

Eglinton Crosstown West Extension
Virtual Q&A
March 16, 2021

Eglinton Crosstown West Extension



Announced by the Province of Ontario in 2019, the proposed Eglinton Crosstown West Extension is one of four priority subway projects Metrolinx is leading for the Greater Toronto and Hamilton Area (GTHA).

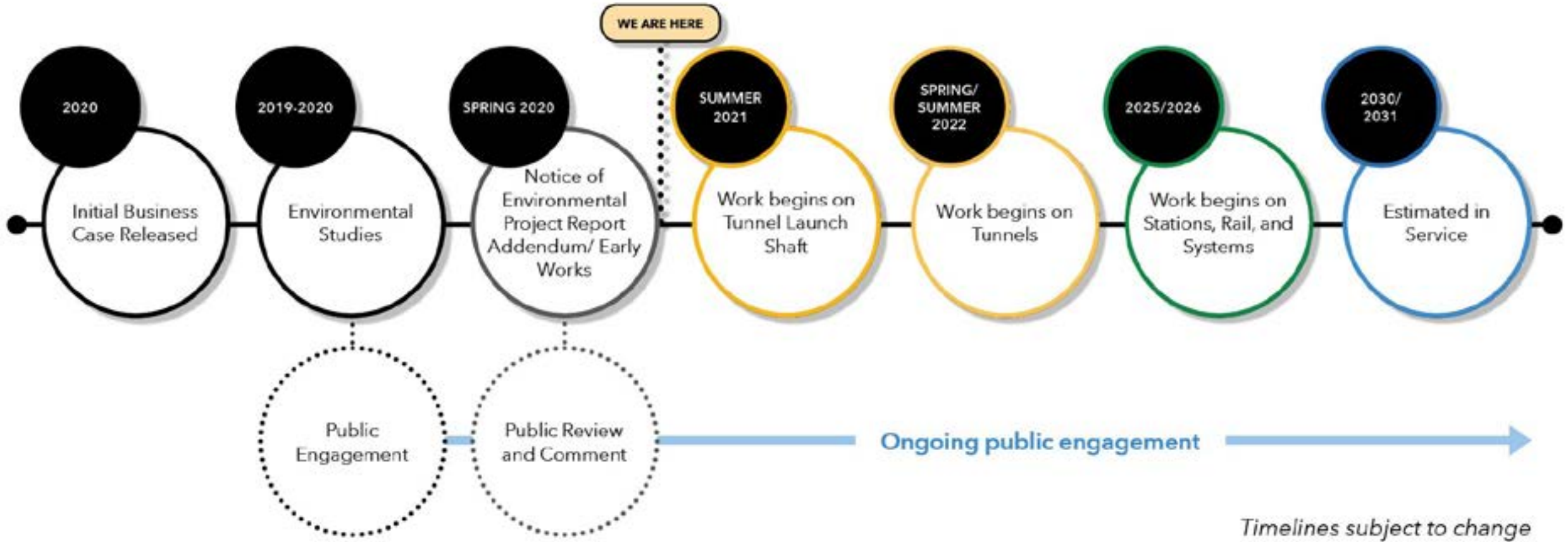
The Eglinton Crosstown West Extension will bring the Crosstown LRT further west, creating a continuous rapid transit line along Eglinton Avenue, from the east end of Toronto into Mississauga. The extension will also be operated by the TTC.

As we move towards a 2030-31 completion date, we'll be working hand in hand with the community and our municipal partners, ensuring they are involved and informed every step of the way.

Metrolinx is actively collaborating with the Greater Toronto Airport Authority, the City of Mississauga and the City of Toronto to explore a planned connection to Pearson International Airport, opening up even more travel possibilities for airport customers and workers. We expect to have more detailed information to share when we have completed further design work.

Number of proposed stations	Up to 10 stations. 7 from Mount Dennis to Renforth Drive and up to 3 more for the potential link to Pearson Airport.
Connections to other transit options	<ul style="list-style-type: none"> • UP Express and Kitchener GO at Mount Dennis • TTC bus service • Mississauga Transitway and GO bus services at Renforth • Future Crosstown LRT connections from Mount Dennis to Kennedy Station, including GO train and TTC rapid transit
Approximate number of route kilometers	Up to 13.9 km 9.2 km between Mount Dennis and Renforth Drive and 4.7 km for the potential link to Pearson Airport
Ridership	37,000 daily boardings
Access to transit	50,000 people within walking distance to transit
Access to jobs	31,000 jobs within walking distance to transit

