

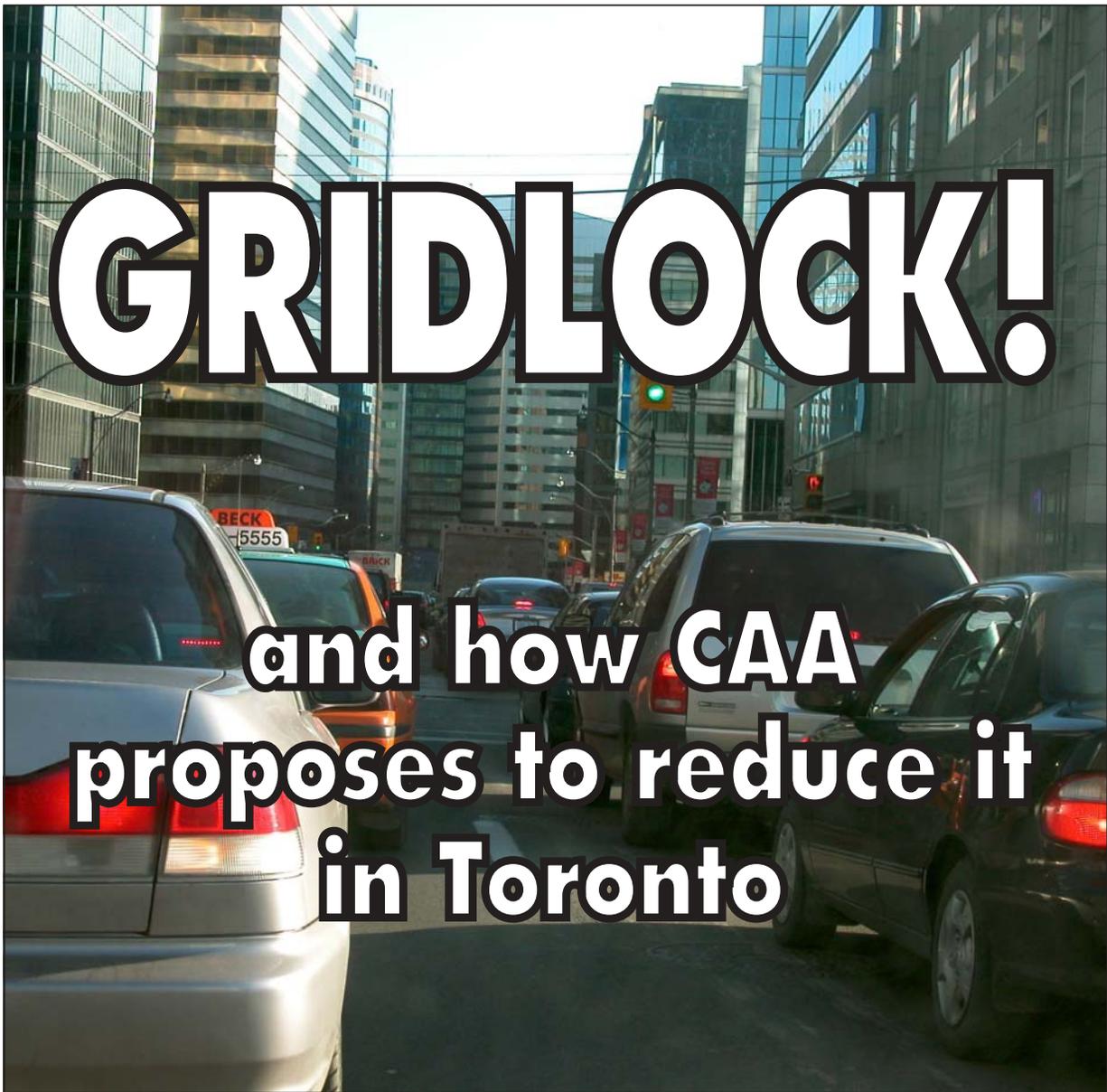


Central Ontario

The Mobility EXPRESS

Published for the information and benefit of the 1,000,000 members of CAA Central Ontario

2004



GRIDLOCK!

and how CAA
proposes to reduce it
in Toronto

New routes

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Your opinion online

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EDITORIAL

“This proposal returns to the need of the people”

By *SAM CASS, B.A. Sc., M.A. Sc., P. Eng.*

A transportation plan for the future of Toronto must above all address the unacceptable level of congestion experienced throughout the city. It must also address how we can cope with the anticipated growth in population and the increase in travel demand that growth will create.

To virtually all citizens, the road is a most important service. It connects our home to our workplace, schools, shopping and all other destinations.

It does so whether we move about on foot, by bus or automobile. So why has it been so neglected, both in previous City of Toronto plans and the present one proposed by city officials?

In 1971, the then premier of Ontario, Bill Davis, altered transportation plans throughout Ontario by redirecting major financial support to expansion of public transit from expressways in a bid to influence citizens to abandon use of their cars in favour of public transportation vehicles. In this way, he predicted there would no longer be a need for road expansion.

In the ensuing quarter century, the TTC was able to expand its services many fold and to renew its fleet and plant at no cost to the TTC.

The results have been most disappointing. By 1997, when the provincial government gave up on its financial support of public transportation after spending billions of dollars, the number of passengers carried by the TTC changed little from that of 25 years previous.

In that interval, trip demand more than doubled and the total increase had to be accommodated on the roads. Never before has so much been spent by so many to benefit so few.

