

Eglinton Crosstown West Extension LIVE - November 3, 2021

Meaningful Dialogue

Anonymous
Nov 2, 2021 - 22:34

Metrolinx's superficial community engagement with our community regarding a proposed elevated rail line through our greenbelt space is unsatisfactory. Mount Dennis/YSW residents deserve a meaningful dialogue on this important matter of destroying our limited tree canopy. When can we expect meaningful dialogue, before we lose our precious parks?

 14  5

Answer

Metrolinx
Dec 2, 2021 - 16:05

There have been many discussions on how to deliver rapid transit along Eglinton West over the years. The mixed alignment moving forward for provides highest ridership increase, travel time savings, and increases rapid transit access to the most jobs; it outperforms all other options in offering the best network connectivity and travel experience for people living and travelling along the corridor. We are now looking for ways that the elevated guideway can allow us to make public realm improvements – both active/open spaces under the guideway and adjacent to it. We are looking forward to more meaningful engagement with the community about those opportunities.

We understand these are beautiful areas and places of pride for the community and a place where people come from all over the city to play and walk and take in the beauty. The elevated guideway will be built on the boulevard next to Eglinton Avenue West therefore no infrastructure will be built in the parks itself. We know that some trees will need to be removed to safely build and operate the Eglinton Crosstown West Extension, but we will strive to keep that to an absolute minimum. A full inventory of trees within the project area, including Fergy Brown Park and Pearen Park, and an assessment of their health is underway now. Once that report is complete, we will share the results with the community. In the meantime, we continue to move forward with replanting and revegetation initiatives, including an event on October 20 with the TRCA where 400 new trees were planted along the Humber River. By planting trees now, they will have ten years to grow before the Eglinton Crosstown West Extension even opens, which will help preserve and strengthen tree cover in the community. Metrolinx will continue to work with the Toronto and Region Conservation Authority and the City of Toronto on new planting initiatives next year.

 0  0

Mount Dennis | Long Term Negative Effects

Anonymous
Nov 2, 2021 - 22:40

The long-term financial, environmental and mental health costs of an elevated cement rail line and station(s) through Mount Dennis' parkland far outweighs any short-sighted, short-term cost savings. The Gardiner Expressway and Scarborough RT are mistakes not to be repeated in our community. Keep the ECWE tunnelled, out of sight and out of sound.

 14  5

Answer

Metrolinx
Dec 2, 2021 - 16:11

We considered a number of configurations in the Initial Business Case, including a fully tunneled option. The mixed alignment with 7 stations that we're moving forward with is estimated to cost \$4.7billion. The fully tunneled option with 9 stations is estimated at \$5.8B. The mixed alignment we're moving forward with provides the highest ridership increase, travel time savings, and increases rapid transit access to the most jobs. There are also challenges to fully tunneling, since the area between Scarlett Road and Jane Street is in an identified flood plain zone. While all solutions are technically feasible, tunnelling would require building underneath the Humber River, which presents environmental and technical challenges to building and operating the line. Underground stations at Scarlett and Jane would require excavating approximately 30m under the Humber which is twice the depth of the other underground stations. This would cause more intense and longer local community construction impacts. For context, it would be 10+m deeper than the excavation that's happened for stations at Yonge Station and Cedarvale Station (Allen Road) on the ECLRT. Elevating the ECWE over the Humber River eliminates these challenges, and the potential for unforeseen conflicts with such deep underground conditions, while delivering more benefits. You can read the ECWE initial business case here.

 0  0

Real Community Consultation

Anonymous
Nov 2, 2021 - 22:33

Despite proper lack of community consultation, Metrolinx is rushing through to establish an above-ground LRT in Mount Dennis by commencing with construction at Eglinton and Scarlett Road. Mount Dennis residents require further communication and consultation before this construction begins. Is Metrolinx willing to consult with the community?

 12  4

Answer

Metrolinx
Dec 2, 2021 - 15:57

There have been many discussions on how to deliver rapid transit along Eglinton West over the years. The mixed alignment moving forward for provides highest ridership increase, travel time savings, and increases rapid transit access to the most jobs; it outperforms all other options in offering the best network connectivity and travel experience for people living and travelling along the corridor. Decisions on alignments take into account a number of factors, including integration with other transit, community benefits and impacts, deliverability, operations and costs, and topography, which are unique to each project.

