Acknowledgements

The value of a public consultation process is tied directly to the feedback received. The contents of this Integrated Summary is based directly on the feedback and advice received from over 600 members of the public that participated in 13 Regional Open House meetings in November 2016. Their constructive, insightful, and comprehensive contributions are critical to informing the work being completed as part of the Environmental Assessment (EA) under the Transit Project Assessment Process (TPAP).

Providing good information to focus public discussions was the important responsibility of Metrolinx staff, consultant teams (including Morrison Hershfield, Gannett Fleming, and RWDI working on the Electrification TPAP; the AECOM team working on the Lakeshore East Don River to Scarborough Expansion TPAP; and the HATCH and Burnside team working on the Barrie Rail Corridor Expansion TPAP), as well as the Toronto and Region Conservation Authority who are working with Metrolinx to explore how best to address vegetation removal impacts. These teams are working with this Integrated Summary, as well as the many more detailed summaries, to inform the final technical reports being completed as part of the EA. All individual meetings summaries are online at www.metrolinx.com/electrification.

This summary was written by Casey Craig and Nicole Swerhun, members of the Swerhun Facilitation team. Swerhun Inc. is the third-party facilitator supporting the public consultation work being completed as part of the GO Rail Network Electrification TPAP.
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METROLINX REGIONAL OPEN HOUSE MEETINGS OVERVIEW

Over 600 people attended the Metrolinx Regional Open House meetings between November 7th and November 29th 2016. Thirteen meetings were held in multiple municipalities across the Greater Toronto and Hamilton Area (GTHA), with the smallest meeting having 15 participants and the largest having 95 participants. 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*) 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.

Meetings began with a 30-minute open house, including a display of information boards for review. Then Metrolinx staff delivered a 30-minute overview presentation, followed by questions from the audience, facilitated by Swerhun Facilitation. Participants were given the opportunity to attend two 30-minute workshop rotations designed to present and seek feedback on noise and vibration issues and mitigation strategies, and tree removal processes and compensation strategies. In some meetings, participants preferred to continue the facilitated question period, in which case no workshops were held. Metrolinx staff and technical experts were available to answer questions around the information boards and roll plans (i.e. maps of the entire network that illustrate where proposed mitigation measures are being considered) for the remainder of the evening.

In addition to providing feedback in-person at the 13 meetings, participants had the opportunity to provide written comments using feedback forms and were able to submit comments via email until December 14, 2016. Emails were still responded to after this time, and throughout the project. In total, 23 feedback forms were received in person at meetings and 6 responses to the feedback forms were received via email. Feedback from each of these sources is integrated into this summary.

Casey Craig and Nicole Swerhun, third party facilitators with Swerhun Facilitation, wrote this integrated summary, which reflects common themes, discussions, and advice brought forward most often across all 13 meetings. This summary will be shared with participants who provided an e-mail address upon sign in and will be posted on the Metrolinx website: www.gotransit.com/electrification.

Please see the Appendices for a list of meeting dates and locations, the meeting agenda, the feedback form, and a list of reference materials provided. If you have any comments or questions about this summary, please contact electrification@metrolinx.com or 1-800-GET-ON-GO or (416) 869-3200.

*The Transit Project Assessment Process (TPAP) process is the Environmental Assessment (EA) process for transit projects, as per Ontario Regulation 231/08.
WORKSHOP SUMMARIES

Questions and concerns related to noise, vibration and tree removal impacts were frequently raised by participants in the first round of consultation for the Electrification TPAP in February and March 2016 (the purpose of these initial meetings was to provide an overview of the TPAP process, present the electrification infrastructure requirements, and solicit comments and feedback on the proposed traction power facility locations). In response to this feedback, the Regional Open House meetings included workshops on these topics. At all meetings, participants were given the opportunity to attend these workshops, though in some cases participants preferred to continue the Q & A session in plenary. Content experts for noise, vibration, and trees were on hand to answer individual questions at all meetings.

