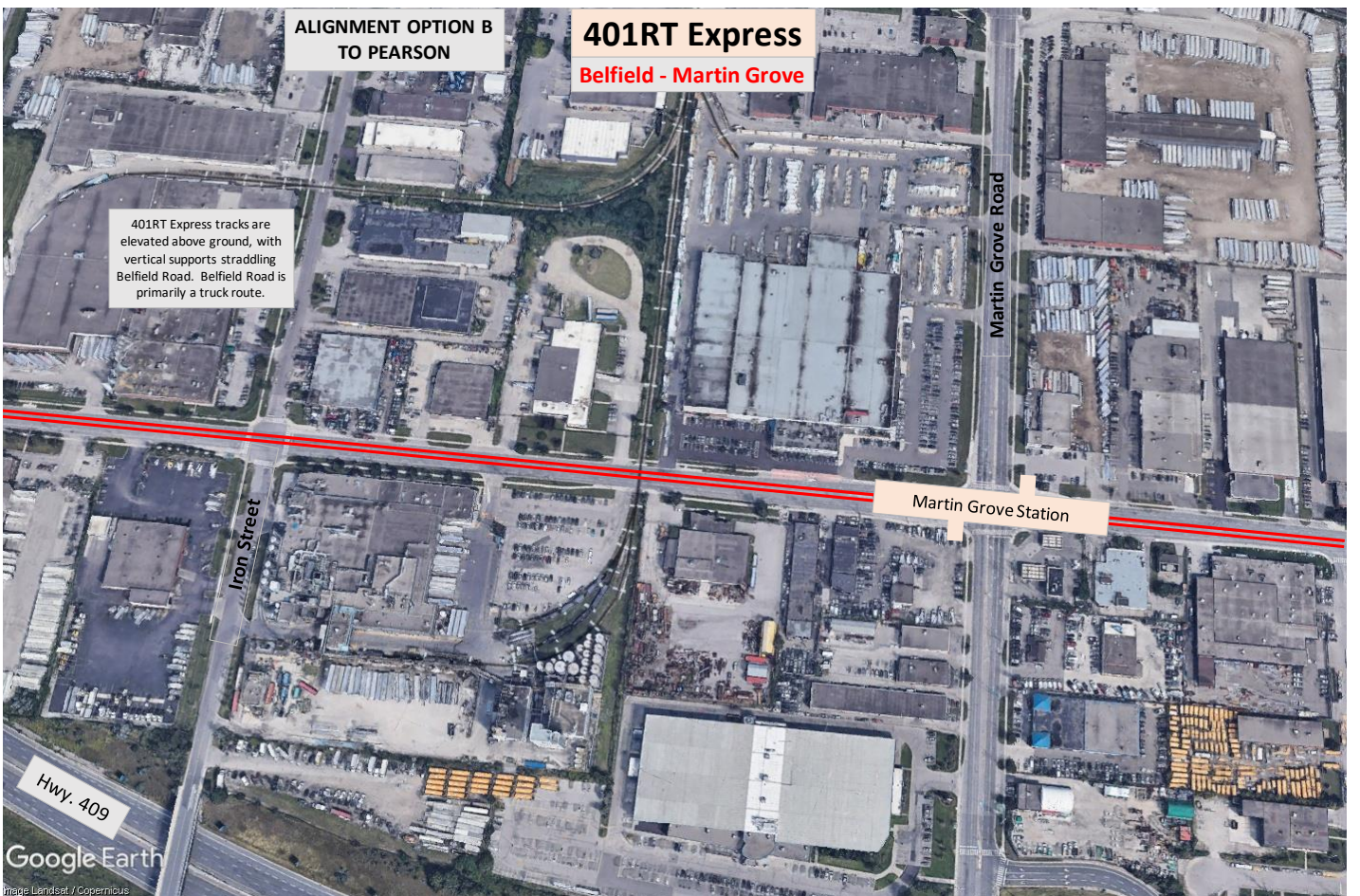
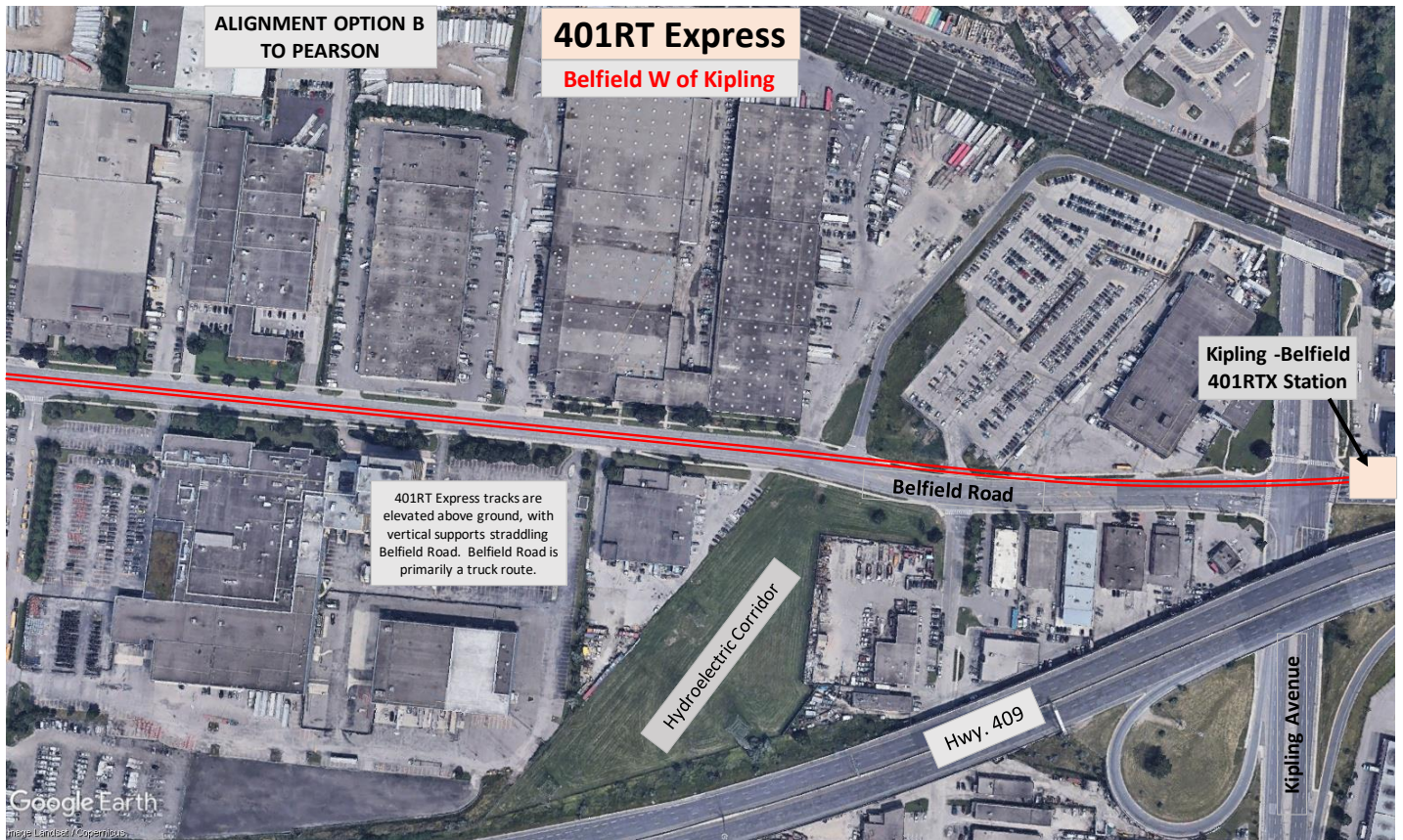


