

# 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. 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 can be limited to under 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 emissions that cause rapid climate change are to be reduced to net zero by 2050. Unfortunately, current rapid transit expansions planned by Ontario will not have any measurable effect on the number of trips taken on Highway 401.

Daily Vehicle Trips by 2051 on Hwy. 401*	
2016 vehicles per day on Hwy 401	1,826,000
Growth in personal vehicle trips**	120,000
Growth in commercial veh. Trips	120,000
Adjustment re W-rk-From-Home	(70,000)
<b>Daily Vehicle Trips by 2051</b>	<b>1,996,000</b>
Change, 2016 to 2051	9.3%

\* Between Liverpool Road and Hurontario Street  
 \*\*Incl. lower trips/person due to aging demographics.

File: 401RT Demand Calc NC SEPT 2020

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.

Generally speaking, 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 considered. 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 climate change requires that the number of automobiles (electric-powered or gas-powered) be reduced. See Appendix 2.

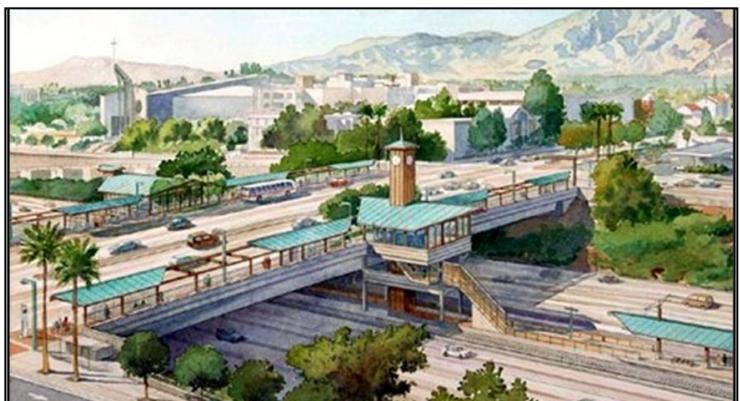
## [Highway 401RT](#)

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 it be mostly at-grade within the highway 401 corridor. This "401RT" is urgent infrastructure and is practical and affordable, and **with effort** can 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 warming. 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 174,000,000 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 trips per year may transfer 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 401RT would require a barrier-separated conversion to transit of the leftmost express lane in each direction on Highway 401, plus absorb shoulder lanes



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

for platforms at stations. The width of rail cars can vary, but medium-capacity rail cars (such as Bombardier's 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.

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 means 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.

The 401RT diverts from Highway 401 west of Islington Avenue, and rejoins it east of Dixie Road, thereby avoiding lane reductions on one of the most congested parts of Highway 401, while at the same time reducing highway traffic volumes on that segment.

Most on-highway stations are entered from arterial roads crossing the 401 above the highway; others are entered from below, or are off-highway underground stations (Appendix 1). 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 (especially 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. Bus stops should include scooter and bicycle lock-ups.

Overall, the 401RT itself will generate 129 million new transit trips per year (420,000 per day) by 2051, while improved TTC bus services on north-south routes that intersect with the 401RT will attract an estimated 45 million new non-401RT trips per year (see Transit Ridership Analysis section). Together with ongoing work-from-home circumstances, that will bring the volume of traffic on Highway 401 between Liverpool Road and Hurontario Street to below 2019 levels. However, a conversion of one express lane in each direction to rapid transit will mean approximately 16% more vehicles per each remaining lane on the highway. Shifting more trips to off-peak hours, other changes to in employment, and efficiencies in the delivery of goods and freight can all improve the movement of traffic.

2016 vehicles per day on Hwy 401	1,826,000
Growth in Vehicle trips	170,000
Daily Vehicle Trips by 2051	1,996,000
Vehicle reduction re 401RT	-360,000
Net No. of Vehicles by 2051	1,636,000
Change from 2016	10%

Altogether, the 401RT will enable the trip capacity of the highway corridor itself to be doubled, and enable all the growth in commercial vehicle trips to be accommodated. The implementation of variated highway tolls for small and large vehicles and by distance 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 faster. Traffic will continue to flow. Without a 401RT or similar rapid transit option, worsening congestion is assured.

The highway 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. Very large GHG reductions in urban areas can only be achieved with expansions to mass transit systems. 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/OLX may seem to be ambitious, in light of the dire consequences to all life of accelerating global warming, they are far short of enough.

