

# METROLINX REGIONAL OPEN HOUSES



## Meeting Summary Report [13 of 13]

First United Church, 151 Lakeshore Road West, Mississauga

November 29, 2016

6:30 pm – 9:00 pm

## OVERVIEW

Metrolinx hosted 13 Regional Open Houses between November 7<sup>th</sup> and November 29<sup>th</sup>, 2016 in multiple municipalities across the Greater Toronto and Hamilton Area (GTHA). The purpose of the meetings was to share information, review proposed mitigation strategies, and seek feedback on the following three Transit Project Assessment Process (TPAP\*) projects to build new track and electrification infrastructure on Metrolinx-owned rail corridors:

- GO Rail Network Electrification TPAP (with Hydro One as co-proponents);
- Barrie Rail Corridor Expansion TPAP; and
- Lakeshore East – Don River to Scarborough Expansion TPAP.

The Regional Open House meetings also included review of Metrolinx's Regional Transportation Plan, providing an opportunity to formally incorporate new insights into the plan, while ensuring momentum is maintained on the projects underway.

Approximately 65 people attended the final of 13 Regional Open Houses at First United Church in Mississauga. The meeting began with a 30-minute open house, including a display of information boards for review. James Hartley (Metrolinx) delivered a 30-minute overview presentation, and Nicole Swerhun (Swerhun Facilitation) facilitated about 30 minutes of questions from the audience. Participants had the opportunity to attend workshops designed to present and seek feedback on noise and vibration issues

and mitigation strategies, and tree removal processes and compensation strategies. At the same time as the workshops were being held, Metrolinx staff and technical experts were available to answer questions in a separate area of the room with the information boards and roll plans. Written feedback received from participants at the meeting (using feedback forms) is also integrated into this summary (2 feedback forms were received). Please see the *Appendices* for the meeting agenda, the feedback form, and a list of reference materials provided.

Casey Craig and Nicole Swerhun, third party facilitators with Swerhun Facilitation, wrote this meeting summary. The purpose of this summary is to document detailed feedback from the meeting; it is not intended as a verbatim transcript. This summary will be shared with participants who provided an e-mail address upon sign in and is posted at [gotransit.com/electrification](http://gotransit.com/electrification). If you have any comments or questions about this summary, please contact [electrification@metrolinx.com](mailto:electrification@metrolinx.com) or 1-800-GET-ON-GO or (416) 869-3200.

*\*The Transit Project Assessment Process (TPAP) is the Environmental Assessment (EA) process for transit projects.*

## SUMMARY OF PARTICIPANT FEEDBACK

The following points provide a quick summary of the main feedback shared by participants during the meeting and in written feedback forms. Note that numbering is for ease of reference only and is not intended to reflect priorities.

1. **BUDGET PRIORITIES SEEM TO BE OUT OF ORDER**
  - Metrolinx has received funding to electrify their corridors, but the money could be better spent on expanding service across all corridors.
2. **GO SERVICE MUST BE AFFORDABLE**
  - Electrifying the network will increase costs for those who rely on the service. The service must be affordable to encourage people to use it, and to ensure everyone is able to access it.
3. **SAFETY CONCERNS WITH INCREASED SERVICE AND AT-GRADE CROSSINGS**
  - Safety is a major concern, especially at pedestrian heavy areas.
4. **CONSIDER THE ALREADY LONG TRAVEL TIMES FOR COMMUTERS**
  - Travel times have been steadily increasing over the years. Look for ways to reduce travel times as you increase service and add new stations.
5. **GO BEYOND MINIMUM REQUIREMENTS TO MITIGATE NOISE**
  - Consider compensating property owners for lost property values; retrofitting homes to reduce the impact of the noise that increased train service will bring.
6. **ADOPT FAIR NOISE MITIGATION GUIDELINES**
  - Take into account the number of times loud trains pass through neighbourhoods each day
  - Mitigate noise not only in quiet areas that will be impacted, but the areas where the noise is already an issue and will be exacerbated by increased service

## QUESTIONS OF CLARIFICATION

After the overview presentation, participants asked questions of clarification. Note that the questions have been organized in general topic areas, so that multiple questions raised (and responses provided) on similar or related points can be read together. As a result, the questions don't necessarily follow in chronological order.

