

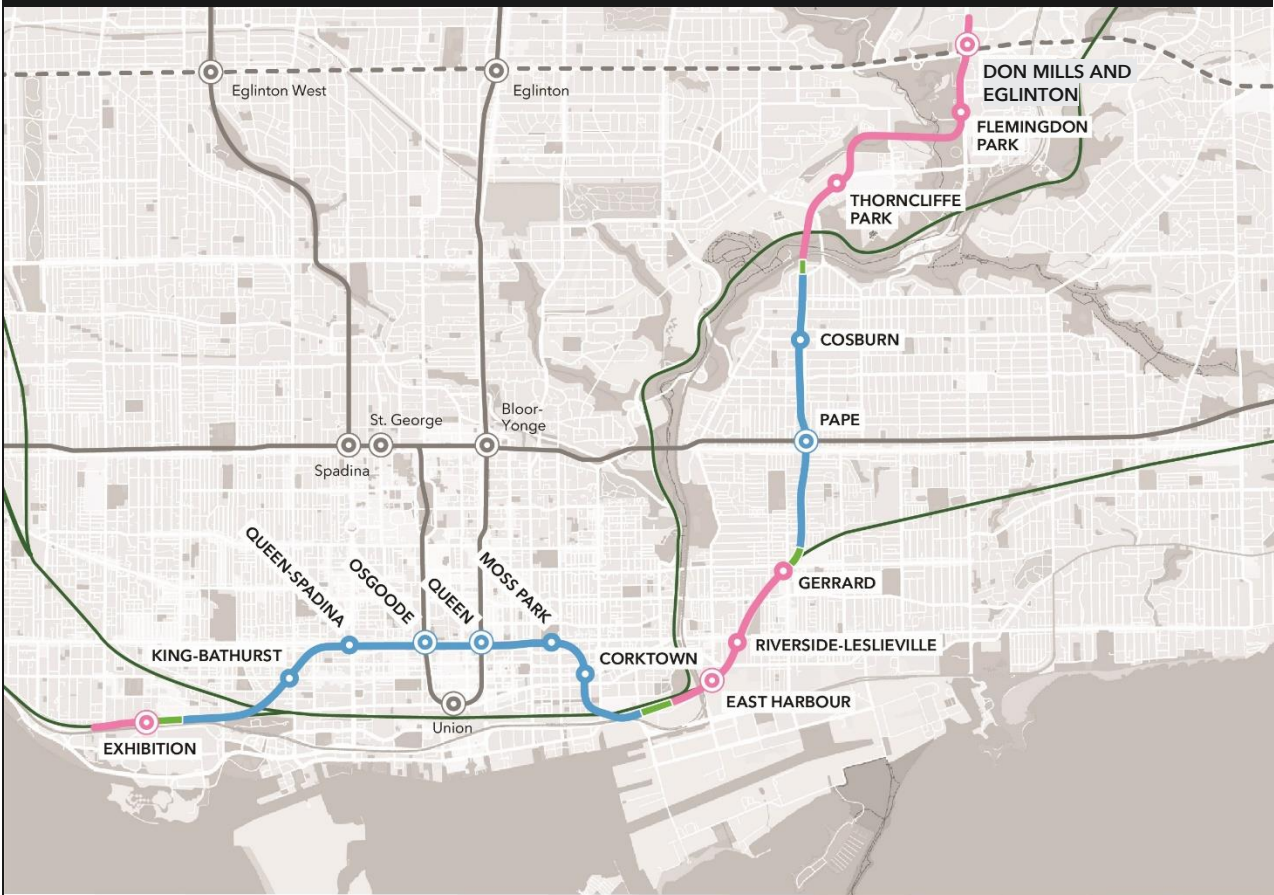


Artist's rendering – subject to change. Transit-Oriented Community proposals not shown.



Artist's rendering – subject to change. Transit-Oriented Community proposals not shown.