So why, we ask, do present policies pursued by the City of Toronto continue to ignore the obvious need to increase the supply of road capacity in face of such overwhelming

demand?

The answer, in part, is that such attitudes that resist road expansion are driven by the “Exxon factor,” that is to say, acceptance of statements based on the reputation of the source and the size and strength of the organization behind the source, even though there is no evidence to support it.

There are two such statements in particular. The first is that “building more roads merely creates more traffic.” The fact is that people move about to satisfy a need, such as going to work. The mere improvement of road capacity will not increase the number of home-to-work trips unless the number of jobs increase.

The second statement is that “you can never build enough roads to satisfy all demand.” This is a defeatist attitude.

Maybe we can't fully satisfy all demand, but citizens deserve the maximum effort by the city administration to provide those services that they require.

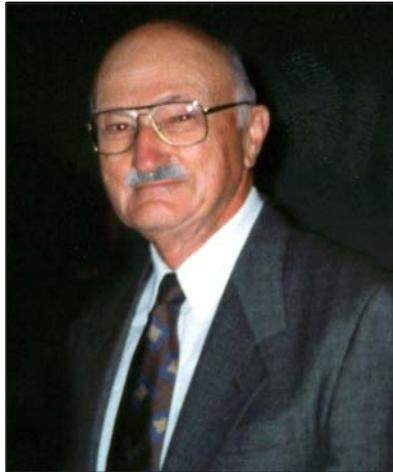
Albert Einstein wrote: “You cannot solve problems by thinking the way you thought when you created them.”

This proposal returns to the need of the people for whom it is intended

to serve. This document provides new thinking by proposing the supply of infrastructure to meet demand, whether by car, by bus, by bicycle or on foot.

These recommendations will address the problem of traffic congestion now and into the future. So I encourage readers to voice their thoughts on these ideas with their elected officials by completing the survey at the end of this document.

Mr. Cass served as Commissioner for Roads and Traffic Engineering for Metropolitan Toronto for 29 years until his retirement in 1989.



We gratefully acknowledge . . .

CAA Central Ontario thanks the following professionals. Much of what appears in this publication is a result of their work and research.

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Growing congestion measured in wasted fuel, time and dollars

Congestion in North America and its associated cost continues to worsen.

In its 2003 Urban Mobility Study, the respected Texas Transportation Institute estimates the cost of U.S. congestion was \$69.5 billion in 2001.

This represents 3.5 billion hours of delay and 5.7 billion gallons of fuel wasted.

The Toronto Board of Trade says that billions of dollars in extra costs now burden the GTA economy because of congestion.

Provincial government action cause of decades of congestion

CAA says balanced planning needed to escape commuter chaos

In 1971, the Ontario government halted funding for municipal expressways and put into play actions that would ultimately waste billions of taxpayers' dollars and condemn motorists in the Greater Toronto Area to decades of frustration.

Prior to that decision, Metropolitan Toronto — as it was then known — was blessed with an official plan that called for a balanced transportation system of roads and transit.

That plan offered a fair, intelligent approach to transportation that would have carried commuters living and working in Canada's largest city into the next millennium.

Instead, the government's action — which went against sound engineering and traffic management advice in the heat of an impending provincial election — turned movement of people and goods in Toronto into an expensive and numbing nightmare that today continues to haunt commuters, consumers, businesses and politicians.

CAA Central Ontario wants to re-introduce a balanced approach to transportation planning and restore the mobility of persons visiting, living and working in Toronto and surrounding regions.

LOOKING BACK

Toronto's 1966 official plan balanced investment in roads and transit with an aim to meet the daily and diverse transportation needs of people.

That plan included extensions of the Bloor and Yonge subways, a Queen Street subway, a Spadina line and commuter rail along the lakeshore.

The plan also aimed to make Toronto's arterial road system continuous by filling in missing links and proposed a grid system of seven expressways — integrated with provincial 400-series highways — to keep commuter traffic off local streets.

Of those seven expressways, only the Gardiner and the Don Valley Parkway were built. In fact, the Spadina Expressway, now known as Allen Road, was left a half-completed expressway to nowhere and the Scarborough, Crosstown and Etobicoke expressways, as well as a planned extension of Highway 400 south to the Gardiner, were never started.

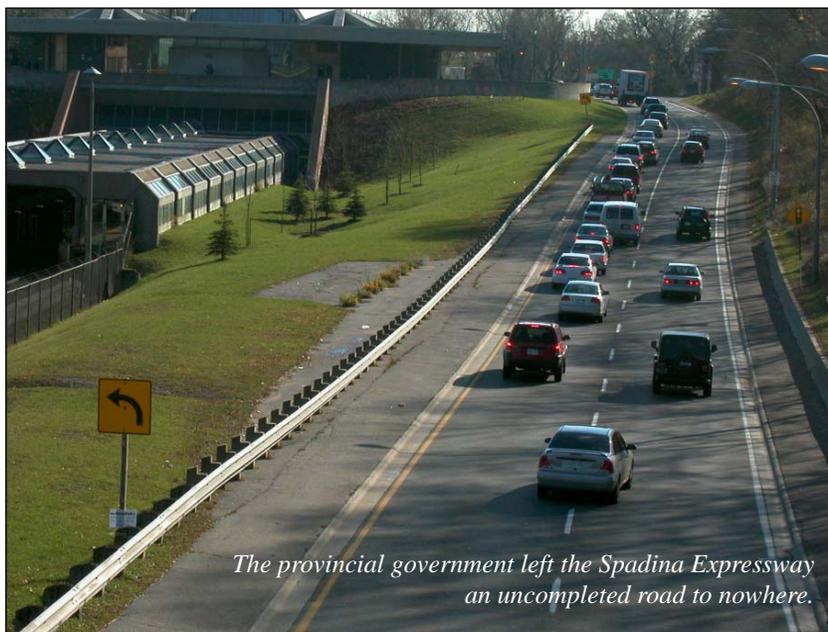
THE AFTERMATH

The province's decision to stop funding municipal expressways doomed the completion of Toronto's 1966 transportation plan.

