



# about

Getting around Toronto is difficult, and it's the subject of many private discussions throughout the city. Despite all we have to say, there is currently no independent publication circulating that is solely dedicated to discussing transit. Enter the Toronto Transit Zine, of which you are reading the very first issue.

The purpose of this zine is to open discussion around the many issues surrounding mobility in the Toronto area. We aim to get past divisions such as 'subway vs LRT' or 'downtown vs (inner) suburbs', and discuss the details that really matter.

We think public transit is really important. It doesn't only take people where they need to go – it brings people together, and creates understanding. Our aim is to bring the nuanced discussions around public transit issues to our everyday lives. Ultimately we want people in Toronto to know and care about transit issues and rally for what matters.

We hope you continue to read this zine, get inspired about transit, and realize that we can and should work together to expand our transit infrastructure, freeze and reduce fares, and make transit more accessible.

Looking for a place to vent your moments of transit-related frustration or inspiration? E-mail your words, photos, or illustrations to us at:

**[torontotransitzine@gmail.com](mailto:torontotransitzine@gmail.com)**

## **ttc fare increase: a wrong-way nickel**

Eric M.

With all the hysteria in the past year about our Lord Mayor's debased personal habits and incompetence, with costly City Council backtracking on transit projects, and with virtual paralysis in efforts to make Hogtown a better place to live, January's five-cent increase in TTC fares may seem harmless -- even welcome as a return to business as usual.

But that's the trouble: business as usual means continuing to go backwards on public transit. Backwards on service as TTC operating funds fall behind ridership increases; backwards on planning as council flip-flops (with provincial and federal connivance) destroy rational decision-making; backwards on building efficient rapid transit to under-served corners of Toronto.

Worse still, we continue to go backwards politically. A decade after McGuinty ousted the anti-transit, anti-Toronto Harris regime, there's little clamour to restore stable provincial support for transit, both operating and capital. And virtually no pressure on the Harper gang to stop Canada being virtually the only developed country lacking a national transit strategy. Whatever transit manna does rain down from senior governments comes with heavy political costs: provincial Liberals push privatization of transit building and even operation, while the Harper Conservatives suddenly offer \$660 million to help save Ford's bacon.

How can we change course? Provincial and federal elections in the next two years offer opportunities. But RIGHT NOW the people of Toronto who need and use transit can signal our determination to make transit better. We can force City Council to stop gouging transit riders while service deteriorates. We can make councillors demand that senior governments stop treating transit infrastructure as a political pork barrel.

Especially in this municipal election year, we can put councillors' and new candidates' feet to the fire. It's time to freeze and then cut fares while building the rational, publicly owned and operated transit system that Torontonians need. NO to the TTC fare increase; let's move forward.

## **free transit: necessary and possible**

Herman R.

Public Transit is more than simply a means to get to work in the morning. It is a necessary public service, which makes it possible for everyone to go where they want and need to go: to visit friends and relatives, shop, get to school, work and attend critical and important tasks. It is a key way of reducing our reliance on fossil fuels and is a way of addressing climate change and climate justice.

Transit also shapes the way our city is structured, affecting how we live, where we live and our quality of life. But unlike other necessary public services, such as Medicare and education, the operations of transit in Toronto are 70% paid for by a kind of user fee -- fares. Regardless of ability to pay, people who are dependent on public transit have to dig deep into their budgets in order to get on a bus, streetcar or subway.

As well, cuts to spending by the city, the province (which used to support transit) and the federal governments have left the transit system inaccessible to huge numbers of working men and women, particularly those living in the inner suburbs, such as Scarborough and Eto-bicoke. Transit across the city is slow, overcrowded and increasingly expensive.