ONTARIO LINE SUBWAY



15.6 kilometres
long



15 stations



As frequent as every 90
seconds during rush hour



227,500 more people within
walking distance to transit



388,000 daily
boardings



40+ connections to
other transit options



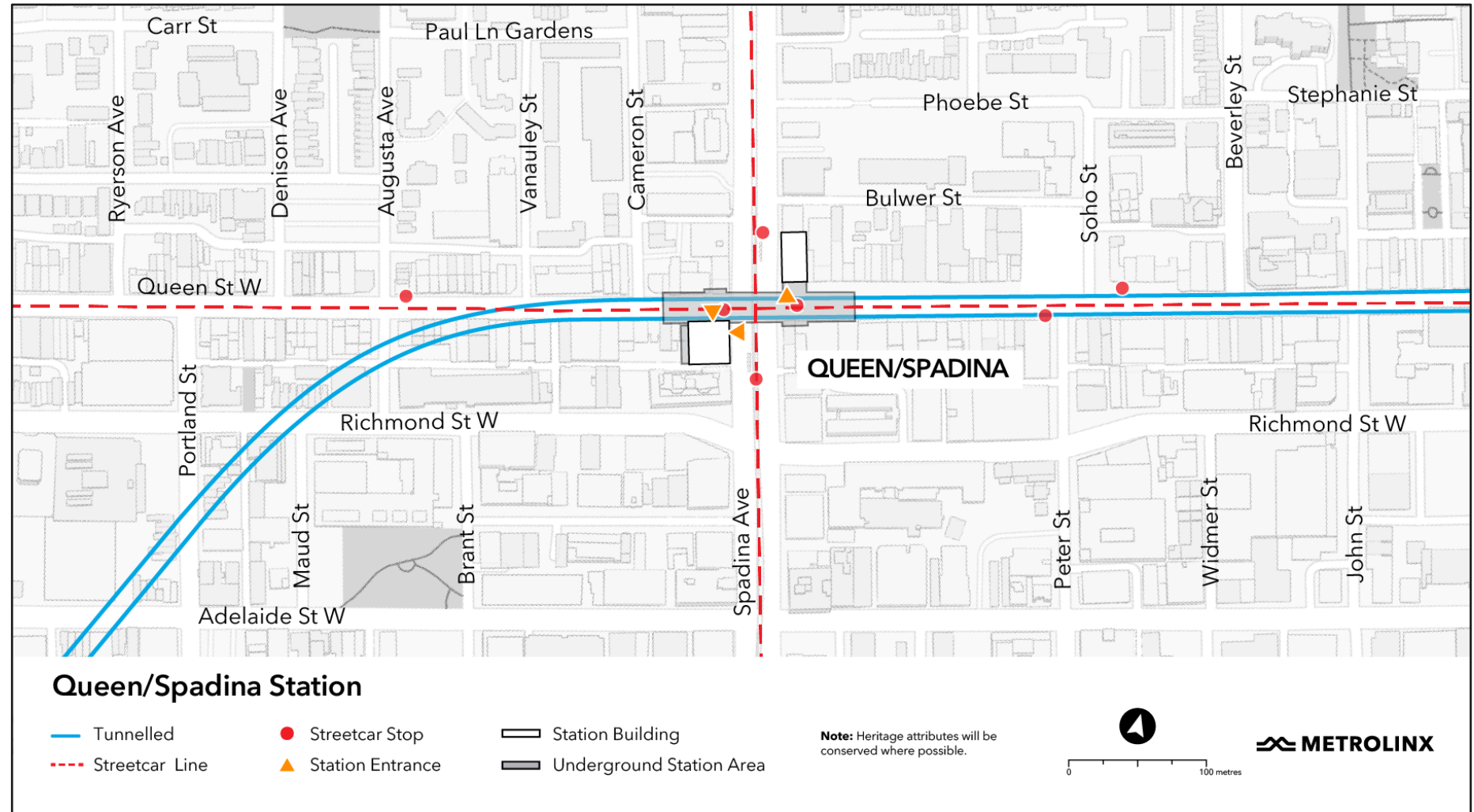
Up to 47,000 more jobs
accessible in 45 minutes or
less, on average