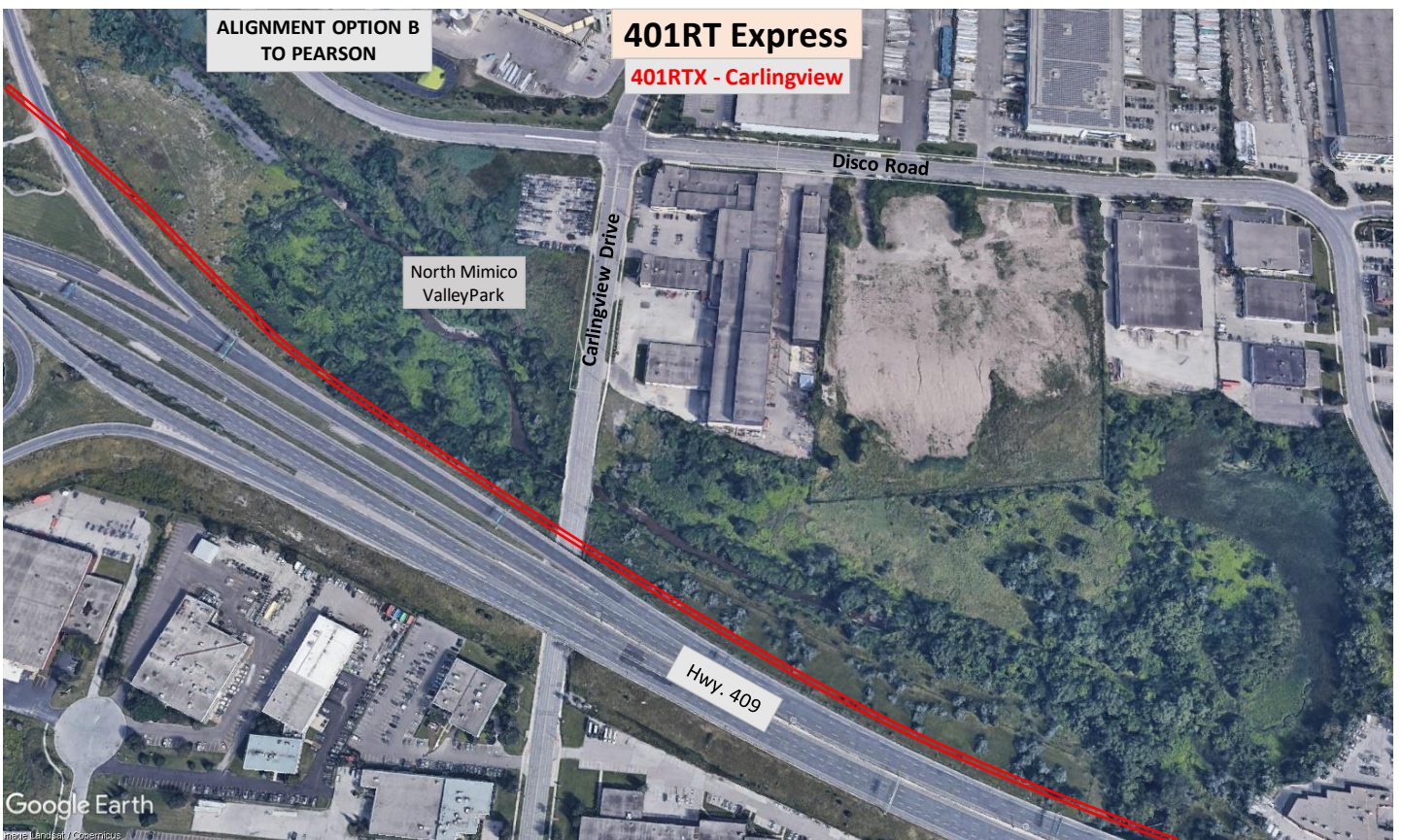
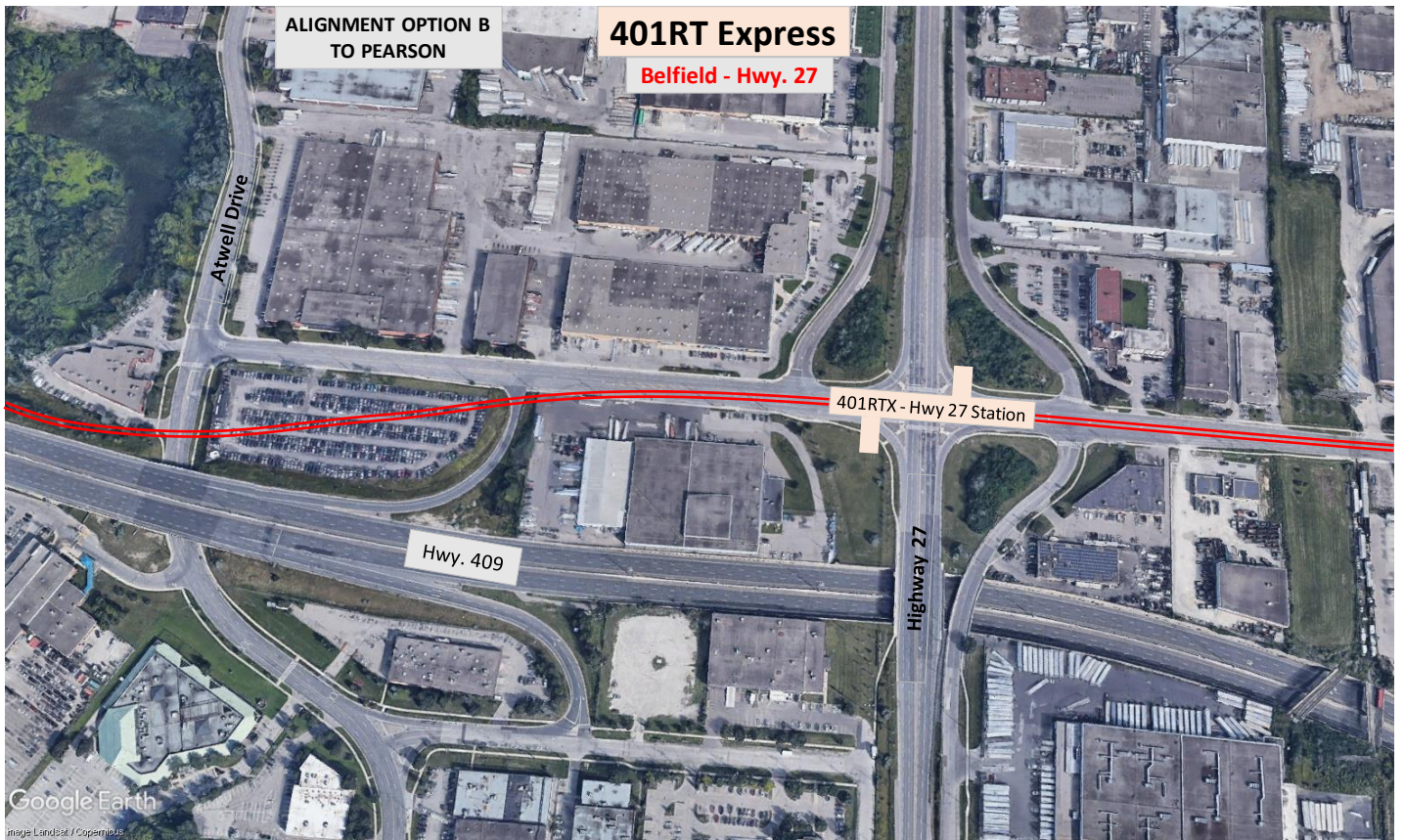


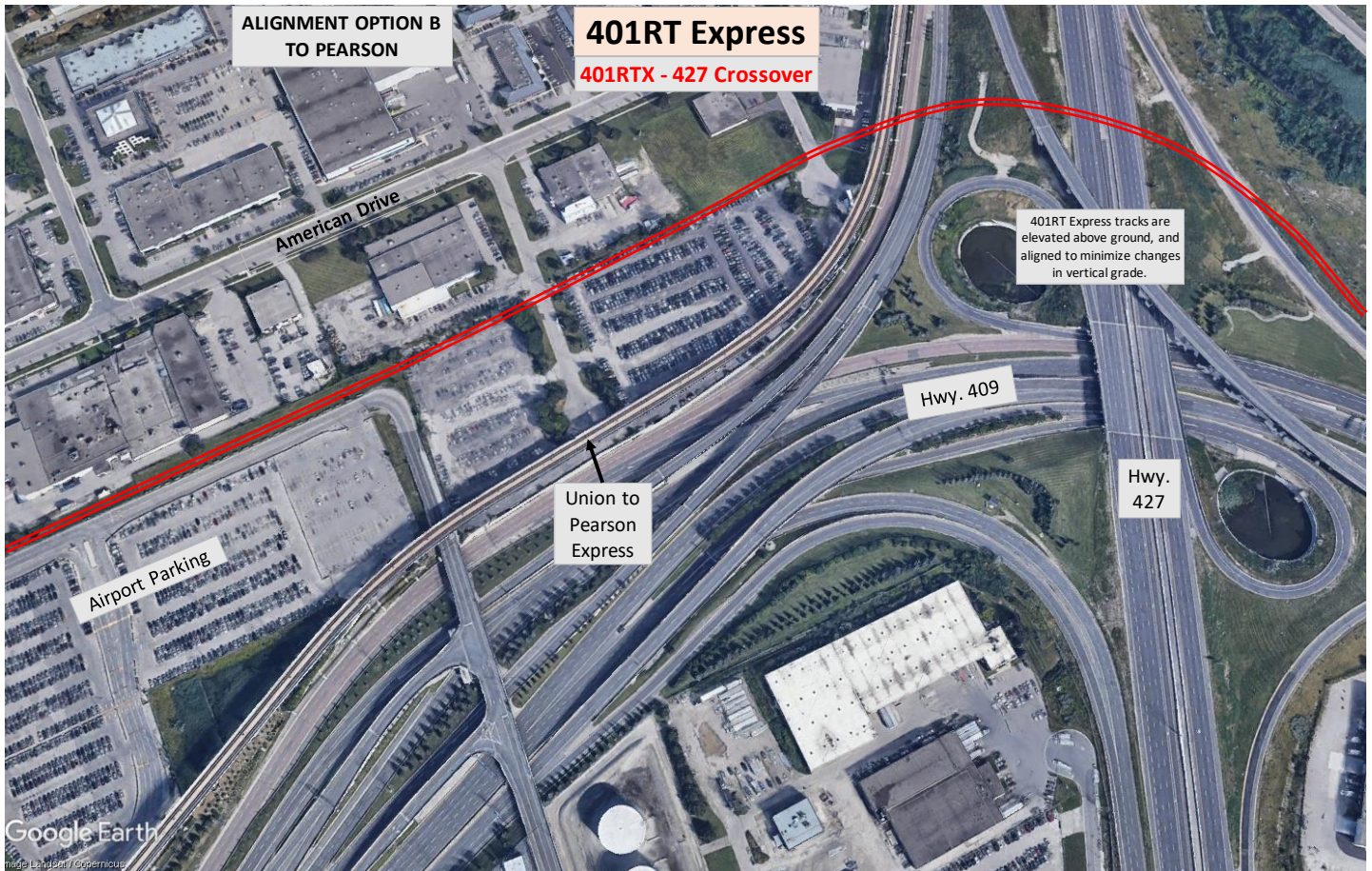


If it is not possible to align the 401RT Express over and/or alongside the Canadian National Railroad tracks, the 401RT Express can be aligned above Belfield Road, as the following Alignment Option B illustrations show.

