

JOHN
TORY
FOR MAYOR



THE ONE TORONTO TRANSIT PLAN

The Smart**Track** Line

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The SmartTrack Line

With the SmartTrack line, Toronto will join world-leading cities like London and Paris by building a Regional Express Rail (RER) surface subway. The SmartTrack line will provide service from the Airport Corporate Centre in the west, southeast to Union Station and northeast to Markham in the east. It will have 22 new station stops and five interchanges with the TTC rapid transit network. The Line will be built in seven years, starting service in 2021.

Fig. 1. Proposed SmartTrackLine and Existing, Under-Construction or Committed Rapid Transit Network



- The SmartTrack line will offer all-day, two-way, frequent express service across the city.
- The SmartTrack line will slash commute times for suburban passengers. Estimates indicate that riders can expect a less than 30-minute commute from Kennedy subway to Union Station. Today, that same commute takes approximately 40 minutes on the current subway network.

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- The SmartTrack line will have a conservatively estimated ridership of 200,000 per day. This is the equivalent of about half the daily ridership of the existing Bloor-Danforth line.
- This will generate significant relief in two ways:
 - o Yonge-University-Spadina relief will be generated by reduced passenger use of the line, as commuters from Northeast and Northwest Toronto opt for the SmartTrack line's closer express service over the distant, local service offered by the congested Yonge-University-Spadina line.
 - o Car congestion will be reduced in and around the areas serviced by the SmartTrack line, especially in the approaches to the Airport Corporate Centre and the Unionville employment cluster.
- The SmartTrack line will be 53km in length. It is mainly a retrofit of two existing GO lines operated by Metrolinx. Approximately 90% of its length will be on existing GO trackage. It will not displace any existing roadway.
- The SmartTrack line will have the same fares as regular TTC rides.
- The SmartTrack line will have integrated faring with TTC. No new fares will be needed at interchange points with the TTC network of busses and rapid transit.
- Passengers will enjoy service in new electric multiple unit vehicles (EMU's). No diesel locomotives will be used.
- The SmartTrack line is a regional line, extending beyond the borders of Toronto. It will be delivered by Metrolinx, who will be responsible for its operation.

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RELIEF FOR THE WHOLE CITY

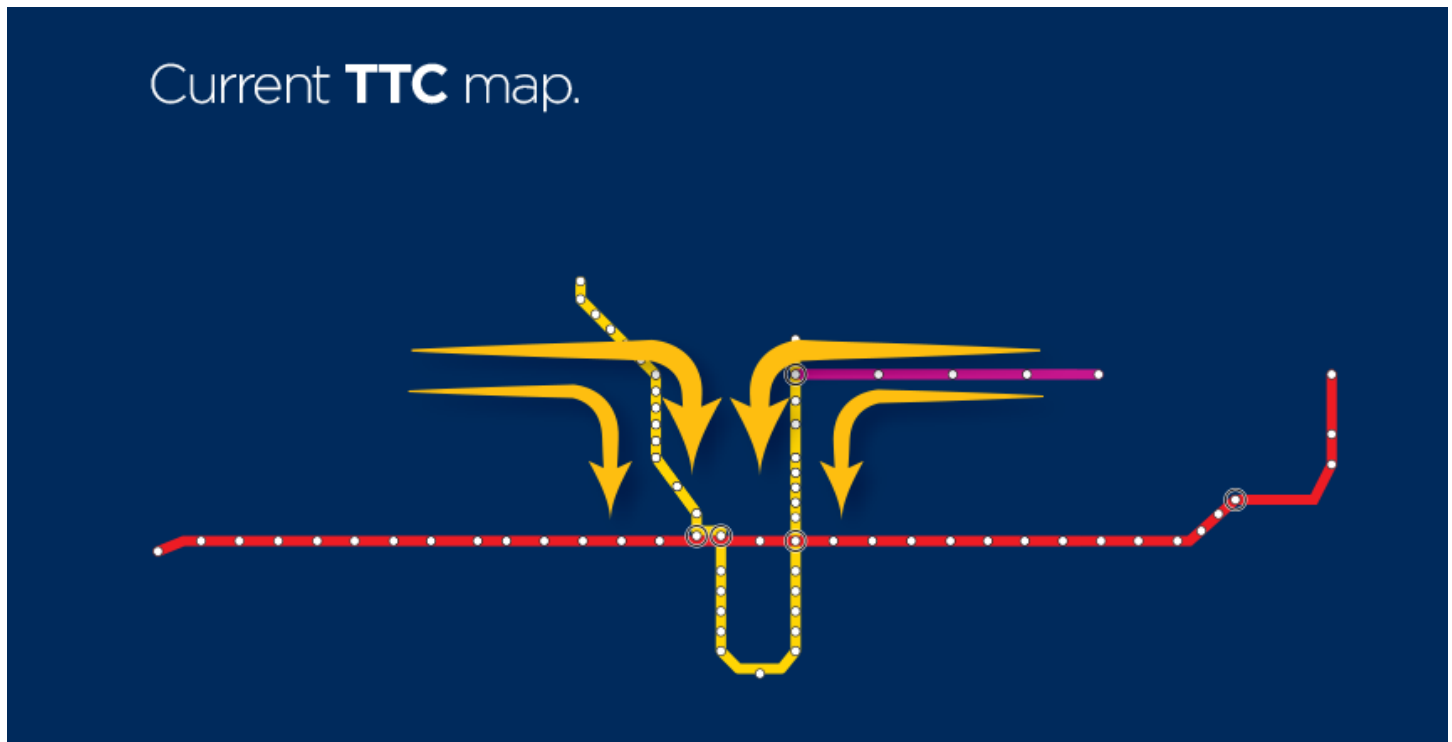
The SmartTrack line will bring transit and congestion relief to the whole city. Every weekday morning, hundreds of thousands of commuters are brought to the northern stations of the Yonge-University-Spadina lines by fleets of crowded busses. The result is serious crowding on trains, leading to delays. When these commuters are mixed with the inflow from the Bloor-Danforth Line, the result is critical overload at Bloor/Yonge and St. George stations.

