

The Government of Ontario, Metrolinx, the City of Toronto and the TTC have been working closely as part of the 25-year, \$50 billion [Big Move project](#) to improve regional transportation and reduce congestion across the Greater Toronto area. In the fall of 2012, they finalized their agreement to implement the [Toronto Light Rail Transit \(LRT\) Program](#), which includes the construction of [four new LRT lines](#) and amounts to an \$8.4 billion investment.

The [Eglinton Crosstown LRT](#) is the centerpiece of the new transit infrastructure and will run across the city [along Eglinton](#) from Mount Dennis (Weston Road) to Kennedy Station. The line will span 19 kilometres in total with a 10-kilometre underground section between Keele Street and Laird Drive. The Crosstown will have up to [25 stations and stops](#), meaning there will be approximately three quarters of a kilometre (750 metres) between stops. All stations and vehicles will be accessible for wheelchairs and strollers. The LRT will facilitate multimodal public transportation by [integrating with existing transit infrastructure](#): it will connect to 54 local bus routes, three subway interchange stations and GO Transit lines. Additionally, some stops (e.g. [Chaplin](#) and [Leslie](#)) are near the Beltline and Don Valley trail networks.

The development of the Crosstown project has been shaped by regular [consultation](#) with community members. Anyone is welcome to get involved by attending [upcoming events](#), viewing the progress made during [previous consultations](#), leaving an [online comment](#) and signing up for [email updates](#). The Crosstown is scheduled to be completed in 2020 and construction is already underway. Get the latest [construction updates online](#) or view the progress on a [map](#). If you prefer a personal interaction, residents may also [arrange an appointment](#) with the Crosstown Community Office.

In conjunction with the work done by Metrolinx, the City of Toronto has been conducting the [Eglinton Connects Planning Study](#) to engage local residents and initiate discussion to ensure that the development benefits our communities. Based on the feedback received through the extensive [public consultation process](#), the study coordinators published this [report](#) summarizing the recommendations. The environmental assessment component proposes redesigning Eglinton into a “[Complete Street](#)” to reflect its dynamic atmosphere and multipurpose usage. The Complete Street concept aims to create an accessible, safe, vibrant and inviting place for all users. The streetscape vision for Eglinton features continuous, protected bicycle lanes, wider sidewalks, large trees, street furniture and patio space. Scroll through the current version of the report to [view graphic renderings](#) of the proposed street improvements. Since the LRT will [streamline](#) above ground public transit and will include an underground section through the busy city centre, implementing the Complete Street concept will enhance existing street infrastructure and improve traffic flow of all types.

On May 6, a majority of [City Council voted in favour](#) of the Eglinton Connects Planning Study. In a supported amendment, the Transportation Services department has been asked to investigate funding options and will report to the Public Works and Infrastructure Committee by January 2015.

If you have any questions, comments or concerns, please contact your Cycle Toronto Captain and fellow Moore Park resident, Lyndsey Gott, at gott.lyndsey@gmail.com. Thank you in advance for your interest and support.

References

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<http://www.thecrosstown.ca/get-involved/upcoming-events>

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