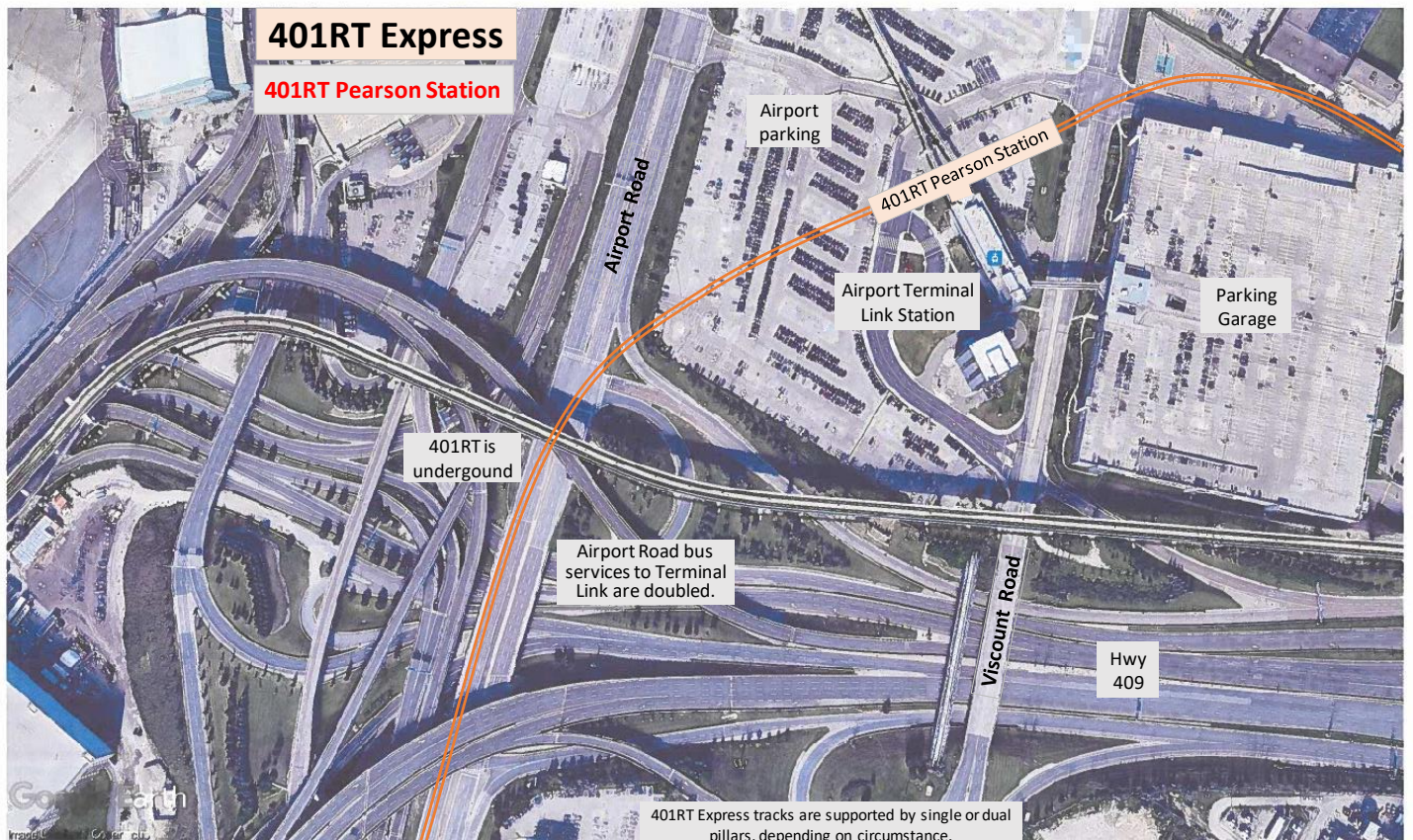


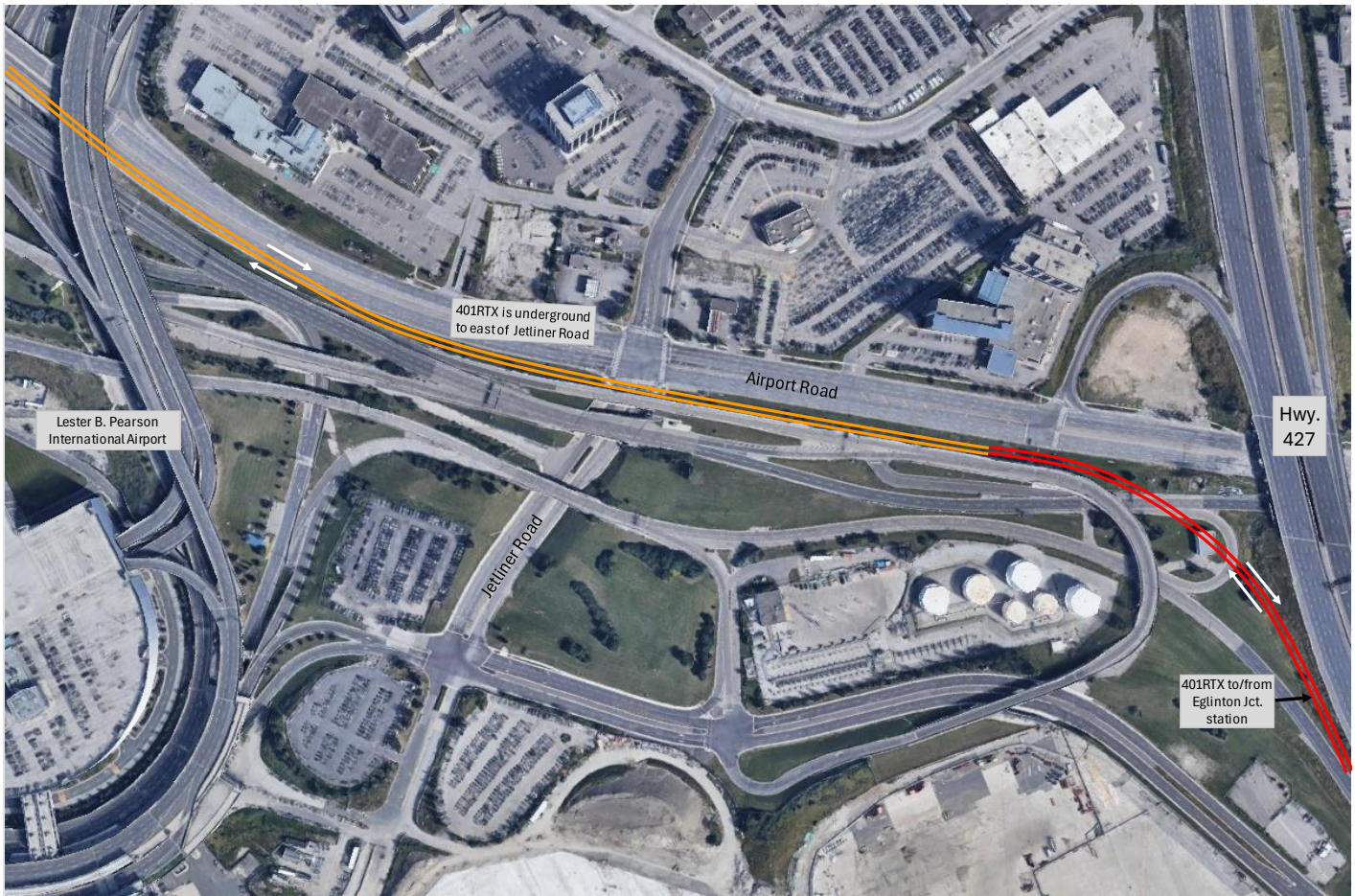
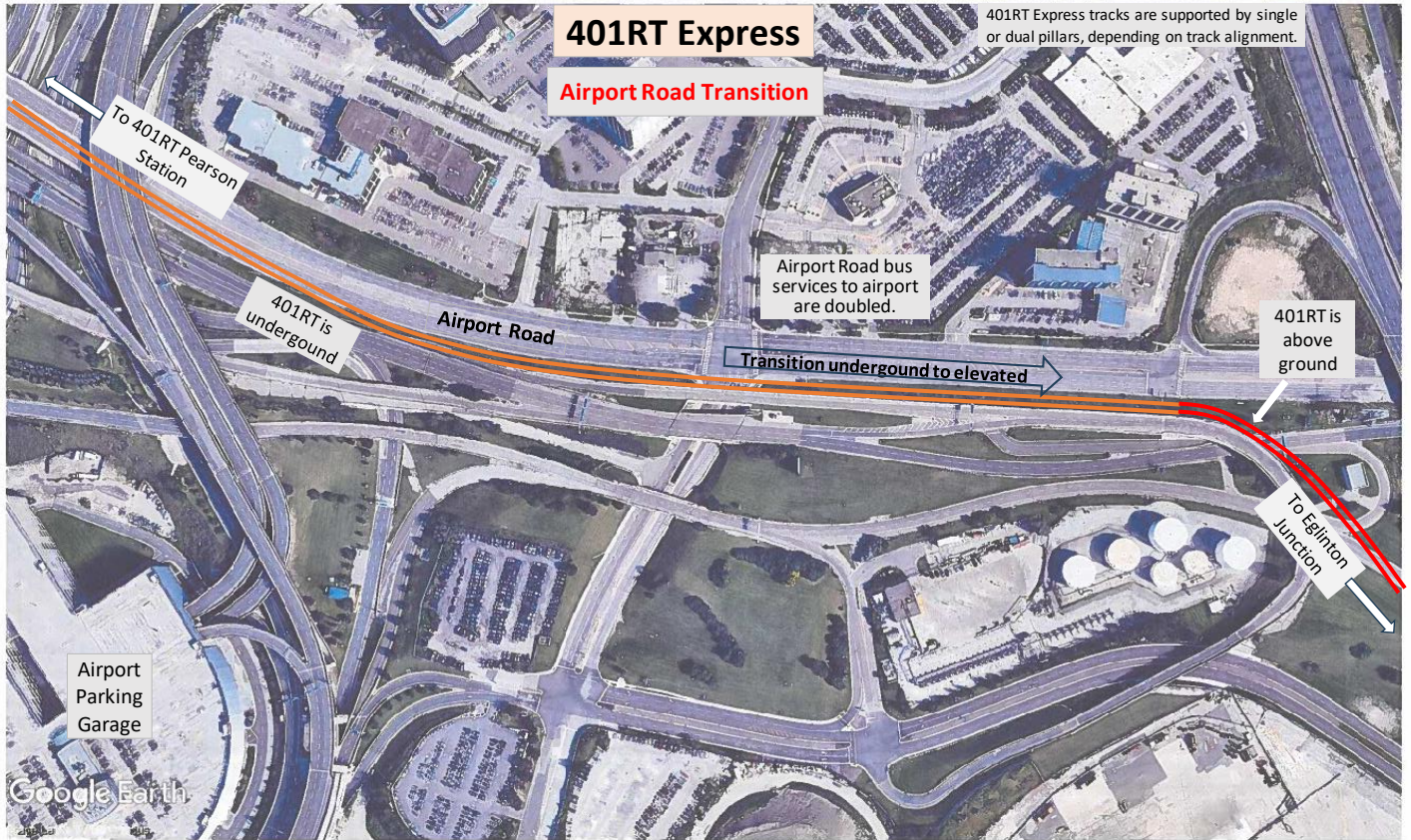