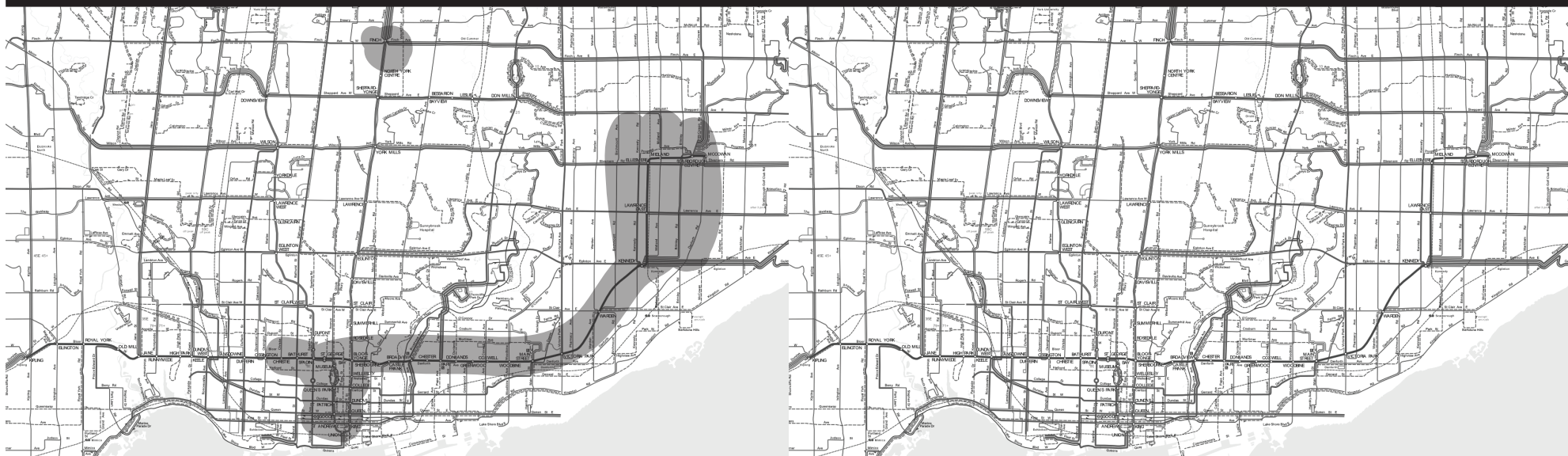
Free transit would make it possible for all people to exercise their right to travel where and when they want across and between communities. It can be paid for by a fair system of taxation, as part of funding collective services of all kinds. It would create jobs and could become part of a participatory and democratic vision of urban life with new ways of working, living and enjoying life.

# WHERE ARE YOUR HOME STREETS?

as a student going to school downtown and living in scarborough,  
one day i decided to colour in the parts of the city that i move through the most,  
the parts that feel like “home”... i discovered that i do NOT go very many places!



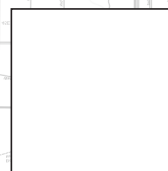
**Fill in your own HOME-STREETS map...**  
(use a highlighter!)



**what parts of the city do YOU move through?**

**why do you move in these parts ONLY?**

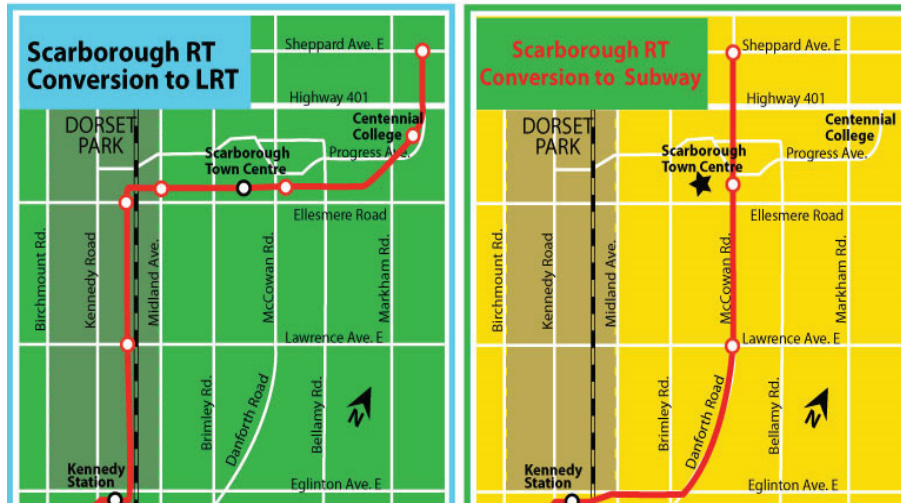
**what prevents you from travelling FAR in YOUR city?**



your face here

# WHERE ARE YOUR HOME STREETS?

# scarborough subway: not for the public



Alice B.