28,000 fewer cars
off the road each
day

A NEW SUBWAY LINE & STATION SERVING QUEEN STREET WEST & SPADINA AVENUE

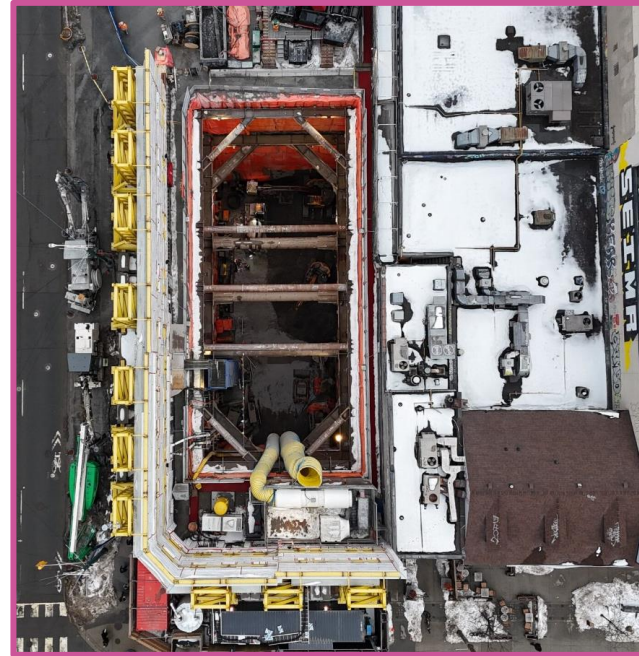
- Queen-Spadina Station will deliver **new rapid transit to the neighbourhood** and connect to **the 501 and 510 TTC** streetcars.
- Queen-Spadina Station is in proximity to **22,800 people, within walking distance.**
- **7,200 customers** will use the station during the busiest travel hour



EXCAVATION PROGRESS: NORTH STATION SITE

Behind the preserved heritage façade, crews continue to advance major station cavern activities.

- Ongoing **cavern excavation** is underway with crews removing soil and rock to shape the underground station space, where the future Ontario Line tunnels and station platforms will be.
- As excavation progresses, crews will install support systems to stabilize the cavern and prepare for the future tunneling work.



View of the north site excavation in progress, from above



Cavern works in progress at Queen-Spadina



*Scan the QR code for the latest construction notices
or visit metrolinx.com/ontarioline*

CAVERN EXCAVATION

- The **cavern is a below-ground excavated portion of the station** that connects the north site to the south site and will be the station passenger platform and waiting area. It is also where the tunnelling will pass in the future.
- Specialized equipment known as **roadheaders**, **rock bolters** and **shotcrete** machines, are used during cavern excavation.
- Work is occurring 24/7 within the cavern, as it must be completed in continual sequence.
- In the future, **tunnel boring machines will move through the cavern at the station site.**



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or visit metrolinx.com/ontarioline



Roadheader machine in use at King-Bathurst



EXCAVATION PROGRESS: SOUTH STATION SITE

- Crews are digging down to where the future Ontario Line tunnels and station platforms will be beneath the roadway intersection. The excavation process begins using excavators and hammers to break rock. Once crews reach the preliminary excavation level, the bracing installation begins. Large metal beams and pipes called struts and walers will be installed to help support the shaft as the team will have to go deeper with excavation.
- Excavation is expected to continue until the end of 2025.



View of the south site excavation in progress at Queen-Spadina site, from above.

CURRENT INBOUND TRUCK ROUTE

Routes are developed in consultation with the City of Toronto.

The map represents different routes for vehicles entering the work site, that could be **in effect sequentially over several years.**



CURRENT OUTBOUND TRUCK ROUTE

Routes are developed in consultation with the City of Toronto.