Subsequent city-authored plans drawn up in 1980, 1994 and 2002 shifted the emphasis from balanced transportation planning to what's now become an essentially transit-exclusive approach. But on its own, public transit has failed to effectively integrate with massive suburban development and reduce gridlock in the Greater Toronto Area during the past 30 years.

Although plans for the Queen Street subway were shelved in 1974, the Spadina subway was built as were planned extensions of the Yonge and Bloor subway lines.

As well, five GO Transit lines were added and Toronto's streetcar system was expanded. Light-rail transit was built in Scarborough, along the harbourfront and on Spadina Avenue into the downtown core.



The provincial government left the Spadina Expressway an uncompleted road to nowhere.

Despite a cost-driven decision to abandon an already started subway line under Eglinton Avenue, a six-kilometre, billion-dollar Sheppard subway was built — the most recent data for the Sheppard line show its ridership is about 25 per cent lower than expected.

Meanwhile, the Highway 400 extension was reduced to a short arterial road with traffic signals and called Black Creek Drive. Some of the property in the Scarborough Expressway corridor was sold to developers and the Richview Expressway right-of-way through Etobicoke remained a vacant strip of land.

Plans for the Crosstown Expressway were scrapped completely. And in 2001, the elevated, two-kilometre section of the Gardiner Expressway from the Don River to Leslie Street was demolished — discharging volumes of traffic to street level where motorists now endure a frustrating gauntlet of traffic signals and railway crossings.

As well, major missing links in the arterial road system remain, preventing Toronto's grid-fashioned road network from operating effectively. These missing links occur on major roads like Leslie Street, which does not exist south of Eglinton Avenue; St. Clair Avenue, which does not cross the Don Valley; Lawrence Avenue, which breaks east of Bayview Avenue; and Keele Street, which breaks north of St. Clair.

AMALGAMATION EFFECTS

In 1997, the province amalgamated Metropolitan Toronto and its surrounding suburbs into a single city.

City concedes that expressway lanes needed

“By 2021, we will need 19 additional lanes of expressway capacity to move suburban commuters to jobs in the City and City residents to jobs in the 905 region which cannot be effectively served by public transit.”

— Toronto Official Plan, May 2002

The province also transferred responsibility of Highways 27 and 2A to Toronto taxpayers. As well, the Queen Elizabeth Way east of Highway 427 became part of the city-owned Gardiner Expressway.

Provincial funding for public transit came to a screeching halt, just like funds for expressways were axed 26 years earlier by the Davis government.

In 2002, Toronto adopted a new official plan. But that plan, like its predecessors, rejects CAA's philosophy of a balanced approach to transportation planning that looks at improving Toronto's network of roads and transit as one integrated system. Instead, the plan repeats mistakes of the past by centering on public transit and almost completely ignores the desperate plight of Toronto's grossly inadequate road system and the motorists who inch along it each day.

In fact, architects of that plan continue to believe that holding out on road improvements and reducing the number of lanes available to motorists will result in a 20-per-cent switch to transit from cars. Despite mounds of evidence to the contrary and the failure of decades-old efforts to force more motorists to use transit by purposely creating congestion, proponents of Toronto's newest official plan still expect different results by doing the same things.

UNLOCKING GRIDLOCK

CAA Central Ontario knows that the transportation policies in Toronto's official plan won't work because the city's 30-year-old experiment of relying on transit to substitute for autos has failed despite billions in transit spending. In fact, traffic research shows that only 10 per cent of expressways in the Greater Toronto Area were bumper-to-bumper during rush hour in the early '80s. But at least 70 per cent of those expressways are now gridlocked during rush hour.

CAA's Mobility Express returns to an integrated, balanced transportation philosophy that advances workable solutions to address Toronto's growing traffic crisis; protect existing neighbourhoods; and preserve green areas by making use of undeveloped space.

The deteriorating state of Toronto's transportation network — roads and transit — may be the most pressing issue for this city council and successive councils if estimates that Toronto's population will increase by one million people to 3.4 million in the next 27 years prove accurate.

In fact, experts expect a 52-per-cent increase in the number of auto trips in Toronto by 2031. Without substantial improvements to roads and expressways, a 30-minute trip today will likely take two hours in 2031.

As delivery of goods slows down, new businesses will continue to locate out of Toronto and more existing downtown businesses will likely join them. Census data of the employed labour force with a usual place of work suggest that job growth in some GTA municipalities is now outpacing new jobs in Toronto. This trend will have a negative impact on the city's economy and may shift more tax burden to residents from businesses.

PROTECTING NEIGHBOURHOODS & PRESERVING GREENSPACES

Toronto's green spaces are important to preserve, so CAA's transportation proposals avoid significant use of valleys and parklands.