Noise Workshops

Team members from RWDI, Metrolinx’s consultant for noise and vibration, provided a brief introduction to noise and vibration issues and mitigation strategies. Metrolinx and RWDI staff answered questions during the workshops.

Noise workshops opened with a review of 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 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 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).

Tree Workshops

Metrolinx staff and representatives of the Toronto and Region Conservation Authority (TRCA) provided a brief overview of the anticipated impact of electrification and new track infrastructure on trees along some portions of Metrolinx rail corridors, and sought feedback on potential mitigation strategies and a proposed new compensation protocol being considered to address impacts of tree removal.

Tree workshops covered the following points through discussion and display boards:

- There is a 7 metre clearance zone for vegetation around the tracks. Some vegetation will need to be removed, however, Metrolinx is committed to supporting and increasing the tree canopy, in addition to compensating trees removed through this project.
- There are four types of trees with different processes for removal: Right-of-way trees on Metrolinx-owned land that do not require removal permits nor replacement; trees on private property that require a permit process involving both Metrolinx and property owners for removal; trees on municipal land that fall under different municipal by-laws and permitting processes within each municipality; and natural heritage system trees that are usually part of environmentally sensitive areas and provide habitat to diverse species. An ecosystems approach is being considered to address overall impact of the removal of natural heritage system trees.
• Metrolinx is developing a Compensation Protocol in collaboration with the Toronto and Region Conservation Authority (TRCA) in an effort to bring consistency and fairness to processes, and to increase the tree canopy across the GTHA.

### COMMON THEMES IN THE PUBLIC FEEDBACK RECEIVED

Public feedback generally fell into the common themes listed below. A summary of each theme is provided in the following pages of this report. Note that numbering is for ease of reference only and is not intended to reflect priorities.

1. Go above and beyond minimum noise and vibration mitigation requirements.

2. Separate at-grade crossings.

3. Consider the impacts that providing additional local service will have on the regional service Metrolinx is mandated to provide.

4. Proactively communicate with communities on all aspects of the projects (from construction all the way through until there is increased service).

5. Integrate GO Service with local transit service.

6. Ensure the service remains affordable to all who use it.

7. Create conditions for replacement trees to thrive.

8. Include diverse and native species in replacement trees.

9. Ensure noise, vibration, and tree removal compensation is locally applied.

10. Review and revise outdated policy and strengthen the procurement process.

11. Be open to alternative types of technology for trains on the rail corridor.
INTEGRATED FEEDBACK SUMMARY
Regional Open House Meetings attendees asked many questions, and offered detailed comments and advice for Metrolinx to consider. Questions, comments and advice were not limited to electrification of the GO Rail network; participants also provided feedback on a variety of topics including Regional Express Rail, track expansion projects, and general Metrolinx service planning.

While the meetings focused on questions and advice, there were participants who also offered thanks and expressed their appreciation to Metrolinx for the opportunity to provide feedback. A number of participants expressed support for the electrification of the rail network and the track expansion projects underway to support increased service, noting these projects are long overdue. Some participants noted that they were pleased with the consultation process and the presentations during the meetings.

In addition to this positive feedback, a number of participants had overarching concerns about the level of investment required to electrify the network. While Metrolinx noted that Provincial funding was provided explicitly for the purpose of electrifying the network, there were participants who asked whether it would make more sense to spend the $2.6 billion on increasing service across all corridors and improving connectivity between cities instead.

Participants also raised questions about long-term planning considerations, asking whether Metrolinx is looking far enough into the future with 2025. There were concerns raised regarding the choice of electrification technology, and at almost every meeting there were participants who asked Metrolinx to keep an open mind about alternative options like hydrogen powered trains as we see advancements in technologies. Participants were also clear that they would like to see Metrolinx take feedback seriously, and be accountable to the public for their decisions and commitments.

The following summary outlines the common themes, discussions, and advice that emerged over the course of 13 Regional Open House Meetings held across the Greater Toronto and Hamilton Area between November 7 – 29, 2016. Detailed summaries of each of the 13 Metrolinx Regional Open House Meetings can be found at gotransit.com/electrification.

