

Eglinton Crosstown West Extension LIVE - June 8, 2021

Entrance of 61 and 31 rich view

Anonymous
Jun 14, 2021 - 15:10

Will the entrance of 61 and 31 rich view be blocked into eglinton?

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Answer

Metrolinx
Jun 21, 2021 - 17:55

In order to build the elevated guideway we need to build an extraction shaft and portal beside the driveway beginning next year. We will likely need some turning restrictions to keep everyone safe but we do not yet need to close that driveway. However, when construction of the elevated guideway begins in approx.. 2025, the driveway is expected to be closed permanently. We understand many residents in the buildings use the driveway today and we are working with the City of Toronto to fully understand the impact the closure will have to traffic in the area and map out a plan to address that. We have a few years before the driveway would need to close so there is time to work together on the best way forward.

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Portion between Jane and Scarlett

Anonymous
Jun 14, 2021 - 15:11

How come the portion between Jane and Scarlett are not at grade to keep costs down or is flooding still an issue in this area?

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Answer

Metrolinx
Jun 21, 2021 - 18:06

The flood prone area was one of many considerations explored in the initial business case. The mixed alignment of underground and elevated guideway provides an optimal trade-off between the ease of local access and the speed of travelling, and outperforms all other alignment options in offering the best network connectivity, travel experience and therefore the highest ridership increase and access to the most jobs.

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Characters

Anonymous
Jun 14, 2021 - 15:14

You do not allow sufficient characters to properly pose my question. Why?

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Answer

Metrolinx
Jun 21, 2021 - 18:08

Hi, thanks for the feedback. We heard this loud and clear in previous engagements and have since provided a 'zoom-room' option for participants to take as much time as needed to pose their question to the team. As always you can also email or call us directly.

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Royal York

Anonymous
Jun 14, 2021 - 15:14

When will the Royal York stop be completed and ready for use by the public.

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Answer

Metrolinx
Jun 21, 2021 - 18:11

We expect all stations and the new service to be in full operation by 2030/2031.

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West route from Mount Dennis to Renforth

Anonymous
Jun 14, 2021 - 15:14

Why is so little of the west route from Mount Dennis to Renforth to be elevated given the wide corridor along Eglinton?

 Answer

Metrolinx
Jun 21, 2021 - 18:19

There have been many discussions on how to deliver rapid transit along Eglinton West over the years. Decisions on alignments take into account a number of factors including integration with other transit, deliverability, operations and costs, and topography, which is unique to each project. The mixed alignment moving forward provides an optimal trade-off between the ease of local access and the speed of travelling, and outperforms all other options in offering the best network connectivity and travel experience for people living and travelling along the corridor.

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 Cost difference

Anonymous
Jun 14, 2021 - 15:15

What is the cost difference between tunnelling and at grade for the west LRT route from Scarlett to Renforth?

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 Answer

Metrolinx
Jun 21, 2021 - 18:21

The mixed alignment that we're moving forward with is estimated to cost \$4.7billion. The Initial Business Case looked at other configurations – but only for the whole route – not in sections. The results for different alignments range from \$3.5-\$5.8B. The other factors that helped make the decision are key benefits such as ridership, jobs nearby, and potential to support growth. When we looked at all of those factors the mixed alignment we're moving forward with provides the best balance and the highest ridership increase, travel time savings, and access to the most jobs.

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 Mount Dennis west

Anonymous
Jun 14, 2021 - 15:18

Will the route from Mount Dennis west be open in stages? If so can you disclose any of the thinking in this regard?

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 Answer

Metrolinx
Jun 21, 2021 - 18:25

The extension is expected to be operational by 2030-2031, when all stations are open and full service can be delivered from end to end.

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 Scarlett west

Anonymous
Jun 14, 2021 - 15:21

Why isn't the route from Scarlett west going to be "at grade" given the wide Eglinton corridor? Wouldn't this reduce costs and speed up the construction?

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 Answer

Metrolinx
Jun 21, 2021 - 18:27

The mixed alignment that we're moving forward with is estimated to cost \$4.7billion. The Initial Business Case looked at other configurations – but only for the whole route – not in sections. The results for different alignments range from \$3.5-\$5.8B. The other factors that helped make the decision are key benefits such as ridership, jobs nearby, and potential to support growth. When we looked at all of those factors the mixed alignment with the elevated guideway we're moving forward with provides the best balance and the highest ridership increase, travel time savings, and access to the most jobs.

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 Timeline

Anonymous
Jun 14, 2021 - 15:22

What's the construction timeline?

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 Answer

Metrolinx
Jun 21, 2021 - 18:31

The tunnel contract is getting underway now and the stations, rail and systems work is expected to begin in 2024/25 and be complete in 2030/2031. If you have a look at the presentation there's a high level timeline provided for the whole project. More specific construction

timelines for the tunneling work will be provided by the West End Connectors at the virtual engagement on July 13, so stay tuned! As construction moves along the corridor we will also be providing regular updates to the community in various ways - construction notices, e-newsletter, website, social media, and monthly meetings.

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👤 Traffic

Anonymous
Jun 14, 2021 - 15:22

During construction, any adjustment to the traffic light at major intersections to ease the traffic?

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🚇 Answer

MetroInx
Jun 21, 2021 - 18:33

We'll continue to work with the City of Toronto as the design moves forward and the construction plans are finalized. We'll be looking at ways to reduce impacts to traffic as much as possible and traffic light adjustments are one of the tools that can be used. The tunnel contract is getting started now and on July 13, you'll be able to learn more about that work from the constructor – the West End Connectors – and they can provide any updates to the construction staging requirements and will be seeking your input for their plan as the work moves forward.

We will also be reviewing it to ensure the right toolbox of mitigations are being planned for the project and the communities we're building in.

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👤 Bus terminal

Anonymous
Jun 14, 2021 - 15:22

Will there be bus terminal at each of the stations?

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🚇 Answer

MetroInx
Jun 21, 2021 - 18:36

Surface transit connections (TTC buses for example) do factor into the station designs/locations and is what helps drive ridership. We are working with the City of Toronto and TTC to ensure a seamless transfers at all of the new stations.

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👤 Stations

Anonymous
Jun 14, 2021 - 15:24

Would the stations at the east end of the line be opened one by one upon completing each, i.e., Jane Station to open, then Scarlett, then Royal York and so on.

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🚇 Answer

MetroInx
Jun 21, 2021 - 18:37

The extension is expected to be operational by 2030-2031, when all stations are open and full service can be delivered from end to end.

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👤 Islington and Royal York

Anonymous
Jun 14, 2021 - 15:24

For the stations at Islington and Royal York, would there be entrance from the south side of Eglinton?

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🚇 Answer

MetroInx
Jun 21, 2021 - 18:38

The current station designs provide for one main entrance building and an emergency exit building on the north side, connected to the station box on the west side at each station. North side station access will serve the projected ridership best and provide customers with seamless bus connections.

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👤 Traffic congestion

Anonymous
Jun 14, 2021 - 15:25

Previous meetings mentioned a separate project to address traffic congestion at Martin Grove and Eglinton. What's the status? Where can we learn

more

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Answer

MetroInx
Jun 21, 2021 - 18:47

We have mentioned that future engagement opportunities will focus on traffic management during construction. Work in that area is expected to begin next year and the constructor, West End Connectors, are on board now and will be providing an update at our July 13, virtual engagement. As the work in your area gets closer, residents will also receive notices in the mail that will provide more information. We'll use all of our channels to share information - virtual engagement, flyers, social media, one-on-one discussions (call or email us anytime), and we are also looking to set up smaller discussion tables with local residents. If this is something you and your neighbours would be interested in please contact us.

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Islington

Anonymous
Jun 14, 2021 - 15:26

Will Islington stop have underground tunnel to exit onto Richview high school side so kids can safely exit the stop?

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Answer

MetroInx
Jun 21, 2021 - 18:48

The current station design allows for one main entrance building and an emergency exit building connected to the station box, both on the north side. Students will still be able to safely cross the street at the controlled intersection.

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Tunneling

Anonymous
Jun 14, 2021 - 15:26

Will tunneling be done overnight? If yes how far away will you need to be to not hear it?

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Answer

MetroInx
Jun 21, 2021 - 18:52

When the tunnel boring machines launch next spring they will operate 24hrs a day, 7 days a week. They dig through approximately 10m per day, so the work is continuously moving forward. The TBMs operate at approximately 15-20m below the surface therefore vibrations will likely be perceptible while they are in close proximity, but the vibrations will be below structural damage thresholds. Geotechnical engineers will develop a zone of influence to the north and south of the alignment to assess impacts based on proximity. If a property falls within the zone of influence, then they will conduct a pre and post condition assessment. This is standard practice. Noise and vibration levels will also be continuously monitored throughout the dig.

Most importantly, though is that we are designing the tunnel and construction methods to comply with the regulatory requirements and standards. The assessments and monitoring mentioned above are what will help ensure the commitment is met.

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Traffic

Anonymous
Jun 14, 2021 - 15:26

How will you control traffic so it doesn't become a nightmare for everyone along eglinton for the entire construction period

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Answer

MetroInx
Jun 21, 2021 - 19:02

Keeping traffic, pedestrians and cyclists moving throughout construction is considered at every step in the project design and build. Different areas will require different tools to make this happen and the constructor will share their plans for feedback before work begins along Eglinton. During the tunneling contract, for example, we do expect in some cases temporary turn restrictions or lane reductions will be required for short durations in order to build the underground station headwalls. Next year, Eglinton Avenue will need to be realigned between Scarlett and the nearby pedestrian bridge. The traffic management plan will be shared for feedback with the community once it's more advanced. Stay tuned - we know this is a topic of great interest and we will have a lot more information to share as soon as more is known.

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Equity for marginalized group

Anonymous
Jun 14, 2021 - 15:27

how will you ensure equity for marginalized groups in the community to ensure their needs are met?

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Forested areas and wildlife

Anonymous

Jun 14, 2021 - 15:27

What is being done to preserve the forested areas and wildlife in them at wincott and eglinton and kipling and eglinton or will these be bulldozed over?