Instead, new roads and transit lines can be tunnelled or built in undeveloped spaces, which also minimizes the impact of car, truck and bus traffic on existing homes and businesses.

Toronto neighbourhoods are inundated with through-traffic, largely because of the lack of bypass expressways. Since the early '70s, only 12 lanes of expressway have served commuters driving in and out of the downtown area. Those expressways experienced an average 67-per-cent increase in the number of vehicles — about 53,000 per day — during that same period.

Instead of investing in more expressway lanes to carry commuters, the response by city officials to discourage more and more cars from invading neighbourhoods has been speed bumps and stop signs. This strategy has not made local streets safer or decreased traffic, although it has increased air pollution by slowing vehicles down.

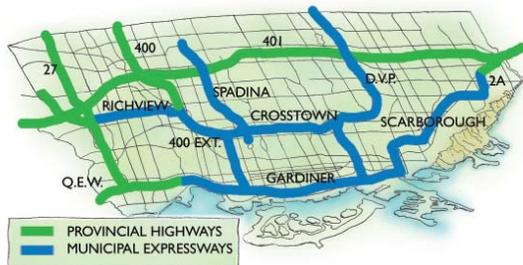
The construction of new roads and expressways suggested by CAA in this proposal would encourage commuters to steer clear of residential areas and make streets safer by helping reduce through-traffic on local streets.

The importance of keeping non-local traffic on major routes becomes more urgent when you consider that Toronto police report all but one of the city's 97 traffic fatalities in 2002 — an alarming 10-year high — occurred on streets other than expressways.

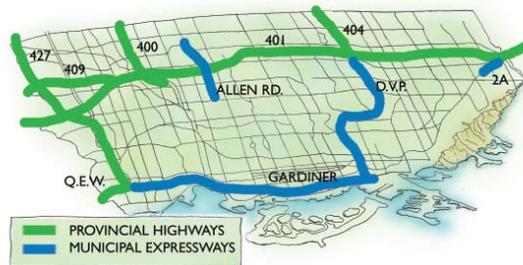
A picture is worth a thousand words . . .

These maps show where Toronto's transportation funding and priorities were placed since 1971. The top maps show Toronto's plan for expressways in 1966 before provincial funding was cut and what it is today. The lower maps show transit growth in Toronto since 1971. From 1972 to 2002, Toronto spent \$2 billion on new transit lines and only \$59 million on new roads. Since 1998, funding for public transit outpaced funding for roads by a ratio of 5 to 1.

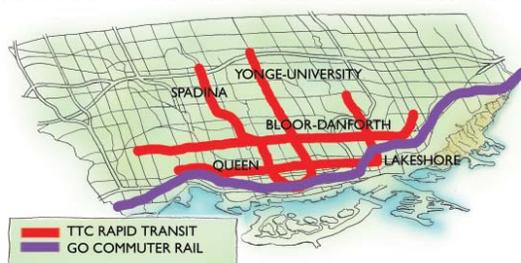
PROPOSED TORONTO EXPRESSWAYS 1966



EXISTING TORONTO EXPRESSWAYS 2004



PROPOSED TORONTO RAPID TRANSIT 1966



EXISTING TORONTO RAPID TRANSIT 2004



CAA's proposals will make GTA traffic move again

All modes of transportation need attention to restore flow in Toronto traffic

Toronto's No. 1 opportunity to reduce gridlock is by improving traffic flow where the 905-area suburbs connect with the 416 urban area. In fact, traffic patterns during the past 30 years demonstrate a sharp increase in the number of trips that cross this boundary on a daily basis.

CAA strongly recommends that Toronto complete its grid-system of expressways around the city's urban core and connect missing links between main streets.

As well, urban and regional transit services must be better integrated at the 905-416 border to ensure seamless service and connections to work and leisure destinations.

The areas of Toronto that require urgent road improvements are the east and northwest. The road and transit improvements that CAA is putting forward for consideration are depicted as a map on the next two pages.

EXPRESSWAY IMPROVEMENTS

Expressways are community bypasses for commuter traffic. They draw noise and pollution from vehicles away from residential areas.

Since expressways cannot be constructed through built-up areas without seriously disrupting neighbourhoods and businesses, alternative routes must be sought to build these roads in the least intrusive manner possible.

Over-lake bridges, hydro rights-of-way, vacant land corridors and tunnelling all present opportunities to construct new expressways with minimal impact to existing development.

Gardiner Expressway

City and third-party proposals to tear down the Gardiner and rebuild it underground are impractical. Although a dismantled Gardiner might help the waterfront look better — numerous rail lines and towering condos would remain — project studies estimate the cost would be at least \$1 billion and traffic flow would not improve. In fact, one proposal recommended reducing lane capacity to four lanes from six on a tunnelled version of the Gardiner.

CAA advocates that the Gardiner be maintained as a six-lane, grade-separated expressway. However, a gap exists at the east end of the expressway between the Don River and Highway 401, forcing Scarborough-and-Durham-bound traffic to use either the Don Valley Parkway or Kingston Road.

Offshore Extension proposal

Reviving the 1966 Scarborough Expressway plan to bridge this gap is no longer an option because more than 700 houses would face demolition.

Instead, CAA proposes something refreshingly different — an offshore expressway that would carry traffic east from the Gardiner to Highway 401 via Highway 2A in the area of Meadowvale Road. This concept is called the Offshore Extension.

