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FOR IMMEDIATE RELEASE

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Scarborough's LRT Network Coalition wants a rapid transit network for all, not a \$6-billion subway for the few

The LRT Network Coalition is composed of two transit advocacy groups: Connect Sheppard East (CSE) and Scarborough Transit Action (STA). The coalition supports an LRT network for Scarborough.

Members of the LRT Network Coalition are angry that a recent Metrolinx [report](#) found that there is **no valid business case** for the \$6-billion, three-stop Scarborough Subway Extension, and yet Metrolinx recommends going ahead with a line that will leave thousands of transit riders in Scarborough on buses for decades to come. We are asking the Ford government to redirect this money towards an LRT network on Scarborough's highest-ridership transit corridors: Eglinton/Morningside/Meadowvale, Sheppard, Finch and Kennedy to Malvern.

"The \$6-billion Scarborough Subway Extension makes no sense, and it has eliminated funding for the Eglinton East, Sheppard East and Scarborough LRTs, which would be up and running today. We need rapid transit to our seven Priority Neighbourhoods, Centennial Progress and Morningside campuses and U of T Scarborough, now. This subway will set us back another twenty to thirty years. Worse, there is no service plan for the inevitable breakdown of the aging SRT before 2030", says Connect Sheppard East member Jennifer Robinson.

"What is abundantly clear with this Metrolinx report is that we can no longer rely on our provincial transit authority to [provide transportation alternatives for those who need them the most](#). Metrolinx now bends with the political winds blowing at Queens Park. This report is our official notice from Premier Ford - 'no cost is too high if private developers, multinational engineering/construction firms and concrete manufacturers stand to gain huge profits.' But that cost IS too high for the thousands of under-served and over-stressed transit riders in Scarborough", says Richard Hennick, STA member.

"Let's be clear. If we continue to build under-used subway extensions as props for politicians, while our overcrowded buses get stuck in worsening traffic, then we will not address Climate Change, we will create more economic hardship for our outer neighbourhoods, and we could very well bankrupt the TTC", says Scarborough resident Moya Beall.

Operating costs during the life-cycle of the 8km Scarborough subway extension would be more than a billion dollars, adding more pressure to the cash-strapped TTC operations budget which relies on revenue from the rest of the system to subsidize the Sheppard Subway and the Yonge-University-Spadina extension to Vaughan.

"It's time to stop this suburban subway madness and use the most cost-effective transit technology - LRT - to serve the greatest number of transit riders in Scarborough, NOW", says STA member Jamaal Myers.