

WE WANT THE AIRPORT SUBWAY NOW!

Currently it is proposed to construct an elite, private, express train service between Union Station and Pearson Airport with a stop at the Bloor Subway line and an optional stop at the privately owned Woodbine Race-Track/Entertainment Complex.

The citizens of Toronto would be better served with a publicly owned and operated rapid transit subway line with ten stops between Union Station and Pearson Airport.

(This pamphlet has been prepared by the Weston Community Coalition)

Stop #1, Pearson Airport: There are over 70,000 total on-site employees from the airlines, aviation support, passenger services, retail, food and beverage, and the federal government (see: GTAA website).

Stop #2, Woodbine (Hwy 27): “Located in northwest Toronto, the Humber North Campus is a community within the larger Toronto community. It is home to more than 10,000 full-time students, over 1,000 of them living on campus and over 50,000 part-time students.” (see: Humber College website)

Stop #3, Rexdale (Kipling Ave.): Over 42,000 people live in the three neighbourhoods adjacent to this station; many of them are new Canadians.

Stop #4, Weston Village (Lawrence Ave.): Over 17,000 people live within walking distance of this station. Weston was settled by the 1850’s and incorporated as a village in 1882.

Stop #5, Tretheway (Jane Street): There are 20,000 people within walking distance of the station and 70,000 more who live in the Jane Street corridor to the north; they could get downtown in a fraction of the time it now takes.

Stop #6, Mount Dennis (Eglinton Ave.): Over 12,000 people live within walking distance of this station. It is located at Eglinton Ave. West, another future subway line location.

Stop #7, Carleton Village (St. Clair Ave.): Currently undergoing residential revitalization with high-density townhouses. Also, the St. Clair Streetcar right-of-way would connect with the Airport Subway line and provide an opportunity to widen St. Clair at the tracks to more than the proposed two lanes. It would also give easy city-wide rapid transit access to the St. Clair shopping district to the east.

Stop #8, Junction (Dupont): West Toronto Junction is an historically significant neighbourhood of 12,000 people. The subway would serve this important retail and residential area.

Stop #9, Brockton Village (Bloor Street): Direct connection to the Bloor Street Subway. The new line could be built to permit eastbound Bloor trains to take a shortcut downtown or westbound Bloor trains to go out to the airport.

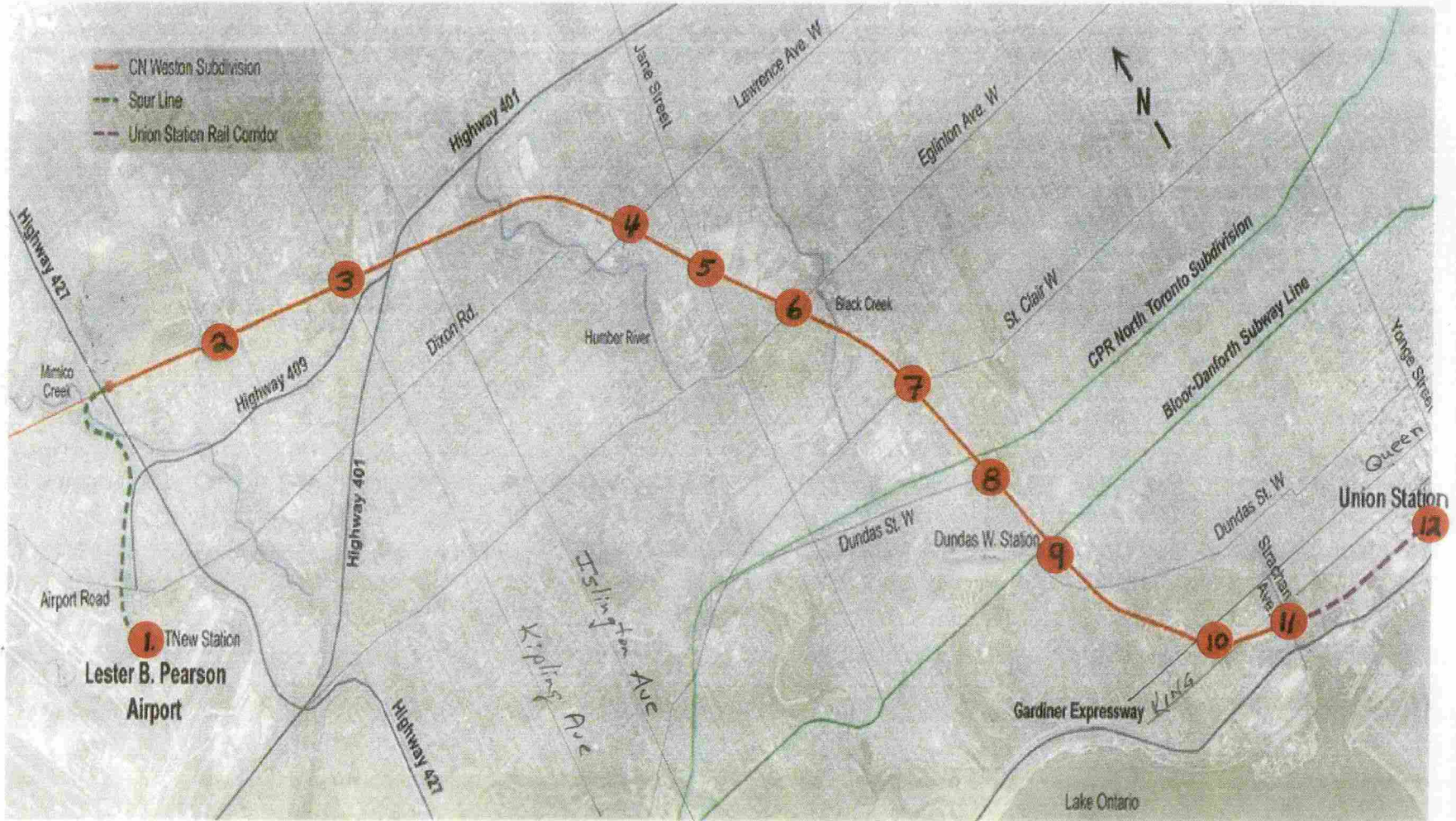
Stop #10, Parkdale, (Queen/King Streets W.): Over 50,000 people live in the three adjacent neighbourhoods and they would be only two stops from Union Station!

Stop #11, Fort York (Strachan): This stop will serve the new Liberty Village area as well as King Street West.

Stop #12, Union Station: the rapid transit hub to the GTA, providing a link for everyone to get out to the airport. To save costs, the subway could be configured to use existing platform facilities in the train station itself.

There is an enormous amount of public money proposed to be given to the private sector for the elite, private, express train service between Union Station and Pearson Airport. We say that it is time to once again put public money into the public sector for a rapid transit service that everyone could use for the price of a token.

(Population estimates are from the City Planning Department website and are based on the 2001 census)



Airport Line Subway Stops

- 1. Pearson Airport
- 2. Woodbine (Hwy 27)
- 3. Rexdale (Kipling)
- 4. Weston Village (Lawrence)

- 5. Tretheway (Jane)
- 6. Mount Dennis (Eglinton)
- 7. Carleton Village (St. Clair)
- 8. Junction (Dupont)

- 9. Brockton Village (Bloor)
- 10. Parkdale (Queen/King)
- 11. Fort York (Strachan)
- 12. Union Station