An elevated highway across Lake Ontario, the extension would be positioned at least one kilometre from shore and visible only as a graceful, curved white line on the horizon. For commuters, the bridge would finally provide an alternative eastern route to Highway 401 and stop-and-go traffic on overburdened arterial



Burying or dismantling the Gardiner Expressway is too costly and not practical.

roads, as well as offer a spectacular view of the bluffs — Toronto's most scenic natural feature.

The extension would travel southeast from the Gardiner's east end near Bouchette Street and over the port lands to the north end of the Leslie Street Spit.

It would then turn east over Lake Ontario and come ashore at the end of Manse Road to later connect with Highway 2A, which would be widened to six or eight lanes and become part of the Gardiner Expressway.

Also, bridged-access ramps would connect with Kennedy Road and near Bellamy Road on shore to improve accessibility, ensure adequate safety exits and reduce traffic on Kingston Road.

Engineering and environmental studies would ensure the structure works with waves, currents, fish habitats and recreational boaters. Containment of vehicle fluid leaks would also be a priority.

One of the many benefits to this proposal is the virtually unlimited widening potential as the Greater Toronto Area continues to populate.

As well, the offshore route will keep through-traffic well away from local streets and residential areas in the Beaches and other Scarborough neighbourhoods.

Humber Bayway proposal

CAA recommends against the proposed widening of the Gardiner Expressway around Humber Bay because of its potentially negative impact on the surrounding parklands to the south and Parkdale to the north.

Instead, an eight-to-10 lane bridge — called the Humber Bayway — could be built across Humber Bay to the exhibition grounds from Park Lawn Road.

Don Valley Parkway

The daunting columns of bumper-to-bumper traffic that plague the DVP is largely due to a lack of eastern expressways.

The DVP serves double-duty — not just as a north-south route for commuter traffic, but also as part of an east-west route for motorists travelling between Scarborough and Toronto's urban core via Highway 401, the Gardiner Expressway and various arterial and local streets.

Widening the DVP to handle volumes of extra vehicles is problematic because of the potentially destructive effect on valley lands.

(continued on Page 8)



CENTRAL ONTARIO

TRANSPORTATION PROPOSALS FOR TORONTO



Building the offshore extension will likely help take much of the east-and-westbound traffic off the DVP.

But traffic volumes would still be high on the north part of the DVP that was recently proposed for widening.

Instead of expanding the DVP, CAA believes traffic flow and distribution could be improved by building an expressway — as well as an adjacent rapid transit line — in a hydro corridor that stretches between the DVP and Highway 401.



Moving rail transit systems to their own rights-of-way will reduce congestion by making more lanes available on Toronto's narrow downtown streets.

Scarborough Highlands expressway proposal

The Scarborough Highlands Expressway and transit line would be built in the Gatineau hydro corridor, which diagonally crosses Scarborough from the DVP just south of Eglinton Avenue to Highway 401 at Morningside Avenue.

The expressway could also swing north from Highway 401 along the largely vacant corridor on the west side of Sewells Road to join Highway 407, Highway 7 and the Markham Bypass.

The Highlands route would divert a significant volume of traffic off the most crowded section of the DVP — north of Eglinton Avenue — and improve commuting time as well as reduce excess air pollution.

Allen Road

Although Allen Road functions poorly because it terminates prematurely, the former expressway could still become an effective central city route for motorists. With plenty of space available to improve functionality, CAA recommends building grade-separated interchanges on Allen Road at Eglinton Avenue West, Transit Road and Sheppard Avenue West.

Allen Road could also be widened to six lanes between Eglinton and Lawrence and extended to Bathurst Street as a four-lane tunnel under ravine land and existing homes. As well, two-lane ramps would extend to St. Clair Avenue to disperse traffic deeper into the core. At the north end, Allen Road could be extended northwest along Sheppard Avenue to Keele Street.

Black Creek Drive

Black Creek Drive operates inefficiently as a through-traffic route because of about half-a-dozen sets of stoplights that slow traffic down. CAA believes that Black Creek Drive could better serve the needs of motorists by being widened to six lanes at its upper end and grade-separated as an expressway route, downgrading gradually from Trethewey Drive to its southern end at Weston Road.

It should also be extended northwest with ramps over Highway 401, providing access to Wilson Avenue.

Efficient roads reduce emissions

A car stuck in bumper-to-bumper traffic (about 5 km/h) on an expressway emits nine to 10 times the air pollution of a car travelling at 90-100 km/h.

A car moving in very slow traffic (about 30 km/h) on an expressway emits three times the air pollution of a car travelling at 90-100 km/h.

A trip on an expressway now taking 30 minutes will turn into two hours by 2031 because of congestion created by population growth.

Existing arterial roads to the south have major disconnects that need to be corrected to improve mobility between Black Creek Drive and Lake Shore Boulevard. And motorists would also benefit from restoring the bridge connection over railways on Old Weston Road at Dundas Street West.

As well, CAA recommends a study to look at providing grade-separated ramps from Black Creek Drive directly to Rogers Road, thereby allowing motorists to bypass Weston Road.

Richview expressway proposal

Improving access to Pearson International Airport and Toronto's downtown from the west would be the major benefits of building the Richview Expressway. CAA suggests the expressway travel along Eglinton Avenue West to Highway 427 from Jane Street in the now vacant Eglinton transportation corridor.

As well, a provision should be made for an Eglinton rapid-transit line in the centre median of the expressway route.

