

TIMELINE: A brief history of Toronto's Eglinton Crosstown LRT project



By David Nickle - Sept. 27- 2021

1985 — Metro Council and the Toronto Transit Commission propose a busway along Eglinton West.

1986 — A coalition of City of York and Etobicoke Metro Councillors and the Region of Peel persuade Metro Council to include an Eglinton West subway in a new Transit Network Plan.

1994 — NDP Premier Bob Rae announces funding for the Eglinton West subway. Work begins.

1995 — Progressive Conservative Premier Mike Harris cancels the Eglinton West subway — work is cancelled and the already-begun tunnel is filled in.

2007 — At the beginning of his second term as Mayor, David Miller announces Transit City, a light rail network that includes the Eglinton Crosstown LRT, which would go underground between Laird Drive and Keele Street.

2009 — Liberal Premier Dalton McGuinty agrees to fund Transit City, including the Crosstown LRT.

2010 — On the day of his swearing in, Toronto Mayor Rob Ford announces “Transit City is dead.” The Eglinton Crosstown LRT is cancelled. Ford proposes it be replaced with a subway.

2011 — Ground breaks on the revised project at Black Creek Drive.

2012 — Toronto Council overrides Mayor Ford’s plans, and reinstates Transit City with a Crosstown LRT included. Project management is handed over from The Toronto Transit Commission to Infrastructure Ontario, who retain a private contractor to oversee the project.

2013 — Tunnel boring machines (TBM) start digging the underground portion of the line from Keele Park, and traffic restrictions on Eglinton begin.

2014 — Tunnel boring machines arrive at Eglinton West Station.

2015 — Transportation Minister Steven Del Duca announces that the Crosstown will likely open in 2021. Infrastructure Ontario grants the construction contract for the Crosstown to Crosslinx, a private-sector consortium. The second set of tunnel boring machines start heading west at Brentcliffe Road.

2016 — Tunnel boring machines reach Yonge Street from west and east. Work underway on all 16 underground stations.

2017 — First piece of track is installed at Mount Dennis.

2018 — Eglinton Maintenance and Storage Facility complete.

2019 — Crosslinx informs Metrolinx that the line cannot be complete before 2022.

2020 — Crosslinx removes tunnel boring machines. First public artwork installed at Science Centre, Mount Dennis stations.

2021 — As of July, more than 90 per cent of the rail has been installed.

2022 — Expected completion and opening.

Read the entire Crosstown series [here](#).