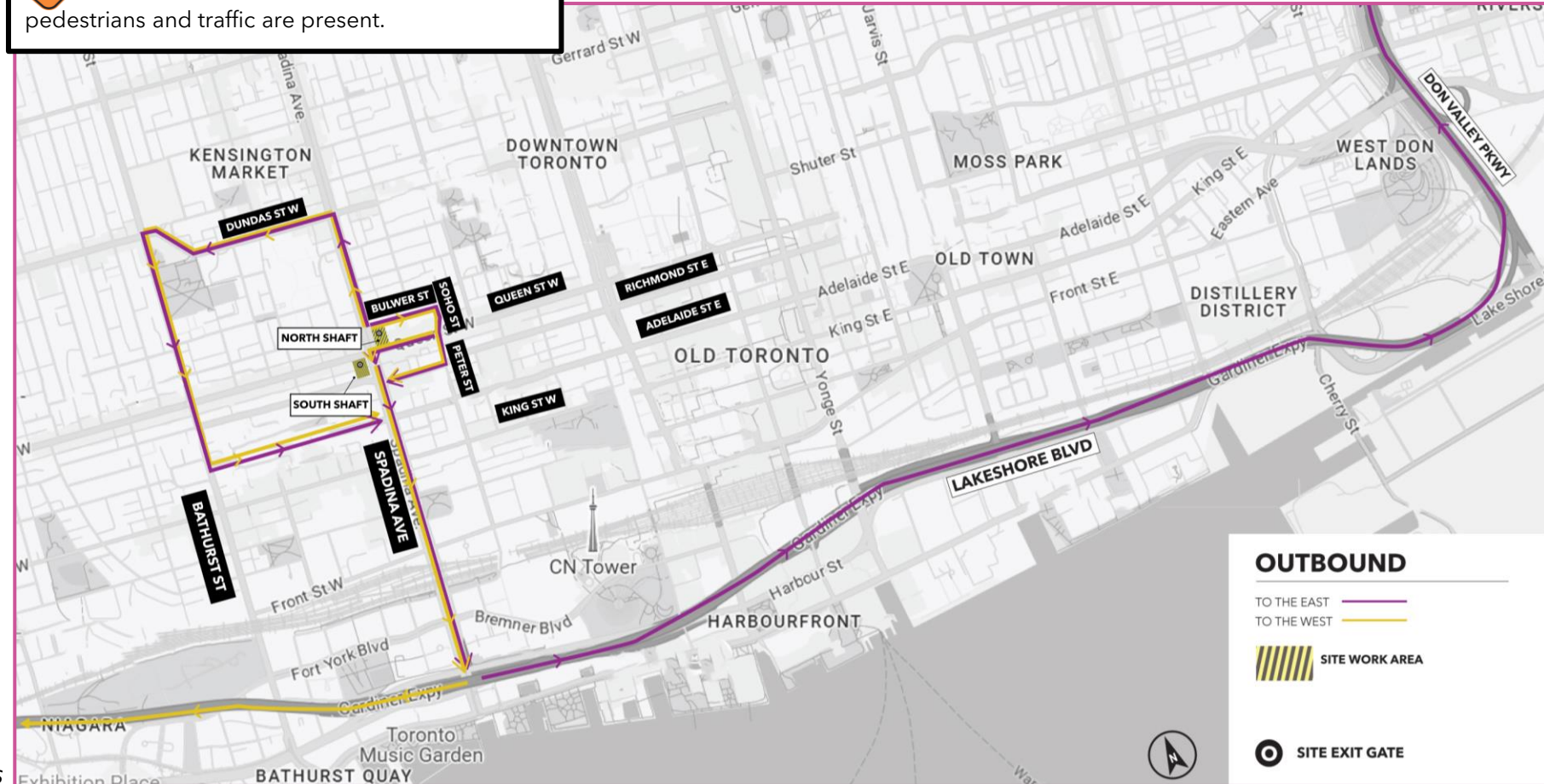
The map represents different routes for vehicles exiting the work site, that could be **in effect sequentially over several years.**



Scan the QR code for the latest construction notices or visit [metrolinx.com/ontarioline](https://www.metrolinx.com/ontarioline)