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Answer

MetroInx

Jun 21, 2021 - 19:30

We fully appreciate the importance of all the trees along the corridor. We're working together with City of Toronto and the Toronto Region Conservation Authority on plans to protect trees during construction and remove others where necessary for infrastructure. During construction, the goal is to minimize impacts to trees wherever possible. We do expect that some trees will need to be removed for the station buildings, but we will minimize that as much as possible. There are minimum requirements that drive the size of a station for safety and accessibility and ensuring that it serves the community long term. A tree inventory and arborist report is required to understand the number and types of trees to be removed and replaced. The results will be part of a future engagement once the reports are complete this year.

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Land held for construction

Anonymous

Jun 14, 2021 - 15:28

why was land being held for construction in this corridor sold off ten years ago? if not sold their would have been enough land to save money by not tunneling

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Answer

MetroInx

Jun 21, 2021 - 19:32

The mixed alignment that we're moving forward with is estimated to cost \$4.7billion. The Initial Business Case looked at other configurations that ranged from estimated costs of \$3.5-\$5.8B. The key factors that helped make the decision to have a tunnel and an elevated guideway alignment are key benefits such as ridership, jobs nearby, and potential to support growth. When we looked at all of those factors the mixed alignment we're moving forward with provides the best balance and the highest ridership increase, travel time savings, and access to the most jobs.

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Future road improvements

Anonymous

Jun 14, 2021 - 15:28

Wrt at-grade structures, eg. stations, will you ensure they reserve as much room as possible for potential future road improvements, eg. turn lanes?

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Answer

MetroInx

Jun 21, 2021 - 19:37

Stations will be built on the north side of Eglinton off the right of way. I'm not sure I understand the question fully so please call us to discuss this further. Thank you!

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Station/stop planned at Scarlett Rd

Anonymous

Jun 14, 2021 - 15:29

Where is the station/stop planned at Scarlett Rd considering there will be an elevated guideway and a new rental apartment planned right where the guideway is

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Answer

MetroInx

Jun 21, 2021 - 19:38

The station at Scarlett Rd will be elevated above Scarlett just north of the intersection.

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Re-zoning

Anonymous


Jun 14, 2021 - 15:29

Is the City intending to re-zone /propose more commercial/retail shops along Eglinton? Right now, there is very little and no restaurants in the area.

 Answer


Metrolinx
Jun 21, 2021 - 19:39

This is beyond the scope of our role in the project but have shared your comment with the City of Toronto. Thank you.

 Bus bays

Anonymous
Jun 14, 2021 - 15:30

Will all or some of the underground stations of Eglinton crosstown LRT west extension have bus bays at the station entrance or not?

 Answer

Metrolinx
Jun 21, 2021 - 19:41

Surface transit connections (TTC buses for example) do factor into the station designs/locations and is what helps drive ridership. We are working with the City of Toronto and TTC to ensure a seamless transfers at all of the new stations.

 Length of LRT


Anonymous
Jun 14, 2021 - 15:30

How long physically is the LRT? In other words, how many cars long is it and how many people can fit on each ride?

 Express bus


Anonymous
Jun 14, 2021 - 15:31

Can an express bus run between Renforth Station and Mt Dennis while we wait for the west extension to be built?

 Answer


Metrolinx
Jun 21, 2021 - 19:42

Changes to existing TTC bus route schedules are beyond our scope and best addressed by the TTC directly. Thank you.

 Jane and Scarlett Rd station

Anonymous
Jun 14, 2021 - 15:35

For the positioning of the elevated Jane and Scarlett Rd stations, will they be located above the Eglinton intersections or on side of them?

 Answer

Metrolinx
Jun 21, 2021 - 19:42

Both elevated stations are on the north side of the intersections, not directly above the intersection.

 Construction impact

Anonymous
Jun 14, 2021 - 15:35

How much construction impact will occur in front of the apartments at Scarlett Rd with the elevated and underground structures being built?

 Answer

Metrolinx
Jun 22, 2021 - 01:07

In this area we need to build the extraction shaft for the tunnel boring machine and the portal for the vehicles to come out of the ground and onto the elevated guideway. Construction will begin next spring and happen in stages - the road realignment work for example will take approximately 18months.

You will have an opportunity to meet with West End Connectors to review the plan that they are working on now which will be able to provide more clear timelines for the work they are doing. The construction of the guideway and the elevated station at Scarlett is expected

to begin in approximately 2025. When the constructor is on board for that work then we will be able to share more information about their work schedule.

We know there is quite a bit of work to happen here so if you live in those buildings please reach out to our community relations team if you're interested in joining a smaller group to have discussions about your specific area.

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Future extension to Pearson Airport

Anonymous

Jun 14, 2021 - 15:36

With the future extension to Pearson Airport will it be a bridge over the 401 or will it be under the 401 from Renforth Station?

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Answer

Metrolinx

Jun 22, 2021 - 01:07

We're currently doing more analysis with the GTAA and the City of Toronto for the initial business case for the airport extension. The extension is currently unfunded – the business case will provide more insight into what's required including estimated costs. The government is committed to moving the work forward so stay tuned!

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Line

Anonymous

Jun 14, 2021 - 15:42

How far west will the line go?

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Answer

Metrolinx

Jun 21, 2021 - 19:45

The project we're building now extends to Renforth. Stay tuned for more information about the early planning and design work for a further extension to the airport.

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Plans to widen Eglinton

Anonymous

Jun 14, 2021 - 15:43

Are there any plans to widen eglinton to 6 lanes?

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Answer

Metrolinx

Jun 21, 2021 - 19:47

Please contact the City of Toronto who are in a better position to address questions about the road network.

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Accessibility

Anonymous

Jun 14, 2021 - 15:46

Will the stations have accessibility ie. elevators

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Answer

Metrolinx

Jun 21, 2021 - 19:47

Yes, absolutely. All stations will be fully accessible and include elevators.

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Pearson Airport connection

Anonymous

Jun 14, 2021 - 15:52

Why isn't the Pearson Airport connection station and transit hub being built immediately along with the rest of the extension?

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Answer

Metrolinx

Jun 21, 2021 - 19:48

We're currently doing more analysis with the GTAA and the City of Toronto for the initial business case for the airport extension. The extension is currently unfunded – the business case will provide more insight into what's required including estimated costs. The government is committed to moving the work forward.

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Traffic

Anonymous

Jun 14, 2021 - 15:52

Can 2 speed bumps and a flashing speed sign be installed between Tettenhall and Bemersyde to manage expected increased traffic & speeding during construction?

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Answer

Metrolinx

Jun 21, 2021 - 19:49

Hello, please contact the City of Toronto directly with this question.

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Jane & Scarlett

Anonymous

Jun 14, 2021 - 15:53

Elevated: can Jane Irt station have a center island platform while Scarlett Irt station have side platforms ?

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Answer

Metrolinx

Jun 21, 2021 - 19:50

Station designs are in the early stages - stay tuned for engagement later this year where we will have more information to share about station layout.

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Cut and cover tunnels

Anonymous

Jun 14, 2021 - 15:57

can the underground segment have cut and cover tunnels so that some stations can have at least side platforms

👍 0 🗨️ 0

Answer

Metrolinx

Jun 21, 2021 - 19:51

The tunnelling will be completed using two tunnel boring machines. Cut and cover will be used for the underground stations. Information about station layout is in the early design stage. Stay tuned for an engagement later this year where we will provide more information for feedback.

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Why underground?

Anonymous

Jun 14, 2021 - 15:57

Why underground? The corridor looks to have a lot of suitable space for an elevated guideway, à la Vancouver SkyTrain

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Answer

Metrolinx

Jun 21, 2021 - 19:53

There have been many discussions on how to deliver rapid transit along Eglinton West over the years. Decisions on alignments take into account a number of factors including integration with other transit, deliverability, operations and costs, and topography, which is unique to each project. The mixed alignment of underground and the elevated guideway moving forward provides an optimal trade-off between the ease of local access and the speed of travelling, and outperforms all other options in offering the best network connectivity and travel experience for people living and travelling along the corridor.

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Elevated

Anonymous

Jun 14, 2021 - 15:59

Does the "elevated" part of the extension mean at ground level or above? Will there be overpasses over Scarlett, Jane, Emmett, etc, or rail crossing gates?

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Answer

Metrolinx
Jun 21, 2021 - 19:54

There will be an elevated guideway/bridge that carries the tracks over Scarlett Road and Jane Street. Fully separated from the road.

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Retaining walls

Anonymous
Jun 14, 2021 - 15:59

Will retaining walls be constructed in the area where Eglinton Ave. get realigned?

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Answer

Metrolinx
Jun 21, 2021 - 19:58

Good question. We will know more soon now that the West End Connectors are on board and will share the construction plan at a future engagement. In the meantime, the West End Connectors will be joining the July 13th virtual engagement to begin hearing feedback and answer questions.

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Realignment

Anonymous
Jun 14, 2021 - 15:59

Will Eglinton Ave. be realigned back after the project will be completed?

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Answer

Metrolinx
Jun 21, 2021 - 19:59

The realignment of Eglinton from Scarlett to the pedestrian bridge is a permanent realignment. It will be restored to the same capacity for vehicles as it has now.

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Trees

Anonymous
Jun 14, 2021 - 16:00

Will be trees cut in the area where Eglinton Ave. be realigned?

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Multi-use trail

Anonymous
Jun 14, 2021 - 16:00

How will the multi-use trail on the south side of Eglinton be preserved during construction? Will the multi-use trail obtain safety improvements from drivers?

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Bike parking

Anonymous
Jun 14, 2021 - 16:04

Are there any plans in the station design for there to be bike parking included, along with a space for potential bike share stations by the LRT stations?

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Project plan with milestones

Anonymous
Jun 14, 2021 - 16:05

Is there a project plan with milestones that can be shared with all? I haven't perused the literature, and am not aware of any.

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Public realm

Anonymous
Jun 14, 2021 - 16:07

When will the hydro poles and wires be eliminated and replaced with underground conduit (and ductbanks) to improve the public realm.?

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 Answer

Metrolinx
Jun 21, 2021 - 20:02

Hello, we appreciate your interest in the public realm but that type of decision and work is beyond the project scope.

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 Airport extension

Anonymous
Jun 14, 2021 - 16:07

When the line is extended to the airport, will it terminate at Terminal 1 and 3 or the Pearson Transit Hub? What's the status of the Pearson Transit Hub?