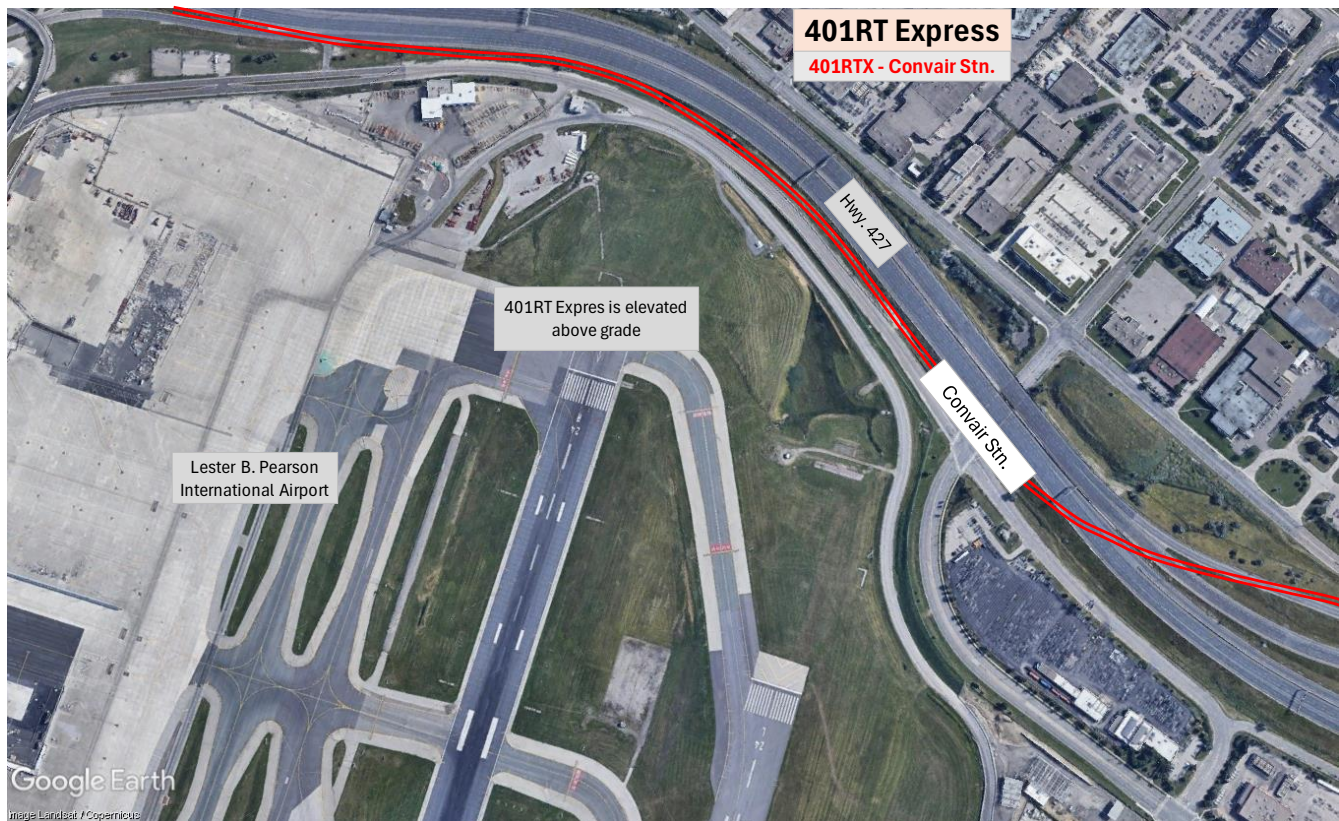




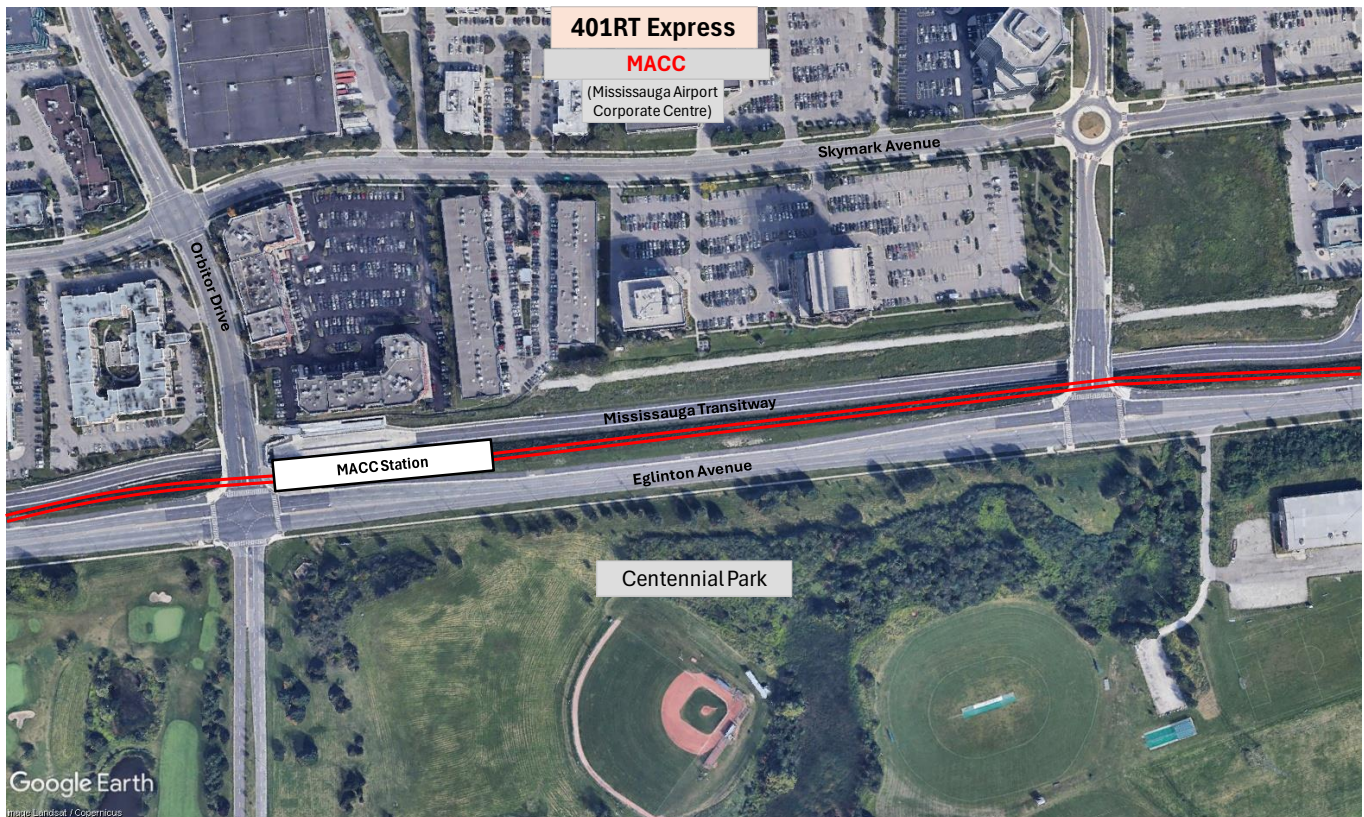
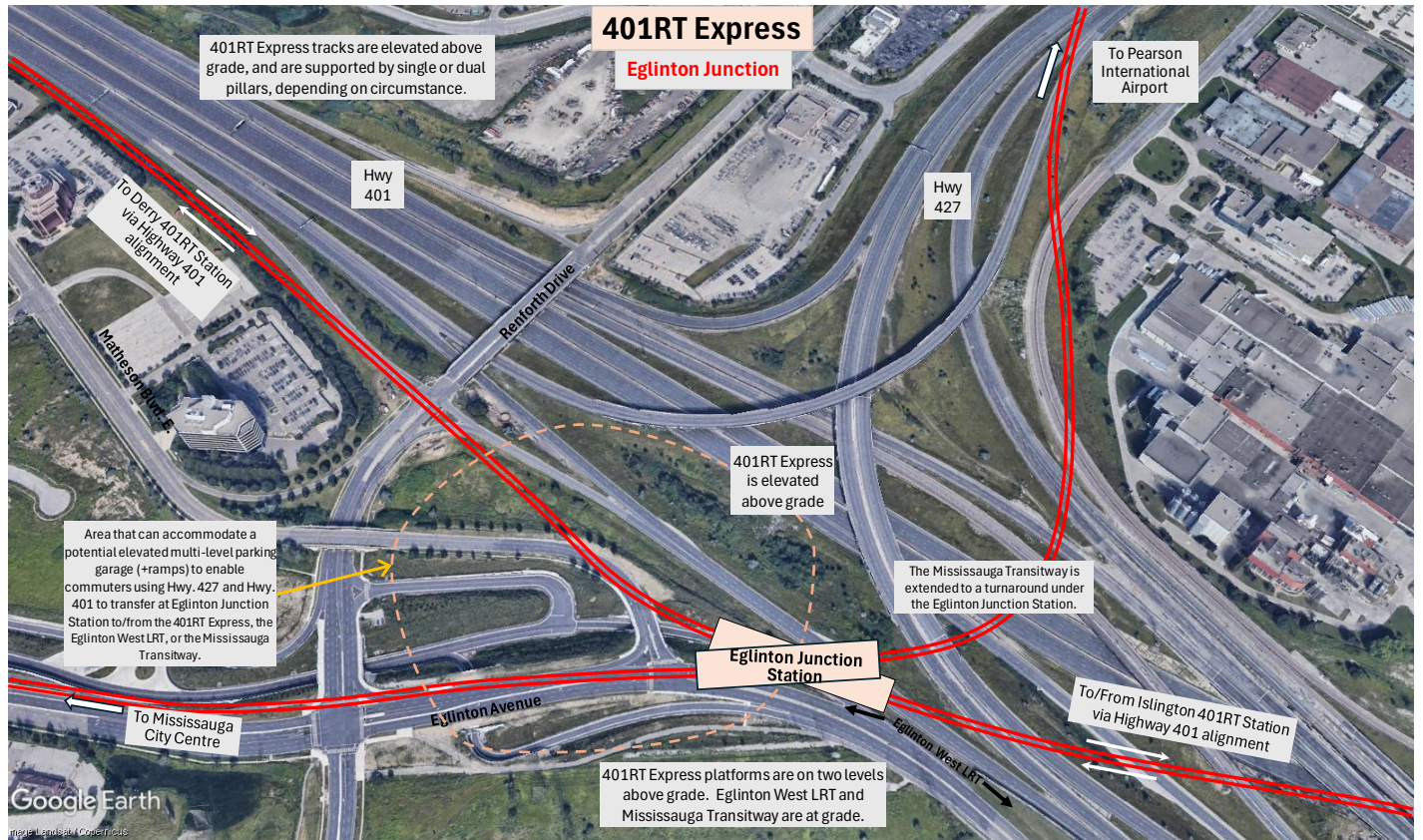
Once the 401RT Express reaches the airport parking area, Alignment Options A and B are the same.