We are now looking for ways that the elevated guideway can allow us to make public realm improvements – both active/open spaces under the guideway and adjacent to it. We are looking forward to more meaningful engagement with the community about those opportunities.

Accurate Plans

Anonymous
Nov 3, 2021 - 08:53

When will Metrolinx provide graphics that are to scale? Residents need to see accurate images showing the scale of impact the LRT portal, elevated guideway and overpass stations will have on parks in our community. Also the scope of realigning Eglinton west of Scarlett Road. Illustrations to date showing coloured lines and boxes seem misleading.

9 1

Answer

Metrolinx
Dec 2, 2021 - 16:34

Thank you for your feedback. All of these details are coming in future engagements - stay tuned!

0 0

Will you protect the green space?

Anonymous
Nov 3, 2021 - 14:04

There are a number of locations around the GTA where communities are outraged with Metrolinx destroying green space against the communities wishes. This community clearly does not want an elevated line through the historically significant and valuable green space between Jane and Scarlett. Will you listen to the community? Or just bully through?

13 6

Answer

Metrolinx
Dec 2, 2021 - 16:35

We understand these are beautiful areas and places of pride for the community and a place where people come from all over the city to play and walk and take in the beauty. The elevated guideway will be built on the boulevard next to Eglinton Avenue West therefore no infrastructure will be built in the parks itself. We know that some trees will need to be removed to safely build and operate the Eglinton Crosstown West Extension, but we will strive to keep that to an absolute minimum. A full inventory of trees within the project area, including Fergy Brown Park and Pearen Park, and an assessment of their health is underway now. Once that report is complete, we will share the results with the community. In the meantime, we continue to move forward with replanting and revegetation initiatives, including an event on October 20 with the TRCA where 400 new trees were planted along the Humber River. By planting trees now, they will have ten years to grow before the Eglinton Crosstown West Extension even opens, which will help preserve and strengthen tree cover in the community. Metrolinx will continue to work with the Toronto and Region Conservation Authority and the City of Toronto on new planting initiatives next year.

0 0

Tree Canopy Loss & Climate Crisis

Anonymous
Nov 3, 2021 - 16:30

Mount Dennis will lose too many trees if Metrolinx builds the short above ground section. Isn't it obvious that keeping the LRT tunnelled is crucial given the global climate crisis? Our community doesn't want cement replacing trees because of cost cutting. The tunnelled option is technically and financially possible and needs to be revisited asap!

10 3

Answer

Metrolinx
Dec 2, 2021 - 16:37

We considered a number of configurations in the Initial Business Case, including a fully tunneled option. The mixed alignment with 7 stations that we're moving forward with is estimated to cost \$4.7billion. The fully tunneled option with 9 stations is estimated at \$5.8B. The mixed alignment we're moving forward with provides the highest ridership increase, travel time savings, and increases rapid transit access to the most jobs. There are also challenges to fully tunneling, since the area between Scarlett Road and Jane Street is in an identified flood plain zone. While all solutions are technically feasible, tunnelling would require building underneath the Humber River, which presents environmental and technical challenges to building and operating the line. Underground stations at Scarlett and Jane would require excavating approximately 30m under the Humber which is twice the depth of the other underground stations. This would cause more intense and longer local community construction impacts. For context, it would be 10+m deeper than the excavation that's happened for stations at Yonge Station and Cedarvale Station (Allen Road) on the ECLRT. Elevating the ECWE over the Humber River eliminates these challenges, and the potential for unforeseen conflicts with such deep underground conditions, while delivering more benefits. You can read the ECWE initial business case here.

We understand these are beautiful areas and places of pride for the community and a place where people come from all over the city to play and walk and take in the beauty. The elevated guideway will be built on the boulevard next to Eglinton Avenue West therefore no infrastructure will be built in the parks itself. We know that some trees will need to be removed to safely build and operate the Eglinton Crosstown West Extension, but we will strive to keep that to an absolute minimum. A full inventory of trees within the project area, including Fergy Brown Park and Pearen Park, and an assessment of their health is underway now. Once that report is complete, we will share the results with the community. In the meantime, we continue to move forward with replanting and revegetation initiatives, including an event on October 20 with the TRCA where 400 new trees were planted along the Humber River. By planting trees now, they will have ten years to grow before the Eglinton Crosstown West Extension even opens, which will help preserve and strengthen tree cover in the community. Metrolinx will continue to work with the Toronto and Region Conservation Authority and the City of Toronto on new planting initiatives next year.