0 0 0

 Answer

Metrolinx
Jun 21, 2021 - 20:04

We're currently doing more analysis with the GTAA and the City of Toronto for the initial business case for the airport extension. The extension is currently unfunded – the business case will provide more insight into what's required including estimated costs for potential alignments. The government is committed to moving the work forward so stay tuned!

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 Improved bicycle and pedestrian infrastructure

Anonymous
Jun 14, 2021 - 16:08

Will improved bicycle (E raised Cycle tracks or protected bike lanes) and pedestrian infrastructure be included in the design? Would these plowing in winter?


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 Construction coordination

Anonymous
Jun 14, 2021 - 16:09

Condos/apts will also be going up between Scarlett & Royal York, how will all this construction be coordinated so that current area residents can get around?


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 Green space, trees and paths

Anonymous
Jun 14, 2021 - 16:10

Will you leave the green space, trees and paths on both sides of Eglinton? These areas get a lot of use by area residents.


0 0 0

 Answer

Metrolinx
Jun 21, 2021 - 20:20

We fully appreciate the importance of all the trees along the corridor. We're working together with City of Toronto and the Toronto Region Conservation Authority on plans to protect trees during construction and remove others where necessary for infrastructure. During construction, the goal is to minimize impacts to trees wherever possible. We know that some trees will need to be removed but we will minimize that as much as possible. A tree inventory and arborist report is required to understand the number and types of trees to be removed and replaced. That work is underway now and will reflect the most current project design. The results will be part of a future engagement this year.

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 Underground streams in Royal York/Scarlett area

Anonymous
Jun 14, 2021 - 16:17


There are underground streams in Royal York/Scarlett area. Is the soil/ground stable enough to withhold this construction without damage to existing buildings?

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 Answer

Metrolinx
Jun 21, 2021 - 20:10

The water table and flood prone areas along the corridor have been considered thoroughly and we are confident the project can be constructed safely. For the nearest buildings, pre and post construction surveys are a standard practice and will be carried out by the constructor. If you have specific concerns about a building you live in please contact us directly and we can address your specific concerns.

 Transit plans

Anonymous
Jun 14, 2021 - 16:17

Since the 90s, Mt. Dennis has been promised many transit plans which kept getting cancelled. How can we be sure that the current plan will be the final one?


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 Answer

Metrolinx
Jun 21, 2021 - 20:12

We appreciate that there have been many discussions over the years about how and when to deliver transit in this area. This project is now fully funded and work is starting this year to prepare for the tunnel boring machines to begin digging the tunnels next spring. It's happening!

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 3-car trains

Anonymous
Jun 14, 2021 - 16:18

Will stations be build to accommodate 3-car trains in the future??

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 Major construction

Anonymous
Jun 14, 2021 - 16:18

Will major construction begin before or after the complete opening of the Crosstown?

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 Answer

Metrolinx
Jun 21, 2021 - 20:16

Construction is getting underway soon! Construction will begin this summer on the launch shaft for the tunnel boring machine. The tunneling will begin next spring and the station construction will begin in approximately 2024/25.

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 Third rail design for power

Anonymous
Jun 14, 2021 - 16:19

Why can't the LRT use a third rail design for power, like subways, instead of poles with overhead wires, which contribute to visual clutter?


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 Tunnelled section

Anonymous
Jun 14, 2021 - 16:21

How will the tunnelled section between Jane and Mount Dennis be built? Cut and Cover? Mining? TBM? And what is the timeline for that section?

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 Answer

Metrolinx
Jun 21, 2021 - 22:00

The tunnel tie in to Mount Dennis is approximately 600m and will be a bored tunnel method of construction (not cut and cover). The TBMs typically work through 10m a day so that would mean that just the tunneling alone could take a couple of months. Plus the work to build the launch shaft. All of that work is still in the early design stages but we expect to have more info to bring to the public for feedback this year. Currently, the tunnel connection is anticipated to be built between in the time period between 2025-2030 however we have heard a lot of interest from the community and the Mount Dennis Community Association for a faster timeline. We understand the community has been living through Crosstown extension for years already and if there is an opportunity to do the ECWE tunnel connection sooner we will look at that. We will keep the community posted as the analysis and design for all of that work continues.

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 Drawings

Anonymous
Jun 14, 2021 - 16:22

Your drawings show widely spaced elec. poles w/ two conductors. Actual construction at Black Creek has closely spaced poles w/ 4 conductors. Which will we get?

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 Rationale on Island platform

Anonymous
Jun 14, 2021 - 16:23

For Scarlett and Jane station, what was the rationale on Island platform? (or side platform if I have misunderstood p.7 of your presentation)

👍 0 🗨️ 0

Underground section

Anonymous
Jun 14, 2021 - 16:23

What will have to be dug up to put in the underground section?

👍 0 🗨️ 0

Answer

Metrolinx
Jun 21, 2021 - 22:02

I'm not sure I understand the question, but the stations will be built on the north side of Eglinton so there will be cut and cover construction to dig down to the tunnel level and build from there. If you want to clarify the question please contact us directly! Thank you.

👍 0 🗨️ 0

Sound walls

Anonymous
Jun 14, 2021 - 16:26

I understand Metrolinx is looking into different sound walls. What sound wall types are you looking at and can property owners have a say in types chosen?

👍 0 🗨️ 0

Answer

Metrolinx
Jun 21, 2021 - 20:21

For this project we don't expect to need noise walls. However, updated noise and vibration studies will be conducted to confirm that. If they were required we would engage residents on the design.

👍 0 🗨️ 0

Stations

Anonymous
Jun 14, 2021 - 16:27

Will stations be dug and cover? How much disruption will there be on Eglinton Avenue?

👍 0 🗨️ 0

Answer

Metrolinx
Jun 21, 2021 - 20:24

The tunnel will be dug out using two tunnel boring machines - the same method used on the ECLRT. The dirt will be removed through the area of the launch shaft as the boring machines make their way across the corridor. I'm not sure this addresses your question though so please contact us if we have missed something. Thank you

👍 0 🗨️ 0

Funding

Anonymous
Jun 14, 2021 - 16:27

Has the required funding for this project (Mt. Dennis to Rathburn) been obtained?

👍 0 🗨️ 0

Answer

Metrolinx
Jun 21, 2021 - 20:25

The funding is in place for the extension project between Mount Dennis and Renforth Drive.

👍 0 🗨️ 0

Demolition

Anonymous
Jun 14, 2021 - 16:27

Any demolition activity required?


👍 0 🗨️ 0

Answer

 Metrolinx
Jun 21, 2021 - 22:04

If the question is about whether we need to demolish private homes or businesses, we haven't identified any need for that to build this project. But please contact us directly to clarify your question or concern. Thank you!

 0  0

 **Bicycle lane**

Anonymous
Jun 14, 2021 - 16:28

Will a bicycle lane be provided from Scarlett Road to St. Dennis?


 0  0

 **Environmental study**

Anonymous
Jun 14, 2021 - 16:28

For the section between Jane & Scarlett, what were the results from the environmental study?

 0  0

 **Answer**

Metrolinx
Jun 21, 2021 - 22:28

Environmental studies were first done as part of the addendum to the original EA published last year on our website. However, we are currently doing updated and supplemental studies across the corridor to reflect the updated designs. We'll have more information to share about that as well as the in the coming months when the reports are complete. If there's a specific study you're interested in please contact us directly so we can provide more detailed information. Thank you!

 0  0

 **Geological study**

Anonymous
Jun 14, 2021 - 16:29

For the section between Jane & Scarlett, what were the results of the geological study to support tunneling that section?

 0  0

 **Answer**

Metrolinx
Jun 21, 2021 - 22:09

Environmental studies were first done as part of the addendum to the original EA published last year on our website. However, we are currently doing updated and supplemental studies across the corridor to reflect the updated designs. We'll have more information to share about that as well as the overall design of the tie-in to Mount Dennis STation in the coming months and will plan a virtual engagement around this very topic. Stay tuned. A date will be confirmed soon and shared through all of our channels.


 0  0

 **Colours for guideway, pillars, stops, and stations**

Anonymous
Jun 14, 2021 - 16:29

Why Toronto grey as the main colour scheme? Can't a mix of colours be adapted for the guideway, pillars, stops, and stations? Add pigments to the concrete.


 0  0

 **Answer**

Metrolinx
Jun 21, 2021 - 20:26

Thanks for the feedback - we have shared your comment with the design team. Great point.

 0  0

 **Elevated bridge design**

Anonymous
Jun 14, 2021 - 16:29

The elevated bridge design is okay... but nothing special. Also, please make the stations beautiful (the new Subway Design Standard shows very bland stations).


 0  0

 **Answer**

Metrolinx
Jun 21, 2021 - 20:26

Thanks. We do plan to make it beautiful so stay tuned for updated designs as the work progresses!


 0  0

 Jane and Scarlett

Anonymous
Jun 14, 2021 - 16:30

What was the outcome of meeting with the MDCA with respect to the proximity of the section between Jane and Scarlett to the road? Can we preserve trees?


 0  0

 Answer

Metrolinx
Jun 21, 2021 - 22:15

The guideway will be on the north side of Eglinton to minimize infrastructure impacts, however the exact alignment and distance from the road is still to be determined and will be part of a future engagement. We know there will be existing trees that need to be removed to build the guideway, which will be the park and the boulevard. We understand that and we're working with the City and the TRCA to be very clear on what impacts of the design options would be and we will do everything we can to minimize tree loss. A tree inventory and arborist report is required to understand the number and types of trees to be removed and replaced. That work is underway now and we are working with the TRCA to plan ahead to have trees planted locally sooner than later. The full results of the tree inventory and compensation plan will be part of a future engagement once the analysis is complete this fall.


 0  0

 Transcript

Anonymous
Jun 14, 2021 - 16:30

Will a transcript of this meeting be made available?


 0  0

 Answer

Metrolinx
Jun 21, 2021 - 20:28

The video of the meeting will live on the website. If you need access in a different way please let us know directly.

 0  0

 Elevated section barriers

Anonymous
Jun 14, 2021 - 16:31

Why does the elevated section not have solid barriers at the sides to help direct sound upwards rather than out in all directions?