1 Go above and beyond minimum noise and vibration mitigation requirements.

Overview of Discussions
Overall, participants were most interested in the noise and vibration impacts that GO Transit expansion will have on their properties and neighbourhoods, the mitigation strategies that Metrolinx is prepared to implement, and potential compensation for property owners and neighbourhoods experiencing more noise and vibration as a result of increased service. Participants were interested in noise barriers, and asked questions about where they will be built, whether they will take the form of noise walls, how graffiti will be discouraged, and what level of noise reduction could be achieved.

Participants raised concerns about the anticipated level of future noise, noting that the measurements of average noise do not take into consideration the psychological impacts on residents or the social and cultural context of the neighbourhoods and surrounding areas. Participants expressed that existing noise of occasional trains is loud enough in backyards that people must stop
Talking until the train has passed. Participants also raised the concern that existing areas that are already noisy will likely not receive any noise mitigation because of the way that Metrolinx measures noise levels and impacts. A few participants were also concerned about the impacts of vibration on properties close to the rail corridors.

Participants said they would like to see Metrolinx go above and beyond what the minimum requirements for noise and vibration mitigation in the Ontario Provincial Protocol (MOEE / GO Transit Protocol for Noise and Vibration Assessment). Many said that the current guidelines should not limit Metrolinx’s efforts to reduce noise and vibration impacts, and suggested that these guidelines be reviewed with a focus on the actual perceived noise levels on nearby receptors, instead of the average.

Summary of Advice related to Noise and Vibration Impacts

A. **Implement a fair noise mitigation protocol for all areas where there will be increased service.** Reduce noise in areas that are already noisy, not just previously quiet areas that will become noisy with increased service.

B. **Develop programs that compensate property owners and communities for lost property values, the cost of renovations, and reduced quality of life as a result of noise and/or vibration impacts due to increased service.** Participants noted that those who benefit from the increased service are typically not the same groups experiencing impacts. Several ideas regarding compensation were suggested, including reimbursement, tax rebates, or tax freezes. Compensation for neighbourhoods could include funding for community programs.

C. **Support the retrofitting of houses to reduce noise impacts, especially where noise walls are not technically feasible.** Consider soundproofing for houses too high to be served by a noise wall. For example, install triple-glass windows, on upper levels and insert thick attic insulation.

D. **Test the noise and vibration levels inside of the homes to get a sense of how the noise and vibration is experienced inside as well as outside of living spaces.** Take this into consideration when deciding what level of noise mitigation is appropriate. Similarly, assess the noise and vibration impacts of the construction on homes for work required to complete projects.

E. **Match the noise mitigation level with the noise level increase anticipated.** For example, if a noise increase of 10 dB is anticipated, then the noise mitigation measure should achieve 10 dB reduction, if technically possible. Build noise walls as high as required to reduce noise from increased service back to original levels.

F. **Consider a combination of approaches for noise and vibration mitigation,** including rail dampening and ensuring perfectly round wheels, and floating slab, rubber rail isolation and a berm.

G. **Design high quality, high functioning noise walls.** Ensure that noise walls are high enough to mitigate noise in upper levels of houses. Discourage graffiti through the design of noise walls. Ensure the noise walls are durable, affordable, and easy to maintain.

H. **Consider using trees to hide noise walls.** Trees can reduce the visual impacts of the noise walls, and some participants perceived that having trees next to the rail corridor dampens the noise.

I. **Create a peak noise limit.** Introduce a maximum noise level that would not be exceeded for new projects.
2 Separate at-grade crossings.

Overview of Discussions
Many participants were interested in how Metrolinx would ensure safety and limit traffic impacts around at-grade crossings with increased service. Many were concerned about children’s safety, in particular. Some participants referenced European cities that have at-grade crossings and a much higher level of service provision with few accidents or issues, and supported Metrolinx’s delivery of education and awareness for rail corridor safety in schools. A few participants expressed concern that in some areas, increased service at at-grade crossings may compromise the efficiency of local public transit.