Council's vote in favour of a subway was applauded by Scarborough councillors but will it bring more accessibility to residents living in the vicinity of the subway route?

On closer examination it appears not. Here's why: the subway would travel from Kennedy station along Eglinton Avenue East up Danforth Road with no subway stop until McCowan and Lawrence. Spacing subway stations this far apart (4.3 km) is unheard of and more akin to regional service like the GO train. What's worse, it excludes residents in one of Scarborough's highest density corridors. Three buses currently serve Eglinton Avenue, East of Kennedy and Danforth Road to Thicketwood is home to high and low rise apartment buildings. Why would you exclude neighbourhoods that actually have enough density to support a subway?

Another issue is the new Scarborough Town Centre (STC) subway station. It will be built where the McCowan RT station is currently located. Unless there are plans include the GO, Megabus and Greyhound bus terminal, riders will be forced to carry luggage 700 meters, across six traffic lanes to get to the existing bus terminal and must do the same to get to the STC. Had we stuck with the LRT option, both of these destinations would have been conveniently located a few steps away.

Finally, there doesn't seem to be much consideration for people who already depend on public transit. Residents of Dorset Park Neighbourhood Improvement Area and Centennial College students would have had rapid transit with an LRT but with the subway route going along McCowan, they are left out. Dorset Park residents will actually have to make do with less service, once the Scarborough RT is dismantled. And unless a subway station is built at McCowan and Milner, workers trying to get to industries in the area, will not have a convenient connection to the subway.

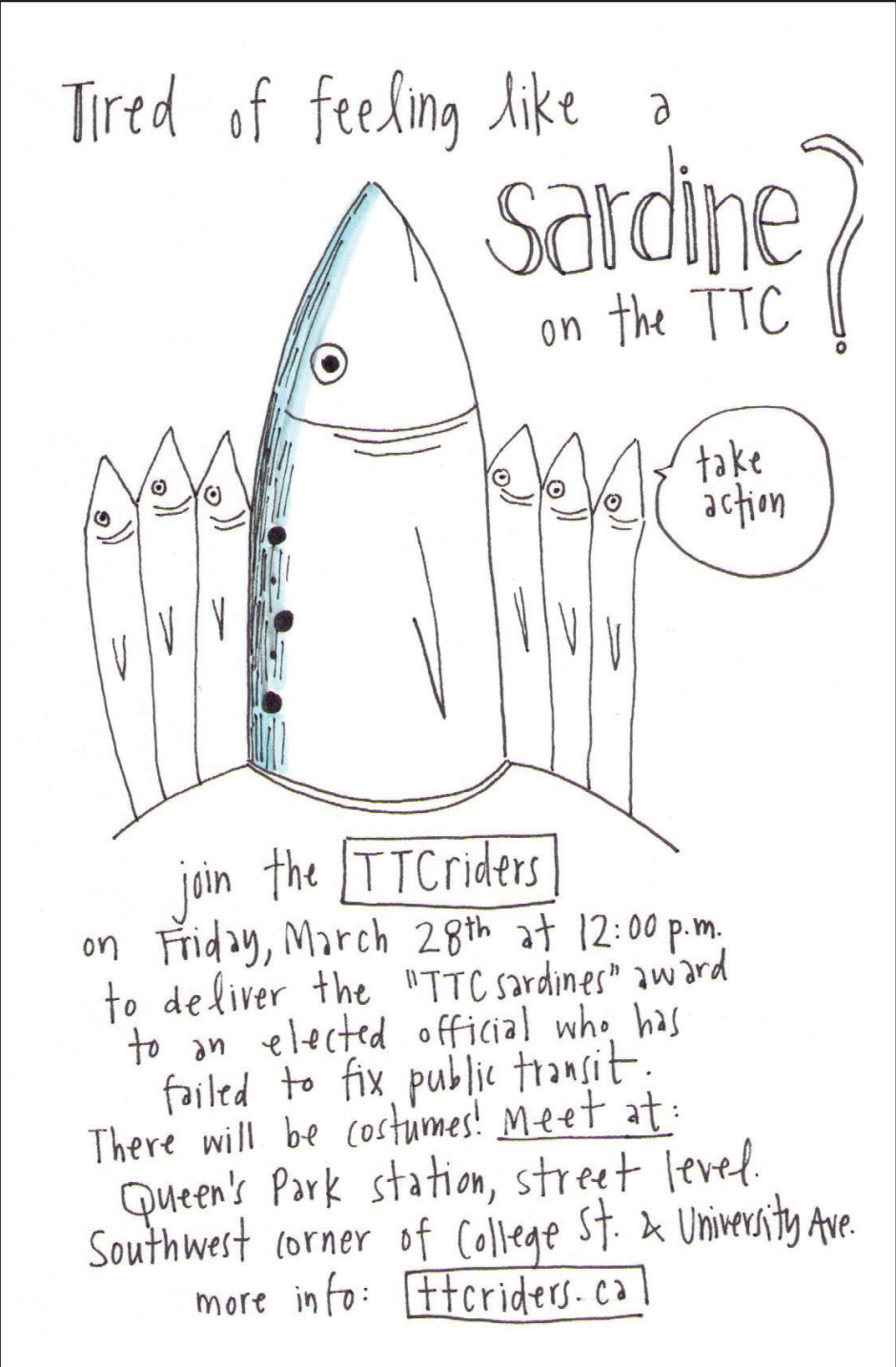
The current subway plan will need to have a few more stations and more density between Lawrence and Ellesmere to be viable. Unless we are willing to do what it takes to make it accessible to local residents, we are better off with an LRT.

