

The 401RT: Rescuing Highway 401 and Decongesting Transportation in The Greater Toronto Area

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The absence of an east-west inter-municipal rapid transit line through the suburban middle of northern Toronto is the most significant single factor in preventing major modal shifts to public transit, and is a significantly more cost-effective opportunity than current transit plans by Ontario and the City of Toronto.

A review of MTO’s AADT and commercial vehicle survey files (2013 adjusted to 2019) indicates that on a typical weekday there are 1.8 million vehicles on Highway 401 between Hurontario Street in Mississauga and Liverpool Road in Pickering. Of these, approximately 1.5 million are non-commercial automobiles, carrying 1.7 million persons.

Traffic volumes on Highway 401 will increase as a million more people live in Toronto by 2051. COVID-19 problems will have been overcome, and the number of commercial vehicles (trucks, vans) will increase with population growth. However, if 30% of Toronto office employment days continue to be work-at-home post-pandemic, the increase in daily trips on Highway 401 could be limited to less than 10%. Growth in the municipalities around Toronto will add to traffic pressures. Although a relatively small increase, growth in traffic on the highway is highly leveraged toward congestion, and is a scenario that must be avoided. **This is particularly important if greenhouse gas emissions that cause rapid climate change are to be reduced to net zero by 2050.** Unfortunately, current rapid transit expansions approved by Ontario will not have any measurable effect on the number of trips taken on the 401.

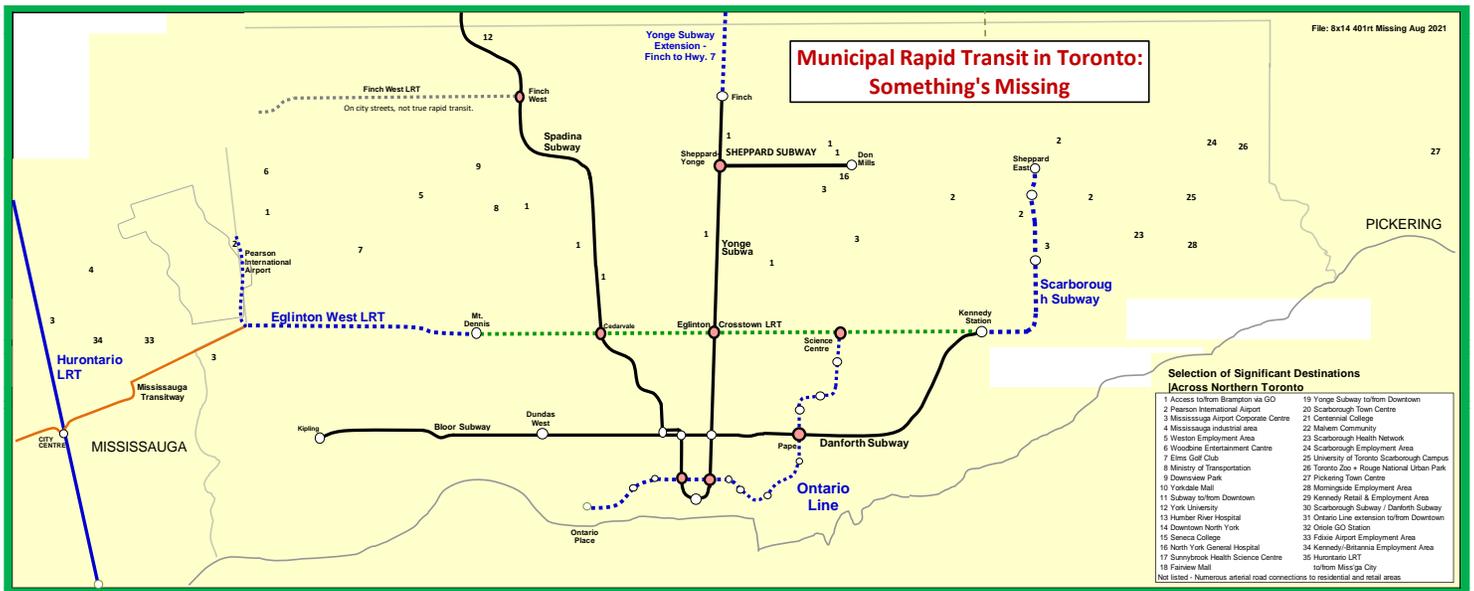
Getting across the Greater Toronto Area from Scarborough to Pearson Airport, or from Hurontario Street in Mississauga to any point in North York, or to and from thousands of destinations in suburban Toronto, Mississauga and Pickering normally means driving a car. Most people will not ride a bus from Etobicoke or Scarborough to the Yonge Street or University/Spadina/York subways – it’s simply too slow. The result is congestion on Highways 401, 427, 409, the 404/Don Valley Parkway, the Gardiner Expressway and on city streets, and high emissions of greenhouse gases and pollutants (as evidenced by the clearer skies during the COVID-19 ‘lockdown’).

The Greater Toronto Airports Authority (GTAA) has been concerned that more than 90% of all trips to Pearson International Airport are by automobile; the modal split for its surrounding employment area is similar. Forecasted growth in air travel will strain the GTAA’s ability to provide

access and car parking, and daily trips by more than 300,000 workers and visitors to the overall employment area contribute to clogged roads on Highway 401 and city streets. Because of the threats posed by growth-related congestion in the airport area, the GTAA is pursuing the creation of a transit hub on its property at Airport Road. Its intention is to provide linkages among various current and planned bus and rail-based transit services.

Overall, existing rapid transit services in Toronto are inadequate for travelers to, from and across the northern half of Toronto. GO Rail provides a radial service to and from the downtown core that is used by just 1% of Toronto residents per day. The Sheppard subway is too short to have an impact on traffic congestion. The Eglinton Crosstown LRT now under construction is too far south in Toronto to produce a significant reduction in trips by automobile to and from most northern Toronto locations, including longer distance trips. The 18 stops on the planned 11-kilometre Finch West LRT will make that service too slow to attract a significant number of new transit riders, although most existing TTC users of the Finch bus will be better served. Improvements to transit in Toronto’s employment areas and its underserved communities, particularly in northwest Toronto and eastern Scarborough, are necessary.

New rapid transit services initiated by the government of Ontario may briefly generate enough new transit ridership to reduce 2051 trips by automobile to 2016 levels, until population growth begins to add more road vehicles. (The Ontario initiatives include expansions of GO Transit, the Finch West and Eglinton Crosstown LRTs, and the \$28.5 billion plan for an Ontario Line, a Danforth subway line extended further into Scarborough, an Eglinton West LRT to Pearson International Airport, an extension of the Yonge subway to Highway 7, and a Hurontario LRT.)



In general, a rapid transit alternative for the 1.7 million daily trips in non-commercial vehicles on Highway 401 between Pickering and Mississauga has not been included in public discussions by government. However, population growth dictates that a new rapid transit line across the northern half of Toronto is necessary if worsening traffic congestion is to be avoided. *Nothing else will be enough.* Moreover, avoiding the consequences of rapid planetary heating requires that the

number of automobiles (electric-powered, gas-powered or hydrogen-electric) be Significantly reduced.

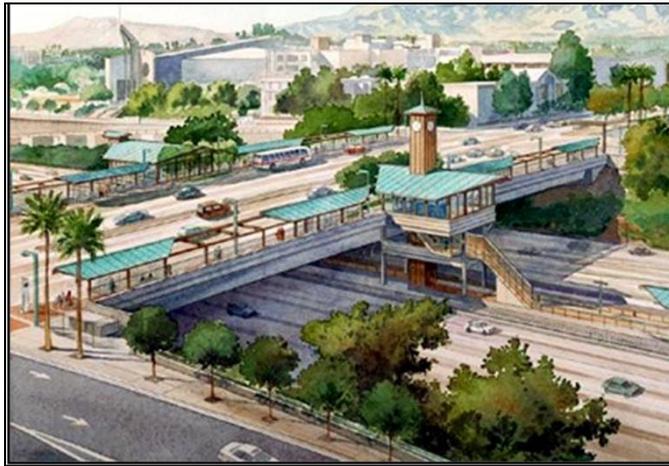
Highway 401RT

This document proposes the creation of an affordable 59-kilometre suburb-to-suburb rapid transit line with up to 34 stations from Hurontario Street in Mississauga to Pickering Town Centre, and that can be mostly at-grade or elevated within the highway 401 corridor. This “401RT” is urgent infrastructure and is practical and affordable, and **with effort** can be, and should be, fully completed in less than 15 years. Planning for its construction should begin now.

The need for an east-west rapid transit line across northern Toronto is accentuated by the very dire consequences of not dramatically reducing greenhouse gas emissions that are causing rapid global climate destabilization and planetary heating. Refer to Appendix 2 for more information.

It is estimated that the 401RT plus the addition of many more buses for intersecting bus services will generate more than 203 million *new* transit trips per year by 2051, and more in subsequent years as the region’s population continues to grow. Another 12 million or more boardings per year will come from transfers from existing parallel bus routes. The 401RT would be able to link travelers to at least nine intersecting rapid transit lines and 25 surface bus routes.