Metrolinx explained that separating at-grade crossings is expensive, costing $25-85 million per separation, but work is underway to prioritize which at-grade crossings to separate, and in which order separations will take place.

Summary of Advice related to At-Grade Crossings
A. Eliminate as many at-grade crossings as possible, if not all of them. Many participants suggested separating at-grade crossings to improve safety and reduce interference with traffic.
B. Accelerate the work for planned grade separations. Participants suggested that Metrolinx accelerate grade-separation work and avoid increasing train service in these areas until the work is complete.

3 Consider the impacts that providing additional local service will have on the regional service Metrolinx is mandated to provide.

Overview of Discussions
Many participants highlighted the discrepancy between Metrolinx’s mandate to provide regional service with its goals of providing more local services in Toronto and the GTHA. Participants felt that Metrolinx should not be focused on providing service in areas where local transit should fill the gap, and instead, should focus on strengthening transit connections with its existing services.

Time travel savings of electrification and the impact of additional stations on time travel savings was of great interest to many participants, particularly those travelling from Brampton, Barrie, Newmarket, and Vaughan. Participants said that their commutes are already long, and they are concerned that when Metrolinx adds more stations, those trips will get longer, potentially enticing some people to drive instead of take transit. Many people said they would like to see Metrolinx address this by providing express service options at peak hours for the busiest areas of the GTHA.

Summary of Advice related to Local and Regional Service Impacts
A. Consider the travel time impacts that additional local stops will have; consider express options to mitigate these impacts. Metrolinx needs to recognize that there can be unintended consequences like increased travel times for those far down the line when service changes are made. Trips are getting longer, not shorter, in order to accommodate more riders. Participants
would like to see express options that provide limited stop service or direct service to areas like Newmarket and Barrie, where there is high demand for GO services, particularly at peak hours.

B. 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.

4 Proactively communicate with communities on all aspects of the projects (from construction all the way through until there is increased service).

Overview of Discussions
There was strong interest in ongoing, proactive communication from Metrolinx with the community regarding all aspects of the Electrification and Regional Express Rail projects. Participants asked many questions about the timing of construction, hours of construction work, timing of the increased service rollout, and the availability of the Environmental Assessment reports. Some reported difficult experiences in the past with Metrolinx communications, and urged Metrolinx to strengthen their communications efforts into the future. Participants wanted to know how Metrolinx planned to keep them updated and some suggested that Metrolinx consider creating Community Construction Liaison Committee(s).

Metrolinx said that there will be regular communication updates and construction schedules will be shared with communities at least two weeks in advance. Metrolinx also has a Community Relations person assigned to each corridor who can answer questions and provide updates as needed. The TPAP’s Environmental Project Report will be available online to download once they are finalized, and will also be available in hard copy for reviewing at libraries and at the Metrolinx head office, given the large size of the report.

Summary of Advice related to Communication with Communities
A. Provide a live contact who would be available during night time construction hours with the authority to remedy the situation in real time, and even to stop work – if necessary. At least one participant suggested that night work should be limited or avoided altogether.

B. Provide frequent and accessible project updates interested individuals, especially regarding construction timing and noise from construction and operation, and the locations for noise barriers. Notices should be provided online and by email in addition to paper mail outs, and should be available in multiple languages.

C. Be upfront and honest to local residents about potential impacts. Participants suggested that Metrolinx provide as much information to the public as possible to allow people to prepare for what could potentially happen throughout construction and operation. Connect with private property owners as early as possible if there is a need to acquire private property.

D. Provide more education, research, and study materials for the public on complicated concepts related to electrification, noise, vibration, and property impacts. Some participants expressed that modeling is difficult for the general public to understand, and said that Metrolinx should provide further details so that the anticipated impacts are clear. For example, there was some interest from participants to have a better understanding of how the noise of trains pulling away
from a station compares to one passing by (express); the noise of the wheels; and the noise created by public announcements.

