

# TORONTO TRANSIT COMMISSION REPORT NO.

**MEETING DATE:** May 28, 2009

**SUBJECT:** TRANSIT CITY LIGHT RAIL PLAN:  
EGLINTON CROSSTOWN LRT –  
PRELIMINARY PLANNING UPDATE

## **ACTION ITEM**

---

### **RECOMMENDATIONS**

It is recommended that the Commission:

1. Re-affirm its previous approval for the original Transit City concept for the Eglinton Crosstown Light Rail Transit (LRT) to operate primarily at-grade between Kennedy Station and Pearson International Airport, with a central underground section, as described in this report.
2. Endorse the results of the preliminary planning for the Kennedy Station to Martin Grove section of the Eglinton Crosstown LRT to include:
  - a 10 km tunnel between Keele Street and Brentcliffe Road;
  - at-grade, centre of the road alignment between Kennedy Station and Brentcliffe Road and between Keele Street and Martingrove; and
  - 12 underground stations and 25 stops at the locations noted in Appendix A.
3. Note that staff are working with the Greater Toronto Airports Authority, Mississauga Transit, GO Transit, and the Ministry of Transportation to identify a preferred alignment for the LRT connection to Pearson International Airport; and
4. Forward this report to the City of Toronto, Ontario Ministry of Transportation, and Metrolinx.

### **FUNDING**

This report has no effect on the TTC's operating or capital budgets. Updated project cost estimates and project milestone / schedule information will be presented in a future Commission report upon the conclusion of the environmental assessment.

## **BACKGROUND**

The Eglinton Crosstown LRT is the longest and most complex of all of the Transit City light rail lines. At the commencement of the preliminary planning and public consultation for Transit City projects, it was recognized that the Eglinton Crosstown LRT would require a longer planning time frame and more extensive public consultation than the other Transit City projects. As a result, the preliminary planning and public consultation for the Eglinton Crosstown LRT is being conducted in three phases rather than two, as is the case for the other Transit City projects.

The first phase of planning for Eglinton Crosstown LRT was initiated in early 2008, with the first round of public consultations held in August and September 2008. The second phase of planning is near completion, and the second round of public consultation is scheduled for mid-June 2009. This round of consultation will present to the public the most current recommendations from the planning of the Eglinton Crosstown LRT.

This report provides the Commission with an update on this preliminary planning and recommends that the Commission endorse the key elements of the plan that will be presented to the public in June.

## **DISCUSSION**

The concept for Eglinton Crosstown LRT, as for the other Transit City lines, is to provide significantly improved transit service to areas currently without rapid transit, to:

- reduce automobile dependence;
- complement the “avenues” concept for urban design embodied in the City of Toronto Official Plan;
- integrate transit with urban design for streetscapes that are more pedestrian, cycling and transit friendly;
- provide more reliable transit with broad coverage and connectivity across the City that is more cost-effective than subways and ensures a level of service that meets capacity requirements;
- stimulate development and support local economic activity; and
- provide closely-spaced stations and stops to provide convenient access by foot and eliminate the need for parallel bus service.

The first phase of planning for Eglinton Crosstown LRT (shown in Appendix B), which covers the section from Kennedy Station to Martin Grove Road only, includes an underground section between Keele Street and Brentcliffe Road, because the width of Eglinton Avenue is too narrow to accommodate LRT on the surface in this area without severe disruption to overall transportation uses on this major arterial road. It also includes an at-grade LRT operation in the centre of Eglinton Avenue between Martin Grove Road and Keele Street and

between Brentcliffe Road and Kennedy Station. The at-grade alignment provides a number of advantages for transit customers including:

- closer stop spacing of 400-500 metres, compared to 800 - 1000 metres between stations in an underground section;
- a more-pleasant ride for passengers travelling above ground in an exclusive right-of-way in the new Light Rail Vehicles (LRVs);
- accessible transit with the new low-floor LRV's, and no need for level changes into stations;
- integration of the LRT with the urban design, street activity, and built form of the neighbourhood; and
- significantly less costly than underground or open cut.

#### The Second Phase of Preliminary Planning

The second phase of preliminary planning for Eglinton Crosstown LRT includes the westerly section of the line, between Martin Grove Road and Pearson International Airport, and addresses these components:

- alternative alignments into Pearson International Airport;
- refined underground station locations and station entrances;
- stop platform locations for the east and west at-grade sections;
- bus terminal locations; and
- traffic management measures.

Several possible corridors have been identified for the Eglinton Crosstown LRT connection into Pearson International Airport as shown in Appendix C. TTC staff are working with Ministry of Transportation – Ontario, Mississauga Transit, GO Transit, and the Greater Toronto Airports Authority (GTAA) to determine the preferred alignment from Martin Grove Road to the Airport. GTAA are currently in the process of completing their master plan for the part of the airport land on which the LRT would be located. The expected completion date for the GTAA master plan is June 2009. The preferred alignments will be presented at the third round of consultations later this year.

The objective for planning stops, platform locations, and station entrances is to identify the easiest and most-convenient walk access to transit. Carefully selected stop and station spacing helps achieve the delicate balance between convenient walk access, faster travel speeds, and more operational efficiency, while eliminating the need for parallel bus services. The stops and stations will be designed to integrate with, and compliment, the streetscape and local business areas. The listing of stations and stops planned for the Eglinton Crosstown LRT, for the section between Kennedy Station and Martin Grove Road, is included as Appendix A. Bus terminals are proposed at Don Mills Road and Eglinton Avenue, and at Keele Street and Eglinton Avenue.