The mostly-at-grade 401RT would require a barrier-separated conversion to transit of the leftmost express lane in each direction on Highway 401, plus absorb shoulder lanes for platforms at stations. The width of rail cars can vary, but medium-capacity rail cars (such as Bombardier’s



Pasadena California’s Gold Mile concept is illustrated. Highway 401 is wider, and 401RT stations would be fully enclosed.

MOVIA metro rail cars) would not require that the transit right-of-way be wider than the typical width of a Highway 401 lane. The 401RT would divert underground to intersect with the Sheppard Subway, incorporating it into the overall 401RT concept.

Other tunneled diversions to and from key off-highway destinations include Pearson International Airport, the Woodbine station on the Kitchener GO Rail line, the Mississauga Airport Corporate Centre (MACC), Yorkdale subway station, Scarborough Town Centre and Pickering Town Centre, plus other destinations as may

be desired. Westward from the 401-Islington station, the 401RT would run below grade until it can be routed above the Kitchener GO Line tracks to the new Woodbine GO station and below grade as it approaches Airport Road. At-grade, the 401RT directly serves northwest Etobicoke and eastern Scarborough, connecting residents to opportunities across all of Toronto. **An illustrative map of the 401RT concept is shown on the last page of this document.**

401RT stations in the highway corridor would use a single centre platform, accessed by station entrances above the highway where intersecting roads run above the highway, and below the highway where arterial roads run below the highway. Platforms would be between 20 and 25 feet

wide and only one station (at Keele) would require movement of pillars that support overhead roadways. In a few locations, at-grade dividers between express and collector lanes may need to be slightly re-aligned.

An alternative to a mostly-at-grade 401RT is one that is elevated above the highway, thereby avoiding the closure of an express road lane in each direction, and which would be built to be high enough above ground to cross over intersecting arterial bridges. Preserving the road lane will delay the inevitable increase in congestion and frequent gridlock by a few more years, compared to the at-grade alignment. The elevated 401RT would cost approximately \$4.5 billion more.

Although tunneling to/from Scarborough Centre and Pickering Town Centre would be avoided, the configuration of stations would be more costly, requiring pedestrian passageways at a level below the tracks and extensions to deliver travelers to/from station entrances at grade level. In the highway corridor, the elevated 401RT would rest on a platform supported by pillars straddling the eastbound (likely best) collector lanes of the highway. The elevated option would enable a third track to be built to bypass service problems that may occur on the main east and west tracks. An elevated 401RT would also enable multi-track maintenance yards to be built over the highway at several points, rather than tunneling to off-highway sites. Property acquisition costs would be almost entirely avoided.

Because the overall number of new and transfer trips on the 401RT would continue to increase, plus its integration with the Sheppard subway, and because longer average trip lengths mean higher occupancy rates on trains, subway rather than light rail technology is the preferred mode, with electric power lines located above trains, similar to European practice.

An alternative 401RT alignment may be to bypass the Sheppard subway and continue the 401RT on the surface in the highway corridor between Bathurst Street and Victoria Park Avenue, with new stations at Yonge, Bayview, Leslie and Don Mills. This alignment may cost \$400 million more than tunneling to/from Sheppard Avenue, even though tunneling costs to/from the Sheppard subway would be avoided. With this alignment, travel on the 401RT would be somewhat faster, and be of slightly shorter distance. In this scenario, the Sheppard subway would be closed. Sheppard Avenue would be served by enhanced bus services running seamlessly from Scarborough to Etobicoke.

The 401RT diverts from Highway 401 west of Islington Avenue, and rejoins it east of Dixie Road; the at-grade 401RT thereby avoids lane reductions on one of the most congested parts of Highway 401, while at the same time reducing highway traffic volumes on that segment. With an elevated 401RT, this is not an issue.

Most on-highway stations are entered from arterial roads crossing the 401 above the highway; others are entered from below, or are off-highway stations. Due to constraints of space, station designs are recommended to be of a simple, practical nature. Passenger car drop-off and pick-up facilities can exist where space allows at Highway 401 on-ramps and off-ramps. For stations where right turn on-ramps to Highway 401 would interfere with the safe movement of buses leaving 401RT station stops, left turns onto the 401 governed by traffic signals can replace circular right-turn on-ramps to the highway; alternatively, signal lights can enable bus merges.

Importantly, the 401RT concept includes 16 additional buses for each intersecting arterial bus route to improve service frequencies, plus a transit shelter at every bus stop on these routes. Most transit trips begin with a bus ride, and ensuring maximum comfort and convenience (plus shorter wait times) is essential. These improvements will tend to make the first/last kilometer segments of trips acceptable to more travelers. Another new factor in enhancing the first/last mile experience is the advent of electric scooters and e-bicycles. These enable relatively fast access to/from bus stops, especially in suburban areas, with little or no muscular effort. All bus stops should include scooter and bicycle lock-ups.

Overall, the 401RT itself will generate an estimated 140 million new transit trips per year (455,000 per day) by 2051, while improved TTC bus services on north-south routes that intersect with the 401RT will attract an additional 45 million new non-401RT trips per year (see Transit Ridership Analysis section). Altogether, including ongoing work-from-home circumstances and other rapid transit initiatives, the number of daily trips on Toronto's roads will decrease by an estimated 20% from 2016 levels and similarly reduce the volume of traffic on Highway 401 between Liverpool Road and Hurontario Street.

Altogether, the 401RT will enable the trip capacity of the highway corridor itself to be doubled, and enable all growth in commercial vehicle trips to be accommodated. The implementation of variated highway tolls for small and large vehicles, and by distance traveled, can foster more efficiencies; some traffic may shift to Highway 407, and to parallel arterial roads.

The 401RT's connections to north-south rapid transit and bus services and its ability to take travelers from Pickering to Mississauga in one hour make it a practical choice for travelers. Its visibility and speed compared to rush hour road congestion will create an equilibrium that will see modal shifts to transit occur when the highway is congested or too frustrating, and from transit to driving when the highway is seen as more desirable. Traffic will continue to flow. However, without a 401RT or similar rapid transit option, worsening congestion is inevitable.

Highway 401 in the core of the Greater Toronto Area will not be able to accommodate travel demand growth much longer, as segments of the highway in Toronto cannot be widened further. A 401RT or similar east-west rapid transit line should be built soon – before it becomes more disruptive to do so.

Widening the highway is also contrary to the promotion of transit ridership and the reduction of greenhouse gas emissions and congestion on city streets. Conversions of vehicles to electric power will be helpful, but residual GHG production will remain. While currently-approved transit system expansions and enhancements and the 401RT may seem to be ambitious, in light of the dire consequences to all life of accelerating global warming, they are far short of enough. ***The climate crisis alone is sufficient reason to create a 401RT.***

Appendix 4 Answers a variety of questions or concerns.

[Travel Times](#)

The 401RT would have a substantial positive effect on travel times for transit users, when compared to existing transit services and other proposed LRT services. On average, stations on the 401RT are 1.8 kilometres apart, enabling speeds between stations to reach 80 kilometres per

hour. The following illustration shows a selection of trip origins and destinations, and their trip times when using the 401RT compared to other modes.

Traveling on the 401RT:		Keele at Lawrence to Centennial College in Scarborough:		Kipling subway stn. to Bathurst at Sheppard:	
Pickering Town Centre to Yonge subway	29	Using Eglinton LRT +		Using Eglinton LRT	60
Yonge & Sheppard to Pearson Terminal	23	Markham bus	49	Using B-D & Yonge subways	58
Pearson Airport to Hurontario Street LRT	7	Using 401RT	39	Using 401RT	48
	<u>59</u>				
Average speed - 54 km per hour					
St. Andrew subway stn to Pearson Term'l:		York Mills subway station to U of T in Scarborough:		Yonge & Lawrence to Pearson:	
Using Eglinton LRT	42	Using Eglinton East LRT	59	Using Eglinton LRT	7
Using UP Express train (walk, wait, ride)	46	York Mills bus to Morningside	46	Using 401RT	4
Using Spadina subway & 401RT	43	401RT to Morningside + shuttle	32	Eglinton/Don Mills to Pearson Term'l:	
				Using Eglinton W LRT	37
Sewells Rd at Morningside to Sheppard W Subway stn.:		Union station to Scarborough Centre:		Using 401RT to terminal	43
Using Sheppard bus & Sheppard subway	68	Using Bloor-Danforth subway	38	Keele at Sheppard to UTSC:	
Using 401RT	43	Using 401RT	43	Using Keele bus + Eglinton LRT	84
		Eglinton LRT + McCowan bus	56	Using Keele bus + 401RT + shuttle at Morningside	44

Benefits of a 401RT

The 401RT is of transformative significance, and would affect other transit enhancement decisions in Toronto, Mississauga and Durham Region. The scale of the 401RT reflects the magnitude of the transportation and climate change problems facing the region. The overall traffic congestion problem in Toronto cannot be resolved with constrained approaches. The following list of general benefits is lengthy and significant, and highlights the strategic importance of the 401RT in the Toronto area. Local benefits are generally not included in this list.