E. **Participants had several suggestions for improving consultation and engagement.** These included advertising public meetings on GO Trains to inform and attract service users; holding community meetings more often and in more communities; and providing info-graphics to demonstrate the time travel savings and the environmental impact of electrified service, such as the reduction in carbon footprint between a diesel train and an electric train.

5 **Integrate GO Service with local transit service.**

**Overview of Discussions**

Many participants had a number of questions about how Metrolinx would be addressing the first and last mile, whether parking will increase with increased service, and fare integration between Metrolinx and local transit service providers. Participants would like to see Metrolinx better integrate its services with local transit and to make it easier for people to get to and from the stations.

Metrolinx said they would be releasing a comprehensive network wide document known as the GO Rail Station Access Plan* that outlines some of the work to date on parking, grade-separations, and the first and last mile. Metrolinx is looking at how to get people onto municipal buses over the next 10 years, as well. Demand, balance, and alternatives all have to be considered.


**Summary of Advice related to Integration of GO Service with Local Transit Service**

A. **Integrate Go Services with local transit service to address the issues of the first and last mile.** Actions to consider include: co-locating of GO terminals with bus local bus terminals; creating a bus service that parallels the 15 minute service of RER; and integrating the regional and local service fare to make it easier, and potentially more affordable, for riders to choose transit over their cars. Increased train service needs to be supported by a strong local service.

B. **Integrate multiple modes of transportation at GO Stations.** Consider how integrating walking, cycling, bike share, rideshare and micro-transit could increase ridership.

6 **Ensure the service remains affordable to all who use it.**

**Overview of Discussions**

Many participants were concerned that electrifying the network will increase costs for those who rely on GO Services. Participants, particularly those in Barrie, Vaughan, and Mississauga, were interested in how Metrolinx plans to improve affordable access to the service – beyond fare integration, which does not necessarily improve affordability. Concern was also raised around the impact that increasing electricity costs would have on ticket prices; it was suggested that electrifying the network under such conditions is not a practical idea.
Summary of Advice related to Service Affordability

A. **Participant suggestions included Metrolinx’s participation in the Basic Income Pilot Project for Ontario** by providing transit passes for those receiving ODSP and Ontario Works. At the moment, transit passes are not included in the pilot.

7 Create conditions for replacement trees to thrive.

Overview of Discussions

Trees are a very important part of communities. Many participants had questions about how replacement trees are surviving in well-established areas compared to newly developed areas, and inquired about what happens when replanted trees die.

Summary of Advice related to Tree Replacement Conditions

A. **Begin planting replacement trees now.** Replant replacement trees right away so they have time to grow as this plan takes shape.

B. **Maintain the replanted trees.** This is just as important as planting new trees. Provide regular care and better soil to ensure the trees thrive; provide maintenance to avoid invasive species and damage to private property.

C. **Provide links to organizations that can help homeowners properly plant trees on their own.** Link to organizations like LEAF, the City of Toronto, etc. Participants are interested in where to get trees, how to plant them properly, and information on soil and conditions for growth.

D. **Provide property owners with care and maintenance instructions** to ensure the success of the new planting over a two year horizon.

E. **Involve local community members in public realm tree planting projects.** For example, partner with local organizations, BIAs, or community groups to water trees for the first 1 to 2 years so the trees don’t die. This builds relationships and can also be cost effective.

8 Include diverse and native species in replacement trees.

Overview of Discussions

Participants want to see diversity in the plantings. Many participants inquired about the types of trees that Metrolinx would be replacing, and whether there was the possibility of including diverse species, and species native to the region. Some participants suggested that replanted vegetation should include shrubs and varieties in size. Some participants would like to see combination approaches introducing trees and ivy or Virginia Creeper around noise walls to improve the aesthetics of the wall.

Summary of Advice related to Inclusion of Diverse and Native Tree Species

A. **Build diversity into the replacement ratio.** If the ratio is to replace every tree with 4 new trees, ensure that each of those 4 trees is a different species to increase diversity. Use Toronto’s list of recommended native trees.

