



TRANSITCITY

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Eglinton Crosstown Light Rail Transit (LRT) Transit Project Assessment Study - Notice of Commencement and Public Open Houses starting November 23, 2009

Background

The Toronto Transit Commission (TTC) and the City of Toronto are planning a new Light Rail Transit (LRT) route along Eglinton Avenue from Kennedy Subway Station to Pearson International Airport. The LRT will link to the Yonge Subway at Eglinton Station and the Spadina Subway at Eglinton West Station. As part of the Transit City light rail network, this route will connect with the proposed Don Mills LRT, Jane LRT, and Scarborough-Malvern LRT.



The Eglinton Crosstown LRT would provide modern, accessible & comfortable light rail transit service. The LRT will operate underground from Laird Drive in the east to Keele Street in the west, as the width of Eglinton Avenue in this area is too narrow to accommodate street level LRT. For the remainder of the route, the LRT will operate in reserved transit lanes in the centre of the street. At the upcoming Open Houses, TTC and the City will present the preferred design for both the underground and street level segments of the line. For the surface segments, final stop/passenger platform locations and traffic management strategies to provide fast and reliable LRT service will be displayed. The Open Houses will also exhibit the identified environmental impacts and corresponding proposed mitigation measures of the preferred design and the proposed methods of construction. This is the third round of public consultation. Previous consultations were held during the preliminary planning stage in August - September 2008 and June - September 2009. Responses to questions and comments submitted at previous open houses will be posted in the Frequently Asked Questions and Answers section on the project website: toronto.ca/transitcity.

Public Consultation:

We are holding seven Open Houses where you can learn more about this transit project, ask questions, and share your comments. All Open Houses will be held from: **6:30pm - 9:00pm**
Details are as follows:

Location and Dates

York Memorial Collegiate	2690 Eglinton Ave. West - Monday November 23, 2009
Etobicoke Olympium	590 Rathburn Rd. - Tuesday November 24, 2009
Northern Secondary School	851 Mount Pleasant Road - Wednesday November 25, 2009
Richview Collegiate	1738 Islington Ave. - Thursday November 26, 2009
CNIB Conference Centre	1929 Bayview Ave. - Wednesday December 2, 2009
Don Montgomery Community Centre	2467 Eglinton Ave. East - Tuesday December 8, 2009
Beth Shalom Synagogue	1445 Eglinton Ave. West - Thursday December 10, 2009

Process

The Eglinton Crosstown LRT is following Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings (2008). The environmental impact of this project has been assessed in accordance with the Transit Project Assessment Process.

Frequently Asked Questions

Q. Where will stations and stops be provided?

- A. A complete list of stations (underground) and stops (above ground) will be posted on the project website.

Q. What sections of the LRT line will be at surface level? What section is underground?

- A. The LRT will operate at surface in the centre of the road between the Airport and Black Creek Drive and between Leslie Street and Kennedy Road (aside from a short tunnel at Don Mills). From Keele Street to Laird Drive, the LRT will be underground.

Q. Where will bus terminals be provided?

- A. A 4-bay bus terminal will be provided at Keele Station and a 7-bay bus terminal at Don Mills Station.

Q. How will TTC ensure fast and reliable LRT service in the above ground sections of the line?

- A. Between intersections, the LRT will travel in a transit right-of-way in the centre of the street separated from vehicular traffic to enhance LRT operating speed and reliability. For safety reasons, left turns from minor streets and driveways across the transit right-of-way cannot be permitted. In such situations, motorists will instead turn right and then U-turn at the first intersection where U-turns will be permitted.

Additionally, in order to ensure fast and reliable transit service, left turn restrictions are proposed from Eglinton onto the following streets: Martin Grove, Kipling, Islington, Royal York, Scarlett, Victoria Park, and Birchmount. Signalized U-turn locations on Eglinton (beyond the intersections) will be provided to replace the existing left turn access. Please note that left turns from these north-south streets onto Eglinton will be maintained.

At Jane and Pharmacy only, left turns will not be possible onto Eglinton; otherwise, LRT performance will suffer. Therefore, new u-turn locations will be located both north and south of these intersections to allow motorists to travel past the intersection, make a protected u-turn and proceed onto Eglinton Avenue (right turn).

Q. What changes have been made since Open House 2?

- A. The station originally proposed at Brentcliffe has been moved to Laird to best serve the Leaside community. As well, stops have been removed at Emmett and at Swift/Credit Union.

Q. What methods will be used to construct the underground stations?

- A. The underground stations are proposed to be constructed by means of a technique called “cut and cover” construction. This method requires the excavation of the ground to create a trench where the station structure will be located. During the construction phase, utilities will be relocated, and decking will then be installed to allow traffic to flow over the construction site before construction

begins. Once the station box has been completed, the decking will be removed, the remaining open area will be backfilled and the surface will be restored.

Q. When could construction start?

- A. The start of construction is currently scheduled for 2010. The LRT is currently scheduled to open for service in phases, with the first phase scheduled to open in 2016. The entire line is scheduled to be open for service in 2020.

Q. Will bus services be provided on Eglinton Avenue once the Eglinton Crosstown LRT opens?

- A. At the present time, current bus service on Eglinton Avenue is planned to be replaced by the LRT.

Q. Will there be noise or vibration from the LRT?

- A. With current track design technology, there will be very little noise or vibration. The new LRT vehicles are planned to be “double-ended” - i.e. an operator’s cab at both ends so it can be operated in either direction without loops. Therefore, the “wheel squeal” created by operations on loops will be eliminated. TTC will design the trackbed to dampen vibration to an acceptable level.

Next Steps

A status report will be sent to TTC and City Council before the Open Houses. Following the open houses and review of comments, there will be an opportunity to incorporate feedback. A formal public notice of study completion will then be issued. At that time, an Environmental Project Report will be made available for a 30 day review period on the project website: www.toronto.ca/transitcity (click Eglinton Crosstown) and at specified locations in the notice of completion.

We would like to hear from you:

Public consultation is an important part of this study. If you would like to provide comments or obtain more information, please contact:

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Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal info., all comments will become part of the public record.