

Misleading: New York City does have 468 underground stations, however it also has 10,500 ppl/km2, compared to Toronto's 4,200 ppl/km2. Additionally, the areas of the cities are vastly different.

Misleading: Mayor Ford changed his plan after election, but has not in 14 months presented a funding plan for Sheppard. Only the LRT line has funding.

Misleading: The Sheppard subway does not have ridership to support the new 6-car modern Toronto Rocket trains, and would use 4-car T1 trains for many years.

Toronto is a world class city and world class cities have subways!

NUMBER OF STATIONS

NEW YORK
468 stations

Misleading: Boston has 75 LRT stations, some underground and some at surface.

BOSTON
123 stations



Mayor Ford's Subway Plan for Toronto

Misleading: Chicago has 122 stations above ground.

CHICAGO
144 stations

TELL YOUR COUNCILLOR TO SUPPORT SUBWAYS. CONTACT YOUR LOCAL COUNCILLOR BY CALLING 311.

FOR MORE INFORMATION, VISIT: www.NOTOLRT.COM



Misleading: SAFE is advocating to stop construction that is already underway, and redirect funds toward a subway extension which would mean no rapid transit for eastern Scarborough for several decades.

TOWN HALL MEETING ON THE FUTURE OF TORONTO TRANSIT

MARCH 19, 7 PM
SCARBOROUGH CIVIC CENTRE
(North-west corner of McCowan Road and Ellesmere Road)

SYSTEM LENGTH

BOSTON 61 km

False: Toronto has only 52km underground.

TORONTO 70 km

False: NYC has only 223km underground.

NEW YORK 337 km

False: Chicago has only 18km underground and 62km elevated.

CHICAGO 360 km

SAFE SAFE

The biggest piece of misinformation? No mention of a plan to pay for subways, no mention of the taxes needed to pay for the construction of subways and then the operation of empty subways for 100 years while the city grows to finally support them. Mayor Ford has already said "no new taxes." Building subways with no funding is wasting tax dollars.

SAFE

SUBWAYS ARE FOR EVERYONE

Comments by:

#CodeRedTO

Misleading illustration of completed subway

- a) Subways don't spring magically into place fully formed; extensive construction disruption.
- b) Subways don't cost the same: they cost 2-3x as much, plus higher operating costs and more underground-only jobs required to maintain, clean, and police the system.

In the 80s we thought people would get jobs on Sheppard. **The census shows many didn't**: there is very little density. So we have to put transit where people actually are.

Not everyone: if we build subway now with that \$, Finch and eastern Scarborough get nothing.

False: Mayor campaigned on building subway on Sheppard, but **nothing** for Eglinton & Finch.

Misleading photo of construction backup with no completed transit

- a) **St. Clair is not LRT**, just streetcar in its own lane. Stops are still very close, stoplights are not timed, vehicles too small.
- b) **Construction disruption happens regardless of mode**. Spadina extension currently destroying much of Keele/Finch area; Sheppard & Yonge was a mess for 7 years.

Misleading

Vehicle speed is function of design. LRT will average 22-25 km/h. This "graph" is misleading in scale, making subways appear twice as fast as LRT.

UNDERGROUND PLAN



Artist Conception

FASTER COMMUTES

Subways travel at twice the speed of streetcars and surface transit vehicles.

SPEED OF TRANSIT (IN KM/H)

-----BUS: 16 -----LRT: 22 -----SUBWAYS: 32

CONSISTENT TRAVEL TIMES

Plan your commute knowing you'll arrive on time.

NO TRAFFIC JAMS

Subways are underground and do not require road closures and lane restrictions.

MOVE MORE PEOPLE

Subway moves 30,000 commuters per hour.

The population of Toronto will double in the next 10 years. Only subways can accommodate future growth

BETTER FOR THE ENVIRONMENT

A more efficient transit system gets more cars off the road, reducing greenhouse gas emissions.

No added traffic congestion during construction.

SAFER

Subways do not lead to accident causing traffic congestion or impede emergency vehicles. Subways are easier to police.

LOWER LONG TERM COSTS

Yes, the initial costs will be higher. But new subways have far lower operating, maintenance and storage costs and will pay for themselves over the long term.

False: subways cannot be policed by existing surface police force. Special Constables must patrol.

False: subways have higher operating, maintenance and storage costs.

Misleading: All neighbourhoods have different transit modes.

Not endless: LRT can be constructed far faster than subways. The original Sheppard LRT plan would have been completed 2014.

Misleading: LRT design will result in average of 22-25km/h. That's 46%-66% faster than buses.

Misleading: LRT covers projected ridership & population for Sheppard past 2051. (at least 39 years)

False: LRT can handle up to 15k passengers per hour underground, where the heavy rider traffic will be.

False: Emergency vehicles will have guaranteed use of LRT lanes through rounded curbs, so faster travel possible.

WORLD CLASS TRANSIT FOR EVERYONE.

A world class city should have a world class transit system.

One that connects people with jobs, homes, families and recreation.

Mayor Rob Ford wants to build a world class transit system for everyone, regardless of where they live in our city. In fact, he campaigned on building subways, and won.

Unfortunately, some councillors are fighting his plan to build new, faster subways. Not all, but most of these councillors represent wards in the core of the city. In other words, wards that are already served by subways.

But if you live in the so-called "inner suburbs," you're out of luck. For you, these councillors prefer slower, disruptive, and inconsistent above ground transit.

It'll mean longer commutes, endless construction, and more traffic congestion.

That's not a vision for a great transit system, or a great city. Let's plan transit for 50-100 years, not 20.

Everyone deserves fast and reliable transit. Not just those who live downtown.

CALL YOUR COUNCILLOR TO SUPPORT SUBWAYS.
CONTACT YOUR LOCAL COUNCILLOR
BY CALLING 311.

SAFE

SUBWAYS ARE SAFER FOR EVERYONE
WWW.NOTJUSTDOWNTOWN.CA

ABOVE GROUND PLAN



St Clair LRT During Construction

All transit modes can be delayed by severe weather / floods, incl. subway. All forms of rail are only very rarely delayed.

LONGER COMMUTES

Surface transit vehicles and streetcars travel at almost half the speed of subways.

INCONSISTENT TRAVEL TIMES

Surface routes are subject to weather delays, traffic accidents, road and work repairs which cause backlogs.

ENDLESS CONSTRUCTION AND TRAFFIC JAMS

In the past, building new LRT routes has caused major traffic congestion and taken years to complete- St Clair ave

MOVE LESS PEOPLE

LRT capacity is 8,000 passengers per hour.

WORSE FOR THE ENVIRONMENT

Above ground transit causes increased traffic congestion and more greenhouse gas emissions and travel times

LESS SAFE

Increased congestions leads to more accidents and diverts traffic onto residential roads. Emergency response times are greater.

MORE EXPENSIVE LONG TERM

According to the American Public Transit Association, the Streetcar Plan has higher operating costs than any other form of public transit and will lead to higher fares.

Misleading: LRT is in own right-of-way, meaning only a traffic accident mid-intersection in advance green could delay. March 14th 2012: accident was cleared in 5 minutes.

Misleading: The Yonge subway has been shut down early on weekends for tunnel repairs from 2008-2013!