

January 28, 2025

Prioritize the Eglinton East LRT and create seamless connections to the Crosstown

RE: EX20.9 - Advancing Eglinton East Light Rail Transit¹

Dear Mayor Olivia Chow and Councillors on the Executive Committee,

Thank you for continuing to advance the Eglinton East LRT (EELRT). The EELRT will create new connections to GO Transit, serve equity-deserving Neighbourhood Improvement Areas, and provide connections to Malvern and other areas of Scarborough long underserved by rapid transit. This project serves the majority of residents who travel within Scarborough, not just those going to and from downtown.

We are encouraged by the staff recommendation for City Council to endorse the EELRT project as a priority project for funding under the Canada Public Transit Fund (CPTF):

- That "City Council endorse the EELRT project as a priority project for funding under the Canada Public Transit Fund (CPTF) and direct the Executive Director, Transit Expansion, in consultation with the City Manager and Chief Financial Officer and Treasurer, to take any necessary steps to work with the Provincial Government to **prioritize the EELRT for funding under the CPTF.**"

Yet we noticed that a report going to this same meeting about Waterfront East LRT motion² uses different language:

- That "City Council direct the City Manager and the Chief Financial Officer and Treasurer to inform the Provincial and Federal Governments of the City's funding commitments to the WELRT and **request their financial support to fully fund the entire project.**"

We are writing to urge you to prioritize the Eglinton East LRT and request support to fully fund the entire project. With provincial and federal elections on the horizon, there is an opportunity to request support from all parties for this project.

We are also writing to urge that quick, seamless connectivity at Kennedy Station between EELRT and Line 5 Eglinton Crosstown be prioritized. How long will the transfer time at Kennedy Station take compared to the original overbuild design?

In 2022, city staff identified that Metrolinx's design of the Scarborough Subway Extension at Kennedy Station created challenges for a seamless connection between the Eglinton Crosstown and the future Eglinton East LRT; because the EELRT station partially overlaps with the SSE tunnel box, an overbuild is required. In 2022, staff reported that riders' transfer time at Kennedy

¹ EX20.9 - Advancing Eglinton East Light Rail Transit:
<https://secure.toronto.ca/council/agenda-item.do?item=2025.EX20.9>

² EX20.10 - Advancing Waterfront East Light Rail Transit:
<https://secure.toronto.ca/council/agenda-item.do?item=2025.EX20.10>

Station would be 1.3 minutes with such an overbuild, though this does not factor in waiting up to 5 minutes for a connecting EELRT vehicle. City Council requested that the provincial government include the overbuild in the Scarborough Subway Extension project scope, but the province has declined and required the city to fund it.

The report before you notes that city staff have developed a concept for an alternative design option (Option 2) for the connection at Kennedy Station that would remove the need for overbuild protection. Yet the report and Attachment 3 do not note whether Option 2 will result in a longer or shorter connection.

In 2022, TTCriders, Scarborough Campus Students' Union, Centennial College Student Association Inc., and 42 Voices wrote to you about the EELRT project urging you to ensure that there are convenient, fast connections between Bloor-Danforth, EERLT, and Crosstown and to consider signal priority and other measures to speed up service along the EELRT route. The Business Case published in 2022 notes that there are some segments where the EELRT will be slower than current bus service in RapidTO lanes. Overall, the report indicates that EELRT trips along the entire corridor will be slower than it is today. Signal priority and other measures should be explored during the design phase to ensure that the EELRT travels faster than buses. A clear explanation of the capabilities of the EELRT transit signal priority system should be provided, indicating whether it is an active or limited system.

Sincerely,

42 Voices

42 Voices is a non-partisan resident-led community organization in Malvern.



TTCriders

TTCriders is a membership-based organization of transit users.



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NOTE: The SUN is non-partisan to the information provided which is for community awareness & discussion purposes only.