 0  0

 Answer

Metrolinx
Jun 21, 2021 - 22:26

There is a concrete ledge that will help contain the noise however the brown railings in the renderings are an aesthetic design option that we're looking at and would love your feedback on.

This is a brand new line so we are able to take advantage of the most modern technology and thinking in terms of design to address the sound of new transit in a community. Noise and vibration from electrified service like this is mainly from the wheel on rail contact. There are several ways to address that at the track level through the design using continuously welded rail which eliminates joints that cause clanking noise, rubber/plastic pads between the rail and the track, and high grade rail fasteners and rail dampers, which attach to the rails and compress the tracks parts to absorb vibration.

The early noise and vibration modelling that has been done does not anticipate any significant rise in levels compared to what exists today along Eglinton. However, an updated noise and vibration study will be completed by the constructor in approximately 2024 ahead of construction of the guideway. We will keep talking with the community as the design progresses and will ensure the right combination of tools will be used for this project to address community concerns.

 0  0

 Tunneling through Mount Dennis

Anonymous
Jun 14, 2021 - 16:31

Recent large federal funding for the EWCE means that Metrolinx can now revert to their original business plan of tunneling through Mount Dennis. Comment.

 0  0

 Answer

Metrolinx
Jun 21, 2021 - 21:25

Thank you for the comment, we appreciate there have been many discussions on how to deliver rapid transit along Eglinton West over the years. The mixed alignment moving forward provides an optimal trade-off between the ease of local access and the speed of travelling, and outperforms all other options in offering the best network connectivity, travel experience for people living and travelling along the corridor, the highest ridership increase, and access to the most jobs.



Height

Anonymous
Jun 14, 2021 - 16:32

Exactly how high above grade would the two proposed stations be?

0 0 0



Answer

Metrolinx
Jun 21, 2021 - 21:27

At it's highest points the guideway will be 5m or 16ft from the road to the underside of the guideway. The elevated stations will be at that highest point to go over Scarlett Road, Emmet Ave, and then Jane Street before it lowers into the portal.

0 0 0



Key phases of construction

Anonymous
Jun 14, 2021 - 16:33

Could you itemize the key phases of construction and if known, share with us when construction is scheduled to begin on each of those phases?

0 0 0



Answer

Metrolinx
Jun 21, 2021 - 21:30

The key phases of construction are highlighted in the presentation. They include the tunneling contraction from Renforth to Scarlett beginning this year, and then the stations, rail and systems work (including the elevated guideway) beginning in approximately 2024/25. The West End Connectors are on board now for the tunneling contract and will be sharing an overview of their schedule at the July 13th virtual engagement. They will be working in the area of Renforth and Eglinton this year to prepare the launch shaft for the tunnel boring machine and then later next year will begin headwall construction at the underground station areas. Much more detailed schedules are being developed and will be shared as soon as they are ready. Stay tuned!

0 0 0



Extension

Anonymous
Jun 14, 2021 - 16:33

Is this whole extension called an LRT? Why is there one part above ground? The whole extension should be underground. Iris

0 0 0



Answer

Metrolinx
Jun 21, 2021 - 20:29

Thank you for the comment. The tracks come above ground onto an elevated guideway in order to go over the Humber River.

0 0 0



Elevated section

Anonymous
Jun 14, 2021 - 16:34

Why the section between Jane and Scarlett is elevated? Would building the tracks at-grade in centre median produce cost savings?

0 0 0



Answer

Metrolinx
Jun 21, 2021 - 21:32

Thank you for the comment, we appreciate there have been many discussions on how to deliver rapid transit along Eglinton West over the years. The mixed alignment moving forward provides an optimal trade-off between the ease of local access and the speed of travelling, and outperforms all other options in offering the best network connectivity, travel experience for people living and travelling along the corridor, the highest ridership increase, and access to the most jobs.

0 0 0



Intermodal transfer

Anonymous
Jun 14, 2021 - 16:34

Will there be a bus terminal at Jane Station to facilitate intermodal transfer?

0 0 0



Answer

Metrolinx

metrolinx
Jun 21, 2021 - 21:33

There will be easy connections to the Jane bus service at the new station.

👍 0 🗨️ 0

Community benefits and equity hiring targets

Anonymous
Jun 14, 2021 - 16:34

Are Community Benefits and equity hiring targets incorporated into the contracts?

👍 0 🗨️ 0

Answer

Metrolinx
Jun 22, 2021 - 15:57

Metrolinx is working with MTO and other Ministries to develop the requirements for the subway projects and we are hoping to announce this as soon as we can, as requirements are finalized.

👍 0 🗨️ 0

Predicted sound level contours

Anonymous
Jun 14, 2021 - 16:35

Can Metrolinx publish the predicted sound level contours along the entire corridor?

👍 0 🗨️ 0

Answer

Metrolinx
Jun 21, 2021 - 21:50

The environmental assessment addendum is available through the project website and include a noise and vibration impact report Appendix D. As the design is finalized however, the modelling will be updated. The West End Connectors are currently working on an update of the work required to build the tunneling contract from Renforth to Scarlett. Those updates will be part of a future engagement once they're complete. If you have specific questions about an area and would like to discuss it further in the meantime, please contact us.

👍 0 🗨️ 0

Mount Dennis segment

Anonymous
Jun 14, 2021 - 16:36

Any detail on previous ask to tunnel the Mount Dennis segment in early works? If not, major construction traffic+operations disrupt it yet another 10 yrs? Why??

👍 0 🗨️ 0

Answer

Metrolinx
Jun 21, 2021 - 21:52

Right now we are in the early stages where feedback from the community is so important. This tunnel section into Mount Dennis Station is approximately 600m. The TBMs typically work through 10m a day so that would mean that just the tunneling alone could take a couple of months. Plus the work to build the launch shaft. All of that work is still in the early design stages but we expect to have more info to bring to the public for feedback this year.

Currently, the tunnel connection is anticipated to be built between in the time period between 2025-2030 however we have heard a lot of interest from the community and the Mount Dennis Community Association for a faster timeline. We understand the community has been living through Crosstown extension for years already and if there is an opportunity to do the ECWE tunnel connection sooner we will look at that. We will keep the community posted as the analysis and design for all of that work continues.

👍 0 🗨️ 0

MSF

Anonymous
Jun 14, 2021 - 16:37

What work will ECWE be doing on Mount Dennis MSF site? Why is Photography Drive site across from former Kodak Building not declared surplus for another 10 yrs?

👍 0 🗨️ 0

Answer

Metrolinx
Jun 21, 2021 - 22:35

The tunnel tie-in to Mount Dennis Station is approximately 600m from east of Jane Street to the station. All of that work is still in the early design stages but we expect to have more info to bring to the public for feedback this year. Currently, the tunnel connection is anticipated to be built between in the time period between 2025-2030 however we have heard a lot of interest from the community and the Mount Dennis Community Association for a faster timeline. We understand the community has been living through Crosstown extension for years already and if there is an opportunity to do the ECWE tunnel connection sooner we will look at that. We will keep the community posted as the analysis and design for all of that work continues.

👍 0 🗨️ 0

Kodak building

Anonymous
Jun 14, 2021 - 16:37

Are you planning to hold future community repurposing of the Kodak Building until EWCE is completed as well?

👍 0 🗨️ 0

Elevated option

Anonymous
Jun 14, 2021 - 16:37

Why was the elevated option chosen over tunnelling? Since the tunnelling machines are used for the rest anyway, isn't this the better option?

👍 0 🗨️ 0

Answer

Metrolinx
Jun 21, 2021 - 22:36

Thank you for the comment, we appreciate there have been many discussions on how to deliver rapid transit along Eglinton West over the years. The mixed alignment moving forward provides an optimal trade-off between the ease of local access and the speed of travelling, and outperforms all other options in offering the best network connectivity, travel experience for people living and travelling along the corridor, the highest ridership increase, and access to the most jobs.

👍 0 🗨️ 0

Locations of stations

Anonymous
Jun 14, 2021 - 16:38

Are they exact locations of each of the new proposed stations available to the public yet?

👍 0 🗨️ 0

Answer

Metrolinx
Jun 21, 2021 - 22:48

Yes, the station locations have been identified and shared at the December 2020 engagement. The underground stations are on the north/west side except for Martin Grove, which is on the north/east side. You can see the station boxes at the "neighbourhood updates" section. We'll have more information to share about station footprint and early designs for feedback at an engagement later this year. Stay tuned!

👍 0 🗨️ 0

Environmental damage

Anonymous
Jun 14, 2021 - 16:38

How are you avoiding environmental damage crossing the Humber?

👍 0 🗨️ 0

Answer

Metrolinx
Jun 21, 2021 - 22:43

We recognize the natural and cultural heritage importance of the Humber River, as well as the recreational opportunities provided by the trail system in the river valley. The design approach of clear-spanning over the river avoids in-water works and associated impacts to fish and fish habitat.

As the design of the elevated segment advances, we are working closely with the TRCA to confirm construction methodology and where possible reduce potential impacts, including tree removals required to accommodate the elevated structure. We are also engaging the Indigenous community; we know and appreciate that there are deep and historical connections with the river that we acknowledge and respect.

In addition, Metrolinx committed in the 2020 EPR Addendum to:

- Carrying out and implementing erosion and sediment control plans and spill prevention plans.
- Locating equipment and material storage, maintenance and refueling activities in designated, contained areas at least 30 m from water bodies.
- Stabilizing and restoring disturbed areas as soon as possible through plantings of native trees and vegetation.
- Mitigating operational noise; specific mitigation measures that will be included in the design of the elevated guideway to reduce noise levels are being confirmed as the detailed design advances.

👍 0 🗨️ 0

Richview road

Anonymous
Jun 14, 2021 - 16:39

Will Richview road be effected as in turned into a traffic corridor to by pass under construction portion of Eglinton avenue.

👍 0 🗨️ 0

Answer

Metrolinx

Jun 21, 2021 - 21:57

We're working with the City of Toronto to evaluate the disruption to traffic and the best options to mitigate as much as possible. For the Scarlett area in particular, we know that when the existing Eglinton driveway closes in approximately 2025 (the driveway currently serves some buildings on the north/west side of Scarlett) that it will increase the number of vehicles on Richview Road. We have a few years before the driveway will need to close so there is time to work together on the best way forward. Please contact us directly if you have more questions in the meantime.

