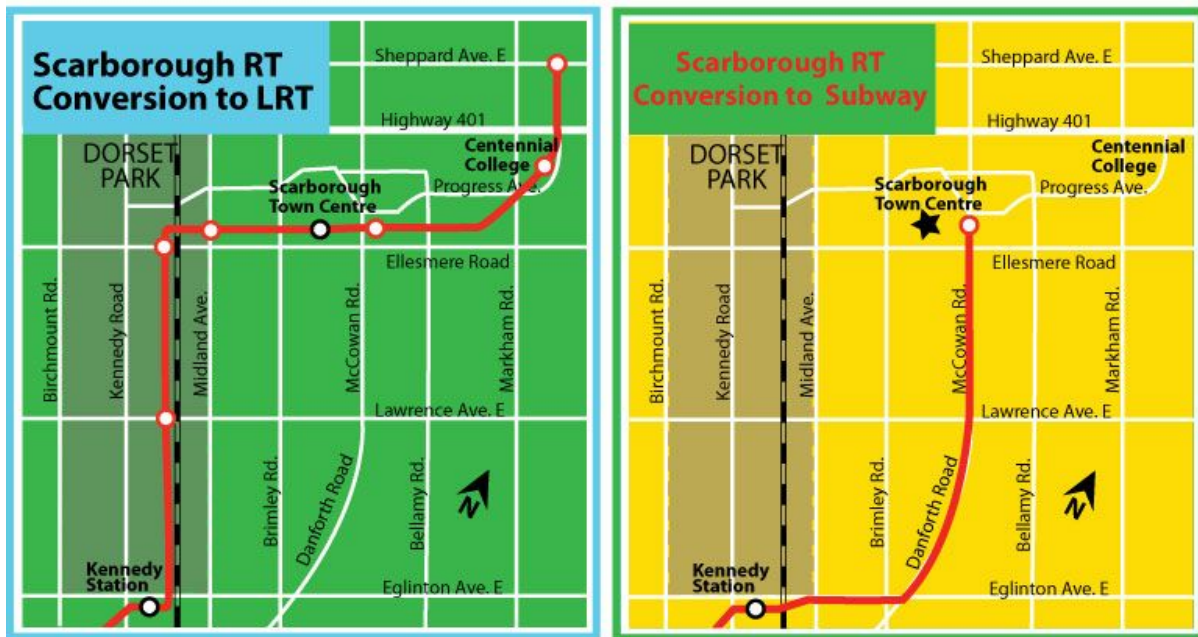


SCARBOROUGH LRT



The seven-stop Scarborough LRT would extend and replace the Scarborough RT with LRT technology, adding two more stations: Centennial College Progress campus and Sheppard Avenue East.

As part of the original LRT network for Scarborough, the Scarborough LRT would have connected with the Sheppard East LRT, Bloor-Danforth Subway, the Eglinton Crosstown and the Eglinton East LRT.

The Scarborough LRT would have its own, exclusive right of way.

The Scarborough LRT would be within walking distance of 47,000 residents. Using the existing SRT route, it would have “significant redevelopment potential with underutilized land and a mix of employment uses.”¹

Had Toronto Council voted not to replace the Scarborough RT with a three-stop subway in 2013, and then a one-stop subway extension in 2016, construction of the Scarborough LRT would have begun in 2014 and it would have been up and running by 2020.

	Scarborough RT	Scarborough LRT	Scarborough Subway Extension
Length	6.4 km	9.9 km	6.5 km
Stations	5	7	1
Demand riders/hour	4,000+	8,000 - 10,000	7,300
Capacity riders/hour	3,800	15,000	30,000
Speed	50 km/h	36 km/h	40 km/h
Priority Neighbourhoods	3	3	1
Cost	\$108.7 million	\$1.48 billion	\$3.56 billion

References:

[2009 Metrolinx Scarborough LRT Business Case Analysis](#)

[2010 Scarborough Rapid Transit Transit Project Assessment Study Recommendations](#)

[2013 Metrolinx Draft Report LRT vs. Subway](#)

[2017 Next Steps in the Scarborough Subway Extension](#)

1. Scarborough Town Centre - Draft LRT vs. Subway Analysis, Metrolinx, September 2013