B. **Consider the species of trees being planted and their locations.** Plant pollinators and native trees in areas such as Monarch Park and Jimmy Simpson Park.
C. **Make an informed selection of tree species.** The species of the tree planted is as important as the amount of trees being planted. We want to ensure the trees planted will be given the maximum lifespan opportunity.

9 **Ensure tree removal compensation is locally applied, and fair.**

**Overview of Discussions**

Many participants were interested in how many trees would be removed and where Metrolinx plans to replace them. Community members said they would prefer to have the replacement trees replanted as locally as possible, nearest the removal site, however, a few participants noted that in some areas, land for tree planting is already scarce.

In addition to participants’ interest in fair compensation protocols for tree removal, some participants also inquired about the transparency and fairness of the tree removal process on private property. Participants had many questions about how, when, and who would be contacting them if they had trees on their property that would be affected by a Metrolinx project.

**Summary of Advice related to a Potential Tree Removal Compensation Protocol**

A. **Keep benefits local.** Replace trees in local parks; plant natural areas; work with private companies to build community improvements on their properties. Replace trees with community benefits, such as benches, park improvements, and other public infrastructure.

B. **Reuse reclaimed wood.** Using the wood from cut trees, commission woodworking artists to create furniture and public art for local parks and streets.

C. **Have a plan for replacement trees that cannot be applied locally.** In cases where there is not enough space to replant trees locally, replant trees across the region (or in the Aurora Arboretum, for example), or consider converting nearby lands into conservation areas.

D. **Consider the maturity and caliber of the trees removed.** If mature trees are cut down, replace them with mature trees. Replace as many, or more, trees as you remove, and ensure they are of equal or better caliber.

E. **Adopt the highest possible replacement ratio.** Metrolinx should bring all municipalities in line with the highest tree replacement ratio found within a municipality in the GTA.

F. **Create a tree fund in partnership with municipalities.** Community groups and residents could apply to the fund for tree planting and greening of communities.

10 **Review and revise outdated policy and strengthen the procurement process.**

**Overview of Discussions**

Many participants expressed concern about the existing noise from train bells and whistles, and noted that the noise would be exacerbated by increased service. The Federal Rail Administration’s Train Horn Rule was brought up by many participants as an outdated policy that does not reflect that trains are now passing through increasingly urban and intensified areas. Some participants were aware that municipalities can apply for exemptions to this rule, though many expressed that they would like to
see a more formal review of the policy with revisions to the rules that would apply across all municipalities.

Many participants also said that Metrolinx must diligently manage and monitor the AFP (Alternative Financing and Procurement) process and the private sector contractors who will be doing the work. Many felt that Metrolinx must be directly involved in overseeing the procurement process to ensure that project and contractor requirements are met.

Summary of Advice related to Policy and Procurement Processes
A. **Review and revise the Federal Train Horn regulation.** Wherever possible, limit unnecessary noise of the bells and whistles at level crossings. In this process, consider merging train noise regulations with construction noise regulations.

B. **Use a visual cue for oncoming trains instead of horns.** For example, use of an extra light (a yellow light) before the 30 second arm drop warning.

C. **Research noise mitigation in other large rail projects and incorporate best practices into the procurement strategy for the new rolling stock.** Share this research with the public, as well as 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.

D. **Build technical requirements for quieter trains into the procurement process.** In addition to all other efforts to reduce noise, mitigate noise at the source by building or retrofitting GO Train cars to make the trains themselves quieter. Consider measures such as covering the trucks (wheels) of the train to dampen noise.

11 Be open to alternative types of technology for the rail corridor.

Overview of Discussions
There were participants at almost every Regional Open House meeting that expressed interest in alternative technology options for the rail corridor, including hydrogen powered trains. These participants were concerned that the electrification technology would be out-of-date by 2025, and urged Metrolinx to keep their options open and continue to research and explore innovative and evolving technologies. Some participants suggested that going with hydrogen powered trains would eliminate the need for, and impact of, Overhead Contact System infrastructure on communities. Participants want Metrolinx to ensure that the service is ‘future proofed’, so the optimal service is in place as soon as possible, instead of having to implement a new technology in the near future.