👍 0 🗨️ 0

Elevated bridgeway

Anonymous

Jun 14, 2021 - 16:39

How will the elevated bridgeway be designed to best fit a park environment so as not to overpower it? Green Arts walkway? Enhanced Cycling + Park connections?

👍 0 🗨️ 0

Jane station

Anonymous

Jun 14, 2021 - 16:40

How will the Jane Eglinton Station be designed so to fit a park environment rather than dominate? Green building? Pathway +Trail connections? Honour Indigenous

👍 0 🗨️ 0

Answer

Metrolinx

Jun 21, 2021 - 23:45

Great question. Short answer is all of that will be done with community input. Station designs will be part of another engagement this year. Stay tuned!

👍 0 🗨️ 0

GHG

Anonymous

Jun 14, 2021 - 16:40

Lots of concrete and steel in your perspectives mean lots of ghg produced. How can you minimize by using eco-materials + processes?

👍 0 🗨️ 0

Accessibility

Anonymous

Jun 14, 2021 - 16:41

How and where would a disabled person connect with the Scarlett Road bus? I could not see it in your presentation material.

👍 0 🗨️ 0

Answer

Metrolinx

Jun 21, 2021 - 22:54

All of the stations will be fully accessible and include elevators and have bus connections at the entrance. If there is a specific concern at that station please contact us directly so we can better understand how to answer the question. Thank you!

👍 0 🗨️ 0

Noise impact data

Anonymous

Jun 14, 2021 - 16:42

Is there any noise impact data available for the above ground sections? I.e. Renforth gateway.

👍 0 🗨️ 0

Added electricity demand

Anonymous

Jun 14, 2021 - 16:42

What is the added Electricity demand for the route? Calgary C Train as example: How will Metrolinx ensure the shift off natural gas as power generating source?

👍 0 🗨️ 0



First month

Anonymous

Jun 14, 2021 - 16:43

Will we get to ride the eglinton crosstown free for the first month?

👍 0 🗨️ 0



Answer

Metrolinx

Jun 21, 2021 - 23:46

Thanks for the comment! We'll share it with the team.

👍 0 🗨️ 0



Timeline

Anonymous

Jun 14, 2021 - 16:44

When will construction start.

👍 0 🗨️ 0



Answer

Metrolinx

Jun 21, 2021 - 22:58

It's happening! Construction of the launch shaft for the tunnel boring machines will begin this summer and the boring machines will start digging next spring. Next year, the headwalls for the four underground stations and the extraction shaft near Scarlett Road will also begin. However, station buildings, rail and systems (plus the elevated guideway) construction will begin in approximately 2024-25.

👍 0 🗨️ 0



NIMBYs

Anonymous

Jun 14, 2021 - 16:44

How do you deal with NIMBY's at the end of the day. I know you won't answer this but this question may give you a chuckle and then a sigh. :D

👍 0 🗨️ 0



Tunnel

Anonymous

Jun 14, 2021 - 16:45

from Royal York to Martingrove where is the tunnel...directly under the road...under South side...under north side?

👍 0 🗨️ 0



Answer

Metrolinx

Jun 21, 2021 - 23:00

The tunnel runs near the middle of Eglinton and veers to the north to connect to the station areas. Have a look at the "neighbourhood updates" section for more information.

👍 0 🗨️ 0



Airport

Anonymous

Jun 14, 2021 - 16:45

The obvious destination is the Airport. What are the plans to get there?

👍 0 🗨️ 0



Answer

Metrolinx

Jun 21, 2021 - 21:58

We're currently doing more analysis with the GTAA and the City of Toronto for the initial business case for the airport extension. The extension is currently unfunded – the business case will provide more insight into what's required including estimated costs. The government is committed to moving the work forward. Stay tuned!

👍 0 🗨️ 0



Tunneling under the Humber

Anonymous

Jun 14, 2021 - 16:45

Anyone that thinks tunneling under the humber is a viable option is dreaming. Can we just get on with it already.


👍 0 🗨️ 0

 Finch West LRT

Anonymous
Jun 14, 2021 - 16:46

After the Eglinton Crosstown West gets extended to the Airport will the Finch West LRT do the same after its completion?


 0  0

 Vibration and noise pollution

Anonymous
Jun 14, 2021 - 16:47

Please comment on the vibrations and noise pollution that will be generated due to this project


 0  0

 Depth and noise suppression

Anonymous
Jun 14, 2021 - 16:47

How deep is the rail going to be underground and what materials are be used for noise suppression?

 0  0


 Answer

Metrolinx
Jun 22, 2021 - 01:15

When the tunnel boring machines launch next spring they will operate 24hrs a day, 7 days a week. They dig through approximately 10m per day, so the work is continuously moving forward. The TBMS operate at approximately 15-20m below the surface and vibrations will likely be perceptible while the TBMs are in close proximity to your home, but the vibrations will be below structural damage thresholds. To be sure, geotechnical engineers will develop a zone of influence to the north and south of the alignment to assess impacts based on proximity. If a property falls within the zone of influence, then they will conduct a pre and post condition assessment. This is standard practice. Noise and vibration levels will also be continuously monitored.

Most importantly, though is that we are designing the tunnel and construction methods to comply with the regulatory requirements / standards. The assessments and monitoring will help ensure we meet that commitment.

 0  0

 Large condo development

Anonymous
Jun 14, 2021 - 16:48

Large condo development on Eglinton (site of old Plant World), how will the location of the build of many buildings impact the project? Thx!

 0  0

 Answer

Metrolinx
Jun 22, 2021 - 01:14

We don't anticipate impacts to either project. If you have specific concerns though please contact us directly. Thank you!

 0  0

 UP Express connection

Anonymous
Jun 14, 2021 - 16:48

Will this extension be in addition to the UP Express to the airport? Will UP Express connect at Mount Dennis Station?


 0  0

 Boring machine work impact

Anonymous
Jun 14, 2021 - 16:49

How will boring machine work impact homes along the route? There is much damage (cracked walls/vibrations) to homes in the early construction.

 0  0


 Answer

Metrolinx
Jun 21, 2021 - 23:04

When the tunnel boring machines launch next spring they will operate 24hrs a day, 7 days a week. They dig through approximately 10m per day, so the work is continuously moving forward. The TBMS operate at approximately 15-20m below the surface and vibrations will likely be perceptible while the TBMs are in close proximity to your home, but the vibrations will be below structural damage thresholds. To be sure, geotechnical engineers will develop a zone of influence to the north and south of the alignment to assess impacts based on proximity. If a property falls within the zone of influence, then they will conduct a pre and post condition assessment. This is standard practice. Noise and vibration levels will also be continuously monitored.

Most importantly, though is that we are designing the tunnel and construction methods to comply with the regulatory requirements / standards. The assessments and monitoring will help ensure we meet that commitment.

 0  0

 Jane and Scarlett

Anonymous
Jun 14, 2021 - 16:49

Why is it above ground between Jane and Scarlet?

 0  0

 Answer

Metrolinx
Jun 21, 2021 - 23:06

We're using an elevated guideway to go over the Humber River. We appreciate there have been many discussions on how to deliver rapid transit along Eglinton West over the years. The mixed alignment moving forward provides an optimal trade-off between the ease of local access and the speed of travelling, and outperforms all other options in offering the best network connectivity, travel experience for people living and travelling along the corridor, the highest ridership increase, and access to the most jobs.


 0  0

 LRT trains

Anonymous
Jun 14, 2021 - 16:50

Hello, I have a question for you. Will the LRT trains run on the left side? Or is it just for testing?

 0  0

 Widen Eglinton

Anonymous
Jun 14, 2021 - 16:51

Why not just widen Eglinton?


 0  0

 Answer

Metrolinx
Jun 21, 2021 - 23:07

Thank you for the comment, we appreciate there have been many discussions on how to deliver rapid transit along Eglinton West over the years. The mixed alignment moving forward provides an optimal trade-off between the ease of local access and the speed of travelling, and outperforms all other options in offering the best network connectivity, travel experience for people living and travelling along the corridor, the highest ridership increase, and access to the most jobs.

 0  0

 Underground boring

Anonymous
Jun 14, 2021 - 16:51

Will the under,ground boring along Eglinton near Kipling be as disruptive to surface traffic similar to what we see along Edgington near the Allen?


 0  0

 Answer

Metrolinx
Jun 22, 2021 - 01:04

Kipling is the only station where the headwalls will need to be constructed under the roadway. We anticipate temporary lane closures to ensure a safe workspace but the full traffic management plan is not yet developed and will be part of a future engagement. Stay tuned.

 0  0

 Morse code

Anonymous
Jun 14, 2021 - 16:52

I didn't understand how the morse code is going to be used in this project. Thanks, Iris

 0  0

 Answer

Metrolinx
Jun 22, 2021 - 01:01

That design is being considered at the stations and especially the elevated stations to ensure that birds do not fly into the glass. The morse code design is an artistic touch.

 0  0

 Residential development

Anonymous
Jun 14, 2021 - 16:53

A large scale residential development is planned at The East Mall & Eglinton. A stop between Martin Grove & Renforth would make sense. Can you add a stop?

👍 0 🗨️ 0

Air ventilation

Anonymous

Jun 14, 2021 - 16:53

Is there going to be air ventilation on the ground level for LRT underground and if so how much noise will they produce?

👍 0 🗨️ 0

Multi-use sidewalk

Anonymous

Jun 14, 2021 - 16:54

The City just finalized plans for a multi-use sidewalk between Weston & Jane. When will the LRT plans be finalized and will they interfere with the City plans?

👍 0 🗨️ 0

Guideway

Anonymous

Jun 14, 2021 - 16:54

Why grass under the guideway and not shrubs and trails?

👍 0 🗨️ 0

Answer

MetroLinx

Jun 21, 2021 - 23:09

Good point. The renderings right now highlight the early design of the elevated guideway itself. We have heard loud and clear that the community like to see a public realm design that includes trees and shrubs and benches etc. As the design moves forward we will have an engagement on the public realm potential and start to build out those options to maximize the space underneath the guideway. Stay tuned!