0 0


Overpass Transit Stations

Anonymous

Nov 3, 2021 - 08:27

How long will Jane Street and Scarlett Road be closed for the proposed overpass transit station construction? Where will traffic be diverted during station construction? When is construction of the proposed overpass stations expected begin?


8 2

 Answer

Metrolinx
Dec 2, 2021 - 18:56

We are still in the early design stages for stations. Traffic management plans and construction details will be shared with the community ahead of work starting in the area. Station construction is not expected to begin until 2024.

0 0

 traffic on eglinton

Anonymous
Nov 3, 2021 - 11:44

How will cars get through when the road is ripped up? will traffic end up diverted to side streets?


8 2

 Answer

Metrolinx
Dec 2, 2021 - 16:42

We will be hosting an engagement early next year with our constructors, West End Connectors who will provide a detailed construction schedule and traffic management plan for the realignment of Eglinton Avenue West from Scarlett to the pedestrian bridge.


0 0

 Will U ask for flooding mitigation for the Humber?

Anonymous
Nov 3, 2021 - 14:11

If you are elevating the line because of potential flooding, why not just request that long overdue flooding mitigation be put in place along the Humber? If you bury it flooding will not be a concern. The community does not want it elevated. Do we have to join other groups to fight your destruction of green space as a united GTA voice?

9 3


 Answer

Metrolinx
Dec 2, 2021 - 18:59

In our business case and broader analysis of benefits, there are technical reasons and local considerations as to why we are proceeding with this option. In our Initial Business Case published in February 2020, we looked at a number of options which included the current option (mixed) as well as the fully tunneled option with nine stations. That was approximately 1.1 billion dollars more, partly because to tunnel under the Humber River Valley you need to go approximately 100 ft or nine storeys below ground level to get sufficiently under the Humber River. For context, that is 10m deeper than any of the excavation happening at the Eglinton West for Crosstown at Cedarvale station or at Yonge and Eglinton. There would be a lot more construction impacts from those really deep station constructions at Scarlett and Jane. Through the business case, the mixed option also provided the best travel time, highest ridership, most travel time savings and most increased access to jobs.

We understand these are beautiful areas and places of pride for the community and a place where people come from all over the city to play and walk and take in the beauty. The elevated guideway will be built on the boulevard next to Eglinton Avenue West therefore no infrastructure will be built in the parks itself. We know that some trees will need to be removed to safely build and operate the Eglinton Crosstown West Extension, but we will strive to keep that to an absolute minimum. A full inventory of trees within the project area, including Fergy Brown Park and Pearen Park, and an assessment of their health is underway now. Once that report is complete, we will share the results with the community. In the meantime, we continue to move forward with replanting and revegetation initiatives, including an event on October 20 with the TRCA where 400 new trees were planted along the Humber River. By planting trees now, they will have ten years to grow before the Eglinton Crosstown West Extension even opens, which will help preserve and strengthen tree cover in the community. Metrolinx will continue to work with the Toronto and Region Conservation Authority and the City of Toronto on new planting initiatives next year.

0 0

 will those of us who back on to Eglinton lose our backyard?

Anonymous
Nov 3, 2021 - 11:42

How close to our backyards on Lemonwood is the tracks? How close will the bike path be?


8 4

 Answer

Metrolinx
Dec 6, 2021 - 11:49

The extraction shaft and tunnels are on the north side of Eglinton. No backyards will be impacted by the construction in the area. The bike path will also be realigned, approximately 10 meters to the south, along with the Eglinton Avenue West lanes. The bike path is expected to be approximately 3-4 meters from the property line.

0 0

 Not responding to most popular question

 Not responding to most popular question

Anonymous
Nov 3, 2021 - 17:14

Even though it's been over a month since the last meeting, you still have not responded to the question from Sept 28 with the most thumbs up votes (40+). It was written by an engineer: "A great idea to avoid the Eglinton/Jane flood basin" - <https://www.metrolinxengage.com/en/comment/9200#comment-9200>
When will we finally get a response?