1. Up to ten new rapid transit connections are created (Hurontario LRT, Mississauga Transitway, Union-to-Pearson Express, Woodbine GO, Barrie GO, Spadina/York Subway, Yonge Street Subway, an extended Ontario Line (see section below), the Scarborough Subway, and a possible relocated Agincourt GO station or additional GO/401RT transfer station south of the Agincourt GO station).
2. More than 25 new surface bus route connections to rapid transit are created.
3. The first practical transit alternative to driving across northern Toronto is created, bringing rapid transit much closer to many thousands of today's car-driving commuters.
4. Gridlock on Highways 401 is avoided as high volumes of transfers from the highway to rapid transit occur.
5. The trip capacity of the highway corridor is more than doubled.
6. Traffic congestion on the Don Valley Parkway and Highway 427 is reduced as access to north-south rapid transit via the 401RT becomes a viable option for many travelers.
7. Traffic congestion on city streets throughout Toronto and in parts of Mississauga and Pickering is reduced as major modal shifts to transit occur: all road trips begin and end on local streets.
8. Travel times across Toronto are significantly reduced when compared to current transit services.
9. The 401RT and its proposed increases in intersecting bus services increases municipal transit ridership by 200 million per year by 2051, including a 45 million annual increase in local non-401RT trips on enhanced intersecting bus services, and 16 million new trips resulting from new GO Rail intersects.

10. Social isolation is reduced for people who do not own cars or cannot drive, as many destinations across the region become more easily accessible.
11. GO ridership increases beyond current forecasts as a result of up to four new Intersects with the 401RT (Woodbine, Barrie GO Line, a potentially relocated Agincourt GO, and Leslie-Oriole GO), by approximately 16 million trips per year.
12. Rapid, affordable, and direct rapid transit access to Pearson International Airport from downtown and from suburban locations across the region is created (Approximately 85% of trips to the airport do not originate from downtown Toronto).
13. The Greater Toronto Airports Authority's plans for a transit hub are transformed to be more effective. Rapid direct access to Pearson International Airport via the 401RT from locations across Toronto makes the Government of Ontario's planned \$4.7 billion western extension of the Eglinton Crosstown LRT to Pearson International Airport unnecessary (However, a one-stop extension of the Eglinton Crosstown LRT to Jane Street is recommended).
14. Access to the employment areas surrounding Pearson airport is greatly improved; these employment areas in Mississauga and Toronto revitalize as they become more attractive to business and to workers.
15. Employment opportunities and labour market conditions are enhanced. Fewer people will decline employment opportunities near the airport due to congestion and travel times.
16. The 401RT's intersect with the Danforth subway's extension at Scarborough City Centre increases ridership on that extension.
17. Enhanced access from across all of Toronto to the University of Toronto Scarborough Campus, Centennial College (Scarborough), York University, and the U of T downtown campus is created. Many students will no longer need to decide on courses of study based on travel time and distances to campuses, or purchase a car.
18. A 401RT makes it unnecessary to build a Sheppard Avenue East LRT or subway, as many of its potential users would opt to use the nearby and faster 401RT. Infrastructure cost savings are approximately \$1 billion for an LRT and \$2.8 billion for a subway.
19. Improved and rapid access to the University of Toronto's Scarborough campus using the 401RT reduces anticipated ridership volumes on the proposed Eglinton Crosstown East LRT (EELRT) extension via Morningside Avenue, rendering it unnecessary. Savings from eliminating the LRT extension are approximately \$4.0 to \$4.4 billion. (Note: It may be worthwhile to extend the EELRT to Kingston Road and no further, at a cost of roughly \$1.5 bn.)
20. The Jane Street LRT proposed by Toronto is unnecessary as east-west connections provided by the 401RT and Eglinton Crosstown LRT (extended by one stop, from Mt. Dennis station to Jane) reduce passenger volumes and trip-length crowding on Jane Street buses. Savings are \$1.5 billion.
21. The proposed Sheppard Avenue subway extension between Yonge Street and Sheppard West station would become unnecessary, as the 401RT would extend from Sheppard-Yonge subway station much farther westward, into Mississauga, making it more advantageous for travelers. The \$2 billion Sheppard West subway extension cost can be avoided.
22. In general, access to services and to employment across Toronto and to/from Mississauga, Pickering and Brampton become much faster and easier, including especially for those people who are economically or socially disadvantaged.
23. Access to employment opportunities and services for residents of disadvantaged communities is significantly improved (e.g., northwest Etobicoke, eastern Scarborough).

24. Current and forecasted road overcapacity situations in the large employment areas around Pearson International Airport are alleviated or avoided.
25. Direct rapid transit access to Mississauga's Airport Corporate Centre from across northern Toronto and Mississauga is created.
26. Traffic congestion on Highway 401 west of Toronto is reduced, as a Kitchener GO Transit Line link to the Woodbine/Hwy 27 401RT station enables car-free access to destinations in northern Toronto and downtown Toronto.
27. As an economic stimulus, an estimated 157,000 job years are created as the 401RT is constructed – far more than any other public job creation project in the GTA has achieved.
28. Canada and Ontario government capital cost contributions can result in an influx of \$14.6 billion into the Toronto area economy.
29. Approximately 3,400 ongoing transit operating jobs are created.
30. Economic losses from traffic congestion are reduced; business efficiency is improved.
31. Economic losses from imports of motor vehicle fuels and automobiles are reduced – more than \$75 million per year.
32. The 401RT helps enable the transformation of Yonge Street north of Hwy 401. With the 401RT and Yonge Subway extension to Highway 7 operational, east-west access to employment is increased. Modal shifts to rapid transit by drivers who now use Yonge Street to access Hwy 401 increases, and the redesign of Yonge Street is supported.
33. Importantly, greenhouse gas emissions are reduced by more than 400,000 metric tons per year for the 401RT. Exceeding current greenhouse gas reduction targets is *essential* for the future well-being of all people, and of the natural systems that support our existence.
34. The 401RT provides a significant long-term relief valve against future global energy shocks, and addresses potential future energy shortages head-on.
35. Toxic vehicle emissions are reduced as major modal shifts to transit occur, and the incidence and severity of respiratory diseases and medical costs is reduced.
36. The number of deaths and injuries from motor vehicle collisions and the traumas and costs borne by the families and friends of crash victims are reduced, as are the associated daily congestion effects of collisions.
37. The operational effectiveness of the Toronto area's pre-existing transit system is improved; for example, more people will use existing buses and new buses, as service frequencies improve.
38. Suburban sprawl is eased, as development in the central area of the GTA is attracted by the 401RT, including at, above, or near the highway at 401RT stations.
39. New housing opportunities at, near or above the 401RT improve the ability of downtown workers to avoid having to live in the downtown core. Affordability is improved.
40. Distribution of work across Toronto is improved as the 401RT enables new office opportunities outside the downtown core. Rapid access to/from the 401RT improves automobile-free connectivity among businesses and access for workers who live both downtown and in suburban areas.
41. Rapid transit access to and from the downtown core to places of work or home enables the number of parking spaces downtown and across Toronto to be reduced. Opportunities to transform parking spaces in the downtown area to public open greenspaces are improved.
42. Property tax revenues are increased from new urban development at/near 401RT stations, and from increased property values in parts of Toronto, Mississauga, Pickering and some '905' areas served by GO Transit.

43. Travel costs are reduced for thousands of households as fewer cars need to be owned, or used less. Money saved can be redirected towards other household priorities. After-tax household savings vary widely, but can range to \$9,000 per year per vehicle, less the cost of using public transit.
44. Truck transport is improved as gridlock on highways 401 is avoided, even as road lanes are reduced with the 401RT's at-grade concept, as car drivers transfer to transit when transit is seen to be as fast or as convenient as driving. (Note: No reductions in road traffic lanes from east of Dixie Road to Islington Avenue.)
45. Modal shifts to the 401RT from travel by automobile far exceed those for planned light rail transit lines in Toronto, including the Jane Street LRT, the Sheppard East LRT (or subway), and extensions of the Eglinton Crosstown LRT, all of whose ridership will largely be transfers from existing TTC bus services rather than being new users.
46. The operational revenue-to-cost ratio of the Hurontario light rail transit line in Mississauga is improved; additional high-density urban nodal development at and near Hurontario Street is supported.
47. The overall operating revenue-to-cost ratio for the 401RT should approach 100% by 2051, much better than the overall public transit system of the City of Toronto.
48. In Durham Region and the city of Pickering, the prospects for further development in the Pickering Town Centre area at Liverpool Road and Highway 2 would be enhanced. Future off-highway extensions of the 401RT above Highway 2 to Brock Road and beyond may be possible. A 401RT would be a welcome alternative to what is now a forced daily drive on congested highways.
49. In York Region, the 401RT would ease road congestion to and from Toronto as connecting bus services improve.
50. In Mississauga, access to the 401RT from the Hurontario LRT and more frequent bus service connections reduces Highway 401 volumes to/from Toronto. Future extensions of the 401RT across Mississauga are possible, including offshoots using the Highway 403 right-of-way.

[A 'Relief Line' for the 401RT](#)

The City of Toronto and the Government of Ontario have recognized the need for a "Relief Line" subway to divert transit ridership from the already-crowded Yonge subway, portions of which will be at or beyond capacity by 2031. In April of 2019, the Ontario government announced its commitment to build an "**Ontario Line**" subway from Ontario Place to Eglinton East at Don Mills Road. The Eglinton Crosstown LRT, which will generate more transit trips to the Yonge Street subway, is scheduled to become operational in 2022. Unfortunately, the Ontario Line is not scheduled to become operational until 2029 or later, long after the opening of the Eglinton LRT. This will be a serious problem for the Toronto transit system and for transit users.