👍 0 🗨️ 0

Derailment on elevated section

Anonymous

Jun 14, 2021 - 16:55

In event of LRV derailment on the elevated section, what is the potential fatality impact onboard and on ground, in comparison to running the tracks at grade?

👍 0 🗨️ 0

Mitigating graffiti

Anonymous

Jun 14, 2021 - 16:55

What measures will be taken to mitigate graffiti on the vertical columns located in the public realm areas?

👍 0 🗨️ 0

Answer

MetroLinx

Jun 21, 2021 - 23:13

Good question. We know graffiti is an issue along our corridors and we'll do everything we can to deter it from the outset. We'll work with the community to review options that have worked well on other projects and then explore opportunities that fit best with this project. The guideway construction is expected to begin in approximately 2024/25 so we have lots of time to get this right. We'll begin the discussion about public realm later this year. Stay tuned!

👍 0 🗨️ 0

Jane to Royal York

Anonymous

Jun 14, 2021 - 16:56

Why the LRT can't continue being underground from Jane to Royal York?

👍 0 🗨️ 0

Answer

MetroLinx

Jun 22, 2021 - 00:57

We appreciate there have been many discussions on how to deliver rapid transit along Eglinton West over the years. The mixed alignment moving forward provides an optimal trade-off between the ease of local access and the speed of travelling, and outperforms all other options in offering the best network connectivity, travel experience for people living and travelling along the corridor, the highest ridership increase, and access to the most jobs.

👍 0 🗨️ 0

Construction

Anonymous
Jun 14, 2021 - 16:57

Are you considering a segmental construction, span-by-span or cast-in-situ. These have different construction impacts in the community, can you elaborate more?

0 0

Derailing LRV

Anonymous
Jun 14, 2021 - 16:58

What designs are present on the elevated guideways to prevent derailed LRV falling to the ground?

0 0

Sound quality

Anonymous
Jun 14, 2021 - 16:58

3rd speaker sound is muffled. Is it possible for a billion \$ project to communicate STUDIO QUALITY, not inflicting 90 mins of POOR SOUND QUALITY on participants

0 0

Answer

MetroInx
Jun 21, 2021 - 23:15

Please note that we are all working from home and sometimes internet connections and technical difficulties happen. The moment we were able to fix the problem, we did.

0 0

Eglinton Flats

Anonymous
Jun 14, 2021 - 16:58

How will it impact Eglinton Flats specifically?

0 0

Answer

MetroInx
Jun 22, 2021 - 00:56

The guideway will run along the north edge of Eglinton Avenue to minimize infrastructure on the park. In terms of aesthetics, we know there will be existing trees that need to be removed to build the guideway, which impacts the visual elements of the park and the boulevard. We understand that and we're working with the City and the TRCA to be very clear on what impacts of the design options would be and we will do everything we can to minimize tree loss. A tree inventory and arborist report is required to understand the number and types of trees to be removed and replaced. That work is underway now and we are working with the TRCA to plan ahead to have trees planted locally sooner than later. The full results of the tree inventory and compensation plan will be part of a future engagement once the analysis is complete this fall. Stay tuned.

0 0

Richview plaza

Anonymous
Jun 14, 2021 - 16:59

why is there no station around Richview Plaza as there are many homes and now with 1 new Senior Resident building and another is being build soon.

0 0

Answer

MetroInx
Jun 22, 2021 - 00:52

If I understand correctly, Richview Plaza is in between the stations at Kipling and Islington. Stations are centered around the intersections that also provide north/south connections to bus routes. If I've misunderstood please contact us directly. Thank you!

0 0

Feedback

Anonymous
Jun 14, 2021 - 16:59

What mechanisms and accountability structure are in place to ensure that we residents are heard and our feedback is implemented?

0 0

 Mitigate graffiti

Anonymous
Jun 14, 2021 - 17:00

What is going to be done to mitigate any graffiti on the elevated sections?


 0  0

 Answer

Metrolinx
Jun 21, 2021 - 23:19

Good question. We know graffiti is an issue along our corridors and we'll do everything we can to deter it from the outset. We'll work with the community to review options that have worked well on other projects and then explore opportunities that fit best with this project. The guideway construction is expected to begin in approximately 2024/25 so we have lots of time to get this right. We'll begin the discussion about public realm later this year. Stay tuned!

 0  0

 Sound wall

Anonymous
Jun 14, 2021 - 17:00

If no sound wall what was all the blather on birds and glass with Cross Canada Rail heritage glass?


 0  0

 Answer

Metrolinx
Jun 22, 2021 - 00:48

The information provided was in reference to what could be used at the stations and particularly elevated stations to ensure birds don't fly into the glass.


 0  0

 Visual clutter

Anonymous
Jun 14, 2021 - 17:01

Please keep the visual clutter from electrical poles, cross bars, power wires, guy wires, ... to a minimum. In other T.O. transit projects these are quite ugly.


 0  0

 Answer

Metrolinx
Jun 22, 2021 - 00:45

Thanks for the comment, we'll share it with the design team.


 0  0

 Davenport Diamond

Anonymous
Jun 14, 2021 - 17:02

The drilling for the elevated guideway on the Davenport Diamond went from 7am to 3 am. What will be done to ensure this doesn't happen in our community?


 0  0

 Subtitling

Anonymous
Jun 14, 2021 - 17:02

Your subtitling is hilarious, disfunctional safety rails and special areas for terrorists!

 0  0

 Answer

Metrolinx
Jun 21, 2021 - 23:21


Subtitles are a built in feature on Youtube and we agree they need work. Thanks for point this specific error out.

 0  0

 Scarlett station

Anonymous
Jun 14, 2021 - 17:02

What side of the street would the station at Scarlett be? NorthEast? Would the elevated railway affect the condos across from the station on the NorthWest side

 Answer


Metrolinx
Jun 22, 2021 - 00:45

The station at Scarlett will be elevated near the middle of Scarlett just north of Eglinton. It will be part of the elevated guideway. If you're referring to the planned new development on the north/west corner, we are aware of that and are working through the project plan with the developer. If that's not what you're asking please contact us directly again to clarify! Thank you.

 Noise and vibration level

Anonymous
Jun 14, 2021 - 17:03

What will the noise and vibration level be when the trains travel on the above grade rail system on the north side of Eglinton and Scarlett?

 Answer

Metrolinx
Jun 21, 2021 - 23:26


This is a brand new line so we are able to take advantage of the most modern technology and thinking in terms of design to address the sound of new transit in a community. Noise and vibration from electrified service like this is mainly from the wheel on rail contact. There are several ways to address that at the track level through the design using continuously welded rail which eliminates joints that cause clanking noise, rubber/plastic pads between the rail and the track, and high grade rail fasteners and rail dampers, which attach to the rails and compress the tracks parts to absorb vibration.

The early noise and vibration modelling that has been done does not anticipate any significant rise in levels compared to what exists today along Eglinton. However, an updated noise and vibration study will be completed by the constructor in approximately 2024 ahead of construction of the guideway. We will keep talking with the community as the design progresses and will ensure the right combination of tools will be used for this project to address community concerns.

 Scarlett station

Anonymous
Jun 14, 2021 - 17:03

Where exactly will the Scarlett station be built?

 Answer

Metrolinx
Jun 21, 2021 - 23:22

The station will be elevated above Scarlett, just to the north of Eglinton.

 Graffiti

Anonymous
Jun 14, 2021 - 17:03

What preemptive measures will you take regarding graffiti on the foundational guideways?

 Answer

Metrolinx
Jun 21, 2021 - 23:23

Good question. We know graffiti is an issue along our corridors and we'll do everything we can to deter it from the outset. We'll work with the community to review options that have worked well on other projects and then explore opportunities that fit best with this project. The guideway construction is expected to begin in approximately 2024/25 so we have lots of time to get this right. We'll begin the discussion about public realm later this year. Stay tuned!

 Underground

Anonymous
Jun 14, 2021 - 17:05

For the underground section, will the rail be under the roadway or under the boulevard?

 Answer

Metrolinx
Jun 21, 2021 - 23:27

The tunnel will run under Eglinton and veer to the north for the station areas.

0 0

Renforth station

Anonymous
Jun 14, 2021 - 17:06

there is an existing roadway through renforth station... is this railway being built to renforth station going to be built beneath the existing roadway?

0 0

Answer

MetroInx
Jun 21, 2021 - 23:24

Yes, the connection into Renforth Station approaches from underground.

0 0

Construction impacts

Anonymous
Jun 14, 2021 - 17:07

What steps are taken to ensure that during construction the area will not be destroyed? With later plans to rehabilitate. Look at black creek/Eglinton now

0 0

Noise

Anonymous
Jun 14, 2021 - 17:08

How noisy are the Eglinton vehicles compared to the vehicles on St Clair or Spadina? Are the specs public?

0 0

Answer

MetroInx
Jun 21, 2021 - 23:27

This is a brand new line so we are able to take advantage of the most modern technology and thinking in terms of design to address the sound of new transit in a community. Noise and vibration from electrified service like this is mainly from the wheel on rail contact. There are several ways to address that at the track level through the design using continuously welded rail which eliminates joints that cause clanking noise, rubber/plastic pads between the rail and the track, and high grade rail fasteners and rail dampers, which attach to the rails and compress the tracks parts to absorb vibration.

The early noise and vibration modelling that has been done does not anticipate any significant rise in levels compared to what exists today along Eglinton. However, an updated noise and vibration study will be completed by the constructor in approximately 2024 ahead of construction of the guideway. We will keep talking with the community as the design progresses and will ensure the right combination of tools will be used for this project to address community concerns.

0 0

Box girder

Anonymous
Jun 14, 2021 - 17:08

The box girder design is a good choice. Sleek, thin, simple design is the way to go in this neighbourhood. Let's hope the station designs follow suit.

0 0

Answer

MetroInx
Jun 21, 2021 - 23:38

Thanks for the comment.

0 0

Cover/protection

Anonymous
Jun 14, 2021 - 17:09

Toronto has weather, hot sun, rain, snow & ice. Why is the the structure without some type of cover or protection to deflect accumulation of precipitation?