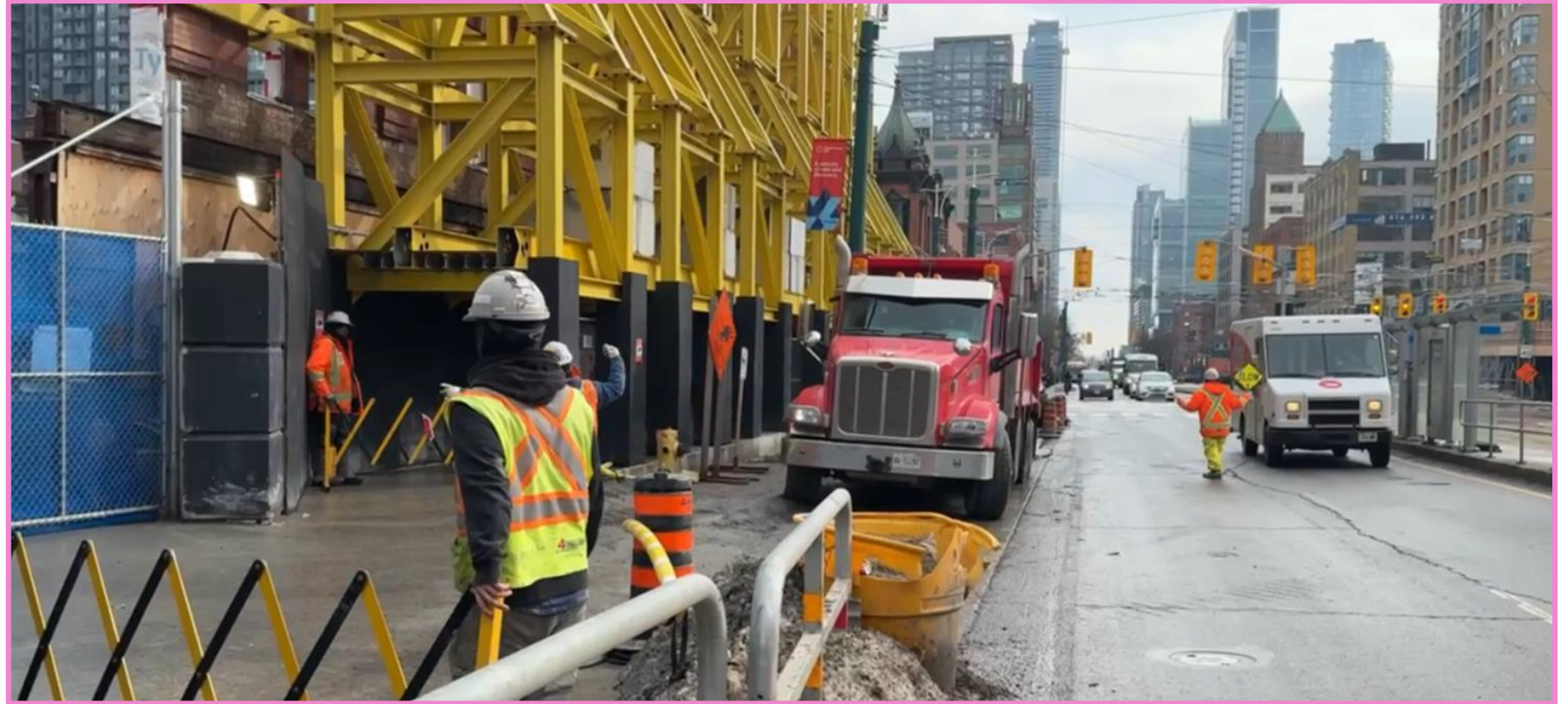
Traffic Control Persons will assist when pedestrians and traffic are present.



CONSTRUCTION GATE & TRAFFIC SAFETY

Sites are safeguarded by traffic flaggers, who ensure safety for pedestrians, cyclists, motorists and construction equipment.

Always listen and follow directions and signage provided by crew members at site.



Construction vehicles and traffic being controlled by traffic flag persons, ensuring safe exit and entry into the Queen-Spadina site.

WHAT'S IN THE TRUCK?

Dump trucks are entering and exiting the sites, removing excavated materials as crews work on the station cavern, below ground.

- When bins are loaded at the bottom of the excavated shaft and raised back to the surface, an alarm will sound, to alert crews that heavy machinery is moving within the site.
- Excavated materials are hoisted out of the shaft using a crane and loaded into dump trucks.
- This process ensures work can progress safely and efficiently.



Scan the QR code for the latest construction notices
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A self-dumping bin loading up a dump truck with excavated materials.

CAVERN AIR VENTILATION

Deep underground, a series of fresh air tubes and dust intake vents are in place, to ensure dust is always captured as excavation takes place.

- Fresh air is pumped into the cavern from above, using the yellow tube pictured at right.
- Dust is captured and filtered from the ongoing excavation work, to ensure health and safety for crews, but also to keep the neighbourhood clean. This is the grey tube pictured at right.
- A large scale “deduster”, the white filtration machine pictured at right, ensures the constant filtering of dust and ventilation of clean air.