Appendix 3 Answers a variety of questions or concerns that may be presented.

### **Other East-West Rapid Transit Options**

It has been argued that it is not appropriate to reduce the number of lanes on Highway 401 in the core of the Greater Toronto Area, given current and foreseeable travel demand, and that re-purposing a lane in each direction for a rapid transit line will worsen congestion on the highway. However, even with all current lanes remaining in service, gridlock is simply a matter of time

However, if it is considered necessary to maintain the current number of road lanes, it is possible to run the east-west rapid transit line underground for all of its proposed length, for a cost that would be roughly \$10 billion more than for the mostly at-grade 401RT.

Another option is to run the 401RT above the highway and above intersecting bridges, and tunneling it to access some key destinations and linkages; this option may include tunneling it under Pearson International Airport, and at highway transition points at Kipling Avenue, Highway 400, Yorkdale subway station, links to and from the Sheppard subway, and perhaps Pickering Town Centre (although an above-grade option can work). Unfortunately, some travelers may be deterred from using a rapid transit line that is so high above ground. A benefit of an above-ground 401RT is that there would be space to add a third track for bypassing service problems that may occur on the main east and west tracks. However, connections at stations to at-grade arterial roads will be more difficult. The overall infrastructure cost of this option would be much higher than for the at-grade 401RT, but less than for a fully-tunneled 401RT.

Rather than running the 401RT above, below or adjacent to the CNR tracks between Highway 27 and Kipling Avenue, the 401RT can be routed above Belfield Road and Highway 409 to approaching Airport Road, where the 401RT would descend. The Belfield alignment would assume that the Etobicoke North GO station would remain operational as the link between the Kitchener GO rail line and the 401RT, and that access to the close-by Woodbine entertainment area would be by enhanced bus services. Given that medium-capacity trains normally use standard railroad gauges (widths), it may be possible and be less expensive to use two of the six railway tracks between Kipling and Highway 27.

Another alternative 401RT alignment may be to bypass the Sheppard subway and continue the 401RT on the surface in the highway corridor with new stations at Yonge, Bayview, Leslie and Don Mills. This alignment may cost \$400 million more than tunneling to/from Sheppard Avenue, but would include a link to/from the Oriole GO station at Leslie Street. With this alignment, travel on the 401RT would be somewhat faster, with no diversion to the Sheppard subway and one less station stop, 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.

Regardless of what alignment is used, there is a critical environmental bottom line, in that reducing the deadly impacts of rapid climate change means dramatic and urgent reductions in the use of personal automobiles in urban areas. The damage to our natural life support systems from climate change requires actions that are much more significant than the magnitudes of actions that have been taken to fight COVID-19.

## 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.

<b>Traveling on the 401RT:</b>		<b>Keele at Lawrence to Centennial College in Scarborough:</b>	<b>Kipling subway stn. to Bathurst at Sheppard:</b>
Pickering Town Centre to Yonge subway	29	Using Eglinton LRT +	60
Yonge & Sheppard to Pearson Terminal	23	Markham bus	58
Pearson Airport to Hurontario Street LRT	7	Using <b>401RT</b>	48
	<u>59</u>		
Average speed - 54 km per hour			
<b>St. Andrew subway stn to Pearson Term'l:</b>		<b>York Mills subway station to U of T in Scarborough:</b>	<b>Yonge &amp; Lawrence to Pearson:</b>
Using Eglinton LRT	42	Using Eglinton East LRT	7
Using UP Express train (walk, wait, ride)	46	York Mills bus to Morningside	4
Using Spadina subway & <b>401RT</b>	43	<b>401RT</b> to Morningside + shuttle	
			<b>Eglinton/Don Mills to Pearson Term'l:</b>
			Using Eglinton W LRT
			Using <b>401RT</b> to terminal
<b>Sewells Rd at Morningside to Sheppard W Subway stn.:</b>		<b>Union station to Scarborough Centre:</b>	<b>Keele at Sheppard to UTSC:</b>
Using Sheppard bus & Sheppard subway	68	Using Bloor-Danforth subway	84
Using 401RT	43	Using <b>401RT</b>	
		Eglinton LRT + McCowan bus	
			Using Keele bus + <b>401RT</b> + 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, the Scarborough Subway, a relocated Oriole GO station, and possibly a relocated 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 viability of Highway 409 as an effective transportation corridor is maintained.
6. The trip capacity of the highway corridor is more than doubled.
7. 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.
8. 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.
9. Travel times across northern Toronto are significantly reduced when compared to current transit services.
10. The 401RT and its proposed increases in intersecting bus services increases municipal transit ridership by 174 million per year by 2051.
11. Intersects with GO Rail services (Woodbine, a potentially relocated Agincourt GO, relocated Leslie-Oriole GO, Barrie GO) increase planned GO ridership beyond current forecasts.
12. Modal shifts to the 401RT from travel by automobile far exceed those for planned light rail LRT 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.

