

Quick Facts

- Approx. 13 kilometres (to be determined)
- Relief Line is currently in an early planning phase
- Estimated capital cost: \$7.4 billion (\$2014)
- Projected annual ridership: 107 million riders by 2031; additional 48 million through potential Bloor-Yonge station improvements by in 2031

The Project

The Relief Line will provide relief to the Toronto and regional transit system, offering Toronto residents and GTHA commuters a new rapid transit service into the downtown core. The Relief Line will provide opportunities for riders to shift to the Relief Line, leaving room on the Yonge-University-Spadina line for trips from mid-town Toronto, Scarborough, North York, York Region and Richmond Hill. By 2031, it is projected that the Relief Line could serve 107 million riders. The City of Toronto and TTC are leading the Relief Line Project Assessment to develop a proposal that can best address local needs. Data, such as routes, station locations, length and projected ridership will vary depending on the project scope selected.

Project Status

Several improvements are currently underway. In 2007, Metrolinx committed approximately \$300 million to pay for the new signaling technology required to increase capacity on the Yonge-University-Spadina line. The new signaling system allows more trains to run each hour. To expand capacity even further, other changes are necessary, such as improvements at Bloor-Yonge station to reduce train waiting times and improve passenger connections between the Yonge-University-Spadina and the Bloor-Danforth subway lines. In 2011, Metrolinx completed its Union Station 2031 Capacity and Passenger Demand Study, and the TTC completed its Downtown Rapid Transit Expansion Study, which are informing current work.

In addition to the City/TTC Relief Line Project Assessment, Metrolinx is leading the Yonge Relief Network Study to determine complementary short-, medium- and long-term solutions to increase capacity on the Yonge-University-Spadina subway. This includes investigating making better use of existing infrastructure, innovative policies, and new transit lines.

Work on the project is in the early planning phase and additional analysis is required to ensure that the most appropriate bundle of solutions is chosen.