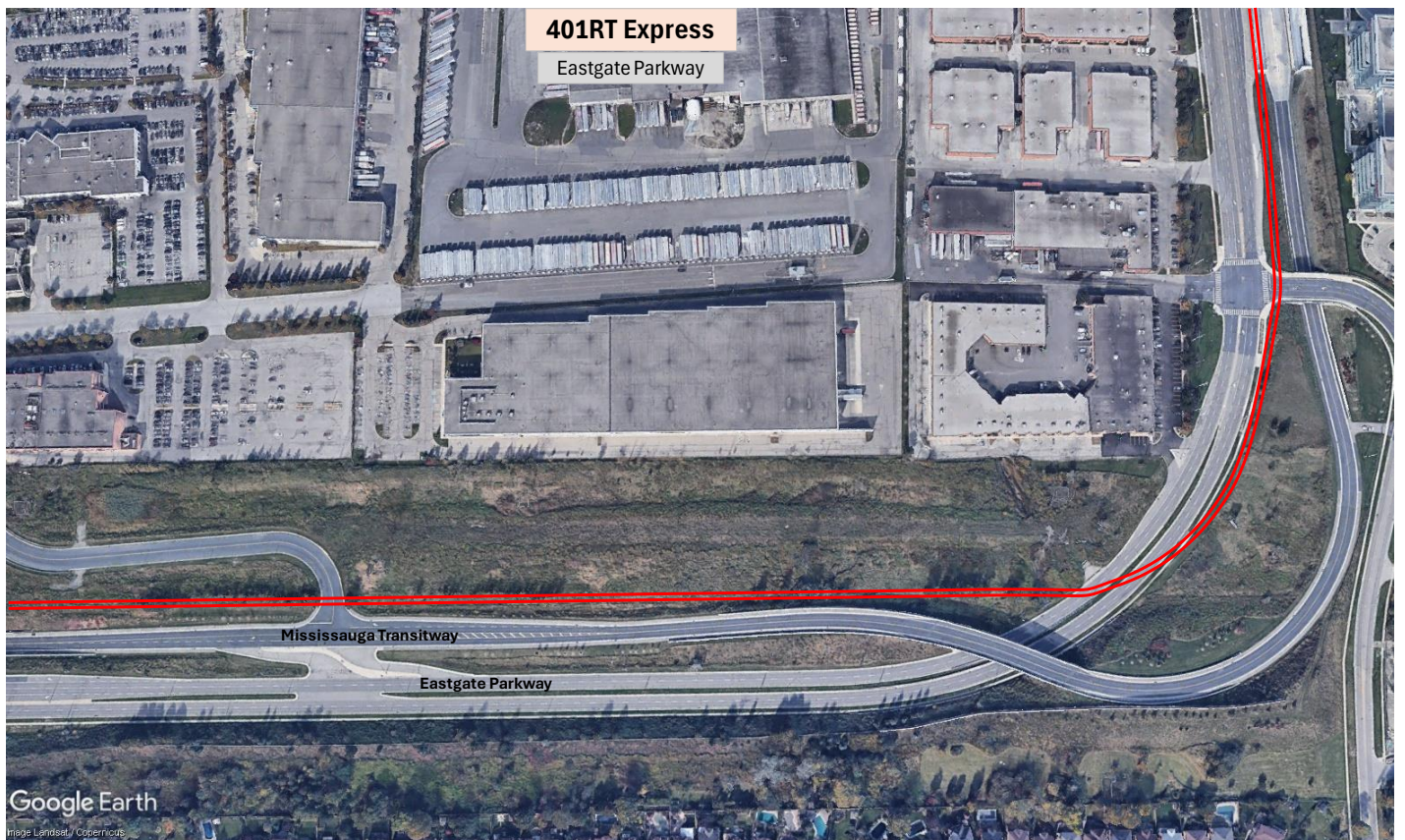
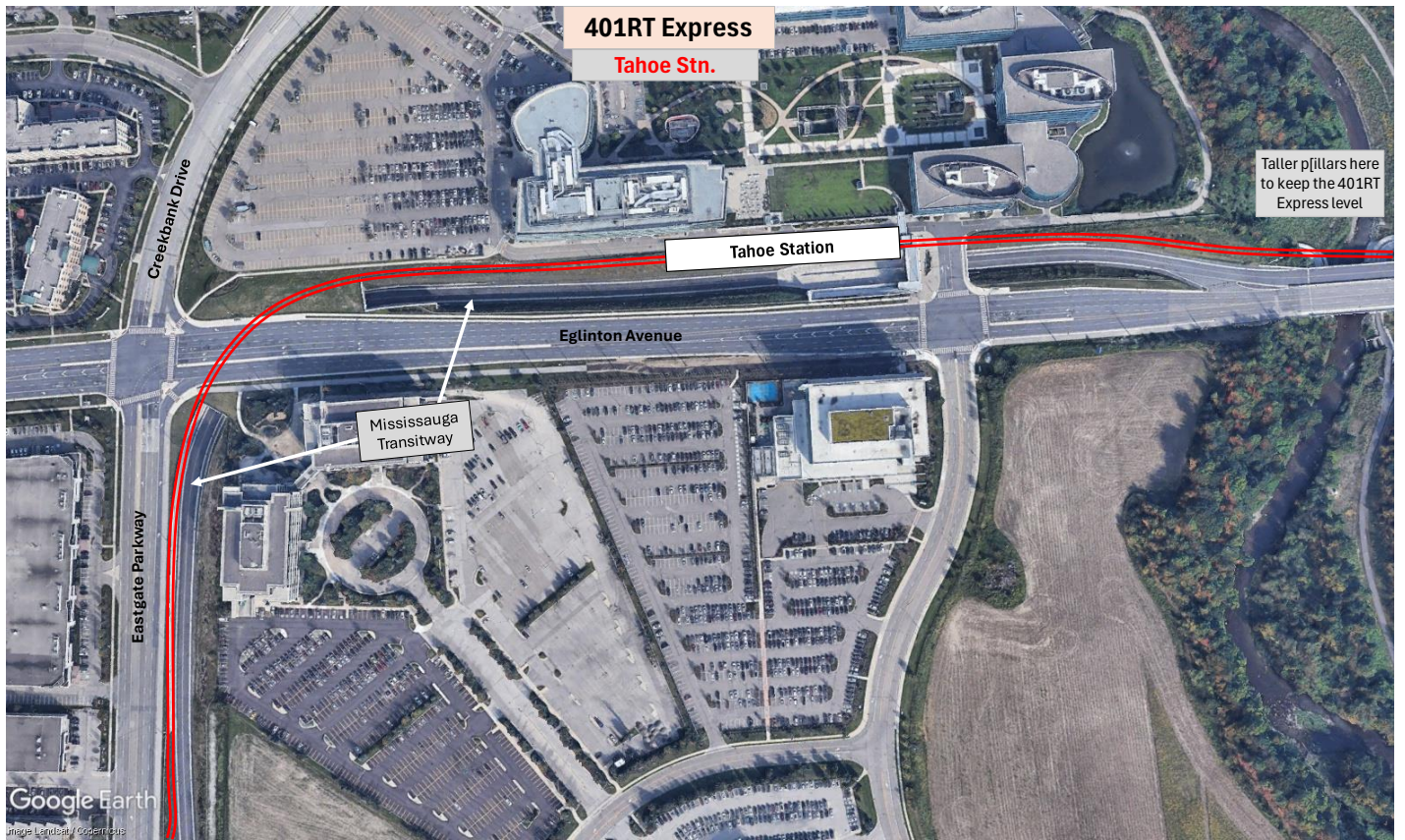




