

Noise Mitigation: Pape Ave to Kennedy Rd



The largest reduction of potential noise increases will come from electrification on core segments of the network. The bulk of service increases will be delivered by electric trains, which are near silent at low speeds, starting or stopping, and when stopped.

Project Overview

We're making improvements today to bring you even more service in the future. Preparatory early works are getting underway on the Lakeshore East Rail Corridor Expansion project in Toronto. This project covers the area between Pape Avenue and Kennedy Road. Completing this work will enable the future addition of a fourth track on the Lakeshore East line.

The new fourth track will contribute to passenger journey time improvements for all transit trips on the Lakeshore East Corridor, improve service reliability and deliver increased service benefits within the City of Toronto.

HOW IS NOISE MITIGATION MANAGED DURING CONSTRUCTION?

In order to control the noise and vibration impacts, Metrolinx has devised a rules based approach to construction noise and vibration management, which includes comprehensive requirements to effectively manage construction impacts, including:

- Noise and vibration exposure limits and monitoring requirements
- Adherence to federal and provincial regulations
- Requirement for comprehensive pre-project noise and vibration management plans, including reduction measures where possible
- Requirement to deploy equipment that meets noise and vibration emission standards
- Requirement to notify affected public, in advance, of potentially impactful construction activities.

NOISE MITIGATION AT THE SOURCE

The most effective form of mitigation is reducing or eliminating the sound at the source because it reduces sound levels for all properties along Metrolinx rail corridors, rather than just the properties identified as impacted in Metrolinx's Noise and Vibration Assessment. For example, Metrolinx has committed to installing exhaust noise silencers on existing and future Metrolinx diesel locomotives which will decrease the sound from these trains by 3 dB at all properties along the corridors.

Other source-based mitigation measures include:

- Using 6-car rather than 12-car trains during off-peak periods
- Using electric trains on the Lakeshore and Barrie corridors, and self propelled electric trains (or electric multiple units - EMUs) along the Stouffville and Kitchener corridors
- Reducing engine idling
- Grade separations, which reduce whistle and bell usage
- Improvements to tracks and switches to reduce vibration and noise
- Installation of ballast mats to reduce vibration

RECEPTOR-BASED MITIGATION

Where mitigation at the source is not sufficient, receptor-based mitigation, such as noise walls, is then considered to protect the most affected areas. A potential noise wall needs to:

- Reduce noise exposure by at least 5 dBA, as required by the Provincial Protocol
- Be constructible and pose no operational risks

Metrolinx looks at where noise will increase for the proposed locations of noise walls, and where their placement will benefit the most people for a fair distribution. That means, looking where noise will increase and where the increased noise will disturb the most people.

After early works construction, Metrolinx has proposed additional noise walls under the GO Expansion scope of work along the Lakeshore East corridor as a mitigation measure that goes above and beyond the Ontario Provincial protocol to ensure noise walls are recommended in communities that are already experiencing high background noise, including along the Lakeshore East corridor. Construction of the noise walls planned under the GO Expansion program will take place once a proponent for the GO Expansion project is selected and could start as early as 2023.

Updated 2020 supporting draft Noise and Vibration Study for the Lakeshore East Corridor is available [here](#).

There is also an [interactive map](#) available showing the proposed noise wall locations.

To stay up to date, sign up for Toronto East updates at metrolinx.com/lakeshoreeastrailcorridor and follow us on twitter @GOExpansion.

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