Summary of Advice related to Alternative Train Technologies
A. **Continue to explore alternative technologies to electrification and re-examine the alternatives before capital is deployed on the project.** Check that the alternatives ruled out have not surpassed electrification as the tried and tested technology to ensure the service is not antiquated too soon.

B. **Do not close the door on potential technology options in the future.** Consider compressed hydrogen, PEM fuel cells, and nickel metal hydride batteries carried in a fender car.

C. **Consider pairing solar tunnels with electrification infrastructure to provide an offset to electricity use and cost.** This could help with power outages, as well.
D. **Consider train safety technology innovations that allow a train to stop quickly and safely in front of a human.**

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**Other Feedback Received**

Participants shared the following additional feedback over the course of the consultation period.

**York University Station**

**Do not close the York University Station.** Many participants, particularly those from Barrie, Newmarket, and Aurora, said they would like to see the station remain open, as its closure would force a number of riders to take a detour route via Downsview with double the fare.

Metrolinx said that a decision has not yet been made on whether to close the York University Station. Metrolinx is working with the TTC toward integrating GO and TTC services and fares. There should be an update on this in the near future.

**Do Not Increase Service / Do Not Electrify the Network**

**The impacts associated with increased service and electrification are not worth the benefits for some.** The increased noise, the extent of tree removal required, and the disruptions caused by construction were reasons that some participants felt that increased service and/or electrification should not be implemented at all.

**Cycling Infrastructure**

**Consider providing cycling connections during peak periods.** It was suggested that for trips to Toronto, using Bike Share is also a good option, especially with station outside of Union and the expanded Bike Share network. Consider expanding Presto to include bike rentals.

**Electrification Infrastructure**

**Consider a new location for the Don River paralleling station.** Building the paralleling station on the west side of the river, south of the rail corridor would make use of underused land between the railway and a newly reconstructed Gardiner Expressway.

**Parking Infrastructure**

**Participants said they would like Metrolinx to provide solutions to the lack of parking available for GO Service users.** Suggestions included building more parking spaces than are currently planned for; building tiered parking lots to fit more spaces on one footprint; providing designated parking spaces at a premium cost for those who would like a reserved space; and providing incentives for carpoolers to GO Stations.

**Safety**

**Participants want to ensure that all rail corridor infrastructure will be safe and properly secured.** There was concern for children and pedestrian safety, but also for the safety of park uses and those who might inadvertently wander onto tracks.

Metrolinx said that safety features will include remote sensor technology to detect people in, on, or around the corridor; 2 meter high fencing to prevent trespassing and damage; remote patrolling using CCTV (i.e. video surveillance); motion detectors and infrared technology for use with the CCTV.
Double Tracking

**Double track all the way to Barrie.** The population is only expected to grow, and the service is already quite busy. Metrolinx needs to encourage people to get out of their cars and onto transit and extending the double tracking will provide more options to Barrie and other area residents for transportation.

Metrolinx said while they are considering double tracking all the way to Barrie as part of a separate ongoing TPAP, the portion of track from Bradford to Barrie is currently unfunded. If it receives funding, work would be beyond the 2025 timeline. Electrification infrastructure will be put in place all the way to Barrie.

Diesel Trains

**Using diesel trains to implement increased service until the electrification infrastructure is complete in 2025 is not ideal.** Some participants expressed dissatisfaction with this plan.

Visual Impacts

**Take measures to reduce the visual impacts of infrastructure.** For example, place Overhead Catenary System poles at the end of laneways instead of at the end of streets to reduce the visual impact of the electrification infrastructure; protect important views and sightlines for local residents; build aesthetically pleasing noise walls; and use trees and/or public art as a visual screen to hide noise walls or catenary polls.