Metrolinx team members who provided responses included: James Hartley, Electrification; Greg Percy, COO; Leon Stambolich, Corridor Director – Lakeshore West; Peter Paz, Planning; and John Stile, with the Toronto and Region Conservation Authority (TRCA). Responses are noted in *italics*, where provided.

### *Environmental concerns*

1. **What will be the impact of electrification on water quality and aquatic life?** *During the Environmental Assessment process we identify issues and receive permits for different kinds of work. Electrification infrastructure does not pose a major concern to aquatic life in part because we have some flexibility with where we locate the poles supporting the electrified wires. We are working with the Toronto and Region Conservation Authority (TRCA) and Parks Canada to mitigate any impacts in the Rouge Valley where there is extensive work being carried out above the waterway.*

### *Technology options*

2. **Have you considered hydrogen fuel cells to power the trains, which would eliminate the need for OCS infrastructure?** *Yes. A 2010 Electrification study examined different forms of power to operate the trains, and hydrogen was one of them. The study concluded that the best option was electrification. Hydrogen technology is great, but right now electrification is reliable and ready for use.*

### *Electrification infrastructure*

3. **Is there sufficient clearance under bridges for the Overhead Contact Systems (OCS) and new electrified trains?** *We are identifying bridges with clearance issues and a lot of them have engineering solutions. For example, options are to lower the tracks, embed the OCS arms into the bridge itself, or as a last resort we could replace the bridge. Pedestrian bridges with wind loading issues from bridge barriers may need to be reinforced or rebuilt.*
4. **Could visual bridge barriers be higher, but transparent so people could see the trains?** *Metrolinx must comply with certain electrical codes, but we can use glass and many other non-conductive materials for bridge barriers. Opaque barriers prevent people from being tempted to interfere with the wires. Heritage bridges might benefit from transparent barriers, however.*
5. **What design ideas does Metrolinx have for the Etobicoke Creek Bridge so far?** *Usually OCS poles would be installed on the side of the bridge, though we do not have the exact design for this bridge yet. For heritage bridges, a Heritage Impact Assessment would be required to examine views, landscape, and other matters of heritage concern.*
6. **Will there be a traction power facility in the Port Credit / Clarkson area?** *No. On the Lakeshore West (LSW) corridor there will be traction power facilities in Burlington, Oakville, and in Mimico.*
7. **Will you lower the track bed or raise the existing roof at Union Station to accommodate the electrification infrastructure?** *The overhead clearance is tight at Union Station, but an engineering solution has been found and no track lowering or roof raising is required.*

### *Tracks and switches*

8. **Why are you double tracking on Lakeshore East and not Lakeshore West?** *Track expansion has already been completed on the LSW, so it is not required. Lakeshore East is being expanded to 4 tracks from Union to Scarborough GO, and 3 tracks from Guildwood to Pickering GO.*
9. **Are your switches set to 30 mph and will they be increased (for example, to 40 mph) to reduce noise and improve safety?** *VIA has gone off the tracks and because of switch speed issues and we would like to avoid this safety issue in the future. Safety is the number one priority for Metrolinx. Switches are designed to match the track speed. We would not put high speed switches on a low speed track. We will increase switch speeds if it is required to match the appropriate track speed. The VIA train issue was an operator error, not a problem with the technology.*
10. **Why has Metrolinx not been able to resolve the issue of frozen switches, which results in back-ups?** *There is no such thing as a frozen switch. What is happening is vibration from the train travelling over the switch causes blocks of ice to fall from the trains onto the switch. The ice gets in the way of the moving steel parts of the switch. We have completed a global technology search to try and address this issue, as we wondered if Japan and others have something better. The answer is, they don't. The technology we use today is as good as anywhere else. For example, in Japan, the issue exists, and it is handled by forecasting the weather and then using teams of people to quickly clear the tracks. Metrolinx is investing in hot air blowers (approximately \$300-400k each) to be able to quickly melt snow that has fallen from the train onto the tracks, but the blowers are not a good solution for melting blocks of ice.*