13. 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).
14. 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 western extension of the Eglinton Crosstown LRT to Pearson International Airport unnecessary. \$4.7 billion can be saved. However, a one-stop extension of the Eglinton Crosstown LRT to Jane Street is recommended.
15. 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.
16. Employment opportunities and labour market conditions are enhanced. Fewer people will decline employment opportunities near the airport due to congestion and travel times.
17. The 401RT's intersect with the Danforth subway's extension to Scarborough City Centre increases ridership on that extension.
18. Enhanced access from across all of Toronto to Centennial College (Scarborough), York University, the University of Toronto Scarborough Campus, and the U of T downtown campus is created. Many students no longer need to decide on courses of study based on travel time and distances to campuses.
19. 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.
20. 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.
21. Social isolation is reduced for people who do not own cars or cannot drive, as many destinations across the region become more easily accessible.
22. Access to employment opportunities and services for residents of disadvantaged communities is significantly improved (e.g. northwest Etobicoke, eastern Scarborough).
23. Current and forecasted road overcapacity situations in the large employment areas around Pearson International Airport are alleviated or avoided.
24. Direct rapid transit access to Mississauga's Airport Corporate Centre from across northern Toronto and Mississauga is created.
25. As an economic stimulus, 153,000 job years are created as the 401RT is constructed – far more than any other public job creation project in the GTA has achieved.
26. Canada and Ontario government capital cost contributions can result in an influx of \$15 billion into the Toronto area economy.
27. Approximately 3,400 ongoing transit operating jobs are created.
28. Economic losses from traffic congestion are reduced; business efficiency is improved.
29. Economic losses from imports of motor vehicle fuels and automobiles are reduced – more than \$75 million per year.
30. The 401RT helps transform Yonge Street north of Hwy 401. With the 401RT and Yonge Subway extension to Hwy 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.

31. Importantly, greenhouse gas emissions are reduced by more than 400,000 metric tons per year for the 401RT. Meeting and exceeding greenhouse gas reduction targets is ***essential*** for the future well-being of all people, and of the natural systems that support our existence.
32. Toxic vehicle emissions are reduced, and the incidence and severity of respiratory diseases and medical costs is reduced.
33. 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.
34. The operational effectiveness of the Toronto area's pre-existing transit system is improved; for example, more people using existing buses and new buses, as service frequencies improve.
35. Suburban sprawl is eased, as urban development in the central area of the GTA is attracted by the 401RT, including at, above, or near the highway at 401RT stations.
36. 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.
37. 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 can range to \$9,000 per year per vehicle, less the cost of using public transit.
38. Truck transport is improved as gridlock on highways 401 is avoided, even as road lanes are reduced, as car drivers transfer to transit when transit is seen to be as fast or as convenient as driving. (Note: No reductions in road lanes from east of Dixie Road to Islington Avenue.)
39. 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.
40. 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 extension via Morningside Avenue. Savings from eliminating the LRT extension are approximately \$1.7 billion. Enhanced bus services on Eglinton East, Kingston Road, and Morningside Avenue can be adequate. However, a relatively short extension of the LRT from Kennedy Road to Kingston Road may be appropriate.
41. 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 to Jane) reduce passenger volumes and trip-length crowding on Jane buses. Cost avoidance is \$1.5 billion.
42. The 401RT provides a significant long-term relief valve against future global energy shocks, and addresses potential future energy shortages head-on.
43. The overall operating revenue-to-cost ratio for the 401RT should reach 85%, better than the overall public transit system of the City of Toronto.
44. 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 extensions of the 401RT to Brock Road and beyond are possible. A 401RT would be a welcome alternative to what is now a forced daily drive on congested highways.
45. In York Region, the 401RT would ease road congestion to and from Toronto as connecting bus services improve.

