

## **Metrolinx Eglinton Crosstown West Extension – Station Construction – Long-term Temporary Road Closures and Traffic By-law Amendments**

**Date:** May 07, 2026

**To:** Etobicoke-York Community Council

**From:** Interim Deputy General Manager, Transportation Services

**Wards:** Etobicoke Centre – Ward 2

### **SUMMARY**

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This report seeks City Council approval for long-term temporary lane closures, sidewalk restrictions, and traffic control modifications required to support construction of the Eglinton Crosstown West Extension (ECWE) Renforth, Kipling, and Scarlett Stations.

Mitigation measures, including traffic signal timing adjustments, temporary lane configurations, pedestrian and cycling detours, and advance advisory signage, will be implemented to maintain safe and efficient operation of the transportation network during the construction period.

Approval of the recommendations in this report will enable Metrolinx to proceed with critical construction activities while ensuring that impacts to the City's transportation network are appropriately managed.

### **RECOMMENDATIONS**

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The Interim Deputy General Manager, Transportation Services recommends that:

1. City Council authorize the installation of temporary traffic signals at the intersection of Renforth Avenue and Mississauga Transit Way (approximately 80 metres north of Eglinton Avenue West), from September 1, 2027, to March 31, 2031, inclusive.
2. City Council authorize the temporary closure of the westbound curb lane on Eglinton Avenue West, between Kipling Avenue and a point approximately 300 metres west of Kipling Avenue, from December 1, 2027, to February 28, 2030, inclusive, to facilitate construction of the Eglinton Crosstown West Extension Kipling Station.
3. City Council prohibit stopping at all times on the north side of Eglinton Avenue West, between Kipling Avenue and a point approximately 300 metres west of Kipling Avenue,

from December 1, 2027, to February 28, 2030, inclusive, to facilitate construction of the Eglinton Crosstown West Extension Kipling Station.

4. City Council temporarily designate the northerly westbound curb lane on Eglinton Avenue West, between Kipling Avenue and Dryden Way, for westbound right-turns only, buses excepted, from December 1, 2027, to February 28, 2030, inclusive, to facilitate construction of the Eglinton Crosstown West Extension Kipling Station.

5. City Council authorize the temporary closure of the northbound curb lane on Scarlett Road, between a point 100 metres north of Eglinton Avenue West and a point approximately 100 metres south of Eglinton Avenue West, from August 1, 2028, to September 30, 2030, inclusive, to facilitate construction of the Eglinton Crosstown West Extension Scarlett Station.

6. City Council prohibit stopping at all times on the east side of Scarlett Road, between Eglinton Avenue West and Richview Road, from August 1, 2028, to September 30, 2030, inclusive, to facilitate construction of the Eglinton Crosstown West Extension Scarlett Station.

7. City Council authorize the temporary closure of the westbound right-turn lane on Eglinton Avenue West, between Scarlett Road and a point approximately 107 metres east, from August 1, 2028, to September 30, 2030, inclusive, to facilitate construction of the Eglinton Crosstown West Extension Scarlett Station.

8. City Council authorize the temporary closure of the east sidewalk on Scarlett Road, between Eglinton Avenue West and a point approximately 100 metres north, from August 1, 2028, to September 30, 2030, inclusive, to facilitate construction of the Eglinton Crosstown West Extension Scarlett Station.

9. City Council authorize the temporary closure of the multi-use path on the east side of Scarlett Road, between Eglinton Avenue West and a point approximately 100 metres north, from August 1, 2028, to September 30, 2030, inclusive, to facilitate construction of the Eglinton Crosstown West Extension Scarlett Station.

10. City Council authorize the temporary closure of the southbound right-turn lane on Scarlett Road, between Eglinton Avenue West and a point approximately 50 metres north, from August 1, 2028, to September 30, 2030, inclusive, to facilitate construction of the Eglinton Crosstown West Extension Scarlett Station.

