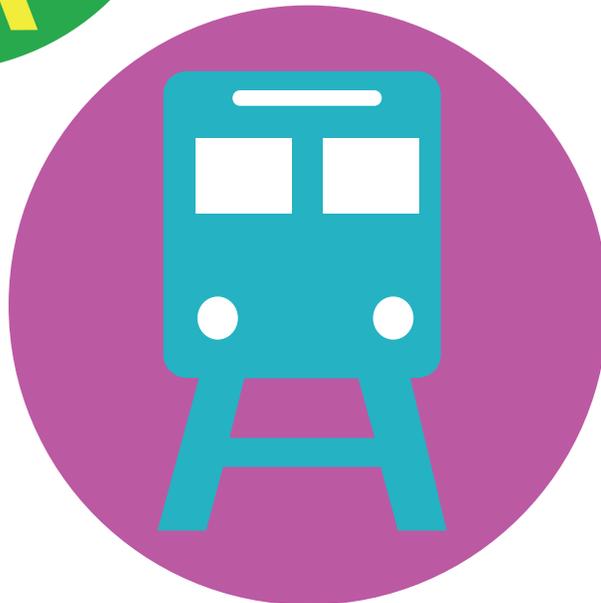


What's happening with new rapid transit lines in Scarborough?

UPDATE February, 2017



What is Light Rail Transit?

"Light rail vehicles have steel wheels and run on rails that may be embedded in a road surface, permitting on-street operation. They can range from streetcars to multiple-unit trams or lightweight rail cars, and are usually propelled by electric motors that pick up power from overhead wires." - Canadian Urban Transit Association

The LRT vehicles for the Finch and Eglinton Crosstown LRTs will be lightweight rail vehicles (LRVs). They have their own track so they don't have to run in mixed traffic like streetcars and they are wider, faster and can carry more people.

What is a Light Rail network?

A Light Rail Network consisted of the Scarborough, Sheppard and Malvern LRTs under the original Transit City Plan. It would have connected riders to important destinations across Scarborough and downtown.

Is an LRT the same as the Scarborough RT?

No. Scarborough RT technology has not been updated since 1985. Because the RT gets power from a third rail underneath, it requires a separate, often elevated track, away from pedestrian crossings. Whereas LRTs get power from above, similar to a streetcar.

Will the Scarborough Subway Extension serve my neighbourhood?

Both the Scarborough Subway Extension and Smart Track run north/south to downtown. They will not serve Scarborough's outer neighbourhoods or college/university campuses. Rapid transit service to NE and SE Scarborough will be provided when the Eglinton East and the Sheppard East LRTs are built.

How can I get active on transit issues in Scarborough?

Scarborough Transit Action: scarboroughtransitaction@gmail.com
647-974-2928 www.scarboroughtransitaction.ca

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Smart Track would build on the province's plan to electrify existing GO lines and provide all-day, two-way, fifteen minute service.

Smart Track would provide six additional stations with eight minute service to commuters travelling on the Stouffville GO line from Markham to Union Station and west to Pearson Airport via the Eglinton West LRT. The total cost would be \$3.72B.

Two of the additional Smart Track stations would be located in NW Scarborough at Finch Avenue East and Lawrence Avenue East.

Smart Track requires more study and funding has yet to be secured.



Scarborough Subway Extension - In July 2013, council voted to replace the Scarborough RT with a subway instead of a seven-stop, fully-funded, shovel-ready LRT.

The Scarborough Subway will extend 6 km from Kennedy Station, with one station terminating at Scarborough Town Centre. It will cost \$3.2B to build.

A report on risk, costs, and the option of using the Scarborough RT route for the Scarborough Subway Extension alignment, has been delayed twice.

Scarborough Subway Extension is the only funded line for Scarborough but it is still only at the design stage.



Eglinton East LRT would have 18 stops from Kennedy Station to U of T Scarborough campus. It would cost \$1.7B to build.

The Eglinton East LRT is shovel ready and construction could start as soon as 2017, however funding for this line was eliminated to cover the rising costs of the one-stop Scarborough Subway Extension.

Although the Eglinton East LRT is a crucial part of a rapid transit network that would serve four Priority Neighbourhoods in SE Scarborough, it has no funding.



Sheppard East LRT would have 25 stops from Don Mills Subway Station to Morningside. It would cost \$1B to build.

Construction on the Sheppard East LRT began in 2009 but was cancelled by then Mayor Ford. The Wynne government has delayed the construction start date to 2021.

Early in 2016, the province took \$330 million in federal funding for the Sheppard East LRT, and reallocated it to the Finch West LRT. In July, 2016, council voted to study a subway from Don Mills to Scarborough Town Centre.

Sheppard East LRT is the only line that would serve NE Scarborough and connect with the Eglinton East LRT.

In choosing to fund a one-stop subway, instead of moving ahead with an LRT network, including the Scarborough, Eglinton East and Sheppard East LRTs, the number of riders guaranteed access to rapid transit has been dramatically reduced. Rapid transit serving Scarborough's outer neighbourhoods should be a priority for funding.



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