Timeline

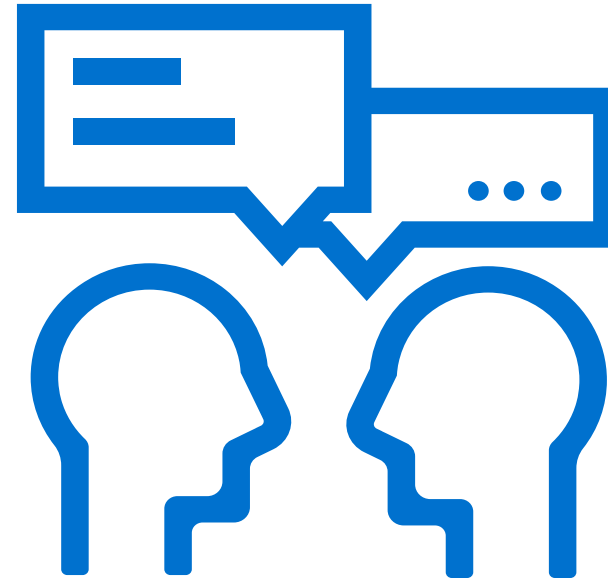


What's New?

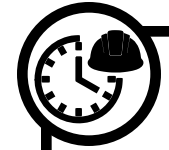
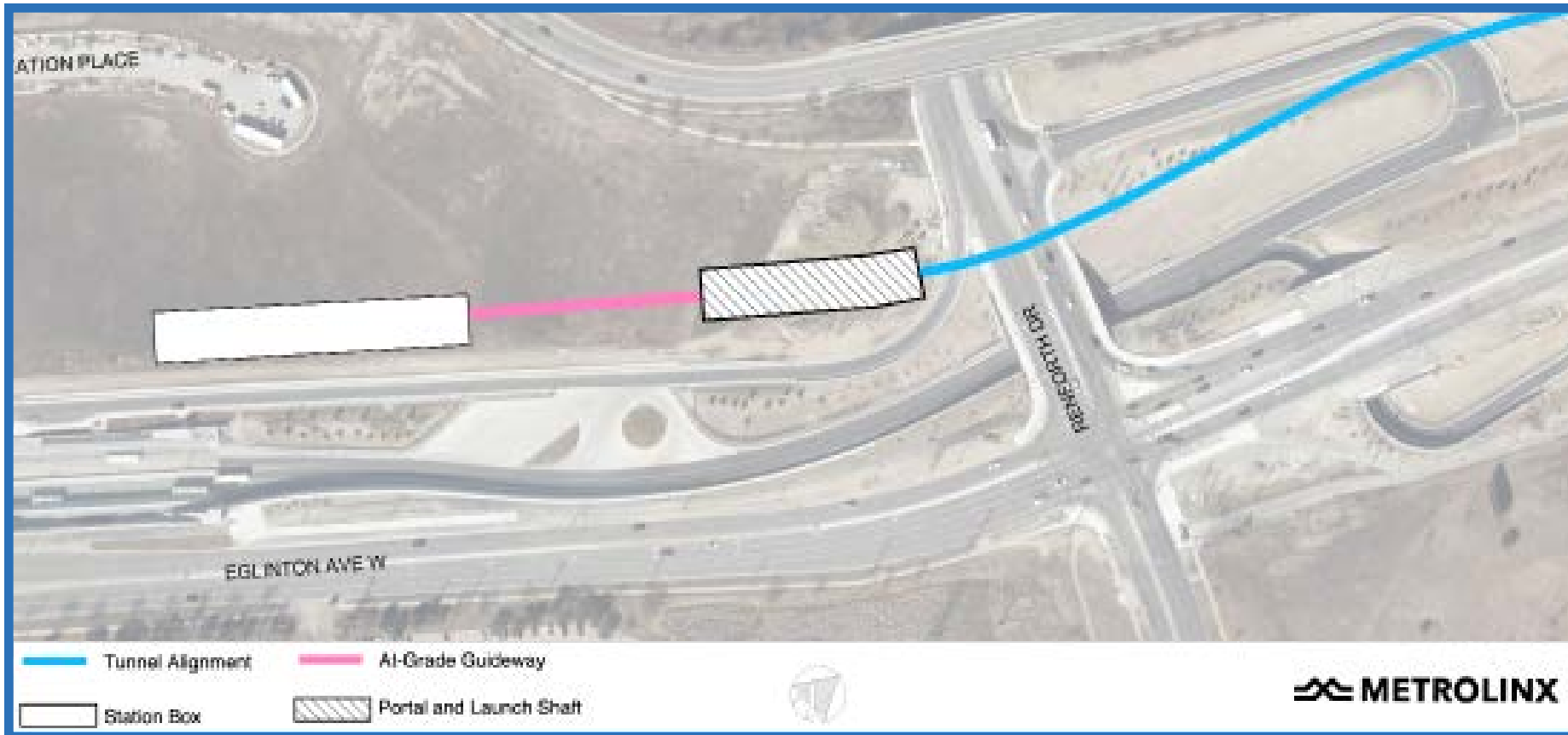
- On March 5, Metrolinx and Infrastructure Ontario identified West End Connectors as the team who will design and build the tunnel for the Eglinton Crosstown West Extension.
- West End Connectors will proceed with early design work and expect to begin construction on the launch shaft for the tunnel boring machines in the second half of this year (2021).
- We're conducting investigative work (boreholes) along the corridor now to gather data about soil and water conditions for the continued design of the stations, rail and systems work.
- Utility work is also underway along the corridor to prepare for tunnelling.

