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From: [REDACTED]
Sent: December-04-16 4:00 PM
Cc: Chair of Metrolinx; CEO (Metrolinx)
Subject: Davenport Diamond- Board of Directors meeting Thursday, December 8, 2016

Dear Metrolinx, (Premier Kathleen Wynne, Minister of Transportation Steven Del Duca, Davenport MPP Cristina Martins, Davenport MP Julie Dzerowicz, Mayor John Tory and Ward 18 Councillor Ana Bailao.)

This letter is for consideration at the upcoming Board of Directors meeting Thursday December 8th, 2016. I want to be assured that it will go on the public record as a submission for the meeting.

I am writing with regard to the proposed Davenport Diamond Rail Expansion.

I applaud the movement to expand public transit and the increased use of rail transportation between municipalities.

I am dismayed by the lack of due and appropriate diligence and process, a blatant disregard for quality of life in communities impacted by the proposed bridge structure and premature increase in diesel train traffic, lack of transparency (honesty) and overall short term vision that has been consistently applied by Metrolinx and the representatives of the Provincial government in this project.

As a resident of Ward 18, and a homeowner directly across from Campbell Park- a park that is an active and community building hub- I know that there are much better, safer and more enduring options for Davenport than the 1.5km elevated train overpass that you are forcing through our community.

- this line should be **tunnelled** through densely populated neighbourhoods. This option would be safer, cleaner, quieter and much more aesthetically pleasing over the long term. A tunnel would demonstrate that your organization is indeed committed to exploring fully all options and deciding on the best option for the people as well as a legacy of excellence: Metrolinx to date has not explored nor disclosed details pertaining to other options. There is NEVER only one way to do anything.

- you elected not to do a full environmental assessment in order to avoid measuring how this infrastructure would - in real, measurable ways- affect the quality of life of families along the corridor.

- why is the Province not requiring the freight line, which regular carried dangerous chemicals through a densely populated urban center not moved north of the city? (Safe trains Act?)

- you have repeatedly told our community that this elevated bridge poses no safety hazards. Why then are you offering workshops on emergency preparedness in the case of derailments?

- why do the guidelines for rail in new communities not apply here? Some homes are less than 10 m away from this train line.

- why could this line not be tied into the Georgetown line until it is north of the city rather than surrounding this community with more trains?

I have attended all of the Metrolinx meetings with regard to this project, and have been appalled by the lack of sincere regard for and engagement with the people and neighbourhoods that will be the most significantly impacted by this project. I am disturbed by the ease with which Metrolinx has made promises "off camera" which have turned out to be outright lies:

- the significant increase in the number of trains- which was not to occur until the line was electrified

- the promise for an international design competition which never happened, instead settling with an internally produced design which has not been much "improved" and certainly does not address the very legitimate concerns of our communities: Safety; Pollution/ air quality; Noise and Vibration; Public Realm (useable, attractive, well designed and maintained public spaces).

- the inclusion of a station at Bloor to make the train accessible to the neighborhood, rather than simply using us as a thoroughfare.

I have been appalled by Metrolinx's seeming policy of dividing and misdirecting communities with fear by creating petty and unnecessary issues and arguments over representatives of unnecessary matters such as the removal of trees in Campbell Park; the creation and upkeep of a useable public realm etc.

I have been disgusted by the lack of sincerity and effectiveness of our local MP, Christina Martins, in speaking up for our community, and by the very unprofessional behaviour of Minister DelDuca in parliament who seems more concerned with his "clever" ability to twist questions to his advantage than addressing the actual concerns of his electorate. (I am thinking in particular of a recent exchange between the NDP's Cheri DiNovo and the minister in which she asked him why-when the government seemed to be in no rush to electrify the expanded rail lines- Metrolinx/the Province seemed in such a rush to push this highly controversial bridge through Davenport. Instead of answering a reasonable question, the Minister twisted it in such a way as to suggest that the opposition member was opposed to public transit. This was clearly not the intent of her question - rather she was advocating for a community that has been ignored. The Minister is fooling no one. It is shameful that he is more committed to his ego and so flippant about a project that will negatively impact real people in significant ways for generations to come. He has proven himself unprofessional on many occasions.

I would concur, Metrolinx and Minister DelDuca that you are unnecessarily rushing and pushing this misguided project through, much as you did the UP Express- a project in which you ignored your own research and wasted millions of Taxpayer dollars. Now you state that you haven't enough money to consider any other options besides this monstrous piece of infrastructure. Why is Barrie- the city that will- almost exclusively- benefit from the destruction of our community- not required to contribute in order to create infrastructure that will benefit everyone? The current ridership from Barrie does not justify your timeline nor the increase in diesel trains- again, an instance in which you lied to temporarily placate (shut-up?) the community- Davenport- that will be most affected.

Metrolinx et al, perhaps most significantly is the fact that each of you has stated publically and repeatedly that **Public Transportation must come with benefits to all the people and communities that are impacted by it** (not exclusively those who will be directly served). That seems to be yet another lie. The proposed Davenport rail overpass will come with ZERO benefit

to all who live along the corridor. It will, in fact, have a negative impact for years- generations- to come. There is no progress without proper process. your organization has a history of slamming projects through without proper diligence and then having to clean up your mess layer. Surely this is not a good use of our money. Please put this project on hold and consider anew all of the options. You can do better. We deserve better.

Sincerely,

Sharon Tiessen

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Toronto ON [REDACTED]

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