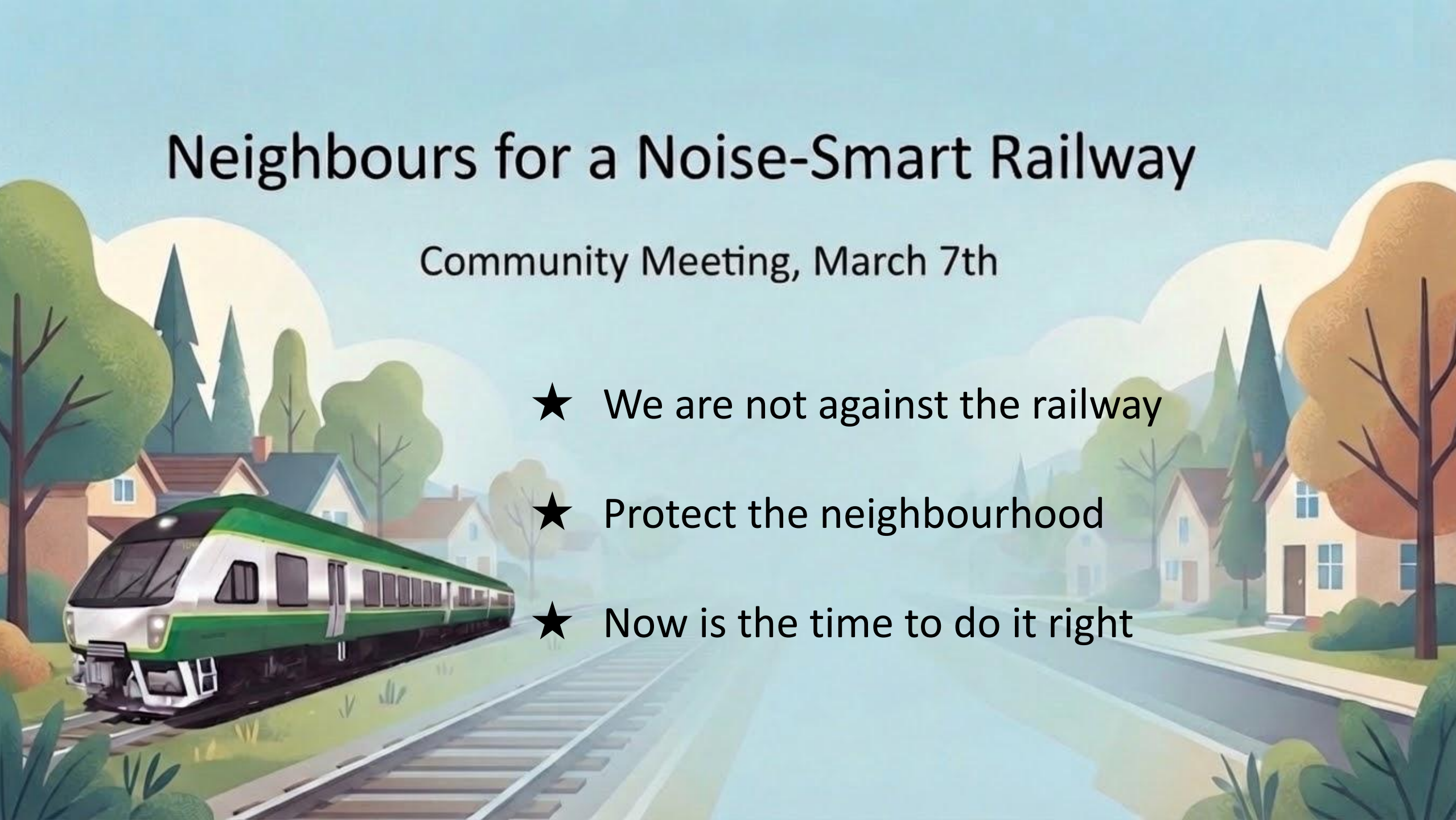
Neighbours for a Noise-Smart Railway

Community Meeting, March 7th



- ★ We are not against the railway
- ★ Protect the neighbourhood
- ★ Now is the time to do it right