## **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 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 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 veer eastward, descending underground to run 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 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. 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 many other rapid transit network options;
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 recently, the Ontario government has declined to build more than about 3 (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 the next ten years. The 401RT and OLX 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 and favouring private wants; to date, the public realm has been considered to be secondary to assumed private needs.

The gross capital cost of a 54-kilometre 401RT (excluding Sheppard subway segment) that extends from Liverpool Road to Hurontario Street in Mississauga is estimated to be \$17.5 billion, or \$325 million per kilometre. At this cost per kilometre, the mostly-at-grade 401RT is significantly less expensive 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, 322 rail cars, 512 buses, adjustments to bridges and ramps, 32 new and upgraded stations, power systems, land acquisition, a maintenance yard and equipment.

These costs are 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 on-highway costs and two-thirds of tunneled off-highway costs, and municipalities would fund 100% of additional buses on intersecting routes.

The cost to build the 401RT is estimated to be \$17.5 billion, and \$3.8 billion for the Ontario Line extension. The interest cost of carrying this cost as an ongoing debt would be \$746 million per year, at 3.5% interest. The Ontario government share of the cost to build the 401RT and OLX, estimated at \$12 billion, would grow to \$421 million per year in interest (at 3.5%) once completed – or

**Infrastructure Costs at Completion**

	401RT	OLX	Total
Gross Infrastructure Cost	\$17.5 bn	\$3.8 bn	\$21.3 bn
Average ann. Interest	3.50%	3.50%	3.5%
Ann. Carrying cost	\$613.8 m	\$132.8 m	\$746.6 m
Ontario Share	\$9.5 bn	\$2.5 bn	\$12.0 bn
Average ann. Interest	3.50%	3.50%	3.5%
Ann. Carrying cost	\$332.7 m	\$88.6 m	\$421.3 m
Ontario GDP by 2035*	\$ 863.8 bn	\$ 863.8 bn	\$ 863.8
Ont. Share as % of GDP	0.039%	0.010%	0.049%
* Assumes 1% annual growth			

approximately 0.049% of Ontario’s GDP. If Toronto’s share is fully amortized over 30 years at a 3.5% interest rate, the daily municipal cost per Toronto household would be as low as 8 cents per day. These costs can be considered affordable.

The overall capital cost of the 401RT can be reduced if air rights over Highway 401 for private 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.

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 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 401RT and Ontario Line extension north of Eglinton Avenue East would cost \$21.3 billion. However, while the HSR plan has been estimated to serve 10 million passengers per year, the 401RT and Ontario Line extension would carry *188 million* new transit riders per year – 19 times more than the proposed HSR. This advantage makes a priority implementation of the 401RT component of Next Connections highly appropriate.

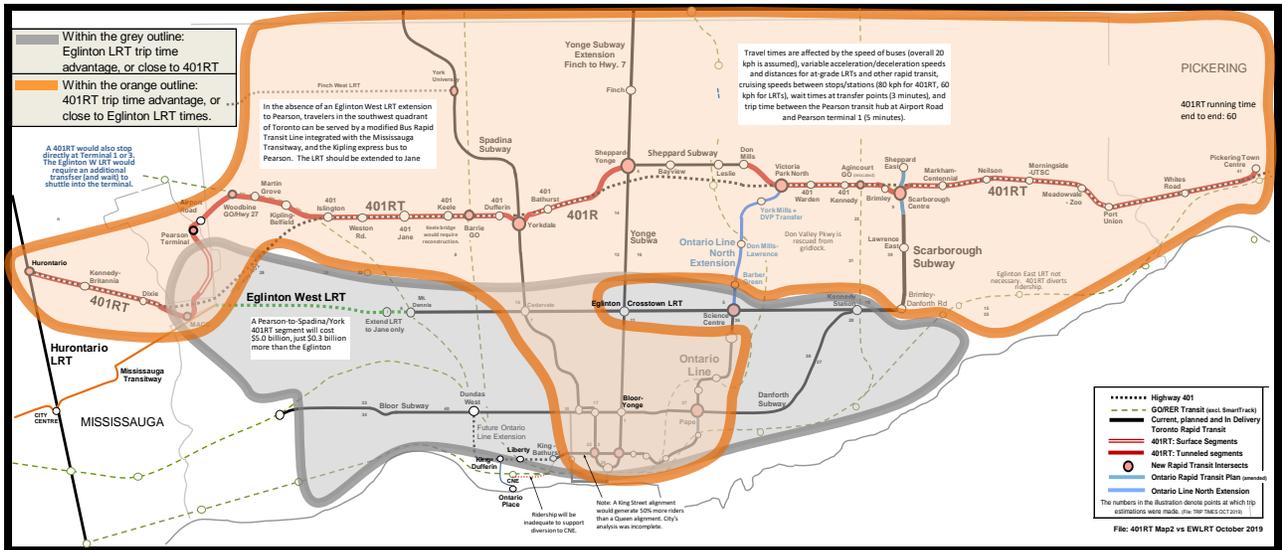
A comparison between the 401RT/OLX and the Ontario Subway Plan is also useful. As indicated by the accompanying table, the 401RT/OLX achieves 2.49 times as many new transit trips than estimated for the Ontario plan, at just 75% of the Ontario transit plan cost. This indicates a relative appropriateness for implementing 401/OLX transit infrastructure.

