



CodeRedTO / LRT Fact Check /

Light Rail is the same as Streetcars	FALSE	Light Rail Transit (LRT), and is significantly different from Toronto's streetcars in these ways: <ul style="list-style-type: none"> • Larger vehicles that hold more people than the Sheppard subway trains • Faster vehicles that travel in separated lanes outside of regular traffic • Multiple vehicles linked together in a train, with fast all-door boarding • Reversible with doors on both sides, with no need for turnaround loops
Light Rail would take away car lanes	FALSE	No regular car lanes will be lost, by design. The Metrolinx light rail projects voted on by City Council in 2007, 2009, 2010 and 2012 only use surface transit where the roads are wide enough to support it, and the roads will be widened as necessary to ensure no lost travel lanes for regular vehicle traffic. There will be an impact through fewer left turns for non-signalized intersections, but advance green and U-turn spots will always be available nearby. Emergency vehicles can use the LRT right-of-way too , due to rounded curbs. This means guaranteed passage for emergency services!.
Light Rail is slow, like downtown streetcars	FALSE	Transit networks are designed to meet speed and rider needs. Downtown streetcars in mixed traffic travel with cars, but modern Light Rail in separate rights-of-way move faster, skipping the traffic. <ul style="list-style-type: none"> • Average rush hour streetcar on King: 15 km/h • Average rush hour bus on Eglinton: 20 km/h • Average rush hour bus on Finch: 20 km/h • Average car on Gardiner at rush hour: 22 km/h • Modern Light Rail design speed: 22-25 km/h with no cars in the way! • Average speed of Bloor-Danforth subway: 30 km/h
Subways are only built Downtown	FALSE	All subway and rapid transit construction since 1978 has been outside of downtown. In fact, most of the old City of Toronto has no subway, only buses and mixed-traffic streetcars. The Light Rail plan will provide new Rapid Transit options for 28 Toronto wards, all of them located in Etobicoke, Scarborough, and North York.
Big Cities Build Subways	FALSE	Big cities build a mixture of transit types as population density requires. Major Cities with no Light Rail yet: Toronto, Montreal Cities with a mix of buses, surface rail, and underground rail: Calgary, Edmonton, Dublin, Zurich, London, Paris, Seattle, Houston, Minneapolis, Istanbul, Sydney, Tokyo, Kyoto, Helsinki, Berlin, Stockholm, Barcelona, Rome, ... (several hundred are listed in Wikipedia)
Mayor Ford cancelled the Light Rail lines	FALSE	Mayor Ford announced it, but never asked City Council to vote as required by law. City Council voted to support the initial Metrolinx Light Rail plan in 2007, 2009, 2010, and then again in 2012. Mayor Ford does not have legal authority to change billion-dollar plans by himself – City Council had to vote on this. And in fact, if the plan had been cancelled, the city would have had to pay over \$65 million in cancellation fees and over \$73 million for new buses on Sheppard, Finch and Eglinton.
People WANT Subways	TRUE	Absolutely, every time residents are asked we say yes to subways, until we learn the details of the plans and the funding available: <ul style="list-style-type: none"> • We don't have enough money to build subways everywhere Subways cost over \$350,000,000 per kilometer. LRT is less than half. • Voters want fewer taxes Mayor Ford and Council cancelled the Vehicle Registration Tax as soon as they could, and it would require a tax many times that size to pay for subway expansion. • We have multiple crowded bus routes that need relief – they already carry more people than the entire Sheppard subway does, every day. <p>We all love subways and want more of them; there's no debate. But even the Mayor hasn't convinced the private sector to pay for subway expansion after over one year of trying.</p>



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