 7  5

 What is the current situation at Eglinton and Scarlett Rd?

Anonymous
Nov 3, 2021 - 18:22

We have lost southbound and eastbound bus shelters only recently replaced. Traffic signals are to be replaced. Scarlett Rd bike lane extension north from Humber River bridge is on hold pending Metrolinx approval.

 1  0

 Renforth to Pearson

Anonymous
Nov 3, 2021 - 18:40

Did you FINALLY pick an alignment from Renforth to Pearson Airport


 1  0

 Answer

Metrolinx
Dec 2, 2021 - 19:01

An initial business case to extend the LRT to the airport is underway now. Stay tuned! We will have more information when that work is complete.

 0  0

 Renforth to Pearson question #2

Anonymous
Nov 3, 2021 - 18:44

Which road will the LRT alignment run between Renfroth & Pearson? Silver Dart Dr. or Highway 427?

 0  0

 Why aren't you using the existing boring machines?

Anonymous
Nov 3, 2021 - 18:54

Using new boring machines would add to the cost of the project.

 0  0

 Humber River is relatively Shallow and Narrow

Anonymous
Nov 3, 2021 - 19:14

Please look at cases around the world, transit tunnels under much larger waterways have been successfully constructed since the 1800s. Metrolinx has the funding and modern technology to continue a fully underground LRT. More cost savings in the long run, overhead infrastructure deteriorates, Gardiner and Scarborough RT ... prime examples!


 1  1

 Answer

Metrolinx
Dec 2, 2021 - 19:04

You're right, there are a lot of examples where tunnels are built under waterways. It is possible - however, in our business case and broader analysis of benefits, there are technical reasons and local considerations as to why we are proceeding with this option. In our IBC published in February 2020, we looked at a number of options which included the current option (mixed) as well as the fully tunneled option with nine stations. That was approximately 1.1 billion dollars more, partly because to tunnel under the Humber River Valley you need to go approximately 100 ft or nine storeys below ground level to get sufficiently under the Humber River. For context, that is 10m deeper than any of the excavation happening at the Eglinton West for Crosstown at Cedarvale station or at Yonge and Eglinton. There would be a lot more construction impacts from those really deep station constructions at Scarlett and Jane. Through the business case, the mixed option also provided the best travel time, highest ridership, most travel time savings and most increased access to jobs.

 0  0

 Face-to-face meetings

Anonymous
Nov 3, 2021 - 19:19

Metrolinx has promised York South-Weston residents a face-to-face group meeting at the Pearen Park to discuss the impact of the elevated guideway. Online meetings are not enough because even now, a lot of residents don't know how to use the Metrolinx Engage website. When it comes to dialogue, just look at the votes from all the posted questions.

 1  1

More Time is Needed for Questions and Answers

Anonymous
Nov 3, 2021 - 19:25

1 1

I support an elevated guideway - provide landsape plans

Anonymous
Nov 3, 2021 - 19:26

I support an elevated guideway & is preferred over at-grade tracks or expensive unnecessary tunneling. Ppl are unaware how many metro/LRT/subway systems in big cities are elevated or above ground, including NYC, Chicago, Mexico City & London. When/where can we access landscape plans showing the planting of new trees & landscaping along the route?

Construction Impacts

1 1

Mining

Anonymous
Nov 3, 2021 - 18:33

I think that at least one underground station should be mined so that one intersection at Eglinton can be less disrupted by construction

0 1

Traffic control on Eglinton

Anonymous
Oct 20, 2021 - 10:18

Reducing to one lane will back up westbound traffic. Traffic will also look for alternative routes through bordering neighbourhoods. How will this be controlled?

6 8

Answer

Metrolinx
Dec 2, 2021 - 19:08

Reducing a lane will have an impact but we do not anticipate and are not planning for detours. Traffic will continue to move through, and we will assess the situation in real time. We have a 1km space between the two intersections. Once we reduce one lane, we need to see how long the space is to accommodate the traffic. There are lots of tools available to accurately determine the length of the queue. We will do that exercise and find out the length of the queue and determine if we are able to accommodate that. If it impacts other intersections, we can look to adjust signal timing. We will be conducting an engagement early next year with our constructors, West End Connectors who will share a full traffic management plan.

