

## Toronto Transit Projects (Feb. 2009)

### Spadina Subway Extension

[http://www3.ttc.ca/About\\_the\\_TTC/Projects\\_and\\_initiatives/Spadina\\_subway\\_extension/index.jsp](http://www3.ttc.ca/About_the_TTC/Projects_and_initiatives/Spadina_subway_extension/index.jsp)

Length: 8.6km. Estimated opening: 2015

This is the transit project that has progressed the furthest. It will extend the Yonge-University-Spadina (yellow) metro/subway line from Downsview to a neighbouring suburban municipality north of the city (Vaughan). The main purpose for this extension is to serve the large York University campus. Full funding has been committed. Minor construction work (such as relocating some underground utilities) has started, but ground has not been broken yet. Detailed design of the stations continues. The line will be completely tunnelled.

### Yonge Subway Extension

[http://vivayork.com/downloads/november\\_28/Workbook.pdf](http://vivayork.com/downloads/november_28/Workbook.pdf) (Map on page 4)

Length: 6.5km. Estimated opening: 2016 at the earliest

(Yellow line) This project is a more recent announcement but has been planned for many decades. It has a lot of popular support and makes a lot of sense, even more than the previous project. It will run under a road that currently sees 120 buses an hour in peak periods. This will bring the subway into three northern suburban municipalities (Vaughan, Markham, and Richmond Hill). If anything, people are concerned that this extension will be too popular as the line that is being extended is already near capacity. Partial funding has been committed. The line will be completely tunneled (with the exception of one short bridge).

### Downtown Relief Line

[http://en.wikipedia.org/wiki/Downtown\\_Relief\\_Line](http://en.wikipedia.org/wiki/Downtown_Relief_Line)

Length and opening date: unknown

This is a project to build an additional metro/subway line in the city centre for the primary purpose of relieving the existing subway lines and the system's choke point of Bloor-Yonge station. It would also serve the dense inner neighbourhoods and relieve the crowded tram network. It has been planned in various forms since the 1950s and came close to being built in the late 1980s. The construction of the Yonge extension (mentioned above) has brought this back into consideration and the city government and regional transportation planning authority have committed to studying it. The exact route hasn't been determined.

### Transit City

<http://www.transitcity.ca>

Transit City is a plan to build 120km of tram/LRT lines throughout the city. Most lines will take the form of long trams running in private lanes in the centre of wide arterial streets. The Mayor values local transit on the surface to foster healthy neighbourhoods rather than metros/subways underground which apparently don't foster healthy neighbourhoods, so this is his pet project. It's also seen as a cheaper alternative to metros/subways (though I would argue that it can hardly be considered a substitute). Partial funding has been committed. The first line is scheduled to open in 2012. One line of particular note is:

#### Transit City: Eglinton LRT

<http://www.transitcity.ca>

Underground length: 10km. Estimated opening: 2015

The Eglinton Transit City line will along on a street that is too narrow for private tram/LRT lanes for much of its length. So about 10km of the 30km line is planned to be tunneled, offering a

metro/subway-type service. Interestingly, construction on a metro/subway line on this same route started in 1994 but was cancelled (and the hole filled in) in 1995 following the election of a new provincial government.

#### Scarborough Rapid Transit Extension

[http://www.toronto.ca/involved/projects/scarborough\\_rapid\\_transit/index.htm](http://www.toronto.ca/involved/projects/scarborough_rapid_transit/index.htm)

Unlike all the projects above, no one seems to be paying much attention to the extension of the light metro line in the east of the city (blue line). Although it does seem to be moving forward and partial funding has been committed. No exact route has been decided on, but it will almost definitely be primarily elevated

Plans are also progressing on upgrading a few of the suburban commuter rail lines to a S-Bahn/suburban rail level of service.