The proposed location for the Eglinton Crosstown LRT maintenance and storage yard has been identified at the Eglinton Avenue and Black Creek Drive area. The transition from the underground section to surface section in the area between Keele Street and Jane Street has included a special study of the Weston Road and Black Creek area, taking into consideration technical and environmental issues and the proposed yard location. Several LRT alignment and stop / station options for the Weston Road and Black Creek area are being studied and will be presented to the public in June 2009.

The study of the transition from underground to at-grade in the east end has focussed on the Brentcliffe Road area in conjunction with a possible station at this location.

The next phase of preliminary planning, following the June 2009 public consultations, will focus on details regarding the connection into Pearson International Airport, station entrances, and transitions from underground to at-grade alignments. This next phase will also address the connection between the Eglinton Crosstown LRT and other TTC rapid transit services including the Bloor – Danforth Subway, Scarborough RT and future Scarborough Malvern LRT at Kennedy Station, the Yonge Subway, Spadina Subway, future Jane LRT, or future Don Mills LRT, as well as inter-regional connections with the Mississauga BRT and GO Transit rail and bus services. The third round of public consultation is planned for late fall 2009.

-----

May 20, 2009  
55-4-3  
1141671

**Attachments:**

**Appendix A –**

Eglinton Crosstown LRT – Station and Stop Locations, Kennedy Station to Martin Grove Road

**Appendix B –**

Eglinton Crosstown LRT – Alignment, Preliminary Planning Update, May 2009

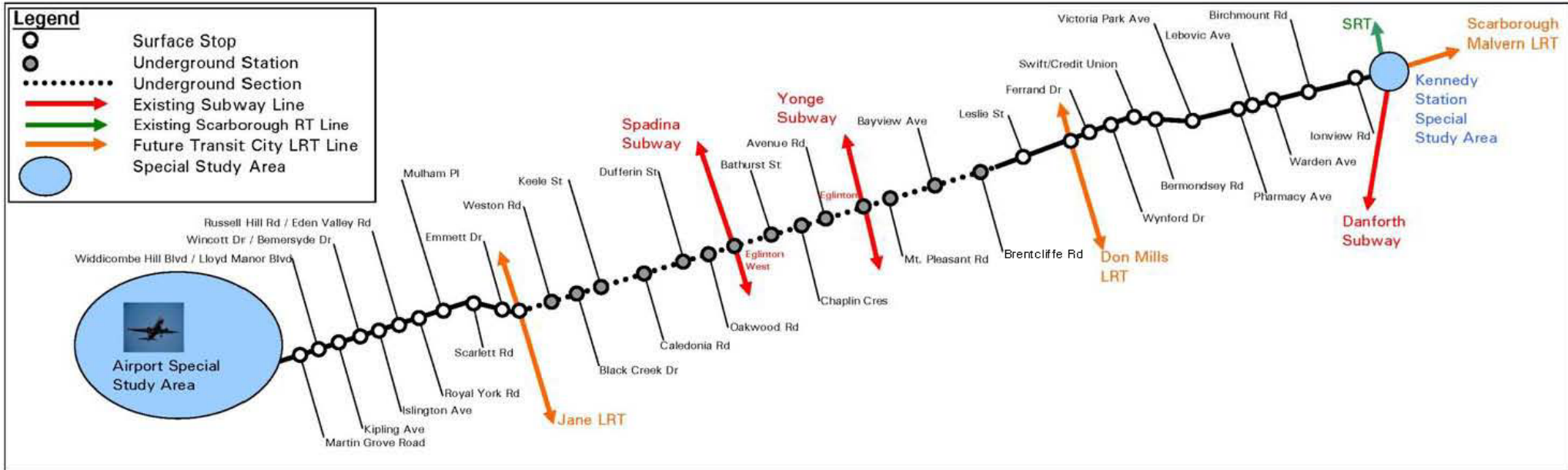
**Appendix C –**

Eglinton Crosstown LRT - Possible Alignment Options to Lester B. Pearson International Airport, Preliminary Planning Update, May 2009

**Appendix A**  
**Eglinton Crosstown LRT –**  
**Station and Stop Locations for the Section from**  
**Pearson Airport to Kennedy Station**

1. 4 -5 stops at Pearson Airport
2. Martin Grove Road
3. Widdicombe Hill Boulevard / Lloyd Manor Road
4. Kipling Avenue
5. Wincott Drive / Bemersyde Drive
6. Islington Avenue
7. Russell Road / Eden Valley Road
8. Royal York Road
9. Mulham Place
10. Scarlett Road
11. Emmett Drive
12. Jane Street (Future Jane LRT)
13. Weston Road – under study
14. Black Creek Drive – under study
15. Keele Street
16. Caledonia Road
17. Dufferin Street
18. Oakwood Avenue
19. Allen Road (Spadina Subway)
20. Bathurst Street
21. Chaplin Crescent
22. Avenue Road
23. Yonge Street (Yonge Subway)
24. Mount Pleasant Road
25. Bayview Avenue
26. Brentcliffe Road
27. Leslie Street
28. Don Mills Road (Future Don Mills LRT)
29. Ferrand Drive
30. Wynford Drive
31. Swift Drive / Credit Union Drive
32. Bermondsey Road
33. Victoria Park Avenue
34. Pharmacy Avenue
35. Lebovic Avenue
36. Warden Avenue
37. Birchmount Avenue
38. Ionview Road
39. Kennedy Station (Danforth Subway, Scarborough RT, Future Scarborough / Malvern LRT)

# Appendix B Eglinton Crosstown LRT – Alignment Preliminary Planning Update May 2009



**Appendix C**  
**Eglinton Crosstown LRT -**  
**Possible Alignment Options to Lester B. Pearson International Airport**  
**Preliminary Planning Update May 2009**

