

**Lakeshore East Corridor
Community Advisory Committee**



MEMORANDUM

To:

Mr. Donald Wright, Chair, Metrolinx Board of Directors
Mr. Phil Verster, President & Chief Executive Officer, Metrolinx
Ms. Judy Pfeifer, Chief Communications & Public Affairs Officer, Metrolinx

Cc:

Peter M. Zuk, Chief Capital Officer, Metrolinx
Mark Childs, Chief Marketing Officer, Metrolinx
Jennifer Gray, Chief Financial Officer (A), Metrolinx
Helen Ferreira-Walker, Chief Human Resources Officer, Metrolinx
Greg Percy, Chief Operating Officer, Metrolinx
Leslie Woo, Chief Planning and Development Officer, Metrolinx
Heather Platt, Executive Vice President, General Counsel & Corporate Secretary, Metrolinx
Annalise Czerny, Executive Vice President, PRESTO, Metrolinx
Carmen Rapati, Community Relations & Issues Specialist, Metrolinx

Peter Tabuns, MPP, Queen's Park
Rima Berns-McGown, MPP, Queen's Park
Paula Fletcher, Councillor, City of Toronto
Brad Bradford, Councillor, City of Toronto
Julie Dabrusin, MP, Parliament Hill
Nathaniel Erskine-Smith, MP, Parliament Hill

Yanina Espinoza, Chair, Old Riverdale Group, Lakeshore East Corridor Community Advisory Committee
Lynne Patterson, Vice Chair, Riverside Community Group, Lakeshore East Corridor Community Advisory Committee

Joan Blake, Riverdale South Community Group, Lakeshore East Corridor Community Advisory Committee

Don Booth, Lakeshore East Rail Coalition, Lakeshore East Corridor Community Advisory Committee

Tim Franklin, Riverside Community Group, Lakeshore East Corridor Community Advisory Committee

Emily Harris, Lakeshore East Rail Coalition, Lakeshore East Corridor Community Advisory Committee

Darcie Hogan, Riverdale South Community Group, Lakeshore East Corridor Community Advisory Committee

Jennifer Jobbins, Riverside Community Group, Lakeshore East Corridor Community Advisory Committee

Shelley Kline, Riverdale South Community Group, Lakeshore East Corridor Community Advisory Committee

Rick Longford, Old Riverdale Group, Lakeshore East Corridor Community Advisory Committee

Gail Mason, Riverdale South Community Group, Lakeshore East Corridor Community Advisory Committee

Subject: The PUBLIC SAFETY GAP created by Metrolinx's plan for expansion of operations

Dear Messrs. Wright and Verster, Ms. Pfeiffer,

In our role as members of the Lakeshore East Corridor Community Advisory Committee (LEC-CAC) we have had on-going formal meetings and an exchange of information with Metrolinx management, staff and community liaison personnel for nearly two years.

On September 20, 2018, Metrolinx announced new increases to GO rail service across the GTA. What Metrolinx has NOT addressed is the serious lack of any measures to protect public safety that must come along with the new service level increases. This gap between recently announced service level increases and any public safety mitigation measures is what we are referring to as the PUBLIC SAFETY GAP.

This PUBLIC SAFETY GAP is the difference between the many forms of mitigation planned for the coming GO-RER project versus the complete absence of any mitigation planned for the identical increases projected for daily GO operations from now until 2025.

With the coming GO-RER project, Metrolinx has committed to implementing many public safety mitigation strategies by 2025, outlined in the Environmental Project Report (EPR). Those strategies include installing noise barriers, vibration mats, electric locomotives and corridor, and computer-based train control (CBTC).

However, Metrolinx has announced no immediate plans to mitigate for increased risks of noise, vibration, air pollution and derailment identical to those for which mitigation is required under the GO-RER project. In addition, Metrolinx did not engage in any discussion with the LEC-CAC regarding the addition of 22 trains every weekday, even though we held a meeting specifically on operational issues and the planned frequency of trains on 20th of August. The GO service increases were implemented on September 24th.

We understand that mitigation for noise, vibration and increased diesel emissions are difficult to achieve prior to the completion of the GO-RER project in 2025. Therefore we are formally requesting Metrolinx to cease further service increases until the GO-RER is complete, mitigation measures are in place and all increased risks to public safety have been addressed.

If Metrolinx persists in its current course of service increases between now and 2025, we propose that, at the very least, a CBTC or similar system is immediately installed to reduce the horrific risks to public safety i.e. collision and derailment. All further service increases must be halted until a computer controlled train safety system has been successfully installed.

The PUBLIC SAFETY GAP in GO-train operation is a matter of urgent public concern and must be addressed, if not by Metrolinx, by the highest authorities of this province and of this country.

Yours sincerely,

Members of the Community Advisory Committee

per Dave Barr, Secretary,

On behalf of concerned residents along the Lakeshore East Corridor