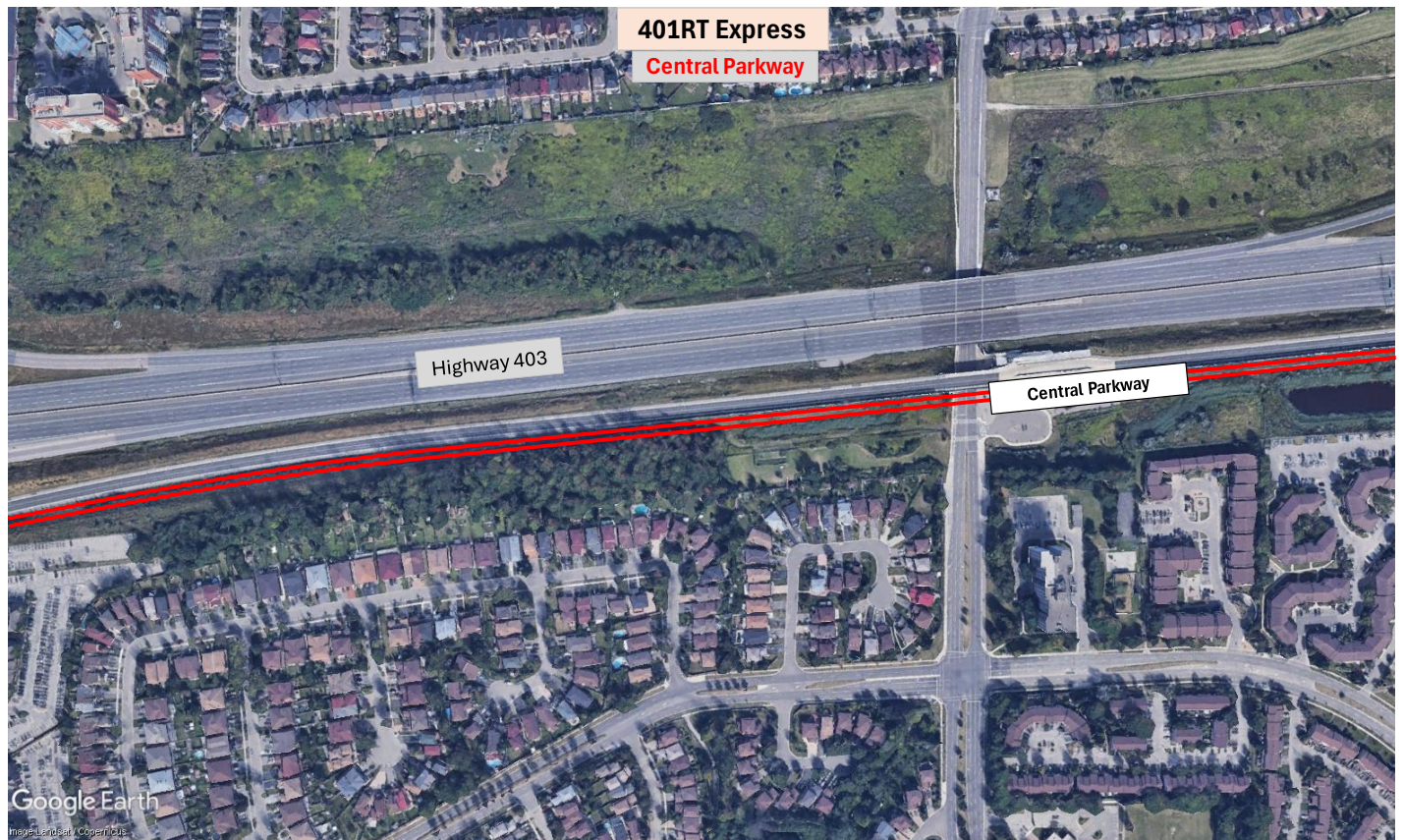
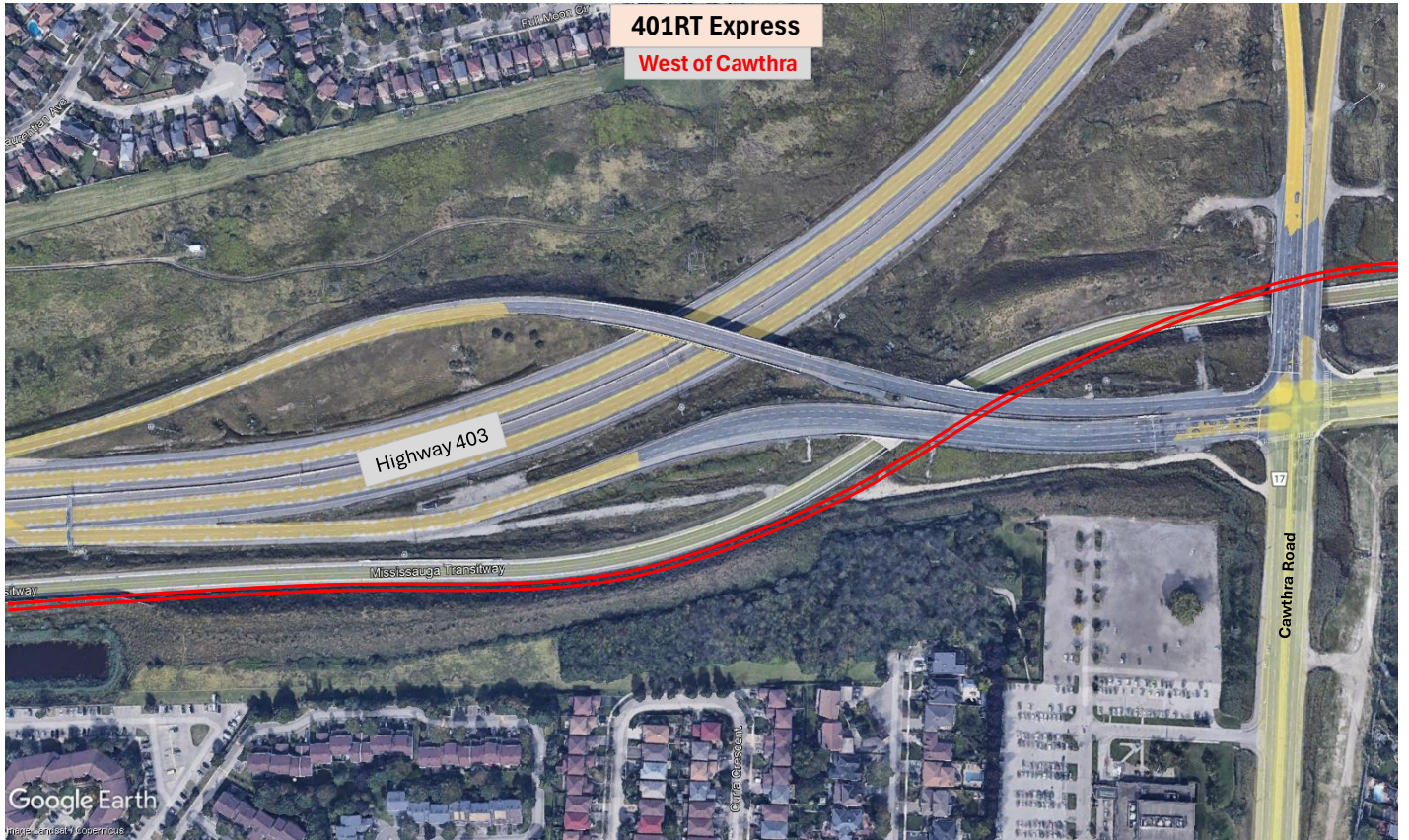