	New Trips (Millions/yr)	Gross Infra. Cost (\$Mil)
Ontario Rapid Transit Plan	76	28,500
401RT + Ontario Line extn	188	21,300
Comparative Ratio	2.49	0.75

Cost effectiveness ratio:  $2.49 / 0.75 = 3.3$

## [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. **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, and will divert 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 174 million new transit riders annually, plus 12 million or more transfers from existing local transit services.

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 new 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. 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 fills 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 129,000,000 **new** transit trips per year after it becomes fully operational. The estimate is 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 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 (including a potential 33% growth in truck traffic between 2019 and 2051), 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.

The 401RT's 512 bus 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 (*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 a broad assumption of 1,000 new peak AM hour fares per station, including new fares in intersecting bus routes, extrapolated to a full day, plus a 25% modal shift of daily DVP traffic volumes between Don Mills and the 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.

<b>401RT Ridership Estimate</b>	
110,000	New 401RT trips 2041 by residents per day: modal shifts by auto driver and passenger
2,000	Non-resident trips to/from 401RT (travelers living outside the 60 Ward survey area)
112,000	
308	Annualization factor
34,496,000	Annual new transit trips from auto driver & passenger
23,000,000	New urban development at/near/above 26 401RT stations; @ higher transit % share
57,496,000	
15,100,000	Estimated effects of GO RER intersects with 401RT (stouffville, Barrie, Kitchener, Richmond Hill lines).
72,596,000	
46,000,000	Add'l. Hwy 401 congestion shift 2041 to 2051 (Hwy unable to accommodate 2/3 of demand growth).
4,170,000	Reduction in 90% auto share of air passenger trips to/from Pearson, (i.e. more than in the basic modal shift)
122,766,000	Total
1.05	Driving cost Increases (tolls, energy, other car costs)
1.00	Other factors
<b>128,900,000</b>	<b>TOTAL - New TTC Riders using 401RT by 2051</b>
<b>45,000,000</b>	Bus component new ridership - non-401RT users
<b>173,900,000</b>	by 2051
<b>174,000,000</b>	Rounded
12,000,000	Transfers from nearby TTC surface routes
186,000,000	Estimated total 401RT users by 2051

<b>401RT Bus Component Ridership:</b>	
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	480
Ridership spread over all buses	1,106
Boardings per bus	642
Assigned ratio fares to boardings	70%
Total fare boardings per bus 2041	450
Assumed effect of improved service frequency + comfort	<b>25%</b>
New fare ridership per bus	112
Total buses on intersecting routes	1,106
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	1.05
	Annual 45,000,000
	Daily 146,104

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 580,000 automobile trips in Toronto by 2051, compared to 2016, and an increase in trips by transit of more than 1,000,000.

