

## Mike Sullivan

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**From:** Mike Sullivan [mikedsullivan@gmail.com]  
**Sent:** March 30, 2006 08:23  
**To:** 'mirja.wollens@ttc.ca'  
**Subject:** Information for Mr. Ducharme  
**Attachments:** Rapid Public Transit to Airport.pdf

Dear Ms. Wollens,

Thank you for taking my call of yesterday, and agreeing to pass this on to Mr. Ducharme.

I represent the Weston Community Coalition, a collection of groups and associations banded together to provide a citizen response to the proposed Air-Rail Link.

In the course of the past year of deliberations on this matter, it has become apparent that the proposed 'Air-Rail Link' while costing hundreds of millions of taxpayer dollars (some of which are city dollars) will really do nothing for the citizens of Toronto themselves. However, this route is ideally suited for an expansion of the Subway system, serving the citizens of Toronto AND the business elite targeted by the ARL.

A brochure describing such a system is attached.

We have also had the services of a transportation engineer do a preliminary cost estimate of this subway link. There are 24 kilometers between Union Station and Pearson Airport. The total estimated cost for such a line would be 1.3 Billion dollars, or \$53,000 per meter. This figure is based on 5 kilometers of the line being bored tunnels, through residential neighbourhoods. The remainder would be at grade. Even adding 35% for unforeseen costs and overruns, the line could be built for \$70,000 per meter, or significantly less than half the cost of the Sheppard line. The estimate includes the costs of stations, but does not include rolling stock. It is clearly so much cheaper because almost all of the line is an existing right of way, and therefore does not require street or business disruption during construction, and because so much of it can be at grade.

Clearly this kind of diagonal swath through a portion of Toronto not served at all by rapid transit should not be dismissed out of hand as not feasible or worth considering. The city has designated much of this diagonal for intensification of development, one of the necessary underpinnings of a successful subway line. All too often in Toronto, it is politicians looking for votes who decide which lines get built, not the raw economics of a cost-benefit analysis. We believe that on a cost-benefit basis, a diagonal line serving the airport, having a seamless connection to the Bloor line, taking North-West citizens and Bloor patrons directly to Union, makes so much sense it is hard to believe no one has thought of it before. Other jurisdictions (New York for example) use cost-benefit analyses to determine which of several proposed rapid transit links get built first. They examine the direct cost, spread over the 50 year life of the infrastructure, and compare it to the direct benefit of increased productivity resulting from shortened travel time, and add to that the benefit of urban development made possible along the line itself. We in Canada have never done such analyses to decide which line to build first.

Connections to the new St. Clair Streetcar system, to Queen, King, College and Dundas Streetcars, and the obviously more efficient connections to BOTH East-West and North-South bus routes because of its diagonal configuration, make this an obvious line for a growing city.

Add to all the advantages of its location and ease of construction, the fact that the federal and provincial governments are already committed to at least one quarter of its cost, and it makes no sense to be dismissive about it. There is clearly a political will to build something along this route. The citizens of Toronto deserve a rapid transit link they can all use. The proposal from SNC Lavalin for a private railroad at public expense will serve almost no citizens. It will instead speed past the backyards of relatively poor neighbourhoods spewing diesel fumes, with the business elite who can afford \$20 to ride in from the airport. We deserve a better way!

I would like to speak further to you on this matter at your earliest convenience.

Thank you for taking the time to read this.

Mike Sullivan  
Chair  
Weston Community Coalition

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