West End Connectors are:

- Applicant Lead and Construction Team: Aecon Infrastructure Management Inc., Dragados Canada Inc., Ghella Canada Ltd.
- Design Team: TYP SA Inc., EXP Services Inc., Dr. G. Sauer & Partners Corporation, Pedelta Canada Inc.
- Financial Advisor: ACS Infrastructure Canada, Aecon Concessions, Scotiabank Capital, Ghella Investments & Partnerships



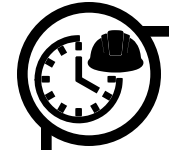
Station at Renforth-Eglinton



This is also the tunnel boring machine launch site. Early works are expected to begin in 2021 with the start of the advance tunnel work.

- Partially at-grade terminal station located near the existing Renforth Station the eastern terminus of the 18-km Mississauga Transitway.
- This location intersects with TTC routes 32A, 112 and 112C. At the existing Renforth Transitway Station, it will connect to MiWay routes 7, 39, 100, 107 and 109, GO Transit bus routes 19 and 40 and TTC routes 32 and 112.
- The station will be constructed during the stations, rail and systems work. We will be sharing more information for public feedback as it is available.

Station at Martin Grove-Eglinton



Headwalls for the station box will be constructed during the advance tunnel work, expected to begin in summer 2021.

- Construction will be fully outside the roadway at the northeast corner, which eliminates the requirement for an emergency exit building between stations.
- This location intersects with TTC bus routes 32, 46, and 111.
- The station will be constructed during the stations, rail and systems work. We will be sharing more information for public feedback as it is available.

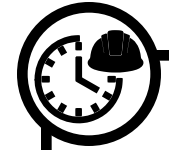
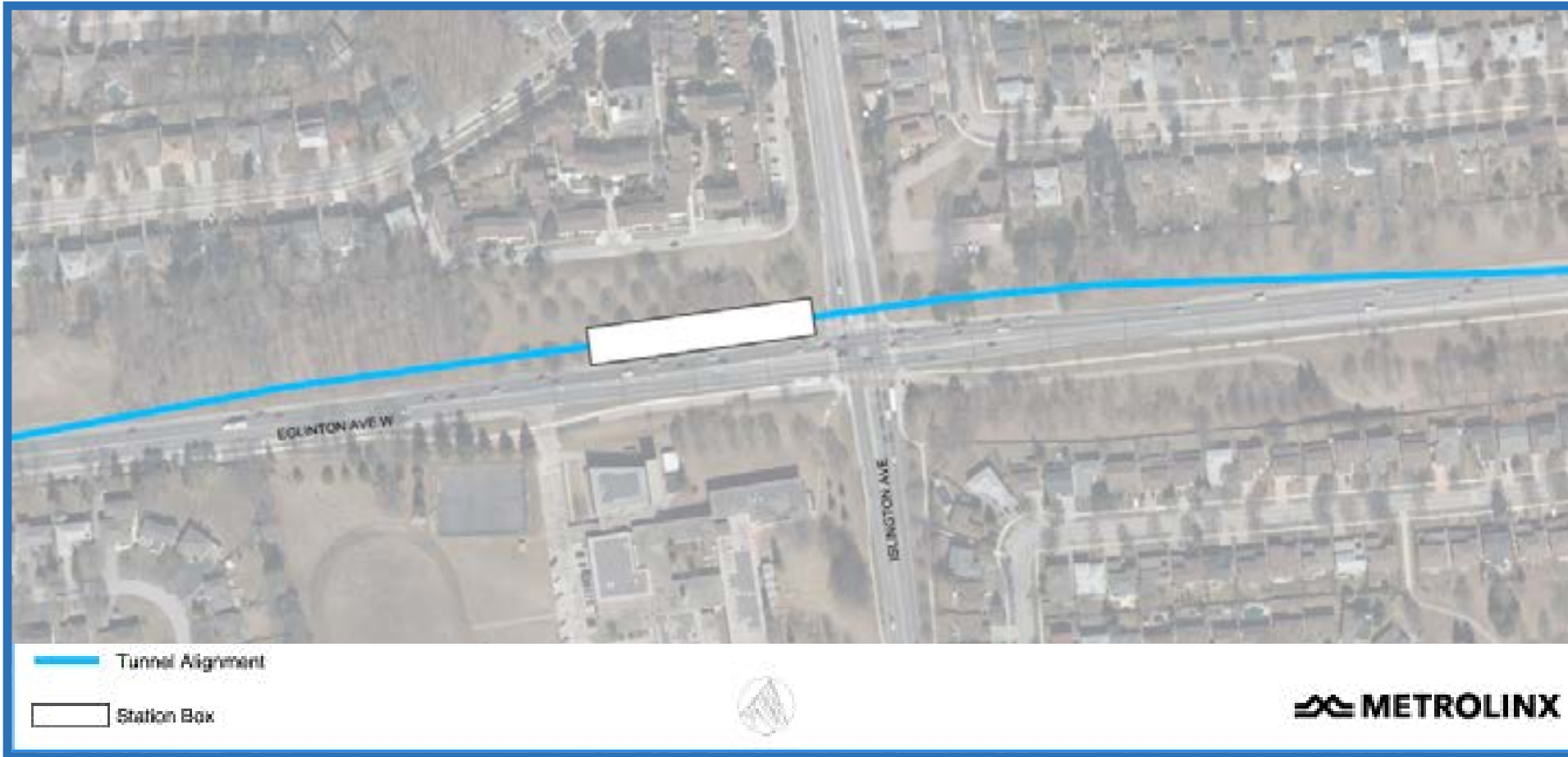
Station at Kipling-Eglinton