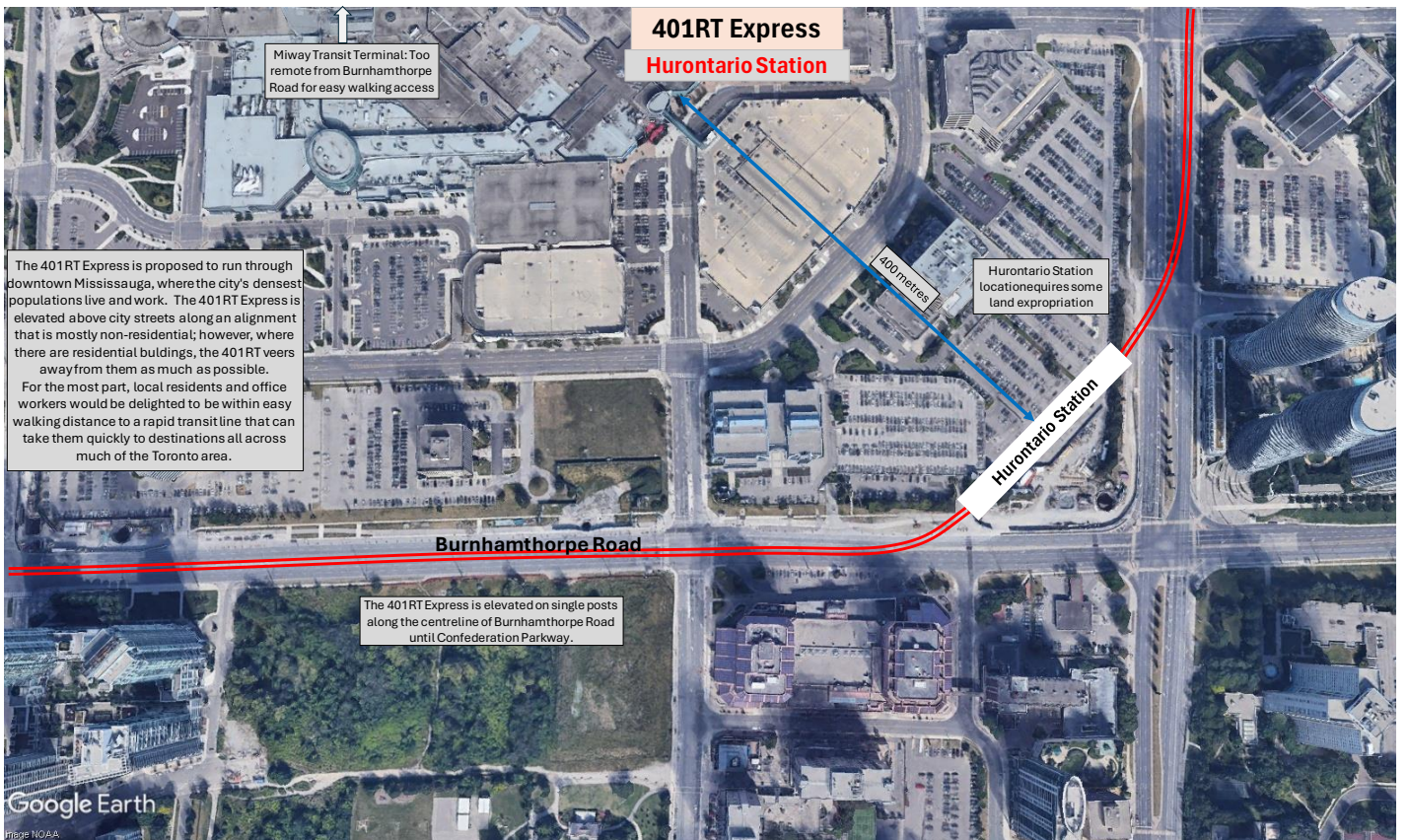
At the Eglinton Junction Station (below), the illustration shows how the 401RT Express diverges to two destinations: One alignment continues along/above Highway 401 to Derry Road intersection, and the other to Erindale GO Station west of downtown Mississauga. The illustrations that follow here show the alignments from the Eglinton Junction Station to the Erindale GO Station.

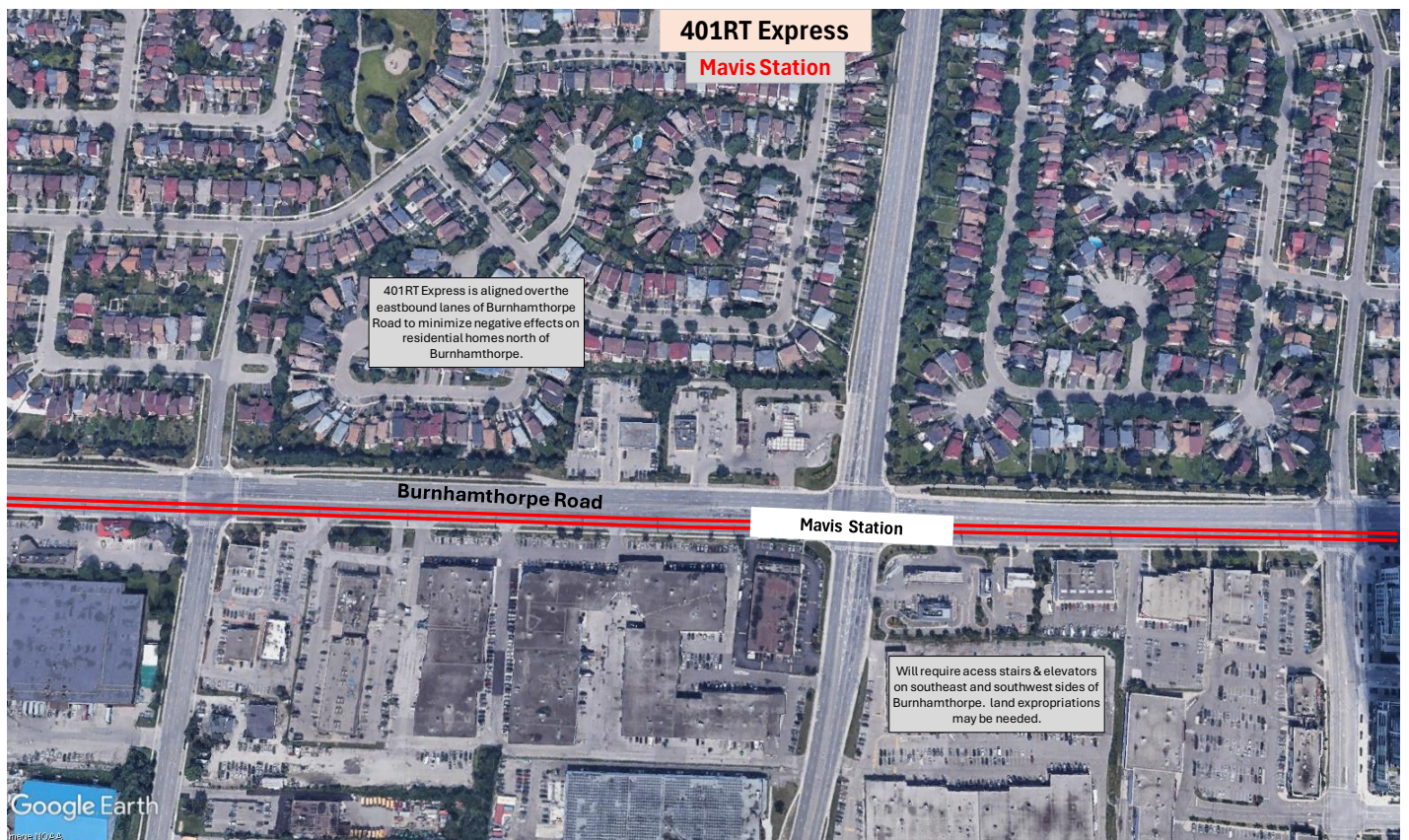
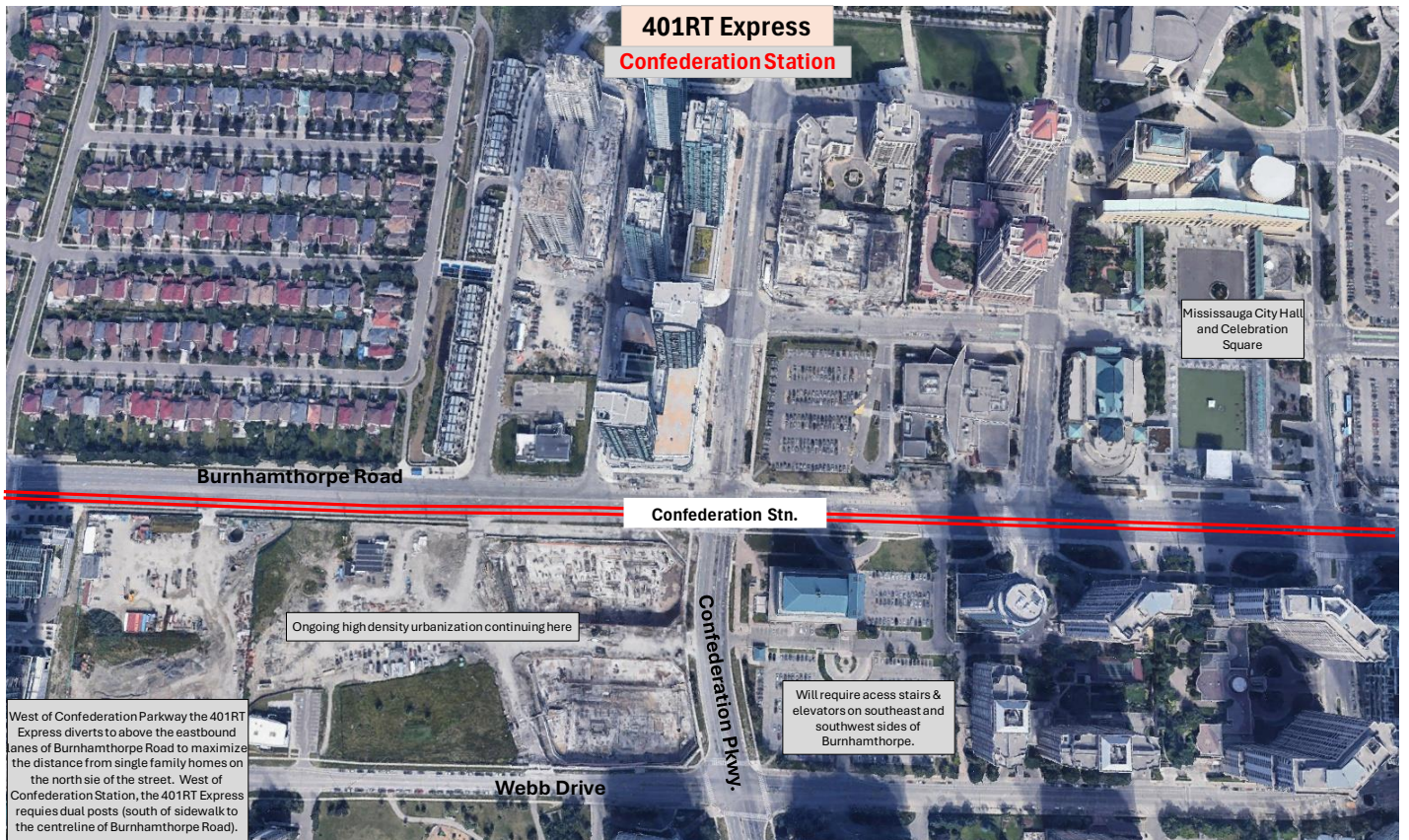