11. City Council authorize the appropriate City officials to submit directly to Council at the appropriate time any necessary bills to amend the appropriate City of Toronto Municipal Code Chapters, and any Schedules to the Chapters, to reinstate the traffic and parking regulations that were in place prior to the bylaw amendments made in connection with the report (May 7, 2026) from the Interim Deputy General Manager, Transportation Services.

12. City Council authorize the City Solicitor to introduce the necessary bills to give effect to City Council's decision and City Council authorize the City Solicitor to make any necessary clarifications, refinements, minor modifications, technical amendments, or by-

law amendments as may be identified by the City Solicitor or General Manager, Transportation Services, in order to give effect to Recommendations 1 to 10, inclusive.

## **FINANCIAL IMPACT**

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There are no direct financial implications to the City resulting from the approval of this report. All design and construction work, including permit fees, will be fully funded by Metrolinx as part of the Eglinton Crosstown West Extension project.

## **DECISION HISTORY**

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In February 2021, City Council adopted, with amendments, IE19.10 Metrolinx Projects - Eglinton Crosstown West Extension, Yonge North Subway Extension and Ontario Line - Temporary Delegation for Long-term Road Closures granting delegated authority to the General Manager, Transportation Services, to temporarily close pedestrian and vehicular traffic highways or portions of highways for the purpose of constructing the Eglinton Crosstown West Extension and Ontario Line, excluding its proposed above ground section, between the Don River and Gerrard Street for a period of up to 365 days, until December 31, 2030. Through the report, City Council also exempted the General Manager, Transportation Services, in carrying out this delegated authority from Section 937-5 of Chapter 937, that being the requirement to notify the local Ward Councillor of the Metrolinx Transit Expansion Projects Update - Q2 2022 Page 1 of 3 pending closure and the requirement to report on the proposed closure if so requested by the local Ward Councillor.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE19.10>

City Council at its meeting on June 15 and 16, 2022, adopted Item EX33.1 “Metrolinx Transit Expansion Projects – Second Quarter 2022” and approved long-term temporary road closures for the Eglinton Crosstown West Extension project.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.EX33.1>

## **COMMENTS**

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The Eglinton Crosstown West Extension (ECWE) is a 9.2-kilometre-long extension of the Eglinton Crosstown Light Rail Transit (ECLRT) line from Weston Road to Renforth Drive. The project will introduce seven new stations and provide a continuous rapid transit connection across Toronto into Mississauga, supporting regional mobility and improved transit access.

The ECWE will operate as a fully grade-separated corridor, consisting of underground, elevated, and at-grade segments. Figure 1 shows the ECWE alignment.



Figure 1 – ECWE Alignment

Source: Metrolinx

Construction of the ECWE is currently underway through multiple coordinated contracts delivered by Metrolinx. A significant milestone achieved to date is the completion of the Advanced Tunnel Contract (ATC1), which delivered approximately 6.5 kilometres of twin tunnels between Renforth Drive and west of Scarlett Road. This work was substantially completed in 2024-2025.

Additional major components of the project are progressing concurrently:

- **Elevated Guideway:** Construction of the 1.5-kilometre elevated guideway between Jane Street and Scarlett Road is underway, including pier construction and guideway deck works.
- **Advanced Tunnel Contract 2 (ATC2):** Tunnel construction between Jane Street and Mount Dennis Station is ongoing, supporting the connection to the existing ECLRT alignment.
- **Stations, Rail and Systems (SRS) Contract:** The SRS contract is the final phase of the project and includes the construction of stations, trackwork, and operational systems. The project is currently in the design and early works phase, including geotechnical investigations and advance station box construction at multiple locations.

In June 2022, City Council, through Item EX33.1, approved a series of long-term temporary road and sidewalk closures to support construction of the Elevated Guideway and Advanced Tunnel Contract 2 (ATC2) components of the project.