It is *essential* that the Ontario Line be extended northward from its currently-approved terminus at Eglinton Avenue East to a 401RT station. Without this connection to and from downtown Toronto, the 401RT will worsen crowding on the Yonge Street subway once post-COVID normalcy returns. West of Yonge Street, the Spadina/York subway line is currently operating under capacity and can carry transfers to and from 401RT users, via the Yorkdale subway station.

At Lawrence Avenue, the Ontario Line runs above ground. South of York Mills Road, the Ontario Line should descend to underground and turn eastward under York Mills Road (and under the East

Don River) to a station at Victoria Park Avenue at Highway 401, to optimize trips to and from Scarborough and Pickering. Stations can be at Barber Green, Lawrence East, and York Mills Road, and a station at Sheppard Avenue East. The York Mills station, located below the Don Valley Parkway, should include a multi-level user-pay garage above or alongside the parkway intersection, to enable drivers to transfer from the 404/DVP to the Ontario Line.

The 7.5-kilometre northward extension of the Ontario Line would cost approximately \$3.8 billion, excluding the parking garage. Net of 1/3 cost-sharing by the Government of Canada, the annual interest cost to Ontario would be \$88 million per year (at 3.5%) once the extension becomes operational.

The Eglinton-to-Sheppard Avenue East segment of the Ontario Line would

1. Increase trips by transit between Scarborough and the downtown Toronto area;
2. Reduce much of the traffic congestion on the Don Valley Parkway (DVP);
3. Create direct access to the 401RT east of Yonge Street, and its stations across Toronto;
4. Enable fast transit access to/from the corporate employment area at and north of Eglinton Avenue East and Don Mills Road;
5. Improve the flow of road traffic through the downtown core;
6. Increase utilization of the Eglinton Crosstown LRT;
7. Avoid overcrowding on the Yonge Street subway by creating an alternative access to downtown Toronto for significant numbers of new and current transit users;
8. Increase ridership on the Ontario Line as residents have relatively fast access to new Ontario Line stations and to many other rapid transit network connections;
9. Generate 14 million new transit trips per year, plus transfers from existing bus services (primarily Don Mills buses);
10. Promote urban infill and intensification at and near Highway 401 along its route to accommodate ongoing population growth and economic growth in Toronto;
11. Reduce overall road traffic along Don Mills Road and nearby streets, while promoting urban infill and intensification;
12. Increase the utilization of intersecting surface transit services (Lawrence East, York Mills/Ellesmere, Victoria Park, Sheppard East);
13. Reduce crowding on the Don Mills bus service for ongoing users;
14. Reduce greenhouse gas emissions from modal shifts to transit, including by DVP drivers who would otherwise drive long distances to destinations in Toronto;
15. **Together with enhancements to GO Transit, reduce or eliminate the perceived need to rebuild the Gardiner Expressway east of Jarvis Street;** and
16. Increase attendance at the Ontario Science Centre.

Affordability

Beyond the basic numbers, there's something to be said about doing more than what is normally thought to be affordable. Until recent years, the Ontario government has declined to build more than about three kilometres of municipal rapid transit per year (Eglinton LRT, Spadina subway extension), blaming a lack of fiscal resources for not undertaking more projects. The Ontario government's new \$28.5 billion rapid transit plan for the GTA would add an average of 6.2 kilometres per year, if spread over a ten-year implementation. The 401RT and Ontario Line extension north of Eglinton Avenue East would add another 4.6 kilometres per year, if spread over

the next 15 years. While this seems to be a great deal compared to past years, it is relatively small when compared to the growing multi-billion-dollar annual cost of road congestion and the devastating impacts of climate change (Appendix 2).

The money for more and better rapid transit services exists within Ontario’s \$750 billion (2019 est.) annual gross domestic product, and Canada’s annual \$1.8 trillion GDP. It is fundamentally a decision about the allocation balance of the GDP between supporting and enhancing public life or favouring private wants.

The gross capital cost of a 55-kilometre mostly-at-grade 401RT (excluding 5.4-km Sheppard subway segment) that extends from Liverpool Road in Pickering to Hurontario Street in Mississauga is estimated to be \$17.5 billion for the mostly-at-grade concept, or \$318 million per kilometre. This is significantly less expensive per kilometre to build than the Spadina subway extension into York Region (\$370 million per km). The capital cost estimate includes construction of the tunnels, rights-of-way and tracks, 330 rail cars, 496 buses, adjustments to bridges and ramps, 32 new and upgraded stations, power systems, land acquisition, a maintenance yard and equipment. The mostly-elevated concept would cost an additional \$4.5 billion – a total of \$400 million per kilometre.

These costs are highly affordable when compared to the benefits of the 401RT and the negative impacts of its absence. A 401RT funding scenario is shown below, incorporating an assumption that upper levels of government have a direct and significant economic interest in ensuring the free flow of people and goods on major highways. In this scenario, the Ontario and Canada governments fund 100% of all rail component costs, and municipalities would fund 100% of additional buses on intersecting routes.

In addition to the cost to build the 401RT, the Ontario Line extension will require an additional \$3.8 billion investment. The interest cost of carrying these costs as an ongoing debt would range between \$622 and \$769 million per year, at 3.5% interest. The Ontario government share of the cost to build the 401RT and OLX would grow to between \$392 and \$498 million per year in interest (at 3.5%) once completed – approximately between 0.041% and 0.052% of Ontario’s GDP.

Infrastructure Costs at Completion

	401RT		OLX
	At-Grade Option	Elevated Option	
Gross Infrastructure Cost	\$17.5 bn	\$22.0 bn	\$3.8 bn
Average ann. Interest	3.50%	3.50%	3.50%
Ann. Carrying cost	\$611.2 m	\$769.6 m	\$132.8 m
Ontario Share	\$11.2 bn	14.23 bn	\$2.5 bn
Average ann. Interest	3.50%	3.50%	3.50%
Ann. Carrying cost	\$392.4 m	\$498.1 m	\$88.6 m
Ontario GDP by 2045*	\$ 954.1 bn	\$ 954.1 bn	\$ 954.1 bn
Ont. Share as % of GDP	0.041%	0.052%	0.009%

* Assumes 1% annual growth

File: Consol GTA Rapid Transit SEPT 2020 - updated to August 2 2021

A Cost-Effectiveness AdvantageThe

401RT/OLX combination offers a very significant cost-effectiveness advantage over current approved and ‘desired-but-unfunded’ rapid transit infrastructure initiatives. Besides achieving a much higher ridership return per dollar, it is able to replace most other initiatives, because the 401RT/OLX’s speed, length and connectivity would draw ridership from them. Very importantly, it is able to deliver more travelers more rapidly to Pearson International Airport and its surrounding employment area from all across Toronto. The Eglinton West mostly-tunneled LRT, the Jane Street LRT, the Sheppard subway extensions West and East, and the Eglinton East LRT from Kingston

Road to Malvern can all be very adequately replaced by less expensive improvements and adjustments to their bus services. Those measures will in themselves generate additional modal shifts to transit.

The climate emergency makes maximizing modal shifts from driving automobiles to using public transit urgent. The listed current and desired-but-unfunded initiatives listed on the table above would generate approximately 34 million new transit trips per year, while the 401RT/OLX plus two adjustments to Eglinton LRT extensions would generate 214 million new transit trips per year. When comparing costs per new transit trips, the 401RT/OLX is 4.1 times as cost-effective (based on the mostly-at-grade concept). A key point is that even if all the current and desired-but-unfunded initiatives are constructed, it will still be necessary to construct the 401RT/OLX. The prudent approach would be to build the 401RT/OLX first, and then evaluate the necessity of additional transit infrastructure.

The overall capital cost of the 401RT can be reduced if air rights over Highway 401 for private urban development are sold, and which can require the developers to build 401RT stations of basic design at little or no cost to government. Potentially, this may reduce the cost of building the 401RT by up to \$2 billion.

Effects of 401RT + Ontario Line Extension	Kilometres	New Trips (Millions/yr)	Gross Infra. Cost (\$Mil)	Cost per New Trip	Cost per km.
Infrastructure made unnecessary by 401RT+OLX and are less effective:					
Eglinton East LRT to Malvern	16.5	10.0	4,200	420	255
Eglinton W LRT to Pearson	13.2	7.5	4,700	627	356
Sheppard E Sbwy to McCowan	6.8	8.4	2,800	335	412
Sheppard Sbwy to Spadina/York Sbwy	5.7	2.1	2,000	967	351
Jane Street LRT	16.5	6.0	1,500	250	91
Total Cost avoidances	58.7	33.9	15,200	448	259

* New Transit Trips per year in millions. **It is New Trips that is critical.** Figures are based on estimates of current ridership (boardings), their fare-paying percentages, modal shift factors and population growth.

Because there is significant benefit to the federal government in terms of improved access to Pearson International Airport, contribution to federal greenhouse gas reduction targets, and increased employment, a one-third federal contribution is assumed to be attainable. Similarly, provincial funding is also appropriate because of positive impacts on provincial finances from employment, improved road traffic flow for freight transport, and reduced importation of motor fuels and automobiles.

