

Subway overcrowding crisis:

Will there be a serious injury or a fatality before transit riders get some Relief?



13 years:
That's the wait before the City of Toronto is scheduled to complete construction of the Relief Line (2031), and that's only to Pape Station.

5 decades:
How long it's been since the proposed Relief Line (then "Queen Subway") was put forward. It would have been a third north-south line, linking downtown with Don Valley communities, and providing relief to the Bloor-Danforth and Yonge lines (TTC report, Feb. 1969).

"There is, in this city, a person going about their business today who will die after being accidentally shoved in front of a moving subway at Yonge and Bloor due to critical over-crowding on the platforms during rush hour.

"This looming tragedy is no longer a question of 'if.' It is a question of 'when.'

"Will it be you?" John Lorinc, Spacing Magazine (Feb. 5, 2018)

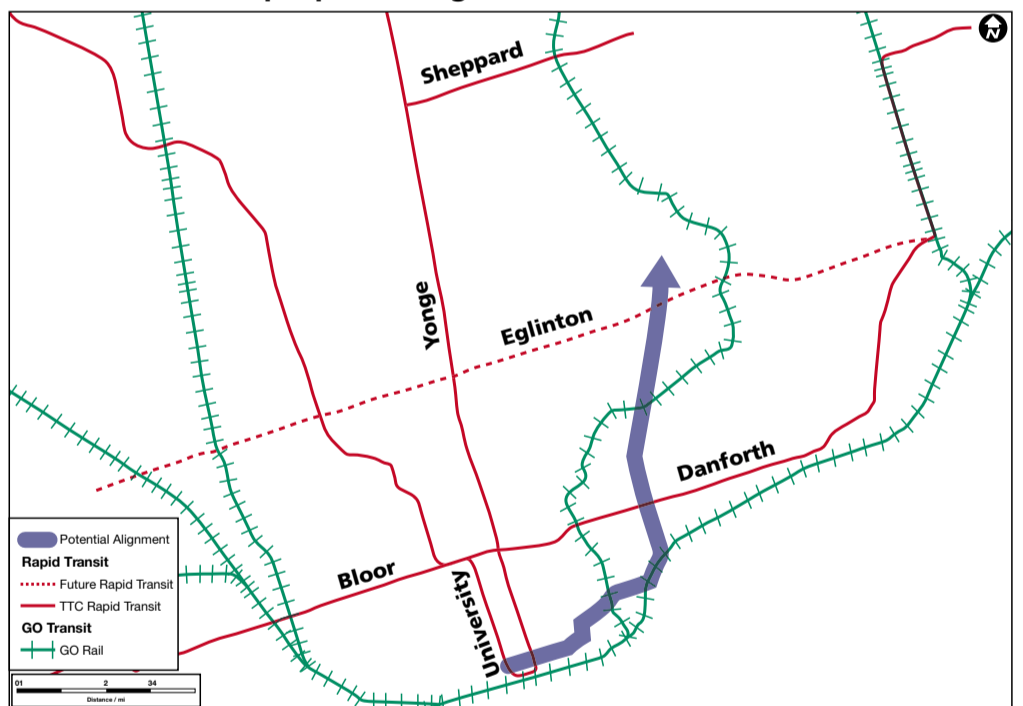
"There's no excuse to delay thinking about it or working on it any longer – as many suggest, we need to speed it up."

Edward Keenan, Toronto Star (Feb. 5, 2018)

"(Former TTC CEO) Andy Byford, as he bade farewell to Toronto and the TTC last month ... said providing relief for the Yonge line must be the commission's 'top priority.'"

Toronto Star editorial (Jan. 31, 2018)

One proposed alignment for the Relief Line



The City of Toronto can't wait 13 more years to relieve the pressure on our major subway lines and stations. Extending subways to suburban locations will only load more people onto already packed subway platforms and trains. **The danger is evident: how many people might be injured or die** before Toronto moves ahead with practical planning?

There are no more excuses to delay this project. When the transit system isn't functional, Toronto can't function. We must make the Relief Line the top transit priority for all residents.

Please call 311 and tell the City to make the Relief Line its top priority.

Extending overcapacity subway lines further into the low-density suburbs makes no sense **until the severe capacity problems on the Yonge line and at Bloor-Yonge station have been addressed.** These are the major factors that are limiting the potential for increased transit use from Toronto into the downtown. This impacts residents in all parts of the city.

This message is brought to you by the Residential and Civil Construction Alliance of Ontario (RCCAO), an advocate for evidence-based infrastructure investment.

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