0 0

Answer

MetroInx
Jun 21, 2021 - 23:30

Good question. The elevated service can operate in the elements similar to how streetcars and other surface LRTs and subways that come to the surface. Ice melt and water drainage systems will be built into the design.

0 0



LRVs

Anonymous
Jun 14, 2021 - 17:11

Will more LRV's be ordered for the ECWE? or are the LRV's for the Eglinton Crosstown enough? Thanks in advance

👍 0 🗨️ 0



Answer

Metrolinx
Jun 22, 2021 - 00:40

We anticipate more will be required however that analysis is still underway and at this time we dont know exactly how many. As soon as we do, we will provide an update. Thanks for the question!

👍 0 🗨️ 0



Scarlett to Renforth

Anonymous
Jun 14, 2021 - 17:12

Why is the section from Scarlett to Renforth not being built at street level? A 2019 City of Toronto study showed that there was enough space to do so.

👍 0 🗨️ 0



Answer

Metrolinx
Jun 21, 2021 - 23:31

Thank you for the comment, we appreciate there have been many discussions on how to deliver rapid transit along Eglinton West over the years. The mixed alignment moving forward provides an optimal trade-off between the ease of local access and the speed of travelling, and outperforms all other options in offering the best network connectivity, travel experience for people living and travelling along the corridor, the highest ridership increase, and access to the most jobs.

👍 0 🗨️ 0



Noise walls

Anonymous
Jun 14, 2021 - 17:13

Noise walls beside apartments west of Scarlett that are up against the trackway??

👍 0 🗨️ 0



Temperate/plexiglass

Anonymous
Jun 14, 2021 - 17:13

Use Temperate glass or Plexiglas to help noise level. Like hockey arena, good for heat / cooling of glass /strong and not shatter

👍 0 🗨️ 0



Answer

Metrolinx
Jun 21, 2021 - 23:39

Thank you for the comment. Right now we don't anticipate needing noise walls but if that changes through the updated design and noise modelling we will work with the community on designs.

👍 0 🗨️ 0



Parking

Anonymous
Jun 14, 2021 - 17:13

Has space for parking been considered around each of the stations?

👍 0 🗨️ 0



Answer

Metrolinx
Jun 21, 2021 - 23:33

Stations will offer easy transit connections and bike parking but they will not include motor vehicle parking.

👍 0 🗨️ 0



Design of elevated guideway

Anonymous
Jun 14, 2021 - 17:14

Is Metrolinx doing the design of the elevated guideway, or is it part of the tunneling package or the second phase package? Thank you.


👍 0 🗨️ 0

 Answer

Metrolinx
Jun 21, 2021 - 23:41

We are working on the early design of the elevated guideway to bring the package of work to procurement. The guideway is not part of the tunneling work, but will be part of a package of work that begins in approximately 2024-25.


 0  0

 Traffic

Anonymous
Jun 14, 2021 - 17:15

Eglinton is our MAJOR E-W road & 401 in area with limited number of E-W roads. How will you minimize the traffic diverting to our sideroads during construction?

 0  0


 Answer

Metrolinx
Jun 21, 2021 - 23:34

We will be providing more detailed information at a future engagement when the planning is more complete, but we do know there will be short term changes to traffic flow. Right now we are meeting with the West End Connectors who are building the tunnel, which includes surface work for underground station headwalls at Martin Grove, Kipling, Islington, and Royal York, and the realignment of Eglinton near Scarlett.

To do that work safely we will work with WEC to make sure traffic keeps flowing and pedestrians and cyclists have safe routes around the work, but there will be temporary short-term curb lane closures for the equipment to move safely. This work is expected to begin next spring but the constructor is doing an analysis now to produce detailed plans that they will bring to an engagement and our smaller group discussions later this year for your input before plans are finalized and long before the work begins.

 0  0

 Questions

Anonymous
Jun 14, 2021 - 17:16

Would it be possible to post the answers to all the questions posted here?


 0  0

 Answer

Metrolinx
Jun 21, 2021 - 23:35

Yes :)

 0  0

 East of Scarlett

Anonymous
Jun 14, 2021 - 17:16

Why couldn't the line go underground east of Scarlett instead of crossing a busy intersection and residential area? Its a big visual barrier in a neighborhood.

 0  0

 Answer

Metrolinx
Jun 21, 2021 - 23:44

Thank you for the comment, we appreciate there have been many discussions on how to deliver rapid transit along Eglinton West over the years. The mixed alignment moving forward provides an optimal trade-off between the ease of local access and the speed of travelling, and outperforms all other options in offering the best network connectivity, travel experience for people living and travelling along the corridor, the highest ridership increase, and access to the most jobs. We appreciate that this is a large piece of infrastructure and a big change in the community but we will continue working with the community on the design as well as opportunities for public realm improvements underneath.

 0  0

 Richview Road

Anonymous
Jun 14, 2021 - 17:18

with the closure of driveway at the entrance to tunnel (just west of the bridge at Scarlett Road), what is being planned regarding the Richview Road.

 0  0

 Answer

Metrolinx
Jun 21, 2021 - 23:37

There is no proposal today to open the right-of-way to Eglinton however it has been raised. What we are assessing during this investigation period is the overall traffic and transportation network. There are a host of potential mitigation measures that can be used if necessary – such as changes to signals to adjust flow, which in some cases does the trick. Other options can include extending turning lanes on to Scarlett or Eglinton to provide additional space. We will keep the community updated as the traffic impact analysis work is completed.

👍 0 🗨️ 0

Depth

Anonymous

Jun 14, 2021 - 17:20

What will be the depth of tunnel beneath the existing townhouses which are east of Kipling and either side of Widdicombe Hill Blvd?

👍 0 🗨️ 0

Renderings

Anonymous

Jun 14, 2021 - 17:20

Can we see renderings in all directions at Scarlett Rd instead of some obscure uninhabited areas?

👍 0 🗨️ 0

Answer

Metrolinx

Jun 21, 2021 - 23:59

Thanks for the comment. Renderings will continue to be developed for future station and elevated guideway engagement as the designs progress.

👍 0 🗨️ 0

Impact to residential houses

Anonymous

Jun 14, 2021 - 17:21

How will residential houses between Martin Grove and Renforth be affected? Will the underground run right beneath Eglinton?

👍 0 🗨️ 0

Answer

Metrolinx

Jun 22, 2021 - 01:12

When the tunnel boring machines launch next spring they will operate 24hrs a day, 7 days a week. They dig through approximately 10m per day, so the work is continuously moving forward. The TBMs operate at approximately 15-20m below the surface and vibrations will likely be perceptible while the TBMs are in close proximity to your home, but the vibrations will be below structural damage thresholds.

To be sure, geotechnical engineers will develop a zone of influence to the north and south of the alignment to assess impacts based on proximity. If a property falls within the zone of influence, then they will conduct a pre and post condition assessment. This is standard practice. Noise and vibration levels will also be continuously monitored. Most importantly, though is that we are designing the tunnel and construction methods to comply with the regulatory requirements / standards. The assessments and monitoring will help ensure we meet that commitment.

👍 0 🗨️ 0

Stations

Anonymous

Jun 14, 2021 - 17:21

Is there 7 or 8 stations?

👍 0 🗨️ 0

Answer

Metrolinx

Jun 22, 2021 - 00:02

7 new stations at Renforth, Martin Grove, Kipling, Islington, Royal York, Scarlett, and Jane.

👍 0 🗨️ 0

Indigenous importance of Humber River

Anonymous

Jun 14, 2021 - 17:21

What will you do honour and respect the indigenous importance of the Humber River?

👍 0 🗨️ 0

Answer

Metrolinx

Jun 22, 2021 - 00:35

We are meeting with the Mississaugas of the Credit First Nation and other Indigenous Nations to review the project plans and seek feedback

and guidance on protecting for ceremonial uses along the Humber.

We recognize the natural and cultural heritage importance of the Humber River in addition to the recreational opportunities provided by the trail system in the river valley. The design approach of clear-spanning over the river avoids in-water works and associated impacts to fish and fish habitat. As the design of the elevated segment advances, we are working closely with the TRCA to confirm construction methodology and where possible reduce potential impacts, including tree removals required to accommodate the elevated structure. We'll continue to engage the Indigenous community because we know and appreciate that there are deep and historical connections with the river that we acknowledge and respect.

In addition, Metrolinx committed in the 2020 EPR Addendum to protect the Humber River by:

- Carrying out and implementing erosion and sediment control plans and spill prevention plans.
- Locating equipment and material storage, maintenance and refueling activities in designated, contained areas at least 30 m from water bodies.
- Stabilizing and restoring disturbed areas as soon as possible through plantings of native trees and vegetation.
- Mitigating operational noise; specific mitigation measures that will be included in the design of the elevated guideway to reduce noise levels are being confirmed as the detailed design advances.

 0  0

Stairways

Anonymous

Jun 14, 2021 - 17:22

Will the stations have 4 stairways, one at each corner?

 0  0

Answer

Metrolinx

Jun 22, 2021 - 00:06

The current underground station design allows for one main entrance building and an emergency exit building connected to the station box on the north side only. The elevated stations are in the early design stage and will be part of a future engagement this year. Stay tuned!

 0  0

Noise and vibration

Anonymous

Jun 14, 2021 - 17:22

What will the noise and vibration impact be between Royal York and Islington for those residents who back onto Eglinton?

 0  0

Feedback

Anonymous

Jun 14, 2021 - 17:23

THAT WAS VERY HELPFUL. THANK YOU SO MUCH! KUDO'S TO ALL THE SPEAKERS FOR BEING SO FRIENDLY, UPBEAT, COLLABORATIVE AND SUPPORTIVE.

 0  0

Answer

Metrolinx

Jun 22, 2021 - 00:27

THANK YOU.

 0  0

Parking

Anonymous

Jun 14, 2021 - 17:23

Will parking be available for riders at Renforth station?

 0  0

Answer

Metrolinx

Jun 22, 2021 - 00:07

We are not building parking lots at any of the stations however they will all have bike parking and easy transit connections.

 0  0

Elevators

Anonymous

Jun 14, 2021 - 17:24

Will you offer redundant elevators at each station?

 0  0



Answer

Metrolinx

Jun 22, 2021 - 00:07

Yes that is the plan.