Headwalls for the station box will be constructed during the advance tunnel work, expected to begin in summer 2021.

- The tunnel route and future Kipling-Eglinton station platform lie within the public right of way (roadway) at this intersection.
- During the advance tunnel contract, the headwalls will be constructed in the right of way. This will avoid major impacts to the woodlot for this contract. However, the future station entrance building will be constructed on the north-west corner as well as an emergency exit stairwell at the west end of the platform. This location avoids impacts to private properties/townhome developments east and west of Kipling Ave.
- This design also avoids impacts to major water and gas mains and eliminates the emergency exit building requirement between stations.
- This location intersects with TTC bus routes 32, 45, 945, and 405.
- The station will be constructed during the stations, rail and systems work. We will be sharing more information for public feedback as it is available.

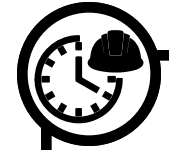
Station at Islington-Eglinton



Headwalls for the station box will be constructed during the advance tunnel work, expected to begin in summer 2021.

- Construction will be fully outside the roadway at the northwest corner, which avoids all known utility impacts.
- This location intersects with TTC bus routes 32, 37, 937 and 405.
- The station will be constructed during the stations, rail and systems work. We will be sharing more information for public feedback as it is available.

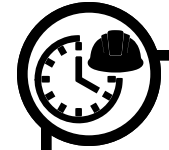
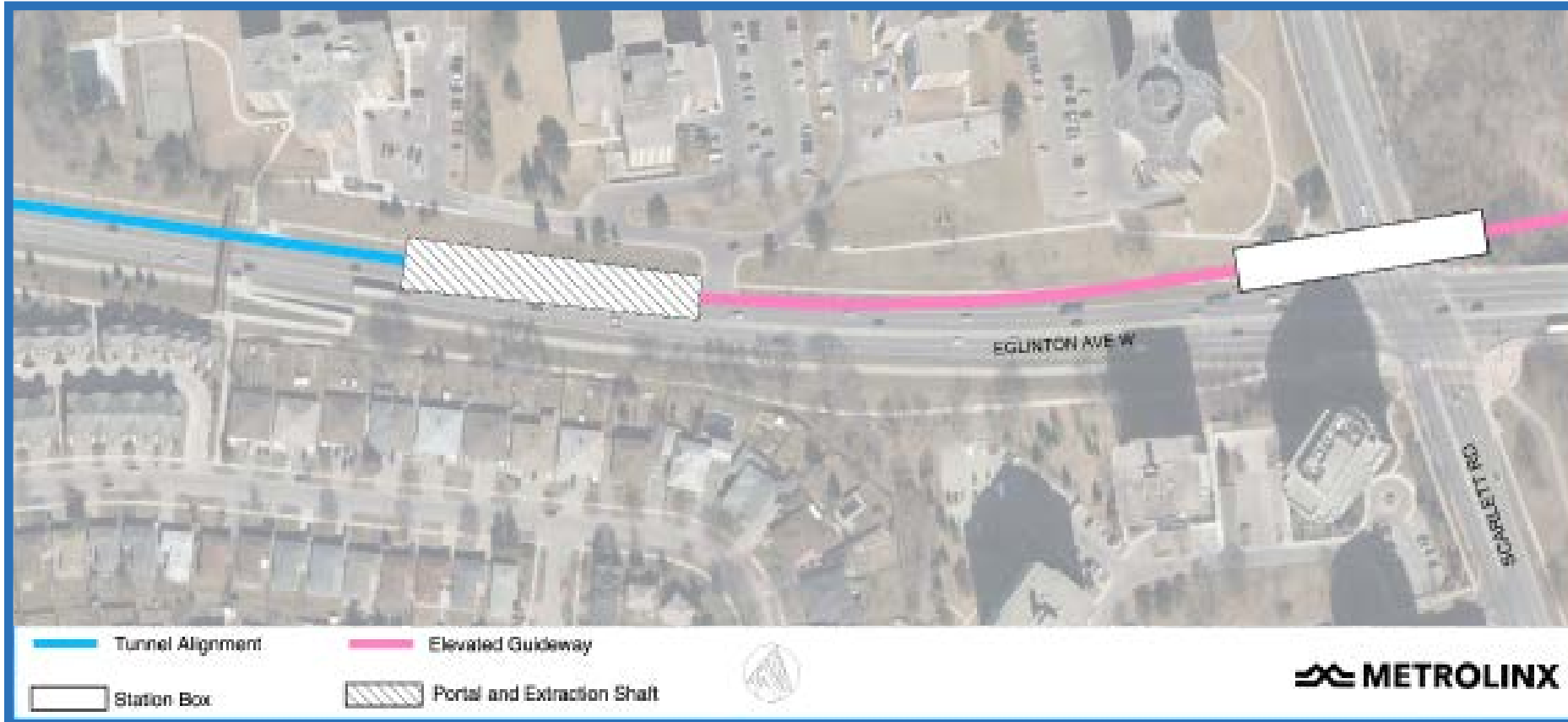
Station at Royal York-Eglinton



Headwalls for the station box will be constructed during the advance tunnel work, expected to begin in summer 2021.

- Construction will be fully outside the roadway at the northwest corner, which avoids all known utility impacts.
- This location intersects with TTC bus routes 32 and 73.
- The station will be constructed during the stations, rail and systems work. We will be sharing more information for public feedback as it is available.

Station at Scarlett-Eglinton



This is also the area for the tunnel boring machine extraction shaft and portal. Early works are expected to begin in 2021.