Effect of Current Transit Enhancements plus 401RT and Ontario Line Extension to Sheppard East at Victoria Park Avenue	Automobile + Trucks	Municipal Transit	GO Transit	Other	Total
Total trips in Toronto by 2051 before transit initiatives	4,760,700	1,787,500	155,100	1,040,700	7,744,000
Effect of current transit enhancements	264.3	-858,000	308,000	550,000	0
Estimate for work-from home - daily trips by 2051	-52.4	-170,000	-170,000	-340,000	0
Trips in Toronto by 2051, before transit initiatives	211.9	3,732,700	1,925,500	365,100	1,040,700
<b>Recommended additional transit infrastructure:</b>					
401RT - Pickering Town Ctr. To Hurontario Street	158.9	-516,000	516,000		
Additional effect of GO links to 401RT	32.3	-55,000	50,000	55,000	0
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		
<b>Daily trips by 2051, including transit initiatives</b>	<b>410.9</b>	<b>3,136,700</b>	<b>2,516,500</b>	<b>420,100</b>	<b>1,040,700</b>
Approx. average vehicle occupancy		1.16			
<b>Decrease in automobile traffic - 2016 to 2051</b>		<b>2,704,000</b>			vehicles per day
<b>Comparison to 2016:</b>					
<b>Daily trips by 2051, including transit initiatives</b>		<b>3,136,700</b>	<b>2,516,500</b>	<b>420,100</b>	<b>1,040,700</b>
Daily 2016 trips in Toronto		3,753,600	1,492,400	55,300	829,100
<b>Change in daily trips, 2016 to 2051</b>		<b>-616,900</b>	<b>1,024,100</b>	<b>364,800</b>	<b>211,600</b>
		<b>-16%</b>	<b>69%</b>	<b>660%</b>	<b>26%</b>
* The 401RT will draw ridership from the Eglinton West LRT, which can be replaced by a modified BRT integrated with the Mississauga Transitway.					

## Operating Revenue-to-Cost Ratios

Annual operating costs for the completed 401RT and expanded feeder bus services would be approximately \$486 million annually, based on \$8 million for each of 32 new stations (compared to an estimated \$4.2 million for each of the new Spadina subway extension stations), and \$450,000 for each of 512 new buses on intersecting transit route. Overall, it is estimated that fare revenues would cover 85.8% of operating costs. 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 Operating Outcome Scenario

401RT Rail Component		401RT Bus Component	
No. of Stations	32	512	No. of Buses
Unit Operating Cost	\$8,000,000	\$ 450,000	Unit Operating Cost
Total Oper. Cost	\$256,000,000	\$230,400,000	Total Oper. Cost
New Fares	128,900,000	45,000,000	New Fares
Average Fare	\$2.46	\$2.21	Average Fare
Total Fare Revenues	\$317,700,000	\$99,600,000	Total Fare Revs.
Net Operating Deficit	-\$61,700,000	\$130,800,000	Net Oper. Surplus
Combined	\$69,100,000		
Revenue-To-Cost Ratio	85.8%		

## Urban Development Impacts

The alignment of the 401RT provides opportunities for development and redevelopment at most stations. In particular, 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.

## **TESTING AND PHASING**

Indications of potential ridership demand can be determined by surveys of the general public. Ridership demand for the 401RT can then be tested over two or three years, using buses on a modified alignment in the Highway 401 corridor, with up to 25 stops and not linked to the Sheppard subway. This test would require dedicated highway collector lanes or shoulder lanes to bypass highway traffic congestion, plus construction to adjust most off- and on-ramps, and transit signal priority at ramp/arterial intersections wherever possible. Marketing of this express services test should be aggressive. The test should include a distribution of approximately 200 additional buses of *superior comfort* that are proposed for the 401RT, assigned to the test route and to arterial bus routes that can provide both arterial express and local services. The capital cost of this test would be approximately \$220 million.

The years needed to complete the 401RT depends on the intensity of the implementation effort. Given the urgency of climate change action, and transportation, economic, and other problems caused by the absence of a singular east-west high-speed transit line, a short completion timeframe concurrent with the extended Ontario Line should be set – less than 15 years from today. The Ontario Line connection to the 401RT will need to be in place when the eastern half of the 401RT becomes operational. Much of the development and construction of segments of the 401RT will work concurrently.

As an alternative to phasing in portions of the 401RT based on a hierarchy of priorities, a ‘big bang’ approach could be used, whereby the 20 kilometres of tunnelled segments are concurrently constructed first, over a number of years, and the 35 kilometres of at-grade segments and stations quickly constructed in a single one- to two-year push. This alternative would minimize the inevitable highway traffic disruptions.

## **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 somewhat – with decreases in trips by automobile being offset by increases in truck traffic – but beyond 2051 will not result in absolute improvements.