Other affordability comparisons are also appropriate: A high-speed rail (HSR) service between Toronto and Windsor, at a cost of approximately \$21 billion, has been proposed in the recent past. The capital cost of the 401RT and Ontario Line extension north of Eglinton Avenue East would be similar. However, while the HSR plan has been estimated to serve 10 million passengers per year, the 401RT and Ontario Line extension would carry *200 million* new transit riders per year by 2051 – twenty times more than the proposed HSR. This advantage makes a priority implementation of the 401RT/OLX highly appropriate.

A comparison between the 401RT/OLX and the Ontario Subway Plan is also

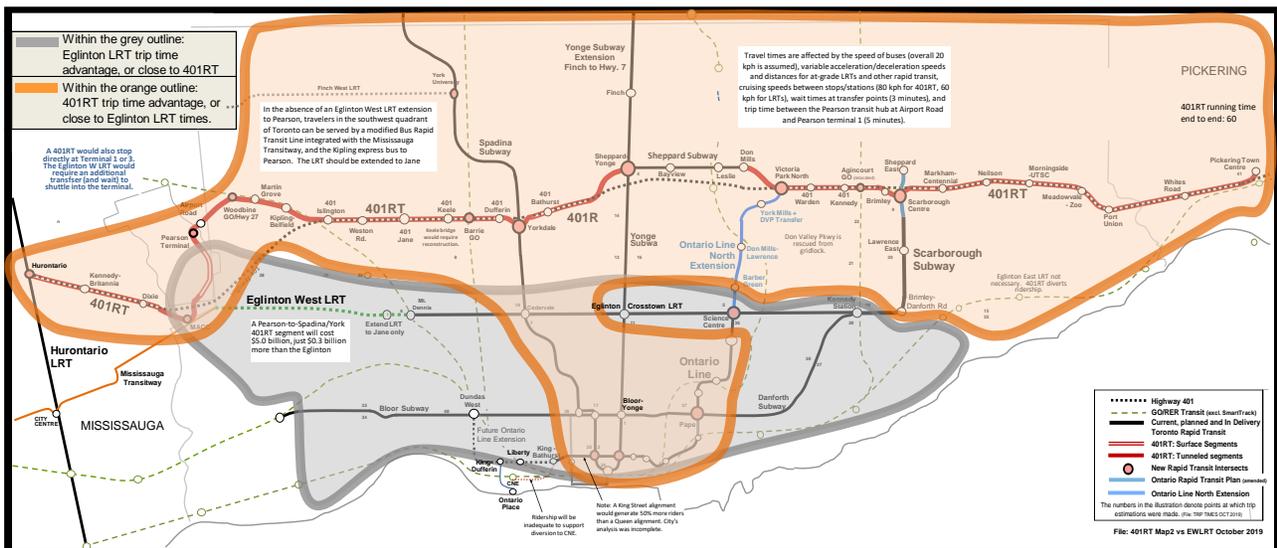
	New Trips (Millions/yr)	Gross Infra. Cost (\$Mil)
Ontario Rapid Transit Plan	76	28,500
401RT + OL extn + GO Impact	199	21,600
Comparative Ratio	2.63	0.76

Cost effectiveness ratio: $2.63 / 0.76 = 3.5$

useful. As indicated by the accompanying table, the 401RT/OLX achieves 2.6 times as many new transit trips than estimated for the Ontario plan, at just 76% of the Ontario transit plan cost – 3.5 times as cost-effective. This indicates a clear appropriateness for implementing 401/OLX transit infrastructure.

Eglinton West LRT

The cost estimates for the 401RT exclude a recommended cost avoidance of \$4.7 billion that has been committed by the Ontario government to an Eglinton West LRT extension to Pearson International Airport (and has acquired federal funding). **This extension is unnecessary** with a 401RT in place; the 401RT will be able to deliver more people than the LRT to and from the airport area, including from downtown Toronto, diverting ridership from the Eglinton West LRT. The cost avoidance can be applied towards construction of an initial \$6.5 billion 401RT segment from Yonge Street to Pearson.



Generating New Transit Ridership

The operational viability of the 401RT depends on ridership, operating costs and the fare structure. Based on an extrapolation analysis of the 2011 Transportation Tomorrow Survey data, population forecasts by the Ontario Ministry of Finance, and a number of assumptions and estimations about

- proximity of trip origins and destinations on either side of the 401RT, by Ward,
- effects of congestion on modal shifts, and
- projections of trip growth in the GTA – 2011 to 2041, and 2041 to 2051

it is estimated that by 2051, a 401RT plus its arterial road feeder buses would carry 185 million new transit riders annually, plus 12 million or more transfers from existing local transit services. The 401RT would also boost GO Transit ridership by approximately 16 million trips per year.

An important viability factor is that the longer the length of an urban rapid transit line, with stations added along the way, the more intensively it is used. As length is increased and new stations are added, new ridership not only originates at each new station added; the new stations also become a destination for additional transit riders whose trip origins are at pre-existing stations and who can now easily access the new stations. The relative shortness of the Sheppard subway (5.5 km.) is the principal reason why it is not operationally viable.

Ridership on the 401RT would come from a variety of sources, including

- ◆ Modal shifts by drivers using Highway 401 between and beyond the east and west 401RT terminals at Pickering Town Centre (Liverpool Road), and Hurontario Street in Mississauga;
- ◆ Modal shifts from local roads and current and planned transit services;
- ◆ Future growth in suburban travel demand that cannot be accommodated by the 401 and other roads due to congestion;
- ◆ Toronto drivers whose trip origins and/or destinations are in close proximity to Hwy 401, principally on intersecting arterial roads;
- ◆ Car drivers who use the Don Valley Parkway and Highway 427 to travel downtown but who would, via a 401RT, have quick access to the eastern and western segments of the Line 1 subway and the extended Ontario Line;
- ◆ People who currently drive to the airport and its employment area from trip origins near the existing rapid transit network;
- ◆ Travelers who wish to access destinations directly at 401RT stations (such as Pearson International Airport and Scarborough Town Centre);
- ◆ Downtown residents who would have access to suburban destinations via existing rapid transit (GO Transit and the Line 1 subway);
- ◆ Transfers from existing nearby east-west surface transit routes (such as Sheppard Avenue, Wilson Avenue, Belfield Road, and Ellesmere Road);
- ◆ Transfers from GO Transit: the Barrie GO Rail Line, the Kitchener GO Rail line, possibly at Kennedy Road/Agincourt, and a new Oriole GO Station at the Leslie subway station (to replace the current station at Highway 401);
- ◆ Travelers whose trip origins and destinations are in close proximity to the extended Ontario Line and locations in Scarborough and Pickering that are near the 401RT;
- ◆ Future residential and commercial development over, adjacent and near to the Highway 401 corridor and at off-highway stations in Mississauga (Dixie, Kennedy-Britannia) and Pickering (Whites Rd);
- ◆ People who live or work close to north-south surface transit services that link to 401RT stations;
- ◆ Non-401RT users who are attracted by increased bus service frequency on local north-south arterial routes, and by shelters at every transit stop;
- ◆ From many other locations in the GTA, people who wish to reduce their household cost of transportation;
- ◆ People who face financial hardship caused in part by motor vehicle ownership;
- ◆ Drivers and automobile passengers who are 'fed up' with the stresses and delays of daily gridlock on highways and city streets.

The fact that the 401RT would not be located in a high-density urban corridor is not as important a factor as the speed and comfort of the 401RT service, the linkages to other transportation

services, the relatively inexpensive cost of using the service, and the frustrations of traffic congestion. As with most suburban transit nodes, boardings onto 401RT trains would be mostly via transfers from feeder bus services and (where appropriate) adjacent commuter parking lots, where they may exist. This is similar to GO Transit's Lakeshore Line, which is highly successful, even though transit access to GO stations is often poor. Ridership on the 401RT is enhanced by the fact that it is long enough to serve both shorter-distance and longer-distance travelers. Importantly, a 401RT would have no rapid transit competition – it is significantly distant from the Eglinton Crosstown LRT, filling a critical void in the transit network, and is unique.

Estimating new transit trips for the 401RT:

Because of the uniqueness of the 401RT, no comparable ridership forecasting methodology was found. However, it is estimated that the 401RT itself would generate 140,400,000 **new** transit trips per year (June 2021 update) after it becomes fully operational. The estimate is partly based on the Ontario Ministry of Transportation's 2011 Transportation Tomorrow Survey's origin-destination matrix for trips by residents by automobile for 24 hours for 44 Wards (those in effect prior to 2018) in Toronto plus 16 close-by Wards in neighbouring municipalities, and was adjusted to 2041 and 2051 for population growth. Modal shift factors to transit were assigned based on the proximities of trip origins and destinations to the Highway 401 corridor and by length of trip. Additional ridership was added for increased road traffic congestion resulting from travel demand growth beyond 2041, new high-density urban development assumed to occur at and near 401RT stations, trips to/from Toronto by residents living beyond the 60 Wards, positive impacts on GO/RER ridership, the effect of direct access to Pearson International Airport from across Toronto, and driving costs (see figure next page).