The SRS contract represents a subsequent phase of project delivery and will introduce additional long-term impacts within the City’s road right-of-way, including temporary lane closures, sidewalk and multi-use path restrictions, and modifications to traffic control infrastructure. While certain elements of the SRS contract may rely on previously approved temporary road closures, additional City Council approval is required for new and revised long-term impacts within the City’s road right-of-way to facilitate construction.

The sections below outline the specific locations, staging, and long-term temporary changes to roadway operations required to support construction of the ECWE SRS contract.

### Renforth Station:

The ECWE Renforth Station will be an at-grade station located in the northwest quadrant of Eglinton Avenue West and Renforth Drive. The station will serve as a major transit hub, providing connections to MiWay, GO Transit, TTC bus services, and the Mississauga Transitway. Figure 2 shows the location of the Renforth Station.

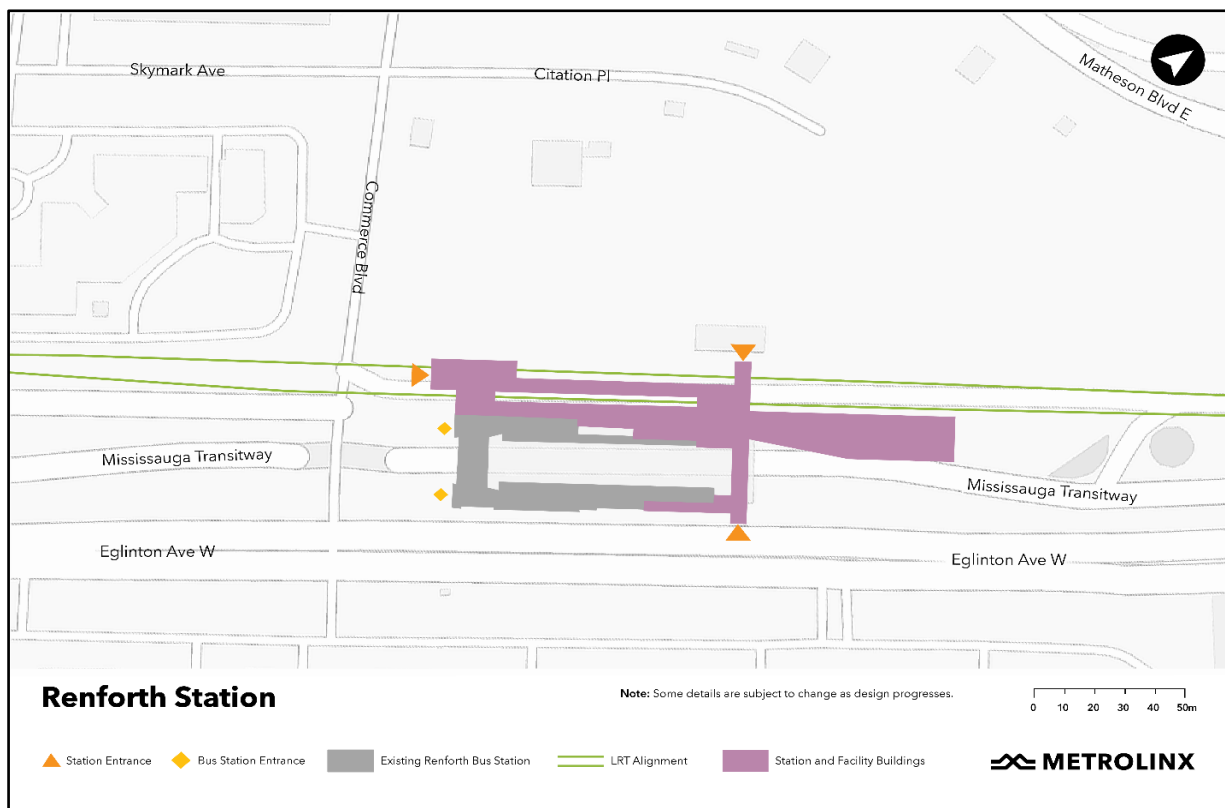


Figure 2 – ECWE Renforth Station

Source: Metrolinx

Construction of the Renforth Station requires the temporary closure of the north-west ramp from southbound Renforth Drive to the Mississauga Transitway for approximately

43 months (i.e. September 1, 2027, to March 31, 2031). This ramp currently provides primary access for TTC, MiWay, and GO Transit buses entering the Transitway. This temporary closure will remove direct southbound access for transit vehicles.

