

In 2015, Toronto was named the best place to live in the world by *The Economist*, based on six of its indexes, and rose to the top ten of the world's most influential financial centres. *Forbes* described Toronto as the 4th most livable city in the world and as “the Dubai of North America”. It is the most multi-culturally diverse city in the world.

Despite this, Toronto’s public transit system – specifically its rapid transit subway system is quite underdeveloped and rudimentary in comparison to other major cities across the world, which have much larger and complex subway systems.

When studied alongside cities like New York, London, Paris, Beijing, Athens and Mexico City, Toronto has the smallest subway system, with a track that stretches a mere 68.3 kilometres that contains 69 stations. The subway systems of the other five cities analyzed easily dwarfs Toronto in terms of both the subway system length in kilometres and the number of stations.

When comparing the annual ridership in terms of the system length in kilometres for each city, Toronto tops both New York and London with over 4.7 million riders a year for each kilometre of subway track. This is extremely perplexing, given the fact that both London and New York have subway systems over five times the size of Toronto’s. Toronto also has the second highest number of people per kilometre of subway track and third highest number of people per subway station, yet it has the smallest and shortest subway system of all seven cities.

Athens is the only city with less subway stations than Toronto, but those stations cover a greater distance, with their track being 84.5 kilometres long. This allows Athens to have an annual ridership that is 1.5 times greater than Toronto. Mexico City has the third lowest number of subway stations after Toronto, with 195 stations over a 226.50 kilometre track. Paris is the third shortest subway station after Toronto, with a system length of 214 kilometres that holds 303 stations. The gap between the size and breadth of Toronto’s rapid transit system and Paris and Mexico City’s is outstandingly large.

It is reasonable to argue that the growth of Toronto’s transit system should reflect its rapidly growing population and infrastructure. The TTC is the third most heavily used urban mass transit system in North America, after the New York City Transit Authority and Mexico City Metro. Talks about the subway’s overcrowding issue and a relief line have been going on for years, so it is evident that there is a need for subway expansion. If Toronto is going to continue to compete as a world class city, we need to improve the way its residents and tourists get around.

See Table below

City	Km of Subway	Population	People per Kilometer of Subway
Mexico City	226.50	8,851,000	39,077
Toronto	68.3	2,615,000	38,286
Athens	84.5	3,090,508	36,574
New York	375.8	8,406,000	22,368
London	402	8,539,000	21,241
Beijing	554	11,510,000	20,776
Paris	214	2,244,000	10,485

City	Km of Subway	Annual Ridership	Annual Riders per Kilometer of Subway
Mexico City	226.50	1,685,000,000	7,439,293
Paris	214	1,527,000,000	7,135,514
Beijing	554	3,250,000,000	5,866,425
Athens	84.5	493,800,000	5,843,786
Toronto	68.3	324,738,500	4,754,590
New York	375.8	1,762,565,419	4,690,168
London	402	1,305,000,000	3,246,268

City	Number of Subway Stations	Population	People per Subway Station
Athens	65	3,090,508	47,546
Mexico City	195	8,851,000	45,389
Toronto	69	2,615,000	37,898
Beijing	334	11,510,000	34,461
London	260	8,539,000	32,842
New York	469	8,406,000	17,923
Paris	303	2,244,000	7,405

City	Number of Subway Stations	Annual Ridership	Annual Riders per Subway Station
Beijing	334	3,250,000,000	9,730,538
Mexico City	195	1,685,000,000	8,641,025
Athens	65	493,800,000	7,596,923
Paris	303	1,527,000,000	5,039,603
London	260	1,305,000,000	5,019,230
Toronto	69	324,738,500	4,706,355
New York	469	1,762,565,419	3,758,135