

Ministry of
Transportation

Office of the Minister

Ferguson Block, 3rd Floor
77 Wellesley St. West
Toronto, Ontario
M7A 1Z8
416-327-9200
www.ontario.ca/transportation

Ministère des
Transports

Bureau du ministre

Édifce Ferguson, 3^e étage
77, rue Wellesley ouest
Toronto (Ontario)
M7A 1Z8
416-327-9200
www.ontario.ca/transports



NOV 08 2016

M2016-5874

Ms. Cristina Martins, MPP
Davenport
1199 Bloor Street West
Toronto ON M6H 1N4

Dear Ms. Martins:

Thank you for your petition regarding the Davenport Diamond Grade Separation project. As you know, when the House was prorogued, your petition died on the order paper. However, I would like to respond to each of your concerns individually.

Developing a comprehensive vision that includes design

Metrolinx remains committed to ensuring that the design of both the physical overpass and the public realm will be integrated into its surroundings, with impacts lessened as much as possible. Metrolinx has demonstrated this commitment through the initial design concept, which incorporates feedback from residents and the City of Toronto.

To address outstanding issues with the conceptual design work, Metrolinx brought together a Community Advisory Committee. The committee is made up of representatives from various community groups, Business Improvement Area – Bloordale BIA, local businesses, local condominium boards, Cycle TO Ward 18, members of the public and the Residents' Reference Panel. The committee's work will be included as part of the procurement documents and Metrolinx will ensure that the community's priorities are addressed at all stages of the project.

Public realm funding has been identified for the construction phase of this project. Metrolinx committed to fully fund the design enhancements that are shown in the initial design direction renderings for both the structure and the Greenway.

Addressing noise and vibration concerns

Modelling was done to compare the increase in noise from the current trips to the planned future daily trips that will be delivered by a diesel service before the electrification of the corridor. These studies were publicly released on April 22, 2016, and are available at www.metrolinx.com/en/regionalplanning/rer/davenport.aspx. The studies are also included in the final Davenport Diamond Grade Separation Environmental Project Report – Appendix E (Noise and Vibration Assessment).

.../2

Metrolinx will continue working through detailed design to further limit any residual noise and vibration impacts as much as possible by exploring new rail technologies and additional mitigation methods.

Addressing safety concerns

The safety of transit passengers, workers and the surrounding communities is a top priority. Transport Canada safety regulations are strictly followed for all Metrolinx infrastructure and the overpass structure must be assessed for safety prior to operation. The overpass design includes a safety guiderail, designed to keep trains on the overpass in the unlikely case of a derailment. The two-metre-high noise walls that will be built into the structure will also help to contain and mitigate any potential issues.

Pedestrian safety was flagged as a critical element of the overpass and Greenway concept, which resulted in the skylight deck, slimmer pillars and lighting installments. Metrolinx will design the multi-use trail using Crime Prevention Through Environmental Design (CPTED) standards to ensure that it is safe and well lit. Strategies and programming will be developed to ensure it is well used by the community. An anti-graffiti approach will minimize vandalism through materials, public art and other strategies.

The Community Advisory Committee will provide recommendations on how to use this space to ensure public safety. Metrolinx, the City of Toronto and the Toronto Police Service will work together to ensure that the new public area meets CPTED requirements, and that the space is used to ensure and maintain public safety.

Creating a multi-modal station at Bloor Street

On June 21, 2016, Metrolinx President and CEO Bruce McCuaig, Toronto Mayor John Tory and I announced 12 proposed new GO train stations on the Kitchener, Barrie, Stouffville and Lakeshore East GO corridors, including the Bloor-Davenport station, at Bloor Street near Lansdowne Avenue.

Regarding the rail track, the final alignment will be determined as part of the ongoing Barrie Rail Corridor Expansion environmental assessment to seamlessly incorporate a possible new station and the extension of the multi-use path south of Bloor Street West. This will include widening the Bloor Street West bridge. Information on this alignment will be shared with City of Toronto staff and the community as soon as it is available.

Establishing cycling and walking connections throughout, including connections to the West Toronto Railpath, the Green Line, and an elevated connection to Earlscourt Park

A preliminary review of the corridor shows that a multi-use trail can be accommodated south of Bloor Street West. However, additional work is required to better understand if the entire length of the corridor meets the city's minimum multi-use trail design guidelines. Further analysis is also needed to determine if Metrolinx has enough rail corridor property to provide this extension south without support from the city. The City of Toronto will confirm whether this opportunity meets its cycling network growth plans and if the city is interested in partnering on this extension.

Devising a long-term maintenance plan and endowment fund for community programming

Metrolinx looks forward to the analysis and discussion related to the integration with local parks, maintenance and any constraints that should be considered to advance the public realm plan. Activating space through programming will be one of the key items that the Community Advisory Committee will consider, and Metrolinx will look to identify pilot project opportunities to test the viability of different types of programming.

Resolving concerns relating to Dupont Street

Metrolinx is addressing the road grade issue caused by the Dupont Street underpass by proposing to raise the south side sidewalk to connect at grade to the proposed Greenway multi-use trail.

Providing the community with a date commitment to electrify the corridor and guaranteeing that no more than the proposed 36 trains per day will be in use until electric trains are operational on the corridor

As part of the provincial government's 10-year GO RER program under *Moving Ontario Forward*, Metrolinx is committed to electrifying core segments of the GO network and expanding GO service to deliver up to 15-minute service across the network. In addition, Metrolinx has committed to not increasing diesel service on the Barrie GO corridor beyond 36 train trips a day until the corridor is electrified.

The Ontario government and Metrolinx are committed to getting people out of their cars and onto public transit within the City of Toronto and the region. The electrification and expansion of core segments of the GO network over the course of the 10-year GO RER program is a significant part of that commitment.

Thank you again for your petition.

Sincerely,



Steven Del Duca
Minister