



Recommendations for Scarborough RT Replacement Options

Scarborough Transit Action (STA) has consistently supported the rapid implementation of the Transit City proposals as outlined in the agreement between the City and the Province. The LRT option would have provided cost-effective, fast service to more communities using the existing SRT right-of-way. It was fully paid for by the Province. Since an EA and detailed design work are already in place it would provide the shortest construction time and did not run on any roadways. Now with additional federal government funding, it seems that one of the two subway options, particularly the McCowan option, may be approved.

The subway option is complex with far reaching consequences. Members of STA did not necessarily agree on the best option. However we all shared the same concern: there must be accessibility for Scarborough residents who depend on public transit and replacing an LRT with a subway must not result in the dismantling of public transit planned for other parts of Scarborough.

According to the City Manager's report, Council would have to initiate a 1.1 to 2.4% property tax increase to match the federal contribution of \$660 million to pay for the subway option. Rather than limit the source of revenue to property taxes and development charges, **STA recommends including measures that shift the financial burden onto private automobile use eg. a vehicle registration tax or increased parking fees.**

Notwithstanding the \$660 million cost to the City, there would be an additional cost to handle the immediate overload problem created by an additional 5 to 10,000 riders on the Bloor-Danforth subway. At a minimum the TTC states that a new automatic train control system would be required costing \$450M. This results in over \$1.1B being asked of Toronto ratepayers and is without adding an additional underground station at Eglinton and Brimley to service that high-density area (adding another \$110+M).

As such, before voting on the two subway options, **Council should request the TTC and Metrolinx examine the potential for an electrified, all day, two way service on an eastward extension of the Stouffville GO line running on the Scarborough RT route to Malvern.** Much less expensive, it would save about \$1B, \$300M of which could be put toward extending the Eglinton Crosstown East to Kingston Road. The study should look into integrating this option with other transit expansion projects in the GTA as well. As a replacement for the Scarborough RT in particular, it would provide a connection between the Sheppard LRT, Kennedy and Union Station using existing the SRT right of way, alleviating pressure on the Bloor-Danforth line and the immediate need for automatic train control. It would not require any property tax increase for Toronto residents.

If Council chooses to use federal and provincial funding to build a subway according to the Provincial option, our preference would be for the Full Alignment (\$2.28B) option to Sheppard Avenue East as shown on page 3 of TTC Commission Report: [Scarborough Subway Options](#), Sept. 25th, 2013.

This route makes use of the existing SRT right of way and keeps our original commitment to provide rapid transit to Centennial College students and Dorset Park Priority Neighbourhood, as well as providing a connection with the Sheppard LRT.

The fact that portions of the route would be exposed to freezing rain and snow should not be cause for rejection, since several sections of the Yonge and Bloor-Danforth lines (example between Kennedy, Warden and Victoria Park stations) are also above ground and adjacent to residential housing.

However the technical feasibility of an alignment with tight curves and the resulting noise impact where the line is elevated, warrants further study.

Should Council choose to go with the McCowan subway plan, we strongly recommend the following:

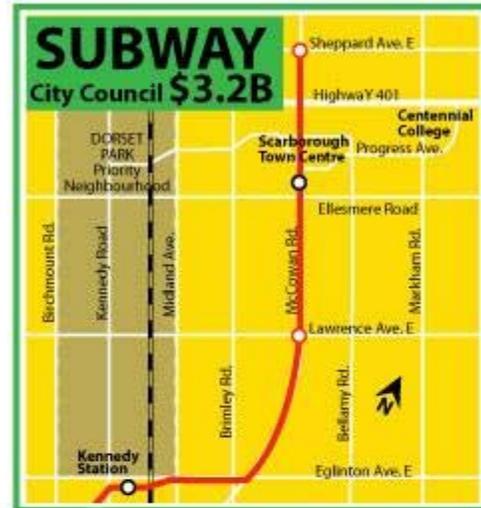
- ▶ **Construction of an additional subway station at Eglinton and Brimley.** Eglinton Avenue East is one of the highest density corridors in Scarborough! With three bus routes and a combined ridership of 68,000, it warrants a subway station.
- ▶ **Additional bus service along Lawrence East and from the STC to Centennial College.** By choosing a route that goes along McCowan, Dorset Park Priority Neighbourhood residents and Centennial College students will lose access to new subway service. This attempts to address this shortfall in much needed accessibility.

In rejecting the LRT option, City Council has moved from being a partner with Metrolinx to taking responsibility for project scope, operation and maintenance. However with the federal contribution coming from the P3 Canada Fund, there is a very real risk that cost overruns will be incurred, while public accountability and scrutiny will be restricted, with little, local economic benefit. **We strongly urge Council to advocate for public procurement of this project.** Along with homelessness and poverty, the loss of 250,00 manufacturing jobs in Ontario, over fifty per cent of Toronto residents engaged in precarious employment and our youth [unemployment rate](#) at 18% (the highest in any region of Ontario) we simply cannot afford to build our public infrastructure using public-private-partnerships.

October 1, 2013

With new federal funding on the table, City Council is poised to approve the McCowan subway alignment for Scarborough...

BUT WILL A SUBWAY MEAN MORE MOBILITY FOR SCARBOROUGH RESIDENTS WHO DEPEND ON PUBLIC TRANSIT?



Unfortunately, unlike the LRT option, a subway would not be accessible to residents in **Dorset Park Priority Neighbourhood** or **Centennial College students**. Worse, there will be a **4 km** stretch along Eglinton, to McCowan and Lawrence with no station! If Council approves a subway for Scarborough, this shortfall in accessibility needs to be addressed.

Scarborough Transit Action, recommends:

- ✓ Construction of an additional subway station at Eglinton and Brimley.
- ✓ Additional bus service between Scarborough Town Centre and Centennial College and along Lawrence Avenue East.
- ✓ No dismantling or delay to transit expansion in other areas of Scarborough eg. Malvern, Eglinton East, Sheppard East, U of T Scarborough.

Call your Councillor at **311**. Tell them the **LRT** is still our best option. If we bring a subway to Scarborough, it has to meet the needs of Scarborough residents, who depend on public transit.

For more information about Scarborough Transit Action call 416-264-8442

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TRANSIT ACTION**

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