

Ward 22, St. Paul's
City Hall, 100 Queen Street West
2nd Floor, Suite B26
Toronto, Ontario M5H 2N2

Tel: 416-392-7906
Fax: 416-392-0124
councillor_matlow@toronto.ca
www.joshmatlow.ca



Scarborough SRT Fact Sheet

SRT Stats

- The new LRT will be in a completely grade-separated right-of-way. No traffic lights. No cross streets. Widely spaced stations.
- At an average of 36km per hour It will run faster than the Yonge and Bloor-Danforth lines which average 32km per hour
- The line will have a capacity to carry 16,000 passengers per hour.
- It is anticipated that by 2031 the LRT would carry 8,000 passengers per hour leaving it enough capacity to serve the area for many decades to come- the extra capacity offered by a subway won't come close to being needed
- The LRT would be over two kilometres longer than the subway, have four more stations and is within walking distance to over 20,000 more people- with the possibility to extend the line into Malvern

Cost Concerns

- The \$500 million cost cited to convert the SRT to a subway is false
- As TTC CEO Andy Byford confirmed today, the cost of the SRT is \$1.8 billion
- The cost of the subway is estimated to cost \$2.8 billion
- There is already a \$1 billion difference before factoring:
 - Contract cancellations with Bombardier
 - Construction of new terminus for Eglinton Crosstown at Kennedy that was to be part of the Scarborough RT will could be at least \$200 million
 - Sunk engineering costs
 - New design work
 - Cost efficiencies from using the same technology as on Sheppard and Eglinton
 - Significant changes to maintenance and storage facility on Conlins Rd. which has almost finished RFP process
 - Possible new Environmental Assessment