

Election Platform Traffic Congestion Solutions

- **Conservatives** - build tunnel under 401, move up Sheppard expansion stations and the Milton/Kitchener GO lines (unfulfilled promises since last election); still focused spending on highways
- **Green** - focus on transit-oriented services to increase access and ridership, expanding GO; upload cost from municipalities to province
- **Liberals** - focus on TTC safety - TTC safety doors on platforms, 300 special transit constables across province and create a transit crisis response program; some support for highways but with environmental studies in place
- **NDP** - deliver on Go to Kitchener, Niagara & Bowmanville; fund 50% of municipal needs to increase frequency and affordability

Read more here: [2025 Ontario elections guide: Party positions on housing, health, food, commuting and jobs - The Green Line](#)

Feasibility - Buy back or subsidize freight on the 407?

- **Conservatives** want to keep building highways through the Greenbelt and food belts, a policy that encourages more gas cars, and induced demand traffic. So far there are no studies to show it will improve traffic congestion.
- **Greens** [are against 413](#) and Bradford Bypass because of the irreparable damage to wildlife, water systems and food belts. They want greater investment in transit.
- **Liberals** are [opposed to 413](#) but have said they are ok with Bradford Bypass with environmental protections in place.
- **NDP** are opposed to the 413 and Bradford Bypass and will [remove tolls off 407](#)

A feasibility study has been proposed for the 401 tunnel, but buying back Highway 407 is a more cost-effective solution to this. Also, subsidizing freight trucks on the 407 could shift 30% of traffic off the 401 at a cost of \$1 billion over 30 years. To compare, the 413 would cost \$10–12 billion. NDP, Greens, and Liberals support a plan, while Conservatives are considering a pilot after six years of delay. Vote wisely in your constituency - consider the impact of vote splitting in ridings.

Impact of Privatization:

- Privatization has led to steep toll increases, limiting Highway 407 usage.
- High tolls push traffic onto local roads, disproportionately affecting low- and mid-income commuters.

Truck Traffic Issues:

- Trucking companies avoid the 407 due to high tolls, increasing truck volumes on highways like 401 and 7.
- York Region data shows 100,000 vehicles travel daily between Jane Street and Weston Road, with nearly 10% being trucks.

Transport Action Ontario Study:

- A toll subsidy for trucks could divert 12,000–21,000 trucks daily from Highway 401 to Highway 407.
- Reduced truck traffic would ease congestion on Highway 7, which runs parallel to Highway 407.

Economic Benefits of Subsidizing Truck Lanes:

- Faster delivery times and lower transport costs for businesses, and therefore consumers
- Supports economic growth and reduces congestion on other highways.

Pilot Project Proposal:

- Subsidizing truck lanes on the 407 would provide insights into the economic benefits of diverting truck traffic.
- Allows for a cost-benefit analysis of savings in productivity, vehicle costs, and business efficiency.

Public Ownership Benefits:

- Eliminates profit-driven toll rates, ensuring fair pricing.
- Increases 407 usage, alleviates traffic on other highways, and generates public revenue.

Government Priority: Reducing gridlock is the messaging from the Premier and Ministry of Transportation - doing it the right way is what's in question.