👍 0 🗨️ 0



Elevated stations

Anonymous

Jun 14, 2021 - 17:24

Will the elevated stations platforms be fully enclosed from the elements like Keele Station?

👍 0 🗨️ 0



Answer

Metrolinx

Jun 22, 2021 - 00:09

Customer will be fully protected from the elements. Station designs are in the early stage and will be shared at a future engagement this year for feedback. Stay tuned!

👍 0 🗨️ 0



Platform doors

Anonymous

Jun 14, 2021 - 17:25

Will the Crosstown ever get platforms doors?

👍 0 🗨️ 0



Answer

Metrolinx

Jun 22, 2021 - 00:11

Station designs are in the early stages and all amenities, including platform doors, are being reviewed. Stay tuned for more information as the design progresses.

👍 0 🗨️ 0



Noise

Anonymous

Jun 14, 2021 - 17:25

How noisy will the trains on Eglinton West be

👍 0 🗨️ 0



Answer

Metrolinx

Jun 22, 2021 - 01:10

This is a brand new line so we are able to take advantage of the most modern technology and thinking in terms of design to address the sound of new transit in a community. Noise and vibration from electrified service like this is mainly from the wheel on rail contact. There are several ways to address that at the track level through the design using continuously welded rail which eliminates joints that cause clanking noise, rubber/plastic pads between the rail and the track, and high grade rail fasteners and rail dampers, which attach to the rails and compress the tracks parts to absorb vibration.

The early noise and vibration modelling that has been done does not anticipate any significant rise in levels compared to what exists today along Eglinton. However, an updated noise and vibration study will be completed by the constructor in approximately 2024 ahead of construction of the guideway. We will keep talking with the community as the design progresses and will ensure the right combination of tools will be used for this project to address community concerns.

👍 0 🗨️ 0



Traffic congestion

Anonymous

Jun 14, 2021 - 17:26

How will you handle the traffic congestion from the build. Eglinton, as you know, as already a mess pre pandemic. There are so few other east west options here.

👍 0 🗨️ 0



Answer

Metrolinx

Jun 22, 2021 - 00:14

We will be providing more detailed information at a future engagement when the planning is more complete, but we do know there will be short term changes to traffic flow. Right now we are meeting with the West End Connectors who are building the tunnel, which includes surface work for underground station headwalls at Martin Grove, Kipling, Islington, and Royal York, and the realignment of Eglinton near Scarlett.

To do that work safely we will work with WEC to make sure traffic keeps flowing and pedestrians and cyclists have safe routes around the work, but there will be temporary short-term curb lane closures for the equipment to move safely.

This work is expected to begin next spring but the constructor is doing an analysis now to produce detailed plans that they will bring to an engagement and our smaller group discussions later this year for you input before plans are finalized and long before the work begins.

👍 0 🗨️ 0

Hours of operation

Anonymous
Jun 14, 2021 - 17:28

What will the hours of operation be for the LRT ? Will it run all night like the Eglinton blue bus does now?

👍 0 🗨️ 0



Answer

Metrolinx
Jun 22, 2021 - 00:26

We appreciate that you're looking towards opening day! The TTC will be leading the day to day operations and scheduling of service. It's too early to say what that will be.

👍 0 🗨️ 0

Renforth to Eglinton West subway station

Anonymous
Jun 14, 2021 - 17:28

how much time will an LRT trip take from Renforth Station to Eglinton West subway station?

👍 0 🗨️ 0

Future extension

Anonymous
Jun 14, 2021 - 17:30

Is there potential for the line to be extended past Pearson to Woodbine and then to the Finch LRT? People need to go North to South, not just East to West.

👍 0 🗨️ 0

Depth

Anonymous
Jun 14, 2021 - 17:30

How deep are the underground stations going to be at Royal York, Islington, Kipling and Martin Grove?

👍 0 🗨️ 0



Answer

Metrolinx
Jun 21, 2021 - 23:51

At stations, the tunnel centre point is approximately 15m below ground.

👍 0 🗨️ 0

Station art

Anonymous
Jun 14, 2021 - 17:31

How about plans for art in the stations? It doesn't have to be expensive: consider the concrete wall art at the Jane St. underpass at Hwy400: eyecatching

👍 0 🗨️ 0



Answer

Metrolinx
Jun 22, 2021 - 00:18

We're in the early design stage for stations and public realm - both of which will be part of an engagement this year so please stay tuned!

👍 0 🗨️ 0

Martin Grove to Renforth station

Anonymous
Jun 14, 2021 - 17:31

It is very disappointing that there is no stop between Martin Grove and Renforth station. Can you explain the options to have this changed?

👍 0 🗨️ 0

Noise

Anonymous

Jun 14, 2021 - 17:32

How could you reduce noise in the guideway when there are gaps between the rail support fins?

👍 0 🗨️ 0

Answer

Metrolinx

Jun 21, 2021 - 23:53

There is a concrete ledge that will help contain the noise however the brown railings in the renderings are an aesthetic design option that we're looking at and would love your feedback on.

This is a brand new line so we are able to take advantage of the most modern technology and thinking in terms of design to address the sound of new transit in a community. Noise and vibration from electrified service like this is mainly from the wheel on rail contact. There are several ways to address that at the track level through the design using continuously welded rail which eliminates joints that cause clanking noise, rubber/plastic pads between the rail and the track, and high grade rail fasteners and rail dampers, which attach to the rails and compress the tracks parts to absorb vibration.

The early noise and vibration modelling that has been done does not anticipate any significant rise in levels compared to what exists today along Eglinton. However, an updated noise and vibration study will be completed by the constructor in approximately 2024 ahead of construction of the guideway. We will keep talking with the community as the design progresses and will ensure the right combination of tools will be used for this project to address community concerns.

👍 0 🗨️ 0

Project

Anonymous

Jun 14, 2021 - 17:33

If the PC party is not re-elected next year, what are the prospects for the project to continue?

👍 0 🗨️ 0

Answer

Metrolinx

Jun 21, 2021 - 23:55

It's happening. Construction is starting this year and the tunnel boring machines will begin digging next spring. We're confident this project will be built, and recently received federal funding to ensure that.

👍 0 🗨️ 0

Height

Anonymous

Jun 14, 2021 - 17:33

At its highest point above grade, exactly how high, sound wall included, would the elevated LRT platform be?

👍 0 🗨️ 0

Answer

Metrolinx

Jun 22, 2021 - 00:22

At its highest points the guideway will be 5m or 16ft from the road to the underside of the guideway. The design of the guideway is not finalized so the exact extra height from the sides is not yet known. We do not anticipate needing to add noise walls to the elevated guideway however they are not ruled out until the updated noise study is complete in approximately 2024.

👍 0 🗨️ 0

Residents of Mt. Dennis

Anonymous

Jun 14, 2021 - 17:33

As the residents of Mt. Dennis want the EXCE completely underground, when will Metrolinx revert to their original business plan and tunnel through Mt. Dennis?

👍 0 🗨️ 0

Answer

Metrolinx

Jun 22, 2021 - 00:22

We appreciate there have been many discussions on how to deliver rapid transit along Eglinton West over the years. The mixed alignment moving forward provides an optimal trade-off between the ease of local access and the speed of travelling, and outperforms all other options in offering the best network connectivity and travel experience for people living and travelling along the corridor. The mixed alignment does include a tunnel tie-in to Mount Dennis Station from east of Jane Street. That work will be completed using a tunnel boring method. We'll have more information to share about that part of the project this year so stay tuned!

👍 0 🗨️ 0

Federal funding

Anonymous

Jun 14, 2021 - 17:34

\$Billions new Fed funds will cover cost to continue tunnelling W of Mnt Dennis plz scrap overpass stations - Jane and Scarlett. Save our trees, parks,

wildlife!

👍 0 🗨️ 0

Answer

Metrolinx

Jun 21, 2021 - 23:58

The federal funding will help deliver the project through the mixed alignment. We appreciate there have been many discussions on how to deliver rapid transit along Eglinton West over the years. The mixed alignment moving forward provides an optimal trade-off between the ease of local access and the speed of travelling, and outperforms all other options in offering the best network connectivity and travel experience for people living and travelling along the corridor.

👍 0 🗨️ 0

Site plans, elevation and concept drawings

Anonymous

Jun 14, 2021 - 17:34

When will Metrolinx present site plans, elevation and concept drawings of the above grade section of the ECWE? Jane and Scarlett stns and Humber river overpass.

👍 0 🗨️ 0

Answer

Metrolinx

Jun 21, 2021 - 21:43

This engagement was our first opportunity to share renderings of the elevated guideway. Please review the material and let us know what you think so far! The elevated stations will be part of a future engagement this year. We'll continue to bring updates to the community for feedback as the designs progress. Please note, construction of the guideway and stations is expected to begin in 2024-25, therefore we will be using the time between now and then to keep the community involved in the process before the work begins.

👍 0 🗨️ 0

Eglinton Flats

Anonymous

Jun 14, 2021 - 17:35

Substantive environmental reviews is one of the conditions outlined in the federal funding agreement. When will new assessments be completed for Eglinton Flats?

👍 0 🗨️ 0

Answer

Metrolinx

Jun 21, 2021 - 21:37

We fully appreciate the importance of all the trees along the corridor. We're working together with City of Toronto and the Toronto Region Conservation Authority on plans to protect trees during construction and remove others where necessary for infrastructure. During construction, the goal is to minimize impacts to trees wherever possible. We do expect that some trees will need to be removed for the station buildings and other infrastructure, but we will minimize that as much as possible. A tree inventory and arborist report is already underway to understand the number and types of trees to be removed and replaced. The results will be part of a future engagement once the reports are complete this year.

👍 0 🗨️ 0

Elevated stations concept drawing

Anonymous

Jun 14, 2021 - 17:36

Why are you not discussing proposed passenger stations overpass above Jane St. and Scarlet Rd? They are not on any of the concept drawings.

👍 0 🗨️ 0

Answer

Metrolinx

Jun 21, 2021 - 21:35

This particular engagement was to share and get feedback on the early design for the elevated guideway. Station designs will be the focus of an engagement later this year. Stay tuned for dates!

👍 0 🗨️ 0