The installation of a temporary traffic signal at Renforth Drive and the Transitway East ramp is required to facilitate a protected southbound left-turn movement, enabling transit vehicles to safely access the Transitway during the construction period. Without this signal, transit vehicles would be required to follow extended detour routes via Renforth Drive and Commerce Boulevard, resulting in increased travel times, operational delays, and reduced service reliability for a high volume of transit users.

The location of the temporary traffic signal and associated ramp closures is shown in Figure 3.

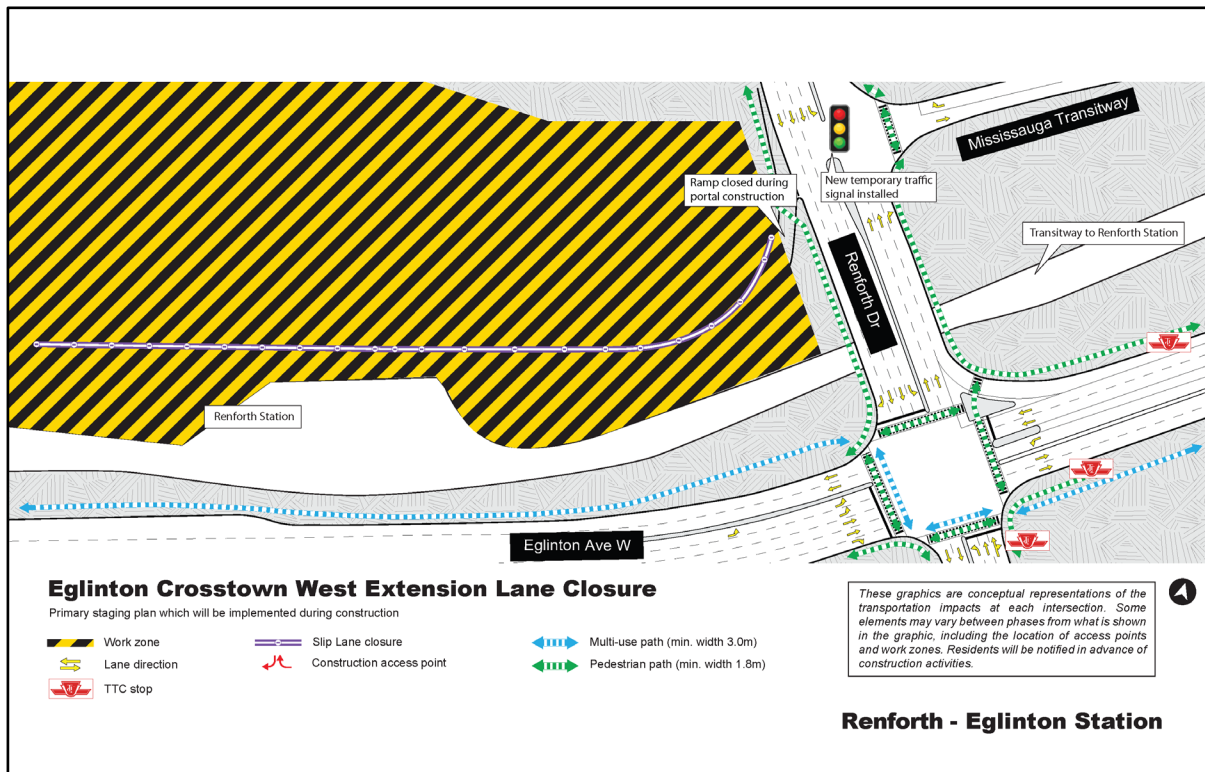


Figure 3 – ECWE Renforth-Eglinton Station – Temporary Traffic Signal

Source: Metrolinx

The proposed signalized configuration provides:

- Safe and controlled access for transit vehicles entering the Transitway.
- Improved traffic predictability at a location with modified roadway geometry.
- Reduced risk of collisions associated with uncontrolled turning movements.