### *Train types, train specifications, and transition to a new fleet*

11. **Are electric trains quieter than diesel trains?** *Electric trains are quieter than diesel trains when they are pulling out of stations. At top speed, the wheels are the dominant source of noise, and there is little difference between the two trains.*
12. **I understand that Metrolinx has about 660 bi-level trains and more on the way. How will you make the switch from your large established fleet to new electric trains?** *Something many people don't know is that our bi-level fleet was designed to have a pantograph for conversion to an electric system (that is why there is an angle at the front and back of the top of each car). These cars can be pushed by either diesel or electric power. We will be going to market for electric locomotives, and the transition period will be quite long – it could take up to ten years.*
13. **Could Metrolinx use brakes on each coach?** *We do something like this already.*
14. **Will the speed of the trains change?** *We design to Class 5, where top speed is 90mph. Electric trains can accelerate faster and maintain top speed longer than diesel.*
15. **Will GO Trains use Positive Train Control (PTC)?** *The provision of an Enhanced Train Control system is included in the RER program. Metrolinx undertook a feasibility study comparing the various options for train control, the result of the feasibility study indicated that Communications Based Train Control (CBTC) would best fit the long term needs of Metrolinx.*
16. **What type of trains will you run beyond Aldershot?** *There will be a mix of electric and diesel trains on the corridor. Metrolinx only owns the rail corridor up to Burlington, and diesel service will be required to continue to Hamilton. Passengers will not have to transfer trains; the train will likely have both diesel and electric capabilities, though we are also looking at other options.*

### *Costs and affordability*

17. **What is the estimated capital cost of electrification?** *The capital costs are estimated at \$2.6 billion for the construction, adjustments to bridges, and other equipment required.*

18. **Who will pay for this?** With the Wynne government increasing the cost of electricity, ticket prices are sure to increase. Already it costs \$10 for a return ticket to Union, and \$20 if I go with my wife. **Electrifying the network is not a practical solution; you are designing top down without regard for the affordability of the service for those using it.** *When the current Provincial government completed their first budget, they put aside a significant amount of money for the expansion of regional transit.*
19. **Is there a better way to expand transit without spending \$2.6 billion?** *The Province provided Metrolinx with funding to expand to 15 minute service and to electrify the network.*
20. **Does it make more sense to spend the \$2.6 billion to increase service across the corridors instead of electrifying the corridor?** *The funding is linked to electrifying the network.*

#### *Level crossings and safety*

21. **What are your plans for level crossings? I worry about pedestrian crossings since we have already had a number of fatal accidents. With the increased frequency of trains I worry this will increase.**  
*There are 185 level rail crossings. There are more in rural areas than in the urban areas. Each grade separation costs \$25-85 million. Metrolinx is ranking all the crossings in terms of service criticality, risk, and the volume of cars versus the frequency of trains, among other things. 2 or 3 grade separations are expected per corridor, which is a lot, and over time we will do more. Results of the grade separation study are expected to be released in Spring 2017.*

#### *Lessons from UP Express*

22. **Are there any lessons learned you could share around the UP Express?** *There were many lessons learned on this project, all of which we are taking into account. It was a \$1.5 billion project, and Metrolinx never had a project of that scale before. We had to do a lot of work in little time, acquire property and easements, and more. We learned quickly that having a close relationship with the community was a major success factor.*

#### *Property impacts*

23. **Is there any need to expropriate private properties on Lakeshore West?** *Most of the infrastructure is already in place, so we do not expect any significant expansion and the likelihood of expropriations is low.*

#### *Service planning*

24. **Is electrification required to provide 15 minute service?** *No. We could increase service using diesel trains but electrification comes with speed and environmental improvements.*
25. **Will there be an increase in service to and from Hamilton, and would it be diesel?** *Hamilton GO Centre Station has 4 trains each weekday and West Harbor Station has 2. A future Confederation GO Station in Stoney Creek is on the way. To add service to Hamilton we need cooperation from CN and CP. We will try to increase service but we do not know what the answer will be from CN and CP. We know that there is a \$1 billion grade separation required if we want to increase service. If we were able to do it, the trains would likely be diesel.*
26. **Will there be an increase or a decrease in passengers per train for the 15 minute service?** *We currently use 12 car trains, which is the maximum length we can pull. We will introduce shorter trains for off peak periods.*
27. **How much capacity does Union Station have?** *Union Station has capacity for the next 10 years.*
28. **Are you coordinating with the work on Hurontario?** *Yes.*