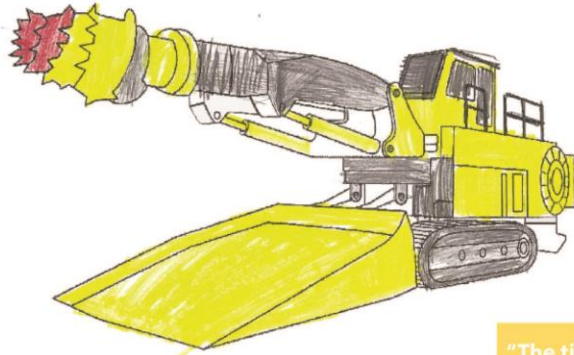
“Duduster” machine keeping the air clean in the station cavern.

ONTARIO LINE ROADHEADER NAMING CONTEST WITH OGDEN JRPS

ONTARIO LINE ROADHEADER
NAMING CONTEST

FIREBALL

WINNER



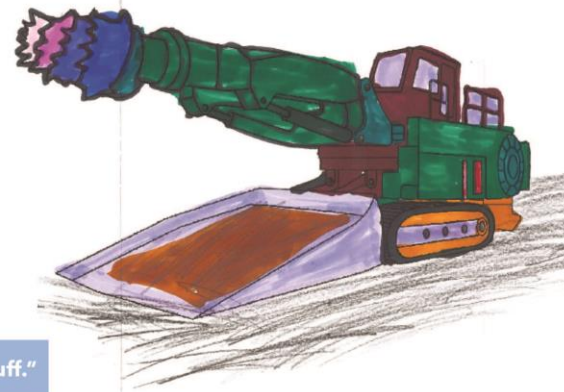
"The tip looks like a fireball."

METROLINX

ONTARIO LINE ROADHEADER
NAMING CONTEST

DRILLY

WINNER



"It looks like it digs stuff."

METROLINX

The Trains

The Ontario Line will feature four-car trains that will be electric and driverless. In operation, the train will travel up to 80 kilometres per hour.

Each four-car train can accommodate 661 passengers. The trains, similar to the vehicles already running on Milan Metro lines 1, 2 and 3 and Rome Metro Line C, will run as frequently as every 90 seconds.

On-board features will include Wi-Fi, double wheelchair areas, charging stations and spots for bicycles.

To create the safest experience possible for Ontario Line riders, each station will include full platform edge screens and doors to prevent transit riders and debris from entering the track area when the train is not in the station.





Departs
Départ
4 min

King-Bathurst

Departs	16:25	16:30
16:25	16:25	16:30
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16:45	16:45	16:50
16:50	16:50	16:55
16:55	16:55	17:00
17:00	17:00	17:05
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23:45	23:45	23:50
23:50	23:50	23:55
23:55	23:55	00:00

King-Bathurst

King-Bathurst

King-Bathurst

Platform Screen Doors

Platform screen doors are physical barriers separating the train platform from the tracks at train stations. The doors provide a safety barrier, preventing accidents, such as people entering the tracks. You can see platform screen doors on the UP Express at Union and Pearson stations.

All Ontario Line stations will feature platform screen doors, measuring 2.8-metres tall and stretching across the entire length of the platform.

Here is how the doors will make train journeys safer, smoother, and more pleasant.

- Safety First: Act as a barrier against accidents, passengers getting on tracks
- Improved Customer Experience: Real-time updates displayed around doors, communicating arrival/departure times, clear loading/unloading areas



Platform screen doors currently in Taoyuan, Taiwan.

Benefits of Platform Screen Doors

A quick overview of the many advantages platform screen doors will bring to Ontario Line commuters:

Benefit	Description
Safety	Prevents falls, reduces incidents caused by negligence, distraction or deliberate acts, and keeps objects off the tracks.
Operational Efficiency	Facilitates automated train systems, reduces delays, streamlines boarding.
Comfort & Convenience	Protects from the weather, helps maintain platform temperature, contributing to energy savings, reduces noise, and keeps the platform clean.
Modern Technology	Integrates with real-time information displays, enhancing travel experience, offers advertising opportunities.
Accessibility	Supports easy access for all passengers, including those with disabilities.