

❌ LRTs will get stuck in snow.

✅ LRT is a proven technology that is used around the world including extremely cold places such as Edmonton, Minneapolis, Stockholm and Bergen. The guideway will be maintained to permit safe and reliable operation in adverse weather conditions.



❌ There are adverse health risks to LRTs.

✅ LRTs produce near-zero emissions, making them the right choice for the environment.

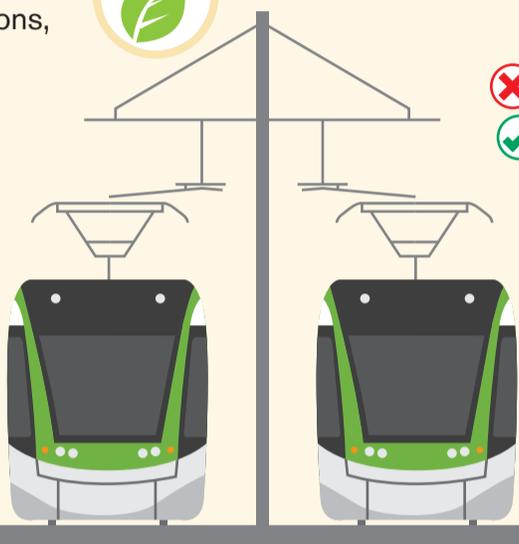


❌ LRTs increase emergency vehicle response time.

✅ Special provisions will be made for emergency vehicles to use the LRT right-of-way to bypass traffic.

❌ LRTs reduce traffic lanes.

✅ Not necessarily. For example, on Finch Avenue, there will be no traffic lane reductions (except for a short length between the CP bridge and Weston Road).



❌ Transit stops in the middle of the roadway are unsafe.

✅ The wide LRT stop platforms are accessed via accessible signalized intersections/crosswalks and there is a physical barrier between the platform and adjacent road lane.



**LRT PRIORITY SIGNAL**

❌ LRT travel time is unreliable.

✅ LRTs travel on a dedicated right-of-way and have priority signaling at intersections, improving the reliability of travel times.

❌ LRTs are slower than subways.

✅ Both LRTs and subway vehicles can achieve speeds of 80 km/hr. In both, actual speed is determined by the spacing between stops and the dwell time at stops. The average speed of the Eglinton Crosstown is 28km/hr; the Bloor-Danforth subway is 32km/hr.



❌ Property values along LRT corridors will decrease.

✅ Studies throughout North America consistently demonstrate properties adjacent to higher order transit experience enhanced value.



❌ LRTs will cause congestion.

✅ LRTs will not impede traffic, as they travel on a dedicated right-of-way separate from regular traffic. LRTs will in fact decrease congestion by replacing buses.



❌ LRTs will impede left turns.

✅ Left turns and U-turns will be permitted at most signalized intersections.

