



FREQUENTLY ASKED QUESTIONS

What about Metrolinx?

Despite the best intentions, The Toronto Party isn't entirely convinced that adding another layer of bureaucracy is the best way to Get Toronto Moving.

Why do you want to cancel Transit City?

If you want to get people out of their cars you have to build subways. Transit City is a short-term solution that will choke our city over the longer term. Subways carry ten times more people than streetcars, are faster and more efficient.

Wouldn't we be wasting money if Transit City was cancelled now?

Transit City is a bunch of colourful lines on a map. David Miller has been Mayor since 2003 and a map of wish lists is all he has come up with.

Given Mayor Miller's track record for getting things done, it is likely to remain a wish list five years from now.

What about this plan – isn't it just more colourful lines on a map?

No. This plan was 20 years in the making. It is based on careful analysis with traffic development studies. A lot more study and analysis went into this plan than, say, went into the decision to eliminate the fifth lane on Jarvis. We know what we are talking about.

Toronto is broke. Where does the money come from?

\$9 billion over 20 years for a city the size of Toronto is not outrageous.

The plan will be financed through public-private-partnerships. We will be using the same model that is building critical infrastructure projects around the world, including bridges, roads, airports and a major piece of Toronto's Union Station redevelopment.

There will be no shortage of players who will want in to this plan, including the Canada Pension Plan, the Ontario's Teachers Pension Plan, Caisse de Depot et Placement du Quebec and the Ontario Municipal Employees Retirement System.

Subways are profitable and pension funds are attracted by the long-term steady revenue stream that flows from public infrastructure.

How can you build both – new subways and highways?

It is being done around the world – in Bangkok, Mumbai, Paris, Santiago. New roads and public transit are not mutually exclusive. But this Council – which has many Councillors who have sat for over 20 years – refused to invest in either. Toronto is playing catch up against the great cities of the world.

Your highway plan will destroy neighbourhoods.

Can't. The plan will only use existing corridors and tunnel sections close to built up areas.

Get Toronto Moving goes against the City's Official Plan of discouraging auto use.

Absolutely. If Toronto City Council was serious about discouraging auto use they would fill in the underground parking at City Hall. But then, where would Mayor Miller, 90 per cent of City Council and the bureaucrats who travel in from Mississauga and Woodbridge park their cars?

This is the first comprehensive plan to meet the needs of drivers and invest in public transit and bicycle lanes.

Why do anti-car Councillors get free parking at city-owned Green P lots?

Are you advocating toll roads?

We're not advocating 407 tolls. But a single user charger-per-ride on two new highways is not unreasonable. A buck a ride would generate \$145 million per year.