The 401RT's 496 buses component assumes that ridership would increase on bus routes in Mississauga, Toronto and Pickering that intersect with the 401RT, for trips not involving a transfer to or from the 401RT itself. This would be due to improvements in service frequencies, a mix of express and local services, shelters at **every** bus stop, and more comfortable buses. It is estimated that overall ridership intensity on intersecting bus services would increase by 25%, or 45,000,000 by 2051. Bus ridership increase estimates are preliminary and should be further reviewed.

The Ontario Line extension (OLX) north of Eglinton East is estimated to generate 14 million new transit user trips per year, plus transfers from existing transit routes, such as Don Mills and Victoria Park bus services. Ridership is based on assumptions population growth to 2051, modal shifts fares in intersecting bus routes, plus a 25% modal shift of daily DVP traffic volumes between Don Mills and Highway 401, and then extrapolated to a year, based on a 308-day annual conversion factor. More detailed analyses can refine estimates. **The OLX is essential to avoid overcapacity problems on the Yonge Street subway** segment of the Line 1 subway in Toronto, while still encouraging new transit ridership on the Yonge Street subway.

The overall effect of implementing the 401RT/OLX rapid transit lines, combined with the implementation of current rapid transit commitments by the Ontario government, would be a reduction of approximately 724,000 automobile trips in Toronto by 2051, compared to 2016, and an increase in trips by transit of more than 1,100,000. See Appendix 3 for more information.

401RT Ridership Estimate	
40,040,000	New 401RT trips 2041 by residents per day: modal shifts by auto driver and passenger
616,000	Non-resident trips to/from 401RT (travelers living outside the 60 Ward survey area)
23,000,000	New urban development at/near/above 26 401RT stations; @ higher transit % share
16,000,000	Ridership effects of GO RER intersects with 401RT
49,910,000	Add'l. Hwy 401 congestion shift 2041 to 2051. Hwy unable to carry 1/2 of demand
4,170,000	Reduction in 90% auto share of air passenger trips to/from Pearson
133,740,000	Subtotal
6,690,000	Driving cost Increase factors (tolls, energy, etc)
140,430,000	TOTAL - New TTC Riders using 401RT by 2051
45,000,000	Bus component new trips - non-401RT trips
185,430,000	New transit trips per year by 2051
12,000,000	Transfers from nearby TTC surface routes
197,430,000	Estimated total 401RT users by 2051
14,200,000	Add'l. re Ontario Line Extension

401RT Bus Component Ridership:	
2011 Daily Boardings on 36 intersecting bus routes	559,500
Travel demand growth to 2041	27%
Boardings 2041	710,565
Number of existing buses	626
401RT: Additional buses	496
Ridership spread over all buses	1,122
Boardings per bus	633
Assigned ratio fares to boardings	70%
Total fare boardings per bus 2041	443
Assumed effect of improved service frequency + comfort	25%
New fare ridership per bus	111
Total buses on intersecting routes	1,122
New ridership/day re 401RT impact	124,349
Annual equivalent @ 308 FTE days	38,299,000
Increase 2041 to 2051	6.0%
	40,597,000
Add'l modal shifts re road congestion (e.g. shared Avs) and transit priorities	1.05
Driving cost increase scenario (tolls, carbon taxes, new technology)	1.05
	Annual 45,000,000
	Daily 146,104

Operating Revenue-to-Cost Ratios

Annual operating costs for the completed 401RT and expanded feeder bus services would be approximately \$463 million annually, based on \$8 million for each of 30 new stations (compared to an estimated \$4.2 million for each of the new Spadina subway extension stations), and \$450,000 for each of 496 new buses on intersecting transit route. Overall, it is estimated that fare revenues would offset almost all operating costs (table at right). No segmentation of 401RT operating outcomes has been estimated for Mississauga, Toronto and Durham transit systems; these will vary the figures to a minor extent.

401RT Rail Component		401RT Bus Component	
New stations	30	496	No. of buses
Unit Cost	\$8,000,000	\$450,000	Unit Cost
Operating Cost	\$240,000,000	\$223,200,000	operating Cost
New fares	140,400,000	45,000,000	New fares
Average fare	\$2.46	\$2.21	Average fare
Revenues	\$346,010,000	\$99,650,000	Total Revenues
Net	\$106,010,000	-\$123,550,000	Net
Combined Net	-\$17,540,000		
Rev/Cost ratio	0.96		

file: 401RT Costs & Riders Dec 2018 - updated to June 2021

Urban Development Impacts

The alignment of the 401RT provides opportunities for development and redevelopment at most stations, for either the mostly-at-grade concept or the mostly-elevated concept. Off-highway stations, such as the Scarborough Town Centre area, at/around Pickering Town Centre, the planned Woodbine/Hwy 27 GO station (to replace the Etobicoke North GO station) and the Mississauga Airport Corporate Centre are surrounded by land that may be underutilized and can generate both residential and non-residential opportunities.

Development potential exists adjacent to many stations that are in the highway 401 corridor, within a five- to ten-minute walk from station entrances. In addition, development rights over the highway and over highway stations can be sold or leased. The government of Ontario can or may offer opportunities for private development at new subway stations, if building developers fund the capital costs of the stations themselves. This is already the policy for new GO Rail stations.

Unaffordable Not To Do

The costs of traffic congestion in the Greater Toronto and Hamilton Area are oft-quoted, totalling billions of dollars a year (with ranges from \$1.5 billion to \$5 billion to \$11 billion per year). Unless dramatic measures are taken, the problem will continue to worsen as travel demand continues to grow. Implementation of current rapid transit plans by Metrolinx and others will slow down the deterioration of conditions – with decreases in trips by automobile being offset by increases in truck traffic – but beyond 2051 will not result in absolute improvements.

As mentioned, major modal shifts to public transit are necessary as part of efforts to stabilize the impacts of rapid climate change. The body of scientific evidence pointing to rapid deterioration of the Earth's natural life support systems is conclusive. The United Nations Intergovernmental Panel on Climate Change warns that global greenhouse gas emissions need to be cut in half by 2030 if devastating and unstoppable consequences for humankind and the biosphere are to be avoided. For North Americans, who are among the world's worst emitters of greenhouse gases, much more than half of GHG emissions should be eliminated by 2030. **This is critical information. Refer to Appendix 2 for more information.** A 401RT, an extended Ontario Line and other new transit initiatives are *essential* if that goal is to be achieved.

Based on a broader definition of affordability – beyond the narrow public budgetary definition – not building the 401RT and an extension of the Ontario Line to Sheppard Avenue East at Victoria Park Avenue, *is unaffordable*. Detailed feasibility and impact studies should begin now.

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Appendix 2 - Rapid Climate Change

The Devastating Blows to Survival from Rapid Climate Change

Climate change is happening now, hundreds of times faster than natural changes in the past. It has consequences that will dramatically damage us in our lifetimes, and become far, *far* worse for our children and grandchildren.

An indication of a frightening global change is in the past: 250 million years ago, the Permian-Triassic extinction that left only a few species of life on earth alive was caused by rising carbon dioxide levels in earth's atmosphere, and also by huge releases of methane, resulting in a 5° Celsius warming of the planet. We are adding carbon dioxide into the atmosphere at a rate that is, by most estimates, ten times faster, and humanity is also now causing methane to be released from permafrost. There is right now a third more carbon in the atmosphere than at any time in the last 800,000 years*.

The rapid destabilization and heating of the earth requires actions much greater in scale than are currently planned, and they must be undertaken **now**. The UN's Intergovernmental Panel on Climate Change (IPCC), reflecting the conclusions of thousands of scientists around the world, said bluntly in October of 2018 that unless global GHG emissions are cut by 40% to 45% by 2030 (now just 10 years away), we will not be able to limit global heating to 1.5° Celsius above pre-industrial norms, and will face devastating consequences.

Instead of decreasing, global GHG emissions are still rising. The 1.5°C. target will be exceeded by between 2030 and 2052*. ***According to the IPCC, current nationally stated commitments to cut GHGs, if achieved, will result in a 3.2° increase in global temperatures by 2100, and higher beyond that.*** If we do not meet those reduction targets, the 2100 average temperature increase will be more than 4°, very close to the levels of 250 million years ago. Temperatures in northern latitudes will be higher. Because North Americans produce a very disproportionate share of global GHG emissions, GHG emissions in North America need to decrease to almost zero.

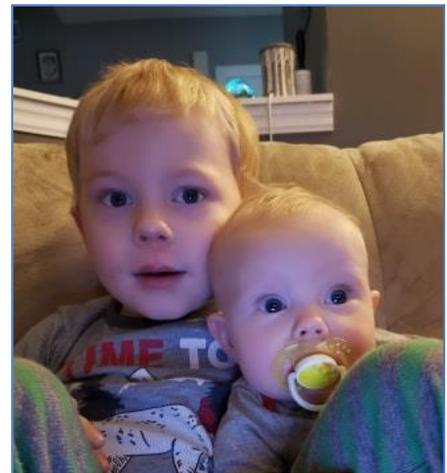
Rapid global warming of 3.2° will have the following devastating and inter-connected impacts.

Each of us will be affected as temperatures move rapidly higher to that level by 2100.

