#CodeRedTO /

Toronto, ON (October 1, 2025) –

CodeRedTO research calculates that the TTC repair car fire on September 30th cost TTC customers half a million dollars in lost wages and productivity.

On September 30th, a TTC work train caught fire inside Bloor-Yonge Station, along the Line 2 platform. While the fire's exact causes are investigated, the cost to transit riders and the City of Toronto's economy and productivity can be rapidly calculated.

CodeRedTO researchers have calculated the impact to worker pay and productivity as–at a minimum– over 20,000 hours and over $496,000 from this single two-hour incident.

The TTC's busiest interchange station and three other stations were closed for half the morning peak, and over 35 other stations were impacted to various degrees due to the subway network's lack of alternative routes. It is likely that over 41,000 TTC customers were delayed by this outage, plus thousands more in surface vehicles impacted by increased congestion.

Our detailed calculations deliberately take conservative assumptions at each stage, and it is highly likely the impact is greater. As similar disruptions occur far too often, the annual cost may be measured in the multiple millions of dollars, and that is before we put a price on the lives of those injured and killed in traffic collisions.

Choices by City Council and the Province of Ontario over multiple years have led to considerable backlogs in maintenance work for State of Good Repair, and to a lack of resiliency in the subway network through preferring line extensions to building alternate routes for riders. This means that any disruption leaves limited options within the subway network, pushing riders away from transit both during the disruption and in their future travel choices.

Calculations are rarely made for the cost of transit congestion and delays. Regular shut-downs and slow-downs of normal service, the continued absence of bus priority lanes on some of the busiest routes in the city, the resistance to the RapidTO proposals to improve mobility on Dufferin and Bathurst - these all cost GTA residents millions of dollars in lost productivity and lost opportunities. Every TTC rider that shifts to travelling by automobile costs the city in increased traffic, increased pollution, increased risk of injury and death, and the loss of more productive land use.

The TTC carries nearly half of Toronto's morning commuters, yet each year at budget time, it must fight for support to maintain its network and infrastructure, and similarly the City of Toronto must continually fight for support to add more resilience to our transit map. It must be noted that at no point has anyone needed to fight for money to maintain costly car infrastructure, including for example the Gardiner Expressway East, which carries less than 5% of commuters during the same time periods.

It is not enough to say we don't have the money, when the decline in TTC service has such high costs. We recommend that the TTC document the lost opportunity of items in the repair backlog, and the risks inherent in delaying those repairs, and that the City prioritize State of Good Repair spending by number of residents and riders affected, instead of the current approach of accelerating car infrastructure repairs. We also recommend the publishing of clear metrics such as impacted riders and station-minutes, as used in our research, to increase public understanding of the severity of each disruption.

About Our Ridership Impact Calculations

This incident disrupted the highest-ridership segments of both Lines 1 and 2 from 5:30-7:30am, or half of the morning peak hours. As morning peak hours ridership represents roughly 20% of total daily ridership, we can estimate that 10% of the daily riders of a given closed station were impacted.

Some stations were closed entirely on Line 2, while others were affected by full-line slowdowns. In the table below, we have estimated the riders impacted at each subway station under the following scenarios:

a. Station closed/skipped for two hours (100% of the riders in that time period affected)
b. Station closed in one direction only (50% of the riders in that time period affected)
c. Station closed in one direction with significant alternative routes available (25% of the riders in that time period affected)
d. Station open but service slowdowns during the period disrupting trip reliability - this scenario is estimated to impact the remainder of Line 2, and Line 1 from Finch southbound to Rosedale. (10% of the riders in that time period affected)

Line	Station	Daily Boardings (2023-2024, TTC)	10% Base Value for shutdown period	Impact Scenario	Fraction of Riders Impacted
1	Rosedale	4,875	488	b	244
1	Bloor	156,643	15,664	a	15,664
1	Wellesley	17,705	1,771	b	885
2	St. George	108,866	10,887	c	2,722
2	Bay	20,980	2,098	a	2,098
2	Yonge	121,531	12,153	a	12,153
2	Sherbourne	24,689	2,469	a	2,469
2	Castle Frank	8,943	894	a	894
2	Broadview	11,720	1,172	c	293

2	Remainder of Line 2	118,573	11,857	d	1,186
1	From Finch to Rosedale	295,768	29,577	d	2,958
Estimated total riders delayed by Sept 30 work train fire					**41,566**

About Our Salary Calculations

Ontario minimum wage on September 30, 2025, was $17.20 per hour. The Toronto average salary is estimated at $30.58 per hour (Statistics Canada, 2023). For the purpose of this research, worker pay and lost time for students heading to class are valued equally.

As minimum wage workers are disproportionately transit riders, CodeRedTO estimates 50% of the impacted workers at minimum wage, and 50% at average wage, ensuring an underestimation rather than overestimation of lost wages.

Each commute is unique, and the impacted timeframe may range from one minute to two hours for each individual. CodeRedTO assigns a subjective "lost time" value to each rider of 30 minutes, representing lost paid time, lost waiting time due to slowdowns, added travel time due to taking an alternate mode, and lost productivity due to the additional complexity and effort required to achieve their commute relative to normal.