0 0

Renforth

Anonymous
Oct 26, 2021 - 14:44

Until the TBM(s) arrive, shouldn't you start construction already on Renforth station since it's below-grade?

2 4

Answer

Metrolinx
Dec 2, 2021 - 19:17

At this time, crews are continuing construction activities at the launch shaft work zone in preparation for the TBM arrival. The launch shaft is where the TBMs will be assembled and inserted into the ground. The TBMs are expected to arrive early next year.

0 0

Underground side platforms forsaken?!

Anonymous
Nov 3, 2021 - 18:29

It's unfair that our light rail system is the only system with no side platforms. plus Center platforms are unsafe for blind people & they can actually fall and get crushed by a train that on ATCI

Seriously why do you put profits before safety? Can you just use the boring machine for the Scarborough Subway Extension after that tunneling is done?

0 2

Platforms

Anonymous
Nov 3, 2021 - 18:31

I say that Renforth, Scarlett and two underground stations should have side platforms

0 2



Answer

Metrolinx
Dec 2, 2021 - 19:33

Thank you for your comment. Information about station layout is in the early design stage. Stay tuned for a future engagement where we will provide more information for feedback.

👍 0 🗨️ 0



Tunnel Boring speed

Anonymous
Nov 3, 2021 - 18:48

Why does Tunnel boring have be done 10 m every day? that's way more slow than a snail. Can't you speed it up to 20 m or 30 m at least?

👍 0 🗨️ 2



Rendering

Anonymous
Oct 26, 2021 - 00:10

Will the extension look like this:
<https://www.urbanstrategies.com/project/eglinton-west-lrt-extension-deve...>

👍 2 🗨️ 5



Will we lose the 73B bus stop on Eglinton in the future?

Anonymous
Oct 27, 2021 - 13:31

👍 3 🗨️ 6



Answer

Metrolinx
Dec 2, 2021 - 19:19

Part of our work with the City of Toronto and TTC includes looking at opportunities for better connections and coordinating services. However, current and future TTC schedules and routes are ultimately determined by the TTC. If you would like to continue having a discussion about this it would be best done by contacting TTC customer service directly.

👍 0 🗨️ 0



Underground Center platforms? no!

Anonymous
Oct 30, 2021 - 21:53

I criticize underground center platforms because even if the stations is equipped with elevators, it's very unsafe for blind passengers because it can be struggling for them to find a wall to lean at so they can wait for their & since you neglect platform screen doors, you're making the platforms more dangerous because they might fall on tracks.

👍 4 🗨️ 7



Answer

Metrolinx
Dec 2, 2021 - 19:33

Thank you for your comment. Information about station layout is in the early design stage. Stay tuned for a future engagement where we will provide more information for feedback. Accessibility is a big consideration for our station designs. For both center and side platforms, we will incorporate appropriate way-finding and guidance elements to ensure that everyone regardless of age or ability has full and safe access to our transit services.

👍 0 🗨️ 0



900 Airport Express

Anonymous
Nov 2, 2021 - 10:06

Will this extension replace the 900 Airport Express bus that from Kipling station or not

👍 2 🗨️ 5



How will the elevated portion mix with the existing landscape?

Anonymous
Nov 2, 2021 - 23:24

Eglinton Flatts area is full of greenspace and treed areas, how will this be considered and approached in the design?

Wondering why the above ground elevated portion from Jane to Scarlett is so high vs the existing roadway. Can the rail elevation match the roadway so it doesn't stick out vs natural landscape and trees?

Construction Impacts Property Impacts

👍 2 🗨️ 5



Bike lane extension on Scarlett Rd to Eglinton Ave West

Bike lane extension on scarlett rd to Eglinton Ave West

Anonymous
Oct 18, 2021 - 18:45

There is a long existing problem with cyclists crossing Eglinton in pedestrian crosswalk area and riding on sidewalk despite this being illegal and ignoring sign directing cyclists to walk their bike on sidewalk. Imperative new style markings be applied when extension takes place NOT when LRT is built. Work is stalled pending Metrolinx approval.

 2  6

Renaming the underground stations

Anonymous
Oct 19, 2021 - 17:23

I think that perhaps the underground stations on this extension should be named after their nearby neighborhoods.