### *Travel times*

29. **It used to take 18 minutes to travel from Longbranch to Union Station. Now it takes about 25 minutes, and there has been no change in stops or the distance between stations. Why does it take 35% longer to do the same trip?** *There are a few reasons why your travel times have increased. The most difficult one for us is the queuing of trains getting into Union. This is a function of the scale and pace of growth, and the work at Union. We need to increase capacity at Union, and we are exploring opportunities to do this – but it is a huge project, which is yet unfunded.*
30. **Will there be a new station considered near the existing Port Credit GO Station? Slow moving traffic moving between Clarkson and the Port Credit GO Station could be alleviated by a new station.** *There are no new stations planned for the line.*

### *The last mile*

31. **How is Metrolinx addressing the last few miles from North Burlington to the station?** *The challenge of the first and last mile (and those in between) is a big issue. We are looking at new solutions and ways to change travel behaviors. There are many opportunities to integrate local service using new technology. There was a pilot in Milton that allowed people to use an app to order a ride from the station to their homes that has shown some success. We are also looking at ways to encourage walking and cycling, and working together to ease congestion.*

## DETAILED MEETING SUMMARY

Feedback was provided through written feedback forms, through group discussions during the question period, and through the noise and vibration workshop. The summary below integrates feedback from each of these sources and is organized into three parts: noise and vibration; tree removal and compensation strategies; and other feedback received by participants. Responses, where provided, are in *italics*.

### Noise and Vibration

Mike Lepage from RWDI, Metrolinx’s consultant for noise and vibration matters, provided a brief introduction to noise and vibration issues and mitigation strategies. Participants asked questions and Mike from RWDI along with Metrolinx Electrification team member Morayo Ninalowo provided responses. The following is a summary of the noise and vibration related questions and feedback. Responses, where provided, are in *italics*.

#### Noise and Vibration Questions

Mike opened the workshop by reviewing the following points regarding RWDI’s noise modelling work:

- The team estimated predicted noise impacts from the future rail traffic levels on nearby sensitive noise receptors for all Metrolinx-owned corridors to be electrified;
- They looked at both daytime and nighttime levels;
- The Ontario Government has a Provincial Protocol (*MOEE / GO Transit Draft Protocol for Noise and Vibration Assessment*) that uses two criteria to determine when action is required related to noise: (1) if the total noise is 60 dB or more during the day, and 55 dB or more at night, and (2) there is a change in noise of 5 dB or greater.

- About 100 km of GO track met the criteria for the investigation of noise mitigation. Of that 100 km, there are about 65 km where noise walls are technically feasible and about 35 km where they are not (typically because of the topography).

Participants asked the following noise and vibration related questions:

1. **At Lorne Park Road there seems to be a compounding effect of noise. We have to stop talking when the train goes by.** *Increased service doesn't change the amount of noise from a passing train, it does change the number of times you hear it. The Provincial Noise Guideline establishes objectives for average noise over the day and night. If the number of trains doubles, then the average noise over a day increases. The desirable average level identified by the Guideline is 55 dB during the day and 50 dB during the night. The peak noise from each train pass-by is higher than that. The peak noise if you're standing 15 meters from the tracks is likely about 90 dB for the split second the train is loudest. The Guideline allows some room for the average noise level to increase with new projects, as long as it is not a significant increase over the existing noise level. An increase of 5 dB or greater is considered noticeable. For example, if the existing average noise is 62 dB, investigation of mitigation would not be triggered unless the new project increased that noise to 67 dB or more. If a doubling in train service from every 30 minutes to every 15 minutes results in an average increase of about 3 dB, then the need to implement noise mitigation is not triggered.*
2. **On Lakeshore West we have a train, on average, every 10 minutes because we have both express and regular service. We also have freight trains, empty trains, VIA trains – in total there are about 72 trains per day and I understand that's supposed to go up to about 100 trains per day, which means we'll have trains almost all the time.**
3. **3 dB doesn't sound like much, but I live close to the corridor and that amount of noise makes a huge impact in my life. That number is not reflective of the impact we experience.** *The current guidelines do not address locations where the existing average rail noise is already higher than the sound level objectives, unless the proposed project will cause a significant further increase in the noise levels. There are places in the system that will receive a much larger increase in noise than Lakeshore West. For example, the Stouffville corridor will likely have the biggest change in the average noise, since today they have a much lower level of service than Lakeshore West.*
4. **So a formerly quiet place like Stouffville has the ability to benefit from noise barriers, but we may not get any benefit because it was already noisy here?** *That's right.*
5. **How much could a noise barrier decrease noise?** *You can experience up to 10-15 dB reduction with a barrier.*
6. **Lorne Park has a level crossing. There are kids that walk there and there have been several deaths.**
7. **It seems that when trains cross the Credit River Bridge somehow the sound is amplified. The same happens at Etobicoke Creek. Is there any technology that can mitigate this?** *Bridges with an open deck are noisier than those with solid decks. The Credit River Bridge is a Provincially Significant Heritage Structure and so we need to keep that in mind.*
8. **There's no fairness when it comes to noise, since incremental changes don't trigger noise mitigation but all the small increases over time together add up to a big change in noise.**
9. **There's an equity issue – we need to address the frequency of interruptions we experience.**

10. **It seems that the old engines used by GO had a different sound than the new ones. Now they have a very high pitched whine which is worse than before.**
11. **Noise walls are expensive, something like \$500 per linear foot. If we need 100 km of noise barriers, that's 1 million meters or \$500 million for noise barriers. I don't see how that works with the \$2.6 billion budget we discussed in the big room. It doesn't seem reasonable. *The entire Regional Express Rail budget is \$13.5 billion, which includes \$2.6 billion for electrification.***

### Noise and Vibration-Related Advice

Noise mitigation was a high priority. Participants noted that the existing number of trains (Metrolinx and other trains) along the corridor results in a significant amount of noise. Participants would like to see fairness applied in noise mitigation guidelines in place – mitigate noise not only in quiet areas that will be impacted, but the areas where the noise is already an issue and will be exacerbated by increased service. Some participants were interested in more research and information on noise mitigation options. Specific advice and suggestions for Metrolinx included:

- **Compensate residents for lost property values** due to increased noise.
- **Retrofit homes in response to increased noise.** In Sydney Australia they spend \$50 million retrofitting homes to deal with noise. That's something that Metrolinx should look into for here.
- **Research noise mitigation in other large rail projects and make the findings public.** Property developers and homeowners can benefit from this research. Share it with those responsible for updating the Ontario Building Code and the Canadian Building Code for new builds or modifications to buildings adjacent to the rail corridors. Require that best practices from this noise mitigation research be incorporated into Metrolinx's procurements strategy for the new rolling stock.
- **Provide more quantitative information on noise levels.** Include the noise of trains pulling away from a station compared to one passing by (express); the noise of the wheels; and the noise related to public announcements.
- **Provide information on noise barriers as soon as possible.** Let people know where and how the barriers will be built.

### Tree Removal and Compensation Strategies

John Stille from the Toronto and Region Conservation Authority (TRCA) was available to answer questions on tree removal impacts and compensation strategies. No participants attended the workshop, however feedback was submitted in writing through two feedback forms. The following is a summary of the tree-related feedback received from the feedback forms:

#### Tree-Related Advice

Specific suggestions and advice for Metrolinx included:

- **Ensure all costs of tree removal and tree replacement are borne by Metrolinx**, including any costs associated with meeting municipally defined species and spatial location guidelines.
- **Allow property owners to choose shrubs or hedges as replacements for cut trees.**
- **Provide property owners with care and maintenance instructions** to ensure the success of the new planting over a two year horizon.

## Other Feedback Received

Participants shared the following general comments for Metrolinx's consideration.