In addition, the temporary signal will be coordinated with the adjacent signal at the intersection of Eglinton Avenue West and Renforth Drive to manage queue lengths and minimize traffic impacts. The installation also supports safer pedestrian movements in an area with increased construction activity and altered travel patterns.

The temporary signal will remain in place only for the duration of construction and will be removed once permanent infrastructure and access configurations are restored.

## Kipling Station

The ECWE Kipling Station will be an underground station located in the northwest quadrant of the intersection of Eglinton Avenue West and Kipling Avenue. The location of the station is shown in Figure 4.



Figure 4 – ECWE Kipling Station

Source: Metrolinx

Construction of the Kipling Station requires a temporary realignment of Eglinton Avenue West to accommodate utility relocations, station box excavation, and associated construction activities.

To facilitate these works, Eglinton Avenue West will be shifted south within the road right-of-way, creating a protected work zone while maintaining two-way traffic operations. Due to geometric constraints associated with the temporary diversion, one westbound through traffic lane on Eglinton Avenue West, between Kipling Avenue and a point approximately 300 metres west will be temporarily closed for approximately 27 months (December 1, 2027, to February 28, 2030, inclusive).

Figure 5 shows the long-term traffic management setup during construction of the Kipling Station.

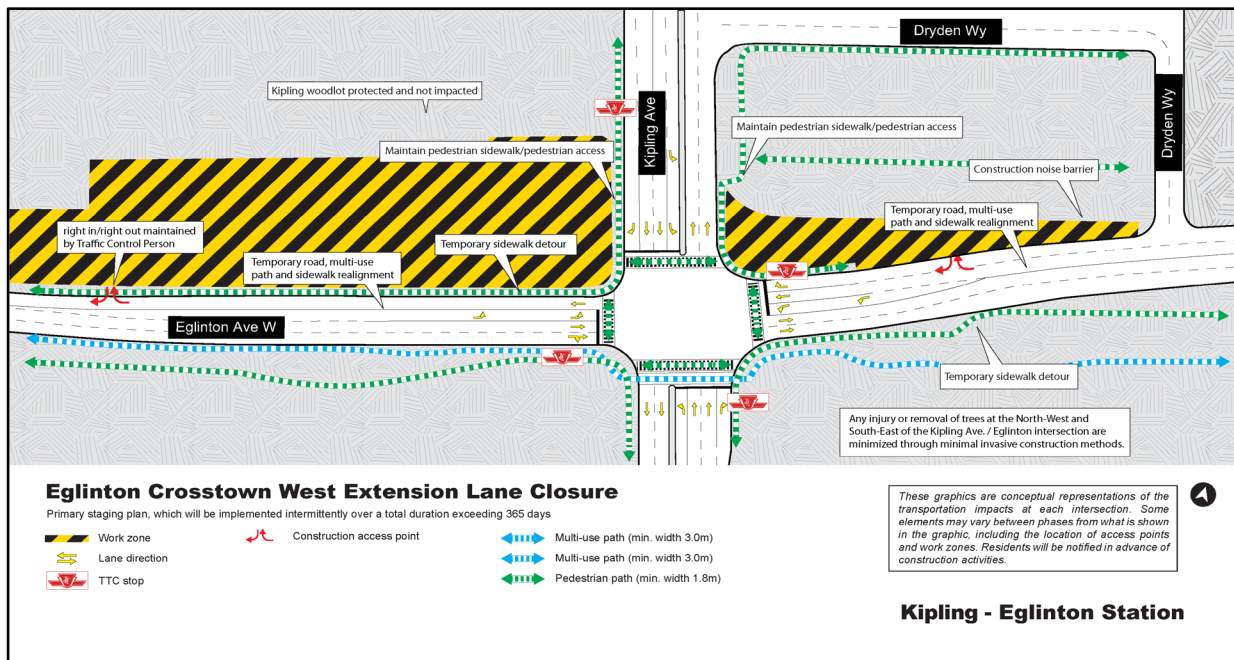


Figure 5 – ECWE Kipling-Eglinton Station Road Realignment & Temporary Lane Closure Source: Metrolinx

This temporary lane closure is necessary to enable the safe construction of the underground station while maintaining continuous east-west traffic movement along Eglinton Avenue West.

The proposed staging approach:

- Maintains two-way traffic operations, including turning movements throughout construction at the intersection of Eglinton Avenue West and Kipling Avenue.
- Maintains transit operations with temporary adjustments to stop locations and platforms.
- Minimizes impacts to adjacent natural features, including the nearby woodlot, by shifting the roadway within the existing corridor.

To manage traffic operations and reduce potential cut-through traffic on local streets, the westbound right-turn lane on Eglinton Avenue West at Kipling Avenue will be extended to provide additional storage between Kipling Avenue and Dryden Way. This measure will help contain turning queues and discourage diversion through local streets such as Dryden Way.