Westmount (Royal York)
Richmond gardens (Islington)
Richview park (Kipling)
Willowridge (Martin Grove)

 3  7

Answer

Metrolinx
Dec 2, 2021 - 19:20

Thank you for your suggestions. The current names that we are using are working names only. We have a policy for naming of stations. We start with the simplest name possible – usually the name of the cross street. In this project, most of those names are already taken for Line 2. Through our policy and framework, we then start looking at other names related to the community or local landmarks. We're not there yet. We look forward to getting the community's feedback on proposed names as we are further along in the process!

 0  0

Crosswalk/traffic light at east end of Eglinton bridge

Rick
Oct 21, 2021 - 14:22

Can there be an addition of a crosswalk or traffic light at the east end of the Eglinton bridge over the Humber River, to accommodate cyclists from the bike path on the south side to cross to the trail leading to Emmett Ave? Alternatively, can a bike path be built on the north side of Eglinton?

 1  5

Will the same TBMs be used for between Weston Rd. & Pearen Park

W. K. Lis
Oct 19, 2021 - 11:50

Will the same TBMs used between Renforth and Scarlett be used between Pearen Park (Eglinton Flats)? In 2015, the TBMs tunnelled from the west reached arrived Allen Road. They were extracted from the west side of Allen Road, moved across Eglinton Avenue, and re-inserted on the east side of Allen Road. Will something similar happen at Mt. Dennis?

 1  6

Renforth

Anonymous
Oct 26, 2021 - 14:44

Until the TBM(s) arrive, shouldn't you start construction already on Renforth station since it's below-grade?

 1  6

Answer

Metrolinx
Dec 2, 2021 - 19:25

The Renforth station will be a mix of underground/above ground like the BRT route is already, with a direct connection between stations. At this time, crews are continuing construction activities at the launch shaft work zone in preparation for the TBM arrival. The launch shaft is where the TBMs will be assembled and inserted into the ground. The TBMs are expected to arrive early next year.

 0  0

2 Twin tunnels are dangerous for this extension.

Anonymous
Oct 19, 2021 - 11:16

using two twin tunnels for this extension is a big mistake because center platforms are unsafe for blind and nearsighted passengers & unfortunately you still build the same mistakes.

Don't believe me? well this 2 min. video will explain everything to you: <https://www.youtube.com/watch?v=gTS6s8My3I>


 3  9

Jane question 1/2

Anonymous
Oct 26, 2021 - 14:37

Personally I think that th' station at Jane st. should have at least one shelter for it's center platform

 1  7

 **Scarlett**

Anonymous
Oct 26, 2021 - 14:41

I think that Scarlett station should have a scarlett -red like color on it's tapestry

 1  7

 **Answer**

MetroInx
Dec 2, 2021 - 19:21

Thank you for your suggestion. Stay tuned for upcoming engagements relating to station design in the future!


 0  0

 **Stations**

Anonymous
Oct 19, 2021 - 12:19

obviously, I think that 4 out of 7 stations should have side platforms to enhance safety for blind passengers.

 2  9

 **Answer**

MetroInx
Dec 2, 2021 - 19:31

Thank you for your comment. Information about station layout is in the early design stage. Stay tuned for a future engagement where we will provide more information for feedback. Accessibility is a big consideration for our station designs. For both center and side platforms, we will incorporate appropriate way-finding and guidance elements to ensure that everyone regardless of age or ability has full and safe access to our transit services.


 0  0

 **Urban Tapestry**

Anonymous
Oct 23, 2021 - 00:40

No offense, but it seems that the tapestry you're using for the Crosstown is boring, considering that only two colors grey and black, represents the regular stations. Can you try other colors for the tapestry like red, brown, light blue ,etc?

 1  8

 **Answer**

MetroInx
Dec 2, 2021 - 19:22

Thank you for your suggestion. Stay tuned for upcoming engagements relating to station design in the future!


 0  0

 **Jane question 1/2**

Anonymous
Oct 26, 2021 - 14:33

Since the station at Jane Irt will be a future transit hub with the future Jane LRT, shouldn't it's tapestry be orange?

 0  8

 **Answer**

MetroInx
Dec 2, 2021 - 19:25

Thank you for your suggestion. Stay tuned for upcoming engagements relating to station design in the future!

 0  0