"Lidding" technology, which places a concrete roof with vegetation on it over the road surface, could be used to camouflage the expressway from view and restore green space if the lanes are built below-grade.

ARTERIAL ROADS

The following breaks in Toronto's arterial road system, especially in the Leaside, Beaches and Junction areas, must be linked to improve mobility and finally enable the city's grid system to operate as intended and designed:

Recommended links

- Sheppard Avenue West extension along a hydro right-of-way to Rexdale Boulevard from Weston Road.
- Rathburn Road bridge over Etobicoke Creek into Mississauga.
- Create a new road link from Islington Avenue to Weston Road on the south side of Highway 401.
- Keele Street extension to Weston Road from Rogers Road.
- Dufferin Street connection at Queen Street West.
- Dufferin Street southern extension to Lake Shore Boulevard West.
- Dufferin Street northern extension to Sheppard Avenue West from Wilson Avenue.
- Sheppard Avenue West direct connection across former Downsview air base between Keele Street and Dufferin Street.
- Sheppard/Allen connection to Keele Street at Grandravine Drive.
- Lawrence Avenue East connection at Bayview Avenue.
- Leslie Street extension to Overlea Boulevard from Eglinton Avenue East and north to Don Mills Road.
- St. Clair Avenue East extension via a tunnel and bridges to O'Connor Drive, ultimately connecting St. Clair Avenue in Moore Park with St. Clair Avenue in East York and Scarborough via O'Connor Drive.
- Coxwell Avenue extension to Don Mills Road from O'Connor Drive.
- Create a new road to link Lake Shore Boulevard East with Eastern Avenue at Broadview Ave.
- Link Carlaw and Pape Avenues with a new road north of Gerrard Street.

- Directly connect Kingston Road/Eastern Avenue with Lake Shore Boulevard via a new road west of Coxwell Avenue.
- Meadowvale Road bridge over Highway 2A and north extension to Steeles Avenue.
- Finch Avenue East extension across Rouge Valley to connect to Third Concession in Pickering.
- Sheppard Avenue East extension along a hydro right-of-way to Finch Avenue in Pickering from Morningside Avenue.
- Morningside Avenue northern extension to Steeles Avenue.

TRANSIT IMPROVEMENTS

Much of the traffic congestion in the Toronto area results from the 905-416 exchange — people live in one area, but work in the other.

To get people moving across this boundary more smoothly, CAA believes that two-way rail transit needs to be expanded in areas of high density and to suburban areas now reliant on GO Transit bus routes or one-way commuter trains.

As well, municipal and inter-regional transit systems must be better integrated at the 905-416 border.

Smart card technology is widely used by the majority of public transit systems worldwide. This technology would create a more convenient and seamless system for existing riders, and might also help attract new transit riders.

CAA proposes a public transit smart card fare collection system to integrate all the transit systems in the GTA, including the TTC. As well, route scheduling should be improved to maximize opportunities for connections between different transit services.

CAA also supports the federal government's proposal to create a non-stop, high-speed express rail service to Pearson International Airport from Union Station.

Queen subway

The downtown area rapid-transit focus should take the shape of the once-proposed Queen Street subway or light-rail transit.

The existing but unused east-to-west station under Queen Station and the streetcar route to the centre of the Queensway should be used as parts of this line.

CAA recommends a study be initiated to revisit the Queen Street subway and determine its form. A western surface extension through Etobicoke, making use of an existing hydro corridor, should be examined as part of the study.

Bloor-Danforth extension to Sherway Gardens and Mississauga

Likely to provide the best bang for the buck and among the top transit priorities, CAA proposes an extension of the Bloor-Danforth subway to travel westerly on the surface to Sherway Gardens and into Mississauga from Kipling Station.

Yonge-Spadina northern loop via York University

The Yonge-University-Spadina subway line forms a loop at its southern end.

CAA proposes the city look into constructing a similar northern loop, thus making the line into a circular route.

This route could involve a surface line extending the Spadina subway northwesterly to York University, then continuing easterly along the Finch hydro corridor to Yonge before connecting at Finch Station.

Scarborough rapid transit extension to Toronto Zoo

A study should be commissioned to investigate the feasibility of an extension of the Scarborough RT eastward to the Toronto Zoo.

As part of that study, CAA

Healthy cities living with expressways

Quebec City has the most density of expressways in North America, yet it is vibrant and healthy for both businesses and residents. Meanwhile, Winnipeg has no central expressways and its downtown is declining.

Some European cities are perfect examples of healthy cities with expressways. The best example is Paris, France, with its Peripherique expressway. This multi-lane freeway encircles downtown Paris and the city centre is vibrant with good transit and economically healthy.

Meanwhile, London chose to introduce congestion-managing policies due to horrendous traffic congestion created by an incomplete inner ring of expressways.

While Paris has two completed expressway rings within the city, London has only one and that is outside the city.

Only pieces of London's inner ring of expressways were built. The rest remains as narrow signalized arterial roads.

recommends a solution be sought to the computer and signal icing problems that plague existing Scarborough RT service.

Sheppard subway

The newly built Sheppard subway line could be extended eastwards to connect to the Scarborough RT at the Scarborough Town Centre. As well, a western extension could allow a connection with the Spadina line.

Eglinton subway

A revival of the partially constructed Eglinton subway line should be considered, running to Pearson International Airport from the Eglinton West station on the Spadina subway line.

