

11 [options](#) include: 1. ETO-aware cruise control, 2. ETO paid for in only 2 to 6 years from low tolls (e.g. \$1 to \$3 per vehicle per business day).

Safe radio-frequency (RF) ETO-connect is a cell/wireless option. Visible basic ETO headway signals use secure 100% light wave optical comms.

EXPRESSWAY CONGESTION = HUGE UNNECESSARY EVIL

**** WASTING UP TO 85% OR MORE OF TRAFFIC FLOW CAPACITY ****

Means many massive harmful mobility hits -- ALL avoidable with ETO:

- extra pass & ship times
- lost productivity costs
- fuel waste & expenses
- local road thru trip jams
- environmental emissions
- rages, crashes & casualties
- vehicle brake wear
- pavement damage

Expressway congestion is a *BIG PART* of the worldwide *#1 TRANSPORT ISSUE*: huge polluting congestion wastes far too much fuel, drags hard on cities (e.g. costs Toronto, Canada area an estimated \$6BN a year).

THINK ETO IS INTERESTING? JOIN THE CLUB !! [CLUB ETO](#) THAT IS.

"TRANSPORTATION ESTABLISHMENT" -- PART 1

In 2011 a big 78% majority of commuters in Ontario province went by car, and 70% went by car in the Toronto area (Statistics Canada data).

These percentages continue today. Yet the vast majority of Ontario car commuters have been brainwashed by self-serving media-tight vested-interests: bureaucrats, politicians, labour unions, activists, companies.

Amazingly -- car commuters -- completely cognitively captured -- have fully internalized the ANTI-CAR / TRANSIT-ONLY NONSENSE chanted by so many self-righteous tax-paid make-work opportunist policy-priests.

**** TIME TO WAKE UP, CAR COMMUTERS !! ****

Cynically viewing expressway congestion as "incentive" for drivers to switch to transit, complacent elitist bureaucrats and politicians fear and stonewall investigation of the made-in-Ontario ETO idea (since 2004).

Resisting cost-effective practicable congestion solutions fitting transport payer choice, dogmatic policy-makers and selfish vested interests block the rights of millions of expressway users and neighbours (in and out of Ontario), to enjoy ETO's mobility, money, ecology and geopol benefits.

PUBLIC SECTOR MONEY & GRIDLOCK WOES GROW. A MAJORITY VOTE

ELECTOR [CO-OP](#) (EXPRESSWAY USERS, NEIGHBOURS) WILL TRY ETO WITH ONTARIO TRANSPORT POWERS [MTO](#), [METROLINX](#), [TORONTO](#).

"TRANSPORTATION ESTABLISHMENT" -- PART 2

ETO upsets the anti-car "transportation establishment" in the province of Ontario, Canada e.g. Metrolinx pushing a \$50BN (capital) Toronto area (tax- and toll-subsidized, union-job) transit empire MEGASIZING:

Metrolinx Big Move Transit

- huge highway jams get WORSE
- capital cost 69X cost of full ETO
- \$1.4BN/yr operating SUBSIDY
- 25 years to full [GTHA](#) rollout
- mass disruptions while building
- likely to be a costly transit DUD

ETO Expressway Relief

- highway jams GONE for good
- fuel use & smog WAY DOWN
- NETS \$100Ms/yr from low tolls
- 15 years to full [GTHA](#) rollout
- easy 1-lane close night installs
- likely tourism & tech SUCCESS

The Metrolinx "Big Move" regional transit plan is a big move on taxpayer wallets. Metrolinx bosses who today spurn ETO traffic jam relief, agree full well public transit can pull few people out of private cars. Not even fat fare subsidy, starved road budgets and anti-car finger-wagging can.

Click [Statistics Tricks](#) to read about a deceitfully EMPTY Metrolinx boast, of "successful" carpool division Smart Commute's 'big number' 600,000 km / month cut in Toronto-area weekday auto use to / from work. And four more tricky stats as far back as 2006.

WOULD RELIABLE REGIONAL BUS-TRAIN RAPID TRANSIT THRIVE ON FREE-FLOWING ONTARIO HIGHWAYS? OUR [BALLOT BOX POWER](#) CAN LEAD OUR TRANSPORT POWERS INTO THE NEW REAL WORLD OF ETO.

POLITICAL TRANSPORTATION RIGHTS

Anti-car / anti-freedom dogmatists sneer at transport rights of not only expressway users and neighbours. Political and bureaucratic arrogance today also disrespects three other major transport stakeholder groups:

1. Smart automakers see ETO pushing back anti-car fanatics who seek to kill auto sales by endless new costly excessive green regs. ETO outs nanny type hypocrites who urge high tolls and cuts to car travel, who loudly lament freeway jams and smog, all while they quietly block ETO.
2. Public transit needs the ETO "magic key" to unlock expressways as politically feasible transit finance source, yielding significant net funds from low tolls (e.g. \$1 - \$3 / vehicle / business day), cheerfully paid by freeway users for fast, safe, smooth ETO trips with almost no braking.
3. Roadbuilders wise focus on the big returns ETO adds to the business case to build and maintain highways. Returns proven by what ETO will

bring: big leap in traffic carried with end of congestion, less road wear,
big drops in: trip times, fuel use, emissions, braking, rage, crashes.

COST TO PUT ETO IN ALL 3600 LANE-KMS OF TORONTO-AREA PUBLIC
EXPRESSWAYS? ****LESS THAN 2%**** OF THE \$50BN METROLINX ASKS
FOR 1666 LANE-KMS OF NEW TRANSIT ROUTES IN THE SAME REGION.

I T S
(INTELLIGENT TRANSPORTATION SYSTEMS)

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and \$BNs of ITS-ETO high-tech exports. *ENVIZION* *HEADWAY TEAM*
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EXPRESSWAY - TRAFFIC

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