- Early designs propose Scarlett-Eglinton Station as an elevated station over Scarlett Road on the guideway.
- An elevated station structure would be wider than the guideway to accommodate passenger space and would also have a larger at-grade footprint to function as station entrances.
- This location intersects with TTC bus routes 32, 73, 79 and 405.
- The station will be constructed during the stations, rail and systems work. We will be sharing more information for public feedback as it is available.

Station at Jane-Eglinton



The station and tunnel to tie into Mount Dennis Station will be constructed during the stations, rail and systems work expected to begin in 2025-2026.

- Early designs propose the station at Jane-Eglinton as an elevated station over Jane Street on the elevated guideway.
- An elevated station structure would be wider than the guideway to accommodate the needed passenger space and would also have a larger at-grade footprint to function as station entrances.
- This location intersects with TTC bus routes 32, 35, and 935.
- The station will be constructed during the stations, rail and systems work. We will be sharing more information for public feedback as it is available.

Tunnel Boring Machines

The tunnel boring machines (TBMs) will operate up to 35 metres underground, 24 hours a day, seven days week, and travel approximately 10 metres per day.

(Image: Crosstown LRT tunnel boring machines)



TBMs move forward with the help of precast segment tunnel liners that are placed on the tunnel walls as it drives through.

The TBMs propel themselves forward by pushing against the liners. (Image: Crosstown LRT precast tunnel liners)



Community Engagement

Thank you for participating! We appreciate the time you have taken to learn more about the project and we value your opinions. We will be providing more opportunities to engage with the project team on a regular basis through community liaison committees, townhalls, and walking tours. Please subscribe to the e-newsletter to learn more and receive project updates, or contact us directly for information if that works better for you.

What is most important to you about this project? What would you like to hear more about? **How would you like to hear from us?** Is there anything we missed?

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