ROAD SAFETY IMPROVEMENTS

Synchronized traffic signals

The SCOOT (Split Cycle Offset Optimization Technique) computerized traffic signal system has been shown to improve traffic flow, safety and the environment.

CAA strongly advocates increased use of SCOOT to better synchronize traffic lights. Only 16 percent of Toronto's 1,920 signalized intersections now use this technology, which automatically adjusts the timing of traffic lights to meet changing traffic volumes.

A 1999 study by the City of Toronto found that SCOOT helped reduce travel time, traffic jams, fuel consumption and vehicle emissions.

The technology also improved traffic safety by reducing left-turn violations by 71 per cent and rear-end collisions by 24 per cent.

Bicycle lanes and trails

Bicycle transportation must be accommodated in the safest possible way — and without impeding traffic — by providing separate rights-of-way for bicycle commuters and recreational cyclists.

In essence, a third transportation corridor needs to be established — the



New bicycle lanes should avoid arterial roads to improve safety.

bicycle lane.

CAA proposes a grid of north-south and east-west bicycle and in-line skate lanes to cover the entire Toronto area. This grid would decrease the need for congestion-causing bicycle lanes on busy downtown roads while providing improved access to city destinations by cyclists.

New bike lanes would be provided along residential streets only and avoid arterial roads. Exceptions to one-way traffic could apply to such cycle lanes.

The selected routes would meet with arterial roads at signalized intersections to facilitate safe crossings.

Available corridors in ravines and valleys, hydro rights-of-way and the former Eglinton and Scarborough transportation corridors could be used to create a continuous and interconnected bike path network across the city.

These new bicycle routes will increase cyclist safety because they will be separated from motorized traffic along some of the most beautiful green routes in Toronto.

More pedestrian-friendly environment

In 2002, more than half of the 97 traffic fatalities in Toronto involved pedestrians crossing streets.

The construction of CAA's proposed expressway network and arterial road links will increase pedestrian safety by enticing commuters to these new roads and removing much of the through traffic from local streets.

You'll get around quicker in Los Angeles

Commuting data show that despite having the shortest average distance to travel, Toronto motorists are delayed the longest when compared with five other world-class cities.

City	Distance (km)	Time by Car (minute/km)	Time by Transit (minute/km)
Toronto	9.20	3.4	3.9
London	11.60	3.0	3.9
Tokyo	26.00	2.6	4.4
Paris	20.80	1.5	3.2
New York	19.20	2.0	2.5
Los Angeles	21.92	1.3	1.2

Of particular importance is maintaining the elevated Gardiner Expressway, which effectively separates vehicles from pedestrians and ensures lower traffic volumes on lakefront surface roads, resulting in a more pedestrian-friendly environment on those streets.

CAA suggests the underground PATH system of walkways under downtown Toronto be expanded in the north, west and east to provide a pedestrian-exclusive transportation network in the central city.

Making it happen: 15 years and \$18 billion

CAA proposes a three-phase implementation plan. Each phase will take about five years to complete, so the entire plan can be implemented within 15 years — a decade before experts predict Toronto's transportation system and road-users will be

frozen by total gridlock. Estimated costs are based on costs associated with similar projects such as the Front Street Extension, the Howard Franklin Bridge and the Red Hill Creek Expressway.

First phase: \$5.3 billion or about \$1.1 billion per year

- Expand SCOOT installations to all signalized intersections: \$58 million at \$36,000 per intersection.
- Extend the Bloor subway to Square One Plaza in Mississauga via Sherway Gardens: \$1.2 billion.
- Extend the Sheppard subway to Consumers Road: \$235 million.
- Build the Scarborough Highlands expressway to Highway 401 and adjacent transit line from Old Weston Road to the Toronto Zoo: \$2.7 billion
- Upgrade Black Creek Drive to an expressway: \$160 million.
- Link arterial roads in the downtown core: \$973 million.

Second phase: \$10.2 billion or about \$2 billion per year

- Construct the Yonge-Spadina subway loop via York University: \$1.7 billion.
- Finish the Queen Street subway line: \$2.8 billion.
- Build the Richview expressway and adjacent route for the Eglinton subway: \$610 million.
- Extend Allen Road underground to Bathurst Street: \$500 million.
- Link arterial roads in suburban areas: \$2.1 billion.
- Build the Humber Bayway bridge: \$500 million.
- Construct the Gardiner Offshore Extension: \$2 billion.

Final stage: \$2.4 billion or about \$473 million per year

- Complete the Sheppard subway to the Scarborough Town Centre from Consumers Road: \$1.5 billion.
- Tunnel the Eglinton subway route to Allen Road from Jane Street: \$765 million.
- Create a city-wide network of cycling paths on their own routes: \$100 million.

TOTAL PLAN COST: about \$18 billion or about \$1.2 billion a year

CAA is confident that the cost of these proposals can be funded without increasing taxes, hiking fares or introducing road tolls.

Consider that of the \$6 billion in fuel taxes collected from Ontario motorists in 2000 by the federal and provincial governments, only \$1.1 billion — less than one-fifth — was

returned to roads. And that scenario hasn't changed for the past three years, meaning that Ontario motorists have paid out about \$20 billion more in gasoline taxes and road-related fees than was returned to roads since 2000.

Imagine what could be possible if governments dedicated a fair share of the motoring taxes you pay into these proposals.

Debunking the Top 10 transportation myths

Myth: Public transit will get people out of their cars.