- **Use funding to increase connected service between cities instead of electrifying the network.**
- **I live in Burlington and the service is good now, I expect it will get better. Electrification is a good choice, we are behind.**
- **Metrolinx has used current resources to build a lot of parking and spend \$20 billion on road and intersection improvements instead of focusing on moving people.**
- **More funding and local service is needed to get people to and from the corridor** (in Burlington's case, more buses). The budget now is insufficient.
- **Clearly highlight research and project updates on the Metrolinx website.** Place research, project changes and notifications, and media clips in an easily accessible and searchable place on the site.
- **Consider providing some train service during the off-period of 1:00 am to 5:00 am.** Metrolinx is developing long term infrastructure. Off-period demand should be anticipated to grow and be accommodated.

## NEXT STEPS

Nicole Swerhun advised that all 13 meeting summaries will be available online early in the new year, along with an integrated summary identifying common themes across all meetings.

Participants were encouraged to tell their friends and neighbours about the opportunity to provide feedback. The same questions posed at the Regional Open House meetings will be available for feedback online until December 14, 2016. Participants were encouraged to provide their email address to ensure they receive up to date project information.

## Appendix A: Meeting Agenda



**The purpose of these Open Houses is to learn about key transit projects relevant to your community, provide feedback and talk to Metrolinx staff.** Topics include:

- Discuss Environmental Assessment (EA)/Transit Project Assessment Process (TPAP) to build new track and electrification infrastructure in the following areas:
  - GO Rail Network Electrification TPAP (Hydro One as co-proponents)
  - Barrie Rail Corridor Expansion TPAP
  - Lakeshore East – Don River to Scarborough Expansion TPAP
- Review of proposed mitigation strategies
- Review of the Regional Transportation Plan (RTP) providing the opportunity to formally incorporate new insights into the plan, while ensuring we maintain momentum on the projects underway

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## AGENDA

<b>6:30 pm</b>	<b>Open House</b>
<b>7:00</b>	<b>Welcome, Introductions and Agenda Review</b> <i>Swerhun Facilitation</i>
<b>7:05</b>	<b>Overview Presentation</b> <i>Metrolinx</i>
<b>7:35</b>	<b>Facilitated Questions of Clarification</b>
<b>7:45</b>	<b>Working Sessions (on Noise &amp; Trees), Display Boards &amp; Roll Plans</b>  7:45 – 8:15      Rotation 1 8:15 – 8:45      Rotation 2
<b>8:45</b>	<b>Wrap-Up Plenary Discussion &amp; Next Steps</b>
<b>9:00</b>	<b>Adjourn</b>



# Trees

What type of compensation would you like to see considered when trees are removed:

On your property?

In your community?

From the watershed?

Any other thoughts or advice?

## Do you have any other feedback to share at this point?

Please write here if your comments are related to a specific GO corridor

CORRIDOR NAME: \_\_\_\_\_

Please write here if your comments relate to the GO system as a whole

**Please hand your written comments in at the Sign-In Table before you leave and/or share your thoughts online at [www.metroinxengage.com](http://www.metroinxengage.com)**

All feedback received by Wednesday, December 14, 2016 will be incorporated into a summary of input and advice received during the regional open houses in November. Each of the 13 regional open houses will have a summary, and an overall integrated summary will also be produced. The summaries will be posted online and shared with all participants providing an email address.

## Appendix C: List of Reference Materials

Participants received the following information sheets as inserts to the agenda package upon sign-in:

- EA Info Sheet – Noise
- EA Info Sheet – Vibration
- EA Info Sheet – Trees
- EA Info Sheet – Visual Impacts
- Booklet – The Regional Transportation Plan for Today and Tomorrow

EA Info sheets were available on the Metrolinx Engage website throughout the Metrolinx Regional Open House meetings.

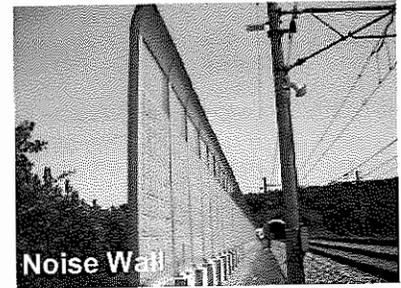
## Appendix D: Feedback Forms

Participants submitted written feedback on comment forms, and in some cases, provided feedback via e-mail after the meetings until December 14, 2016. Please see the following pages for feedback received related to the November 29, 2016 Regional Open House meeting.