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### NEXT STEPS

The common themes identified in the summary report are not limited to electrification of the GO network; participants also provided feedback on a variety of topics including Regional Express Rail, track expansion projects, and general Metrolinx service planning. The list below identifies the themes that are relevant to the Electrification Transit Project Assessment Process (TPAP) in **blue**, and those that are outside the scope of the Electrification TPAP project in **red**. Metrolinx will be considering Electrification related feedback as recommendations are developed for inclusion in the Electrification TPAP project’s Environmental Project Report. Feedback related to other Metrolinx projects, such as Regional Express Rail, track expansion projects, and service planning, will be considered by Metrolinx more broadly.

1. Go above and beyond minimum noise mitigation requirements.
2. Separate at-grade crossings.
3. Consider the impacts that providing additional local service will have on the regional service Metrolinx is mandated to provide.
4. Proactively communicate with communities on all aspects of the projects from construction to timing of increased service.
5. Integrate GO Service with local transit service.
6. Ensure the service remains affordable to all who use it.
7. Create conditions for replacement trees to thrive.
8. Include diverse and native species in replacement trees.
9. Ensure noise, vibration, and tree removal compensation is locally applied.
10. Review and revise outdated policy and strengthen the procurement process.
11. Be open to alternative types of technology for trains on the rail corridor.
APPENDIX A: Meeting List

1. Monday, November 7, 2016
Hope United Church
2550 Danforth Ave.
Toronto, ON M4C 1L2

2. Wednesday, November 9, 2016
Metro Toronto Convention Centre (South Building)
Room 717A and 718
222 Bremner Boulevard
Toronto, ON M5V 3L9

Bramalea Secondary School
510 Balmoral Dr.
Brampton, ON L6T 1W4

4. Tuesday, November 15, 2016
Loretto College School
151 Rosemount Ave.
Toronto, ON M6H 2N1

5. Wednesday, November 16, 2016
Riverdale Collegiate Institute
1094 Gerrard St. E.
Toronto, ON M4M 2A1

6. Thursday, November 17, 2016
Birchmount Park Collegiate Institute
3663 Danforth Ave.
Scarborough, ON M1N 2G2

7. Thursday, November 17, 2016
Cornell Community Centre
3201 Bur Oak Ave.
Markham, ON L6B 0T2

Innisdales Secondary School
95 Little Ave.
Barrrie, ON L4N 2Z4

9. Tuesday, November 22, 2016
Sacred Heart Catholic High School
908 Lemar Rd.
Newmarket, ON L3Y 1R9

10. Wednesday, November 23, 2016
Cardinal Carter Catholic High School
210 Bloomington Rd.
Aurora, ON L4G 0P9

11. Thursday, November 24, 2016
Vellore Village Community Centre
1 Villa Royale Ave.
Woodbridge, ON L4H 2Z7

12. Monday, November 28, 2016
Jean Vanier Catholic Secondary School
959 Midland Ave.
Scarborough, ON M1K 4G4

13. Tuesday, November 29, 2016
First United Church
151 Lakeshore Road West
Mississauga, ON L5H 1G3
APPENDIX B: Meeting Agenda

WELCOME to the Metrolinx Regional Open Houses

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

AGENDA

6:30 pm    Open House

7:00    Welcome, Introductions and Agenda Review
        Swerhun Facilitation

7:05    Overview Presentation
        Metrolinx

7:35    Facilitated Questions of Clarification

7:45    Working Sessions (on Noise & Trees), Display Boards & Roll Plans
        7:45 – 8:15       Rotation 1
        8:15 – 8:45       Rotation 2

8:45    Wrap-Up Plenary Discussion & Next Steps

9:00    Adjourn
APPENDIX C: Feedback Form

FEEDBACK FORM

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?**

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?**

3. **Any other thoughts or advice?**
**Trees**

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

<table>
<thead>
<tr>
<th>On your property?</th>
<th>In your community?</th>
<th>From the watershed?</th>
</tr>
</thead>
</table>

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.metrolinxengage.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 D: 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.