As mentioned above, 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 now conclusive. A recent report by 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. **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 or a similar alternative, 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, as amendments to the current Ontario Rapid Transit Plan for Toronto.

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## **APPENDIX 1: 401RT STATION LOCATIONS**

<b><u>STATION</u></b>	<b><u>LOCATION</u></b>	<b><u>ACCESS</u></b>
1. Pickering Town Center	Liverpool Road at Highway 2	Underground
2. Whites Road	Whites Rd on Hwy 401	Entry from arterial above
3. Port Union	Port Union Rd. at Hwy 401	Entry from arterial above
4. Meadowvale	Meadowvale on Hwy 401	Entry from arterial above
5. Morningside Nielson	Morningside on Hwy 401 Nielson Rd. on Hwy 401	Entry from arterial above Entry from arterial above
6. Markham Road	Markham Rd. at Hwy 401	Entry below Hwy 401
7. Scarboro/McCowan	Scarborough Town Ctr. At McCowan	Underground
8. Brimley	Brimley Rd. S. of Hwy 401	Underground
9. 401-Kennedy	Hwy 401 W. of Kennedy Rd.	Entry below 401
10. Stouffville-401 Link	Hwy. 401 South of Agincourt GO stn.	2-platform transfer stop
N.B. Agincourt GO intersect with Kennedy North 401RT station may not be practical – Would require a 350-400 metre walkway between Kennedy and the rail line, plus a new GO station under the 401, 1 kilometre south of the existing Agincourt station. (Comparison: Proposed Parklawn GO stn is 1.5 km east of Mimico GO stn.)		
11. 401-Warden	Hwy 401 at Warden Ave.	Entry from arterial above
12. Victoria Park-Ontario Line Don Mills (Sheppard subway)	Victoria Park Ave. on Hwy. 401 Don Mills at Sheppard Ave.	Entry from arterial above Underground
13. Leslie (Sheppard subway) Bessarion (Sheppard subway)	Leslie Street at Sheppard Avenue Recommended to be closed.	Underground
14. Bayview (Sheppard subway)	Bayview Avenue at Sheppard	Underground
15. Sheppard/Yonge	Yonge St at Sheppard Ave.	Underground
16. 401-Bathurst	Bathurst at Hwy 401	Entry below Hwy 401
17. Yorkdale	401 at Spadina-York subway	Underground of-highway
18. 401-Dufferin	Dufferin St. at Hwy 401	Under Dufferin Street
19. Barrie GO Link	Below 401 at GO Rail at 401	2-platform stn, no arterial
20. 401-Keele	Keele St. on Hwy 401	Entry above 401
21. 401-Jane	Jane St. at Hwy 401	Entry below Hwy 401
22. Weston Road	Weston Rd. on Hwy 401	Entry from arterial above
23. 401-Islington	Islington Ave. below Hwy 401	Entry from arterial above
24. Kipling-Belfield*	Kipling Ave. at GO tracks	Underground
25. Martin Grove*	Martin Grove Road	Underground
26. Woodbine/27/GO*	Highway 27	Underground
27. Airport Road	Airport Rd. at Hwy. 409	Underground
28. Pearson Terminal	Pearson International Airport	Underground
29. Orbitor or Explorer	Eglinton Avenue	Underground
Option: an additional station at Spectrum & Matheson		
30. Dixie Road	Dixie Road at Hwy 401	Entry from arterial above
31. Kennedy/Britannia	Kennedy Rd. at 401	Entry below 401
32. Hurontario	Hurontario Street at Hwy 401	Entry above 401
If the Sheppard Subway is by-passed:		
33. Don Mills	Don Mills above 401	Stn. above 401
34. Leslie/Oriole GO	Leslie under 401	Stn. at GO Parking lot
35. Bayview	at 401 & Bayview	Entry below 401
36. Yonge	at 401 & Yonge Street	Entry below 401

Note: The count of 34 stations includes the Bayview and Leslie stations of the current Sheppard subway.

\* If the 401RT runs above Belfield Road, the Martin Grove and Highway 27 stations would be above Belfield Road, and the Kitchener GO link with the 401RT would need to be at the current Etobicoke North GO station.