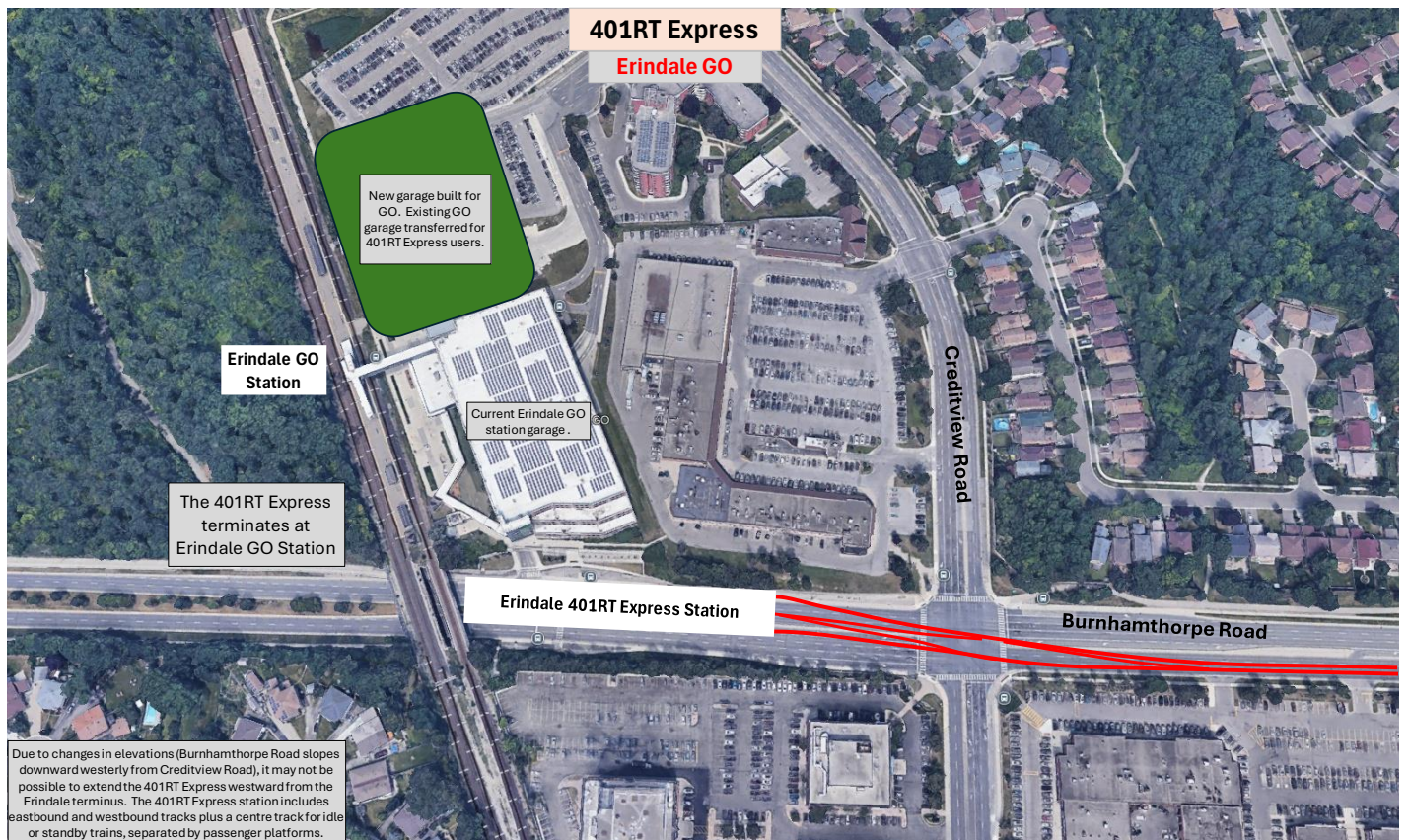


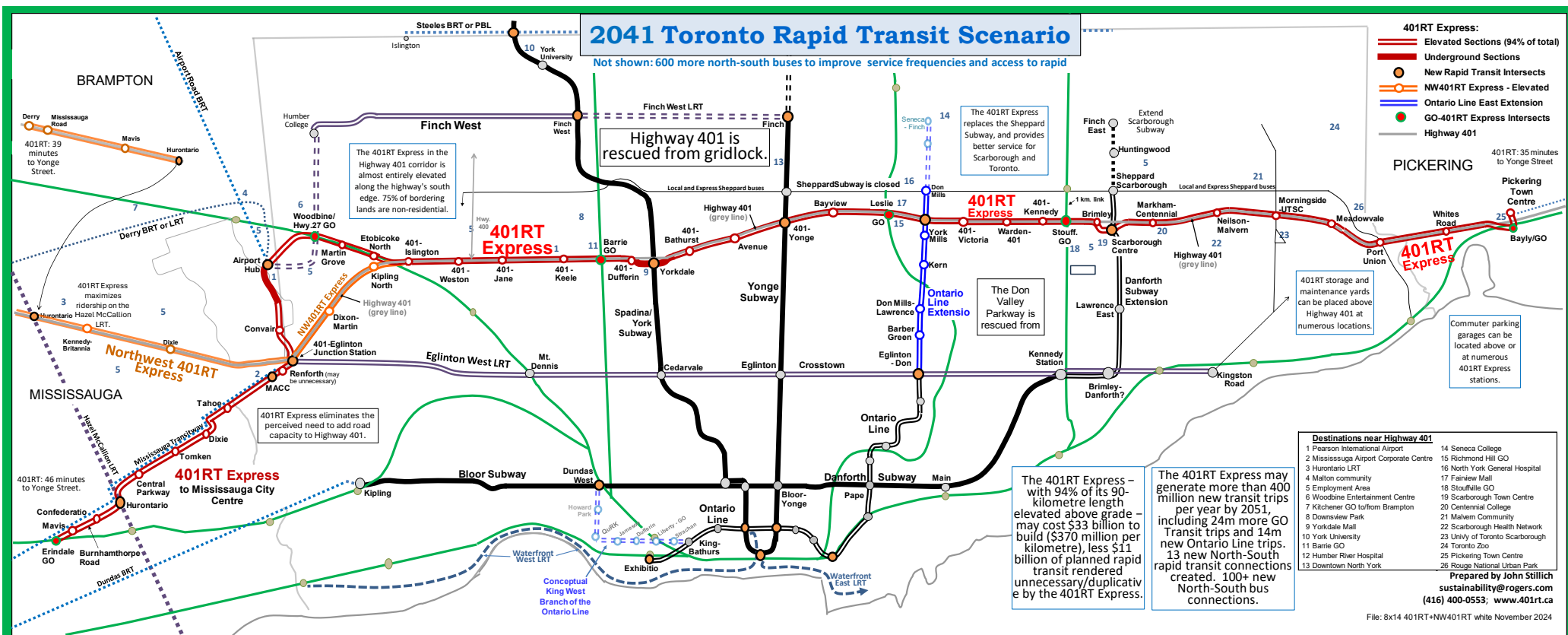












30 years from now, there will be a million more people living in Toronto. The 401RT Express is essential if highways and local streets in Toronto are to be decongested.

Currently-planned rapid transit expansions will struggle to keep up with travel demand growth, and will not reduce overall use of motor vehicles on city streets. Adding road capacity to Highway 401 is not a solution; its impact will be to add to congestion on local roads.

The 401RT Express should be recognized as inevitable and urgent. The 401RT Express's seamless length, speed of service, connectivity, and high visibility will make it a success. It will render numerous current rapid transit initiatives unnecessary and operationally nonviable: the Eglinton West LRT Phase 2 extension to Pearson International Airport, the Jane Street LRT, the Sheppard Subway extn (and the Sheppard Subway itself), and most of the Eglinton East LRT. Spending on these will waste an estimated \$11 billion.

The 401RT Express is highly affordable, and is estimated to be three times as cost-effective as rapid transit initiatives currently being implemented, based on new transit trips generated. Its net cost to build would be as low as \$22 billion (after cost avoidances of aforementioned initiatives). Federal cost sharing can be 40%. The 401RT Express (or similar) would be transformative for transportation in Toronto, and is essential for achieving climate change goals. It is essential for tens of thousands of households that struggle with the high costs of automobile ownership and use. Visit www.401rt.ca for more information. Call John Stillich at 705-294-4110 or visit www.401rt.ca for more