1. Every natural ecosystem will be at risk of collapse, and many will have collapsed.
2. There will be a much higher frequency of droughts and precipitation deficits, and lasting for longer periods. This will affect food production; food prices will be much higher than today, where food is available.
3. Extreme heat events will become normal, and will last longer. Costs to cool buildings will more than double. The mid-latitudes (including southern Canada, much of the USA, the Mediterranean, central Europe) will experience an average rise of 4° Celsius (7.2° Fahrenheit).
4. Heat-related morbidity and deaths will multiply, and be especially deadly in low latitude countries. Conflicts and economic dislocations will become widespread.
5. The loss of livestock and declines in livestock health will affect prices and human diets everywhere.
6. The number of wildfires will multiply and be more widespread. Controlling them will become more difficult, and drain public finances. The devastating fires in Australia, at the beginning of its 2019 summer season, is a current example.
7. Rising temperatures and dryness in parts of the USA will make much of its southern regions unlivable by 2100. Canada will experience a massive flow of climate refugees that will strain our ability and desire to accommodate them.

8. Heating and habitat loss will decimate plant, insect and other animal populations. Rates of extinction will accelerate beyond already extreme rates.
9. Arctic and antarctic ice will continue to melt, at a more rapid rate than is happening now, and will not stop. Sea levels will rise by metres (6 metres once all of Greenland becomes ice-free), to the point that coastal cities will become at least partially flooded, and today's coastal marshes will be lost.
10. By 2100, almost all ocean beaches will have disappeared.
11. Less arctic ice means more heat from the sun will be absorbed into the oceans, creating a feedback loop that will melt more ice.
12. Permafrost is thawing *now*, emitting billions of tons of methane, a greenhouse gas 20 to 25 times more powerful as a GHG than carbon dioxide. The permafrost will thaw faster, and may never freeze again. A feedback loop is already occurring that will accelerate global heating.
13. Boreal forests will be degraded, and some will be lost.
14. Vector-borne diseases will migrate with climate changes.
15. The ocean is becoming and will become more acidic, and will experience oxygen loss. Coral reefs will face total die-off. Populations of fish dependent on them will, in turn, decline. Food production from fishing and aquaculture will drop. Land animals will become a greater source of food in many regions; extinction rates of land animals will increase.
16. Armed conflicts will increase as famine and human-caused disasters spread. North America will likely not be without some strife. Military costs and emergency aid to other countries will increase.
17. National, regional and local economies will be strained as more financial resources are allocated towards adaptation and mitigation of climate events and trends. Employment dislocation and poverty rates will increase (with artificial intelligence systems as an additional factor), constraining the ability of governments to keep up with its social costs. Enforcement of laws to limit crimes of desperation will be more difficult. Politically-driven tax cuts to offset increased household costs of climate change will cripple the ability of governments to keep up with change. Delays in moving to net-zero carbon energy production will make necessary actions more difficult to undertake.
18. Political and monetary pressure from fossil fuel industries will make a rapid transition to energy based on non-fossil fuels very difficult, and perhaps dangerous (How far will fossil fuel energy producers go to protect their industries?).
19. A multitude of small regional and local effects will require solutions.

Adequacy of action is and will be constrained by denials of the existence and/or severity of the scientific evidence and, unfortunately for some, climate change has become politicized, **at the expense of our children's future well-being.**

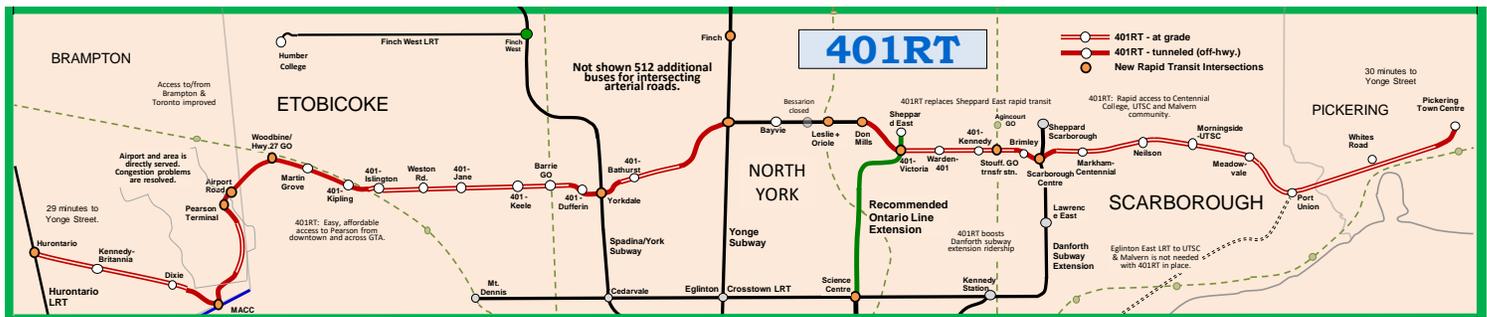


* Per sources identified in the book "The Uninhabitable Earth: Life After Warming", by David Wallace-Wells.

Appendix 3 – Estimate of Effects of Transit Initiatives

Estimate of daily trips in Toronto	Automobile + Trucks	Municipal Transit	GO Transit	Other	Total	
Toronto population 2051, adj. from Min. of Finance Summer 2020 Forecast, ages 11+ only					3,509,560	
Trips per day per person, adjusted downward for aging demographics					1.81	
Total daily trips					6,340,900	
Modal split, per 2016 TTS, for Toronto	Millions	57%	27%	1%	15%	100%
	<u>per Year</u>	<u>Daily</u>	<u>Daily</u>	<u>Daily</u>	<u>Daily</u>	<u>Daily</u>
Daily trips by mode, 2051 estimate*	3,614,000	1,712,000	63,000	951,000	6,340,000	
Cross-boundary trips into Toronto by 2051	322,500	75,700	91,700	89,700	598,000	
Commercial vehicle trips (mainly trucks)	806,000				806,000	
Total trips in Toronto - 2051	4,742,500	1,787,700	154,700	1,040,700	7,744,000	
TTS 2016 trips in Toronto, adjusted	3,754,000	1,492,000	55,000	829,000	6,130,000	
Increase in total trips by 2051, before major transit initiatives and before estimatons for Work-From-Home circumstances	988,500	295,700	99,700	211,700	1,614,000	
Add major announced rapid transit enhancements:						
GO Transit Enhancements (net; to 200m)	169.1	-549,000		549,000	0	
Eglinton Crosstown LRT	19.7	-64,000	64,000		0	
Finch West LRT Humber Coll to Spadina/York subway	5.9	-19,000	19,000		0	
Est. increase in transit trips arising from the 2019 Ontario rapid transit plan:						
Ontario Line University Ave. to Pape Stn.	15.7	-51,000	51,000		0	
Ontario Line Pape Stn. To Eglinton East	9.9	-32,000	32,000		0	
Ontario Line University Ave. to CNE	3.4	-11,000	11,000		0	
Ontario Line new ridership adjustment (Feb 2020)	15.4	-50,000	50,000		0	
Eglinton West tunneled LRT to Pearson	7.4	-24,000	24,000		0	
3-Stop Scarborough Subway to Sheppard East	8.3	-27,000	27,000		0	
Yonge subway extn. to Richmond Hill	5.5	-18,000	18,000		0	
Hurontario LRT (assumed as 100% in Peel; 7.7m new/year)	-	0	0		0	
Allowance for trip increases 2041 to 2051 9.0%	5.9	-19,000	19,000		0	
Effect of listed transit enhancements	266.1	-864,000	315,000	549,000	0	
Less: Est. for work-from home - daily trips by 2051	- 52.4	- 170,000	- 170,000	- 340,000	- 680,000	
Net change in daily trips in Toronto, by 2051	213.8	-1,034,000	145,000	209,000	0	
Daily trips in 2051 before current approved transit initiatives		4,742,500	1,787,700	154,700	1,040,700	7,744,000
Effect of current approved transit initiatives	213.8	-1,034,000	145,000	209,000	0	-680,000
No. of daily trips in 2051 after current approved transit initiatives		3,708,500	1,932,700	363,700	1,040,700	7,064,000
TTS 2016 trips in Toronto, adjusted (per above)		3,754,000	1,492,000	55,000	829,000	6,130,000
Change from 2016 number of daily trips in Toronto		-45,500	440,700	308,700	211,700	934,000
		-1.2%	29.5%	561.3%	25.5%	15.2%
Recommended additional transit infrastructure:						
401RT - Pickering Town Ctr. To Hurontario Street	124.4	(404,000)	404,000			
401RT - Additional buses intersecting with 401RT	45.0	(146,000)	146,000			
401RT - Additional ridershi from GO Rail intersects	16.0	(52,000)	52,000			
Total for 401RT	185.3	(602,000)	602,000			
Additional effect of GO links on GO ridership	16.0	(52,000)		52,000	0	50,000
Ontario Line N extn. Eglinton to 401RT & Sheppard E	14.2	(46,000)	46,000			
DELETE Eglinton West LRT to Pearson**	(7.4)	24,000	(24,000)			
Extend Eglinton LRT W to Jane only (1 stop)	0.9	(3,000)	3,000			
Effect of recommended transit infrastructure	209.0	- 679,000	627,000	52,000	-	50,000
SUMMARY:						
Total trips in Toronto by 2051 before transit initiatives		4,743,000	1,788,000	155,000	1,041,000	7,744,000
Effect of current transit enhancements	266.1	(864,000)	315,000	549,000	-	-
Estimate for work-from home - daily trips by 2051	-52.4	(170,000)	(170,000)	(340,000)	-	(680,000)
Effect of recommended additional transit infrastructure	209.0	(679,000)	627,000	52,000	-	50,000
No. of daily trips in Toronto in 2051 after all initiatives	422.8	3,030,000	2,560,000	416,000	1,041,000	7,114,000
No. of daily trips in Toronto in 2016		3,754,000	1,492,000	55,000	829,000	6,130,000
Change in daily trips, 2016 to 2051		(724,000)	1,068,000	361,000	212,000	984,000
		-19%	72%	656%	26%	16%
* For Municipal transit, it is assumed that the TTC will undertake a variety of day-to-day enhancements over years to existing TTC services, e.g. adding buses & more trains to existing routes, to keep pace with population growth. Excl. new subway and LRT routes or extensions.						
** The 401RT will draw ridership from the Eglinton West LRT, which can be replaced by a modified BRT integrated with the Mississauga Transitway.						
N.B. Toronto plans for LRTs on Jane, Sheppard East, Eglinton Avenue East and the waterfront are not included.						