In addition to the long-term lane closure described above, short-term and intermittent lane reductions will be required to support utility relocations along Kipling Avenue and Eglinton Avenue West. These impacts will be temporary in nature and managed through staged construction, with two-way traffic maintained at all times. Such short-term closures will be implemented under the delegated authority of the General Manager, Transportation Services, through the City’s permitting process, in accordance with Chapter 743 of the Toronto Municipal Code.

Mitigation measures include:

- Signal timing optimization and ongoing monitoring to manage congestion and queue lengths.
- Extended right-turn lane storage to prevent spillback toward Dryden Way.
- Temporary roadway realignment to include appropriate delineation, barriers, and the reduced posted speed (40 km/h) within the construction zone.
- Continuous and accessible pedestrian and cycling routes through temporary realignments and protected detours.
- Maintenance of transit operations through temporary bus stop adjustments and protected detours.
- Managed construction vehicle access through designated routes, right-in/right-out operations and Traffic Control Persons.
- Area-wide advance advisory signage to inform motorists of upcoming lane reductions.

These measures are intended to proactively manage construction-related impacts while maintaining the safe and efficient operations of the surrounding transportation network.

City Council approval is required for the following:

- Temporary closure of the westbound curb lane on Eglinton Avenue West, between Kipling Avenue and a point approximately 300 metres west of Kipling Avenue, from December 1, 2027, to February 28, 2030, inclusive.
- Temporary designation of northerly westbound curb lane on Eglinton Avenue West, between Kipling Avenue and Dryden Way, for westbound right-turns only, buses excepted, from December 1, 2027, to February 28, 2030, inclusive.

### **Scarlett Station**

The ECWE Scarlett Station will be an elevated station located in the northwest quadrant of the intersection of Eglinton Avenue West and Scarlett Road. Figure 6 shows the location of the station.



Figure 6 – ECWE Scarlett Station

Source: Metrolinx

Construction of the Scarlett Station requires temporary lane reconfigurations on Scarlett Road and Eglinton Avenue West in the vicinity of the Humber River Bridge to accommodate utility works, station construction, and associated infrastructure.

To facilitate these works, temporary lane reductions, sidewalk closures, and modifications to cycling infrastructure will be required to support the safe construction while maintaining multimodal connectivity through the surrounding road network.

Figure 7 shows the long-term traffic management configuration during construction of the Scarlett Station.