# TTCrider demo at city budget hearings

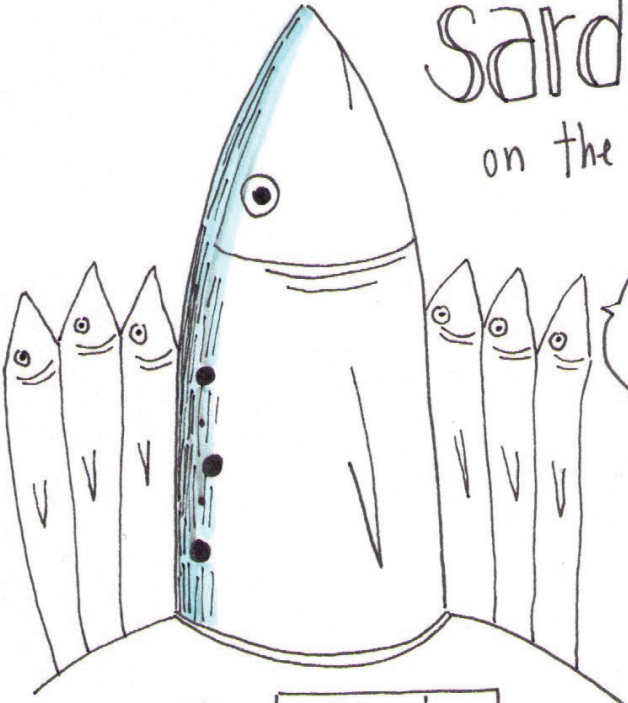
Herman R. with info from Stephanie H and TTCriders

The TTCriders and allied supporters of public transit and social services, organized a demonstration of about 100 people at the Toronto City Council budget hearing. The public transit users organization brought people together to demand that that city raise its contribution to TTC operations to \$.90 per rider in 2014, rather than the \$.79 provided in the proposed budget. This additional 11 cents per rider would raise an additional \$70 million, and, combined with \$700 million in yearly contributions from the Province, could increase service and reduce fares.

While the City Council ended up increasing fares anyway, it did agree to budget an extra \$3 million which will marginally affect service. The lobbying and organizing of TTCriders will build in upcoming months, hopefully affecting the provincial and city elections. The organization is planning a demonstration and canvassing at TTC stops over the month of February and into March.



Tired of feeling like a sardine?  
on the TTC!



take action

join the **TTCriders**  
on Friday, March 28th at 12:00 p.m.  
to deliver the "TTC sardines" award  
to an elected official who has  
failed to fix public transit.  
There will be costumes! Meet at:  
Queen's Park station, street level.  
Southwest corner of College St. & University Ave.  
more info: **ttcriders.ca**