In 1971, Toronto stopped building expressways and instead invested \$2 billion dollars over the next 30 years to significantly expand its urban transit service.

During that same time, in relation to population growth, auto use has at least doubled and public transit use has increased only marginally. In fact, about two-thirds of all trips in Toronto are still made by car, just as they were 20 years ago.

And those trips are still made on the same number of expressway lanes that were travelled on by fewer motorists in the early '70s.

Myth: Cars are the prime cause of smog alerts.

The vast majority of Toronto's smog is caused by industrial pollution, partly from coal-burning hydro generating stations and industrial pollution blowing in from the United States.

Research shows a relatively small percentage of Toronto's smog is caused by cars and that pollution from cars has dramatically declined in the past three decades, thanks largely to cleaner fuels and improved vehicle emissions technology.

Myth: If a road is closed, traffic just disappears.

Traffic mostly never disappears — it just goes to other roads. That's because people still have errands to run, jobs to get to and places to visit. When the DVP or Gardiner are closed for repairs or events, other streets such as Don Mills Road, Lake Shore Boulevard and Kingston Road are heavily clogged with the traffic that normally would use the expressways.

Myth: New roads create more traffic.

A 1999 study by a U.S.-based think-tank, The Road Information Program, concluded that only a very small amount of traffic on a new highway is new traffic, likely from new housing or commercial development in that road corridor. The overwhelming majority of vehicles that flow to new roads simply transfer from other roads, making the transportation network more efficient by better distributing traffic.

Myth: Congestion charging will reduce traffic gridlock.

In London, where congestion charging was recently introduced, only two per cent of motorists switched to transit in the first six months.

The vast majority of motorists avoid driving into the downtown tax zone, which has increased congestion by about 15 per cent on roads that encircle the city.

Congestion charging and tolls would likely worsen an already serious safety problem in Toronto by forcing more cars on to local streets not engineered or intended for high traffic volumes.

Myth: Higher density development will encourage public transit use.

Demographic research suggests this is true at densities that exceed 4,000 persons per square kilometre. But higher density development without

road improvements will also surely cause more traffic congestion because more people means more cars. And consider that Toronto's ongoing and proposed waterfront and downtown condo projects — of which there are many — continue to include parking spaces for automobiles.

Myth: Expressways cause urban sprawl.

Conversely, it's the low-density, suburban development that has occurred in the Greater Toronto Area since the end of the Second World War that primarily creates the need for new roads and expressways. Toronto's early suburban growth was along railway lines, not roads.

Myth: Expressways destroy neighbourhoods.

In fact, not having enough expressway lanes destroys neighbourhoods. Through traffic infiltrates residential streets because it can't get around them, making local roads less safe for pedestrians. Expressways act as community bypasses and can be built on Toronto's vacant land corridors, underground, in hydro rights-of-way or as over-lake bridges to minimize disruption to existing development and preserve green space.

Myth: America's downtown areas were ghettoized because of expressways.

Shortly after the Second World War, the U.S. government introduced mortgage and lending policies that encouraged urbanites and new residents to move into single-family homes located in the suburbs. In fact, lenders began to refuse to insure mortgages in urban centres because they were considered

economically risky.

These policies helped push the central cities into decline by pulling retail outlets and other anchoring downtown businesses to where the people were moving — the suburbs. Because of their visibility and prominence, the expressways that were built to support the new suburbia are mistakenly blamed with the resulting decay of inner cities.

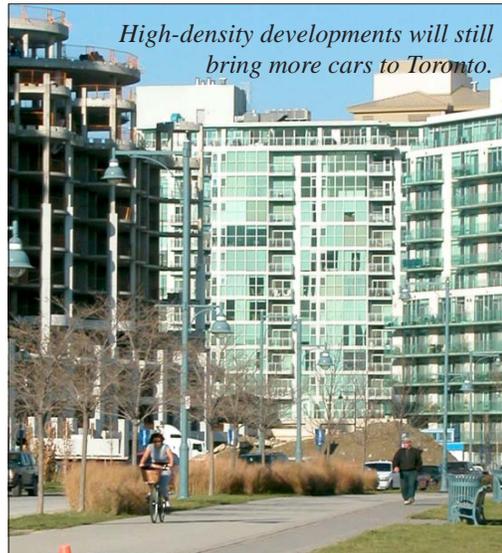
Myth: Cities everywhere are removing elevated highways.

Elevated expressway networks around the world are expanding.

Of those that came down, San Francisco's Embarcadero Freeway collapsed in an earthquake. Cincinnati removed some on and off ramps from its below-grade highway, but left the elevated through route intact. New York City's West Side Highway was allowed to deteriorate to the point where it became unsafe.

Boston's grossly over-budget "Big Dig" was a highway expansion project — a six-lane elevated highway was replaced with a 10-lane underground highway because the elevated road could not be widened.

Bangkok, Shanghai and Tokyo are building elevated highways and Honolulu, San Antonio and Los Angeles are double-decking highways. London and Manchester retained their elevated highways and developed stores and parking underneath them.



High-density developments will still bring more cars to Toronto.

Toronto roads fail to keep pace with demand

Despite significant investment in transit, about two-thirds of all trips in Toronto are still made by car, just as they were almost two decades ago.

And during that same time, the number of licensed drivers, registered vehicles and kilometres driven in Ontario increased by about 28 per cent on average.

Yet, no expressway lanes have been added to Toronto's road system since 1971 to keep up with this growth trend.