The map shows the pattern. The thickest lines represent the heaviest riderships; these are concentrated in the northern areas of the city, feeding into the heads of the Yonge and Spadina lines.

fig. 2. TTC Surface Route Ridership Map with Existing Travel Pattern

For an expanded view (recommended) go to:

<http://neighbourhoodwalks.files.wordpress.com/2011/11/ttc-surface2.png>



The SmartTrack line will draw commuters to alternate entry points.

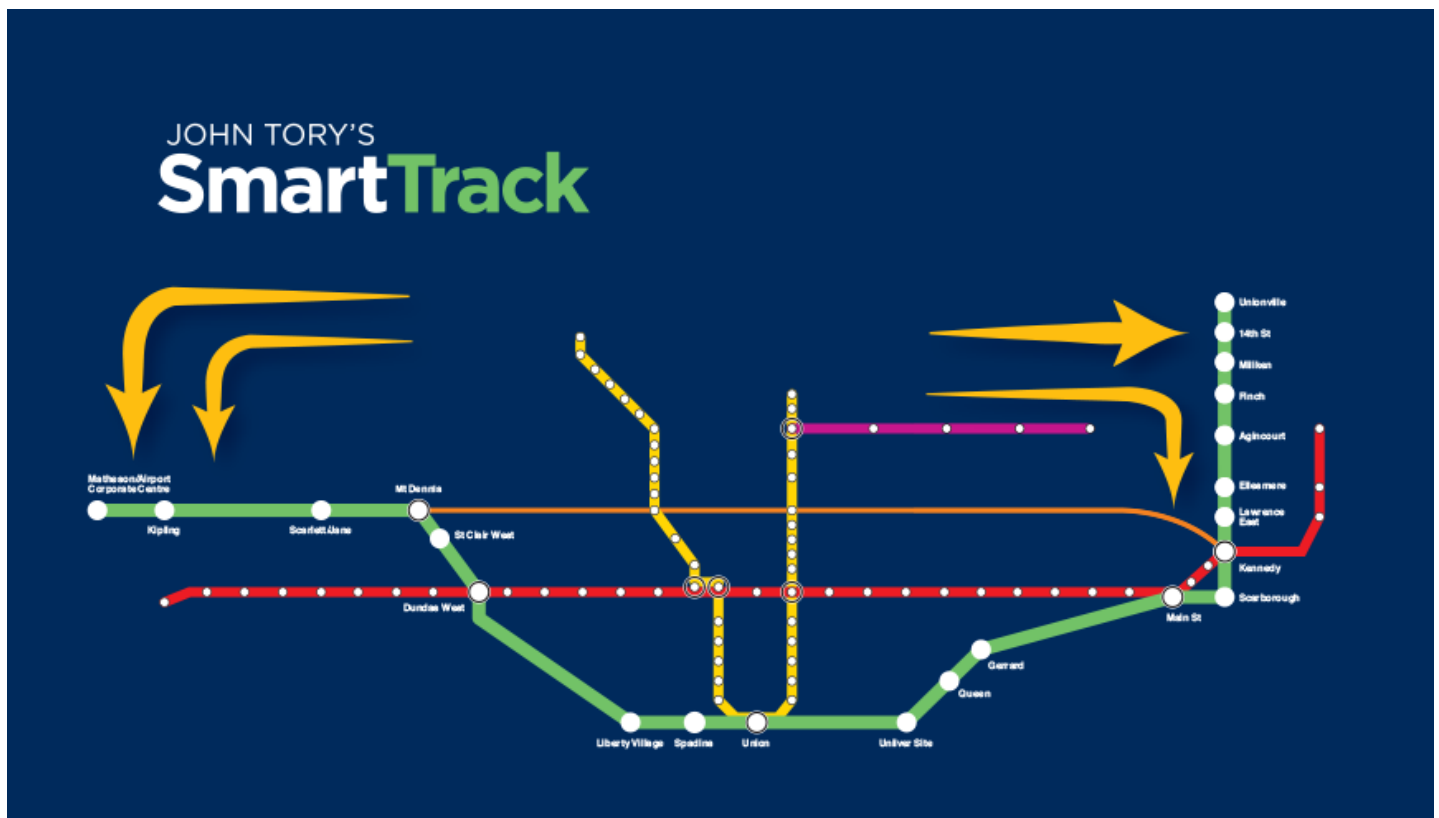
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For example, a commuter living at Ellesmere and Victoria Park will be able to connect to the SmartTrack line at Ellesmere and Kennedy. From there, it's an approximately 30-minute express run down to Union Station. That's relief. Same for someone living on Rexdale Blvd. where it draws near the 401. Instead of taking the bus to York Mills for 50 minutes and then enduring the crush on the Yonge line, they can go to the SmartTrack Mt. Dennis station in 30 minutes, and then zip downtown in less than 20. That's a better commute for our friends in North York and Etobicoke, and keeps them off the Yonge line. That in turn means congestion relief on the Yonge line for someone who lives in Lawrence Park or Leaside. Now that is relief.

fig. 2. TTC Surface Route Ridership Map with Anticipated Travel Pattern

For an expanded view (recommended) go to:

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¹The Government of Ontario and Metrolinx are currently evaluating various aspects of the proposed upgrades to GO lines that make up the SmartTrack proposal. It is expected that some aspects of the Line may change within the overall framework of the Line as discussed herein.