Riders	**Lost Time**	**Wage Group**	**Total**
20,783 (50%)	10,392 hours	$17.20	$178,742.40
20,783 (50%)	10,392 hours	$30.58	$317,787.36
Estimated total lost wages and productivity			**$496,529.76**

About Longer-Term Cumulative Impacts

The following table contains TTC-reported disruptions from just the last 7 days, as a small example of the volume of disruptions Toronto transit users experience. The list was created from TTC online notifications under the following requirements:

- Only unplanned disruptions, not scheduled work (10+ notifications)
- Only non-medical-emergency or non-emergency-alarm disruptions (20+ filtered)
- Only disruptions with both initial notification and resolution notification (10+ filtered)

- Only disruptions of at least four minutes between initial notification and resolution notification (representing at least one missed train) (5+ short disruptions filtered)

Date	Location & Issue	Start Time	End Time	Stations Affected	Stations x Minutes
Oct 1	Delays btwn Spadina and Union	6:42am	7:14am	8	256
Oct 1	No Service btwn Spadina and Union (mechanical problem)	5:59am	6:40am	8	328
Oct 1	No service Bloor-Yonge (Lines 1 & 2) (security incident)	12:26am	12:33am	2	14
Sept 30	No service St. Clair	10:10pm	10:18pm	1	8
Sept 30	Delays Bloor-Yonge (Line 2)	9:39pm	9:48pm	1	9
Sept 30	No service btwn Kipling and Islington (mechanical)	6:07pm	6:11pm	2	8
Sept 30	No service btwn Islington and Jane (fire)	4:46pm	5:33pm	4	188
Sept 30	No service btwn Finch and Sheppard-Yonge (debris on tracks, low-hanging cable)	1:24pm	1:54pm	3	90
Sept 30	No service btwn Broadview and St. George (Line 2) No service btwn Bloor-Yonge (Line 1)	5:30am	7:20am	7	770
Sept 29	No service btwn Vaughan and Pioneer Village (fire)	7:46pm	8:00pm	3	42
Sept 29	No service btwn St. Clair W and Union (signals)	5:45pm	5:51pm	10	60
Sept 29	Delays btwn Lawrence W and Downsview Park (signals)	2:30pm	2:41pm	5	55
Sept 29	No service btwn Lawrence W and St. George (power outage)	7:42am	7:54am	7	84
Sept 28	No service btwn Keele and Christie	10:40pm	11:11pm	6	186
Sept 28	No service btwn St. George and Broadview	8:11am	8:30am	6	114

Sept 28	No service btwn St. Clair and College	8:11am	8:27am	6	96
Sept 28	No service btwn Warden and Victoria Park	12:45am	12:51am	2	12
Sept 27	No service btwn St. George and Ossington (power outage)	7:55pm	8:20pm	5	125
Sept 27	No service btwn College and Eglinton	7:53pm	7:59pm	8	48
Sept 27	No service btwn Wilson and Sheppard W	1:25pm	1:34pm	2	18
Sept 27	No service btwn Lawrence W and St. Clair W	12:01pm	12:13pm	4	48
Sept 27	No service btwn Sheppard-Yonge and Don Mills	11:05am	11:21am	5	80
Sept 27	No service btwn Broadview and Woodbine	1:21am	1:34am	7	91
Sept 27	No service at Royal York	1:10am	1:34am	1	24
Sept 26	Delays Warden to Kennedy	11:41pm	11:50pm	2	18
Sept 26	No service Dupont	6:52am	7:02am	1	10
Sept 26	No service btwn St. George and Ossington (fire)	6:20am	6:38am	5	90
Sept 26	No service btwn St. George and Woodbine (mechanical)	5:38am	6:03am	12	300
Sept 25	No service btwn Kipling and Jane	11:55pm	12:36am	5	205
Sept 25	Delays northbound Osgoode (mechanical)	7:46pm	7:56pm	1	10
Sept 25	No service High Park	4:20pm	4:27pm	1	7
Sept 25	No service Warden	2:47pm	3:08pm	1	21
Sept 24	Delays northbound St. Clair W to Sheppard W	8:21pm	9:09pm	7	336
Sept 24	No service btwn St. Clair W and St. George (Line 1) No service btwn Ossington and St. George (Line 2)	1:50pm	2:08pm	8	144
				Total Station-Minutes	**3,895**

#CodeRedTO /

About CodeRedTO

CodeRedTO was founded in 2011 as a consciously non-partisan, non-profit, volunteer-run advocate for local and regional public transit. We promote more and better transit options for more residents; using all available technologies where appropriate; creating better information for better decision-making; completion of efficient and approved plans; and increased, predictable funding for public transit expansion and operation. CodeRedTO is funded through personal donations and grants from non-profits, and directed by an advisory board with no financial interest in any transportation projects or agencies. Learn more at www.CodeRedTO.com.