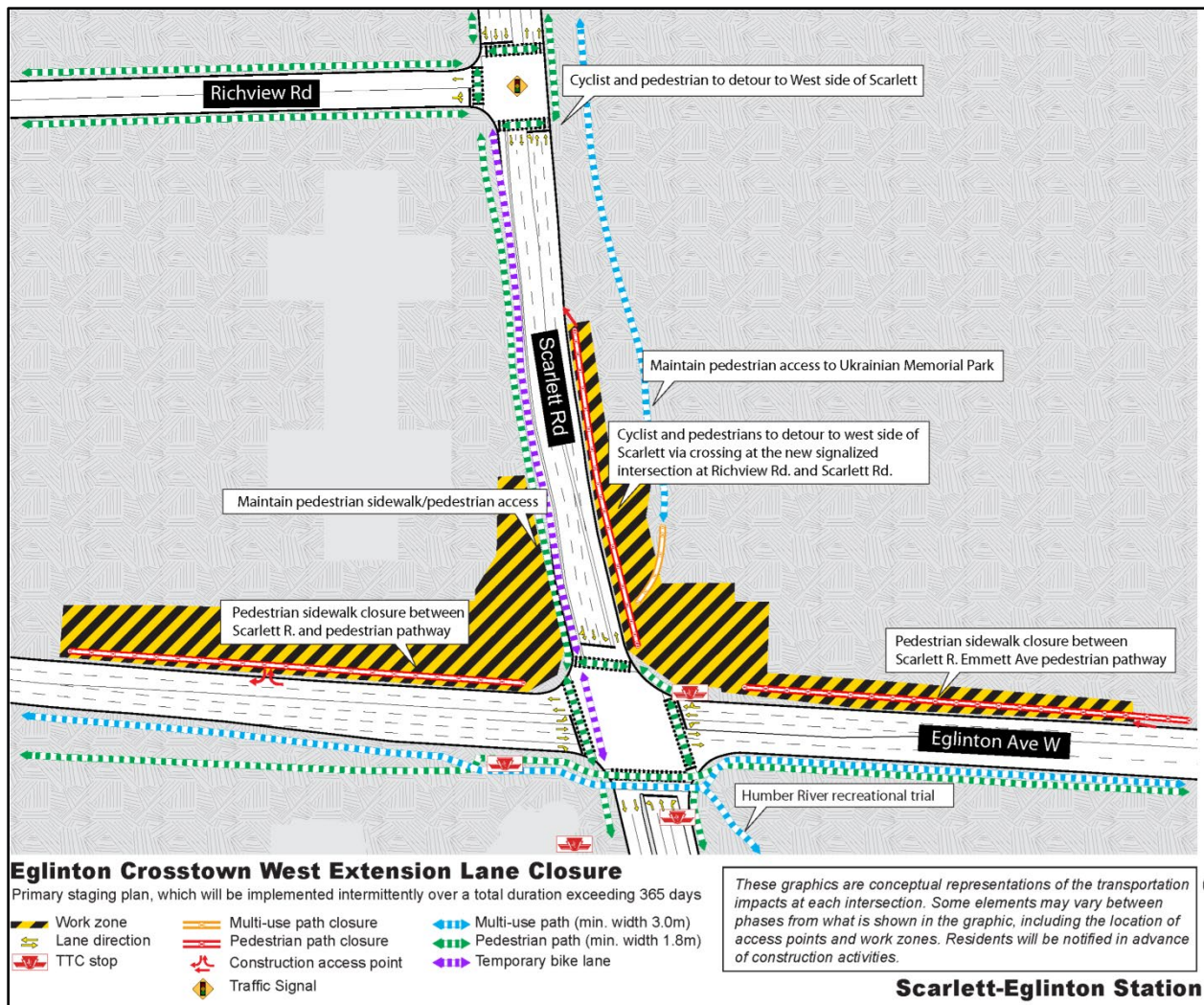


Figure 7 – Scarlett-Eglinton Station – Temporary Lane Reconfiguration

Source: Metrolinx

### Key Transportation Impacts:

- Temporary closure of northbound curb lane on Scarlett Road, between a point approximately 100 metres north of Eglinton Avenue West and a point approximately 100 metres south of Eglinton Avenue West, for 26 months (August 1, 2028, to September 30, 2030, inclusive), with one northbound through lane maintained.
- Temporary closure of the westbound right-turn lane on Eglinton Avenue West, between Scarlett Road and a point approximately 107 metres east, for 26 months (August 1, 2028, to September 30, 2030, inclusive), with right-turn movements shared with the westbound through traffic.
- Temporary closure of the east sidewalk on Scarlett Road, between Eglinton Avenue West and a point approximately 100 metres north, for 26 months (August 1, 2028, to September 30, 2030, inclusive), with pedestrian access maintained on the west sidewalk and supported by signage and wayfinding.
- Temporary closure of the multi-use path on the east side of Scarlett Road, between Eglinton Avenue West and a point approximately 100 metres north, for 26 months (August 1, 2028, to September 30, 2030, inclusive), with cycling connectivity maintained on a temporary bi-directional facility on the west side.

- Temporary closure of the southbound right-turn lane on Scarlett Road, between Eglinton Avenue West and a point approximately 50 metres north, for 26 months (August 1, 2028, to September 30, 2030, inclusive), with right-turn movements shared with the southbound through traffic.

In addition to the long-term temporary closures outlined above, short-term and intermittent lane restrictions will be required to support utility relocations and related construction activities. These impacts will be temporary in nature and managed through staged construction, with two-way traffic operations maintained at all times. Such short-term closures will be implemented under the delegated authority of the General Manager, Transportation Services, through the City's permitting process, in accordance with Chapter 743 of the Toronto Municipal Code.

A coordinated set of mitigation measures will be implemented to manage these impacts and maintain safe and efficient operations throughout the construction period.