Nov 29

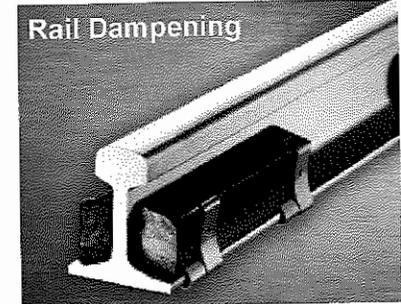
## KEY CHALLENGES BEING EXPLORED

This Environmental Assessment will not define what the noise mitigation will be (see below for an explanation of next steps in the process), but Metrolinx is thinking ahead to what options will best meet community's needs. Noise walls are typically the most effective at reducing noise, and they also take up much less space than a berm. There are also other technologies that work to reduce the noise generated by the wheels on the rails – like rail dampeners and resilient wheels – that may also be feasible.



Even with all of the work being done to mitigate noise, we know there are challenges that remain. For example:

- We know that in some areas noise barriers are not technically effective (for example at rail crossings or when people live in tall buildings in units much higher than a noise wall or on bridges that can't support the weight of a noise wall)
- We know noise barriers can limit connectivity between areas and can be visually intrusive
- We know in some areas it's impossible to build a noise barrier because there is not enough space
- Some areas that are currently very noisy would not qualify for a noise barrier (since an increase of greater than 5 dB is not expected), however much quieter areas would qualify (because they are expected to experience an increase of greater than 5 dB)
- An average noise increase ( $L_{eq}$ ) could be substantially lower than the actual noise experienced with any one train passing



## NEXT STEPS

This EA process will identify areas where noise mitigation will be considered as well as options for mitigating noise. The next steps that Metrolinx will follow in identifying what type of noise mitigation will be implemented and where, include:

1. Further analysis of the noise mitigation options will be undertaken during detailed design to establish what types of mitigation will be implemented and where. This will include further consideration of the administrative, operational, economic and technical feasibility as per the Protocol.
2. Metrolinx will carry out additional public engagement on proposed noise mitigation solutions once detailed design has progressed and updated analysis results are available.

## QUESTIONS FOR YOU

1. We know there are important benefits as well as key challenges associated with construction of noise walls. **What are some of the challenges specific to your community? What would you like to see Metrolinx consider in order to address them?** *NOISE. MY HOUSE CANNOT BE SOLD AFTER 15 MINUTE SERVICE BEGINS. THIS IS ABSOLUTELY UNACCEPTABLE.*
2. This EA will identify areas where noise mitigation should be investigated further, but will not identify the preferred mitigation measure. **What advice do you have for Metrolinx on how to continue to involve you and your community in future discussions regarding noise mitigation?** *ADVISE WHERE AND HOW BARRIERS WILL BE BUILT AND*
3. Do you have any other advice for Metrolinx at this point? *IMMEDIATELY,*

*WILL NEED TO COMPENSATE RESIDENTS FOR LOSS PROPERTY VALUE DUE TO INCREASED NOISE.*

*ELIMINATE PLAN FOR 15 MINUTE SERVICE AND DOUBLE UP EVERY 30 MINUTES (INSTEAD)*

For more information contact: [electrification@metrolinx.com](mailto:electrification@metrolinx.com) or call 1-800-GET-ON-GO or (416)869-3200

## Feedback Response 2016 Metrolinx Regional Open House

### Note:

Comments in normal text sourced from Metrolinx Feedback form.  
*Comments in Italics are survey responses*