Appendix 4 – Answers to Questions and Concerns



Why A 401RT? – Answering Doubts, and Rescuing Highway 401

An east-west rapid transit line across the northern half of Toronto is essential to the Toronto area's economic and social prosperity and environmental sustainability. Its absence is a costly handicap to progress. It has been presented as a “401RT” extending from Pickering Town Centre to Hurontario Street in Mississauga, with up to 34 stations over a 59-kilometre length (including its Sheppard subway segment). Although a great deal of work is now underway on other rapid transit initiatives, it is important that *work to study the feasibility and impacts of a 401RT begins now.*

Although the Eglinton Crosstown LRT and expansions to GO Transit are underway, and plans for new subway and LRT lines have been approved, the scale of what is needed to cut road traffic congestion and its costs is being missed, and measures being taken to date are a collection of piecemeal actions.

Concerns of those who are skeptical of the 401RT idea as workable and important for Toronto are addressed here:

1. Removing a highway lane when traffic is already congested is a non-starter.

- A survey of Highway 401 users is very likely to show that a significant portion of them would take an east-west rapid transit line across the city to their destinations or to north-south transit. If the modal shift is 20% or more, the lane loss is offset.
- Failure to construct a rapid transit line that can compete with Highway 401 means inevitable worsening congestion and gridlock as Toronto's population and employment continues to grow. Eventually, nothing will move for long periods of the day.
- The 401RT will rescue the 401 by more than doubling the corridor's trip capacity.
- Locating segments of the 401RT at grade in the 401 corridor is the least expensive construction option. However, a mostly-elevated 401RT can be built that avoids closure of a highway lane, but would cost an additional \$4.5 billion to construct.
- Major modal shifts away from using automobiles is a vital part of reducing rapid climate change impacts.

2. The suburbs are not the place for subways; ridership will not be enough.

Several factors will make a 401RT operationally viable:

- Over many decades, jobs and people have gravitated towards locations near Highway 401 or are along major arterial roads that intersect with the highway.
- Transit connections contribute to making it work. A 401RT will create potentially up to ten north-south rapid transit connections, and two dozen stops at major arterial roads.
- The 401RT would deliver many people close to final daily destinations (for example, Pearson International Airport and Scarborough Town Centre).
- Comparatively, GO Transit operates almost all of its rail stations in the suburbs and is an operational success; about 96% of its riders go to a single high-density stop (Union Station), whereas the 401RT will deliver travelers to many significant destinations.
- Many people today are forced to drive a car because of the absence of east-west rapid transit in northern Toronto, and would welcome an alternative.
- Estimated ridership for the 401RT is 203 million new transit trips per year, and 14 million new transit trips per year for the Ontario Line extension north of Eglinton East. An extension of the Ontario Line north of Eglinton Avenue East is necessary to avoid adding to congestion on the Yonge subway.

3. The Ontario government is already doing what it can to reduce road traffic congestion in the GTA.

- No, it is not. Politically-determined budget decisions constrain what is done and what can be done.
- Current transit initiatives funded by Ontario – the Eglinton LRT, GO Transit expansion, and Ontario’s new subway/LRT plan – are necessary (save for the Eglinton West LRT), but will not be enough to stop growth in road traffic congestion in Toronto. While altogether they may generate more than 200 million new transit trips per year, the total number of trips by automobile in Toronto will not be decreased by 2051 (see Appendix 3). A 401RT across the northern half of Toronto and an Ontario Line extension to Sheppard East will reduce the use of automobiles in Toronto by more than 200 million, compared to 2016 levels.
- The key to real cuts to road traffic congestion is to maximize modal shifts, but most users of the Eglinton LRT and new subways and LRTs will be transfers of existing transit riders from current transit services. Ontario’s should focus on more modal shifts.

4. We can’t afford it. There’s a deficit and taxes are already too high.

- Failure to adequately address road congestion is much less affordable. Estimates of the cost of congestion in the Toronto area are in the billions of dollars per year, borne by households and businesses. 1.8 million people in cars and trucks on Highway 401 between Hurontario Street and Liverpool Road suffer from congestion and car costs *now*, and that is unaffordable.
- The infrastructure cost of the 401RT is \$17.5 billion for a mostly-at-grade 401RT and \$22 billion for a mostly-elevated 401RT, plus the \$3.8 billion Ontario Line extension north of Eglinton Avenue East. These costs can be partially offset by not building the \$4.7 billion Eglinton West LRT rendered unnecessary by the 401RT, and a Canada share of one-third of

gross costs. The net annual interest cost to Ontario at 3.5% would be approximately \$600 million, once the 401RT is fully completed. This is 0.4% of a projected 2046-47 Ontario budget.

- In a larger context, Toronto's GDP in 2016 was about \$308 billion per year. The city's share of the 401RT infrastructure cost may be, in one scenario, as high as \$1.33 billion, which would cost just \$46 million per year to finance – 0.015% of its GDP to resolve a major issue that plagues travelers almost every day.
- A 401RT mostly at grade in the Highway 401 corridor is the least expensive way to move people onto a viable rapid transit line across the northern half of Toronto.
- If the 2019 Ontario Plan for Rapid Transit for Toronto is considered worthwhile, a 401RT is much more so – the 401RT is more than three times as cost-effective, based on cost per new transit user.
- Whether taxes are too high is a subjective opinion, based on the degree to which people have prioritized their after-tax incomes.
- ***It makes sense to undertake the 401RT analyses now***, so that construction can begin when the time is right, such as when job-creation measures are especially needed, as during an economic recession, or when current project work begins to wind down, and especially if residual COVID-19 unemployment remain for an extended period of time.
- Up-front analyses cost relatively little.

5. The northern parts of Toronto will be well-served by the Eglinton Crosstown LRT, especially when it is extended.

- The Eglinton Crosstown LRT is geographically within the southern half of Toronto. The northern half of Toronto and several adjacent Wards in the '905' area, home to 1.3 million people and several hundred thousand jobs – including the airport employment megazone around Pearson International Airport, and the airport itself – will remain very poorly served by east-west rapid transit.
- It should be noted that the essential 401RT would render the western and eastern extensions of the Eglinton Crosstown LRT unnecessary, while with those extensions a 401RT is still necessary – in other words, building those LRT extensions will be a duplicative mistake. (An Eglinton Crosstown LRT extension to Kingston Road, and no further, would be useful.)

6. There would be too much disruption during construction.

For a mostly-at-grade 401RT,

- Work on building a 401RT should begin before highway volumes increase further; delays will make construction more difficult and congestion temporarily worse.
- Without a 401RT, locking Toronto into permanent disruption via growing congestion and gridlock will be much worse. That must ***not*** be allowed to happen. It may also be true that few years of construction for a 401RT is not much different than delays that occur now.

- Construction can begin with off-highway segments, including to/from: Pickering Town Centre, Scarborough Centre, the Sheppard Subway, Yorkdale station, the off-highway diversion to/from Pearson, and the Mississauga Airport Corporate Centre.
- Once tunneled segments rise onto the surface of the 401, multiple construction companies can, within even a single year, construct and complete the on-highway stations and at-grade tracks between stations. However, some construction by private developers of multi-level buildings above the highway that envelop stations may require more than a year to build.
- During construction, the TTC can provide special east-west express bus services to/from key destinations.

Alternative: Mostly-Elevated 401RT

- For an additional \$4.5 billion dollars, the 401RT can be built as a mostly-elevated rapid transit line above the surface of Highway 401. Ground-level disruptions can be limited to the construction of the pillars that support the transit line, safety measures that will need to be in place as stations are constructed above the highway, and scheduling to avoid peak hour highway volumes.

A full-length east-west rapid transit line from Pickering Town Centre and Hurontario Street across the northern half of Toronto, and an extension of the Ontario Line north of Eglinton East to Sheppard Avenue East, will rescue the Highway 401 transportation corridor from becoming non-functional for extended periods of time each day, will rescue the Don Valley Parkway, and will transform transportation across the region. It is inevitable and needs a full detailed analysis by transportation agencies on an urgent basis.

Quite simply, if a 401RT or rapid transit line of similar length and location is not built soon, with its many north-south linkages, there is no hope of containing a worsening of road congestion and environmental damage in the core of the GTA.