Mitigation measures include:

- Traffic signal timing adjustments at the intersection of Eglinton Avenue West and Scarlett Road to manage reduced northbound capacity and maintain traffic flow.
- Use of shared through/right-turn lanes to maintain functional capacity in the southbound and westbound directions.
- Implementation of clear pedestrian and cycling detours, including connections to the Humber River trail system.
- Maintenance of transit operations through temporary stop relocations and coordination with TTC.
- Managed construction vehicle access through designated routes, right-in/right-out operations, and Traffic Control Persons.
- Advance advisory signage and ongoing monitoring of traffic operations, with adjustments implemented as required.

City Council approval is required for the following:

- Temporary closure of the northbound curb lane on Scarlett Road, between a point approximately 100 metres north of Eglinton Avenue West and a point approximately 100 metres south of Eglinton Avenue West, from August 1, 2028 to September 30, 2030.
- Temporary closure of the westbound right-turn lane on Eglinton Avenue West, between Scarlett Road and a point approximately 107 metres east, from August 1, 2028, to September 30, 2030.
- Temporary closure of the east sidewalk on Scarlett Road, between Eglinton Avenue West and a point approximately 100 metres north, from August 1, 2028 to September 30, 2030.
- Temporary closure of the multi-use path on the east side of Scarlett Road, between Eglinton Avenue West and a point approximately 100 metres north, from August 1, 2028, to September 30, 2030.

- Temporary closure of the southbound right-turn lane on Scarlett Road, between Eglinton Avenue West and a point approximately 50 metres north, from August 1, 2028, to September 30, 2030.

These measures will ensure that construction-related impacts are effectively managed while maintaining safe and reliable operation of the City’s transportation network throughout the construction period.

## **CONTACT**

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## **SIGNATURE**

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Gregg Loane  
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Transportation Services

## **ATTACHMENTS**

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