### Noise

1. We know there are important benefits as well as key challenges associated with construction of noise walls. **What are some of the challenges specific to your community? What would you like to see Metrolinx consider in order to address them?**
  - a) *I recommend that Metrolinx undertake research into noise abatement techniques employed in other electrified mass transit solutions and to make these findings public so that property developers and homeowners may benefit from this research. This research should also be shared with those responsible for the Ontario Building Code and the Canadian Building Code for their consideration as to whether any updates should be included regarding new building construction or existing building modifications adjacent to the proposed electrified rail corridors.*
  - b) *I recommend that any Metrolinx procurement strategy associated with rolling stock and/or corridor noise abatement construction include requirements for minimizing noise where ever possible based upon research outlined in "item a" above.*
  - c) *I recommend that Metrolinx adopt and provide the public with more quantitative versus qualitative information when describing the different types of noise which currently exists: with diesel train deployments; and which is to be anticipated as a result of train electrification. This information should at minimum include the following components:*
    - i. ***The noise associated with the method of propulsion as the train is pulling away from a station stop and as an express train is passing a station stop. The noise generated as a means of propulsion should be minimized because the diesel engine set is no longer configured as part of trains be proposed for electrification corridors. This lower frequency noise, especially associated with pulling away from a station, can be heard over a kilometre away in all directions from the source.***
    - ii. ***The noise associated with the truck (proposed train car suspension system such as steel wheels on steel tracks). This noise should be measured: when the train is pulling away from station, at rated speed on straight track, at rated speed on curved track, at speed when traversing a switch, and during normal braking when coming into a station.***
    - iii. ***The noise associated with any station related public address announcements.***

2. This EA (Environmental Assessment) will identify areas where noise mitigation should be investigated further, but will not identify the preferred mitigation measure. **What advice do you have for Metrolinx on how to continue to involve you and your community in future discussions regarding noise mitigation?**

- a) *I recommend that involvement should be sought through:*
- i. *the posting of proposed public meetings on the public Metrolinx website;*
  - ii. *e-mail notification to those who subscribe; and*
  - iii. *published notifications via local and national newspapers.*
- b) *I would recommend that any research with regards to information outlined in the response to "item 1" above be posted on the public Metrolinx website under a well-defined folder name which can be easily found and that change notifications be sent to all municipal building departments through which proposed electrification corridors are being proposed or contemplated and to the Ontario Municipal Board.*
- c) *I recommend that the topic of noise associated with electrification be discussed on television on a program such as "The Agenda" hosted by Steve Paikin on TVO. Any public broadcasted program with which Metrolinx participates in should be posted on the Metrolinx website for future on-demand replay or a pointer be placed on the public Metrolinx website as to how the public may source or view this broadcast.*

3. Any other thoughts and advice?

- a) *None.*

## Trees

4. What type of compensation would you like to see considered when trees are removed:

- a) On your property
- i. *My property is not adjacent to GO rail corridors.*
- b) In your community
- i. *I would recommend that all costs associated with the removal of trees down to ground level on adjacent properties be covered by Metrolinx.*
  - ii. *I would recommend that all costs associated with any replacement tree plantings which meet municipal defined species and spatial location guidelines also be covered by Metrolinx.*
  - iii. *I would recommend that the property owner be given the option to replace any removed trees with shrubs or a hedge meeting municipal species and spatial location guidelines be covered by Metrolinx.*
  - iv. *I would recommend that the property owner be given any pragmatic recommendations as to how to insure the success of any new planting over a two year horizon.*
- c) From the watershed
- i. *I would recommend that Metrolinx negotiate with the municipal, regional, provincial or federal department which has management jurisdiction over the watershed with the objective to ensure that the best pragmatic outcome can be realized.*

5. Any other thoughts or advice?

a) *None.*

**Do you have any other feedback to share at this point?**

6. Please write here if your comments are related to a specific GO corridor? Please write here if your comments relate to the GO System as a whole.

a) *My comments relate to the GO System as a whole.*

i. *While the current proposal is to increase the frequency of trains during current GO operating hours, consideration should also be made as to how to provide similar service, albeit at perhaps a lower frequency of service during times that Metrolinx does not provide, such as between the hours of 1:00AM and 5:00AM. Metrolinx is developing long term infrastructure. Off-current hours of service ridership demand should be anticipated to grow and be accommodated.*

ii. *Thank you for permitting me with the opportunity to participate in your open house and to provide my feedback on this matter.*