## 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.

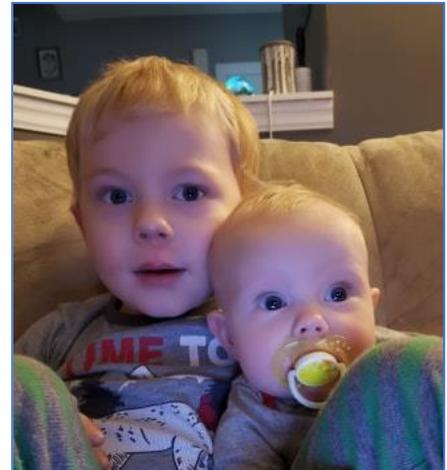
#### **Rapid global warming of 3.2° will have the following devastating and inter-connected impacts.**

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.

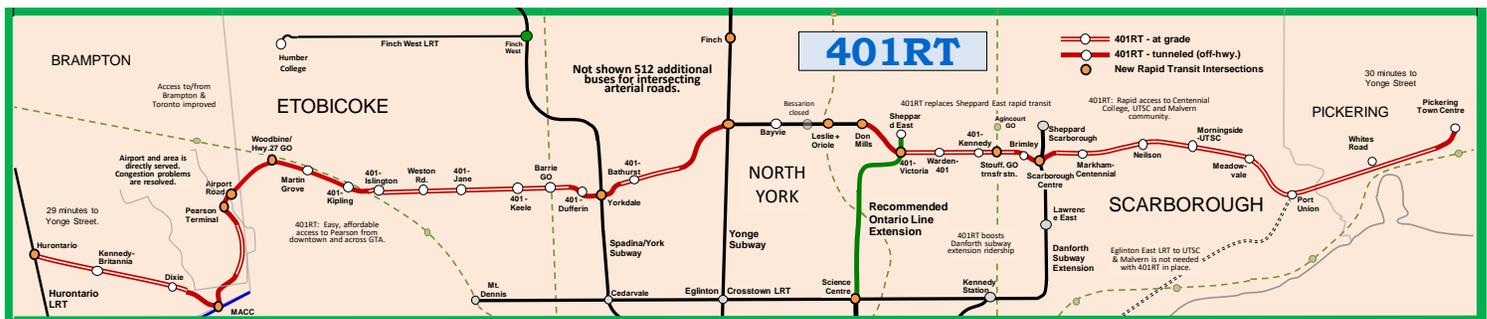
9. Arctic and antarctic ice will continue to melt, at a more rapid rate than is happening now, and will not stop. Sea levels will rise by metres (6 metres once all of Greenland becomes ice-free), to the point that coastal cities will become at least partially flooded, and today's coastal marshes will 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 – 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 33 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 worsening congestion and gridlock as Toronto's population and employment continues to grow. The 401RT will rescue the 401 from gridlock.
- Locating segments of the 401RT at grade in the 401 corridor is the least expensive construction option.
- Highway 401 in the core of the Toronto area will soon be unable to accommodate more population-generated and employment-based travel demand growth.
- 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.
- Estimated ridership for the 401RT is 205 million new transit trips per year, and 14 million new transit trips per year for the Ontario Line extension north of Eglinton East.
- Note: 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 and can be done.
- Current transit initiatives funded by Ontario – the Eglinton LRT, GO Transit expansion, and Ontario’s new subway/LRT plan – will not be enough to stop growth in road traffic congestion in Toronto. While altogether they may generate up to 280 million new transit trips per year, the total number of trips by automobile in Toronto will still grow by more than 200 million per year by 2051. A 401RT across the northern half of Toronto and Ontario Line extension to Sheppard East will cut that growth by 219 million.
- 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, plus the \$3.8 billion Ontario Line extension north of Eglinton Avenue East, less the \$4.7 billion Eglinton West LRT rendered unnecessary by the 401RT, and less a \$6.7 billion Canada share equals a \$14.2 billion cost to Ontario and municipal/GTAA partners – an annual interest cost of \$500 million, at 3.5%. This is a 0.06% of a projected 2035-36 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, home to 1.3 million people and several hundred thousands of jobs – including the airport employment megazone north of Pearson, and Pearson 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.

#### **6. There would be too much disruption during construction.**

- 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 is not much different than what occurs 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; this may include additional construction by private developers of multi-level buildings above the highway that envelop stations.

- During construction, the TTC can provide special east-west express bus services to/from key destinations.

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 Highway 401 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.***