Neighbours for a Noise-Smart Railway

Community Meeting, March 7th

10.15am: Metrolinx expansion, its impact, and potential solutions

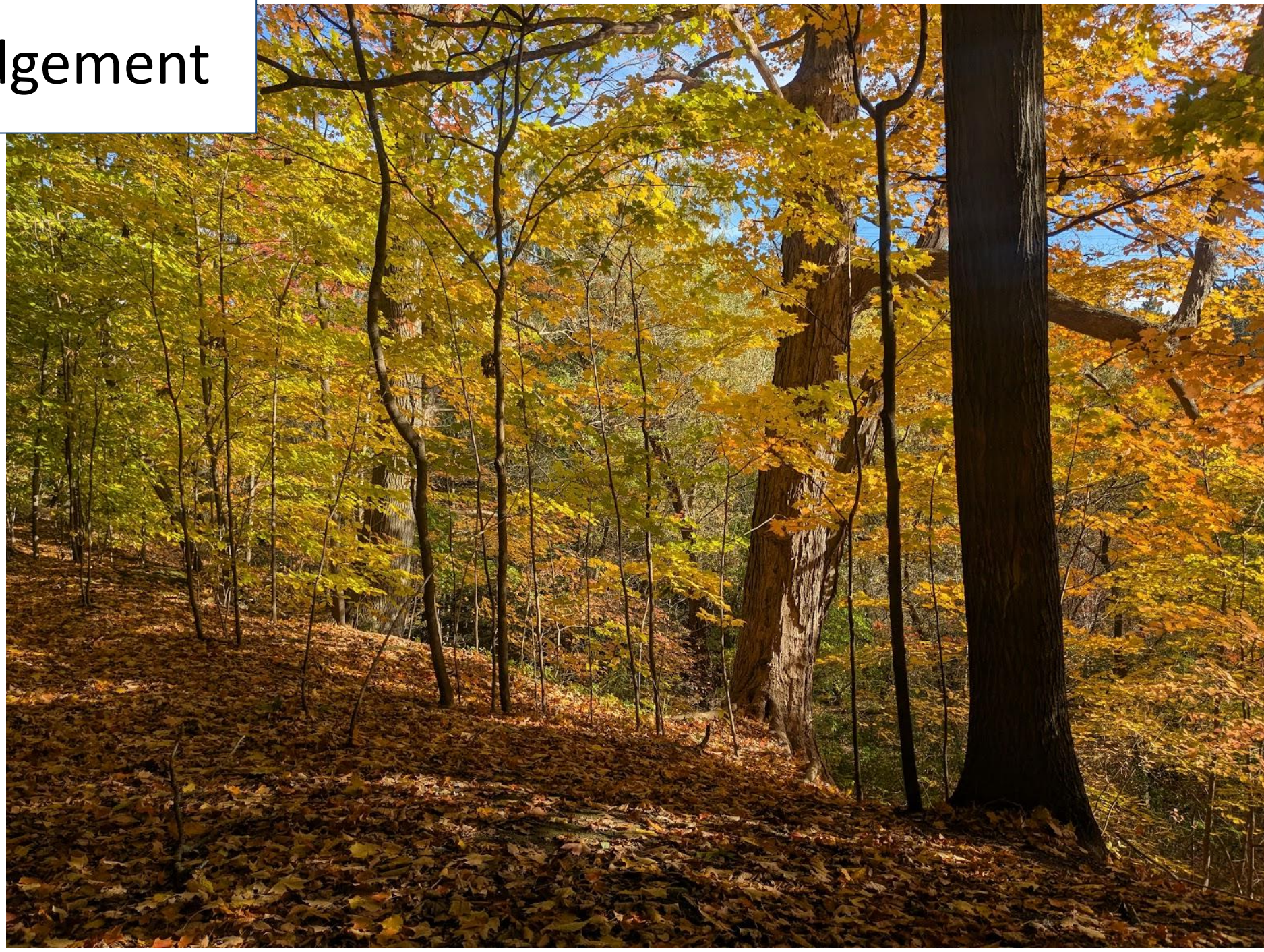
10.35am: Q&A and ideas workshop

11.00am: Breakout groups

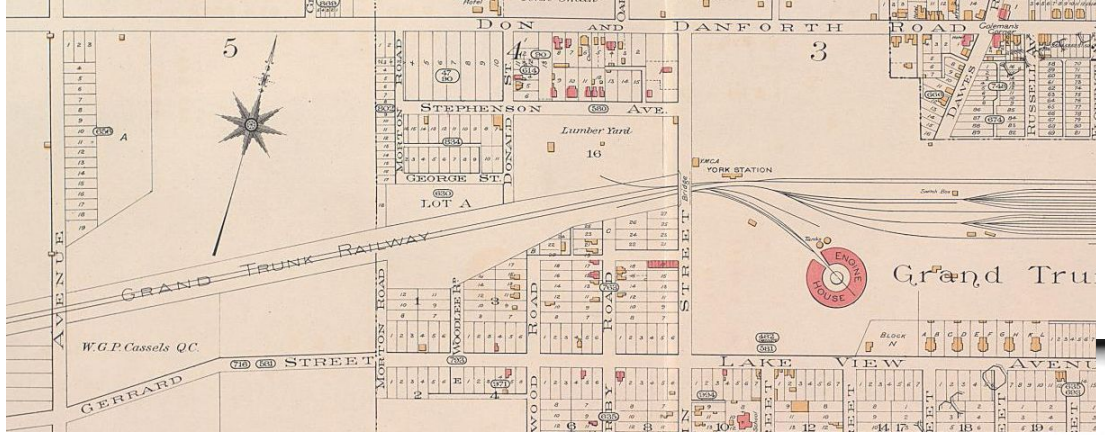
Land acknowledgement

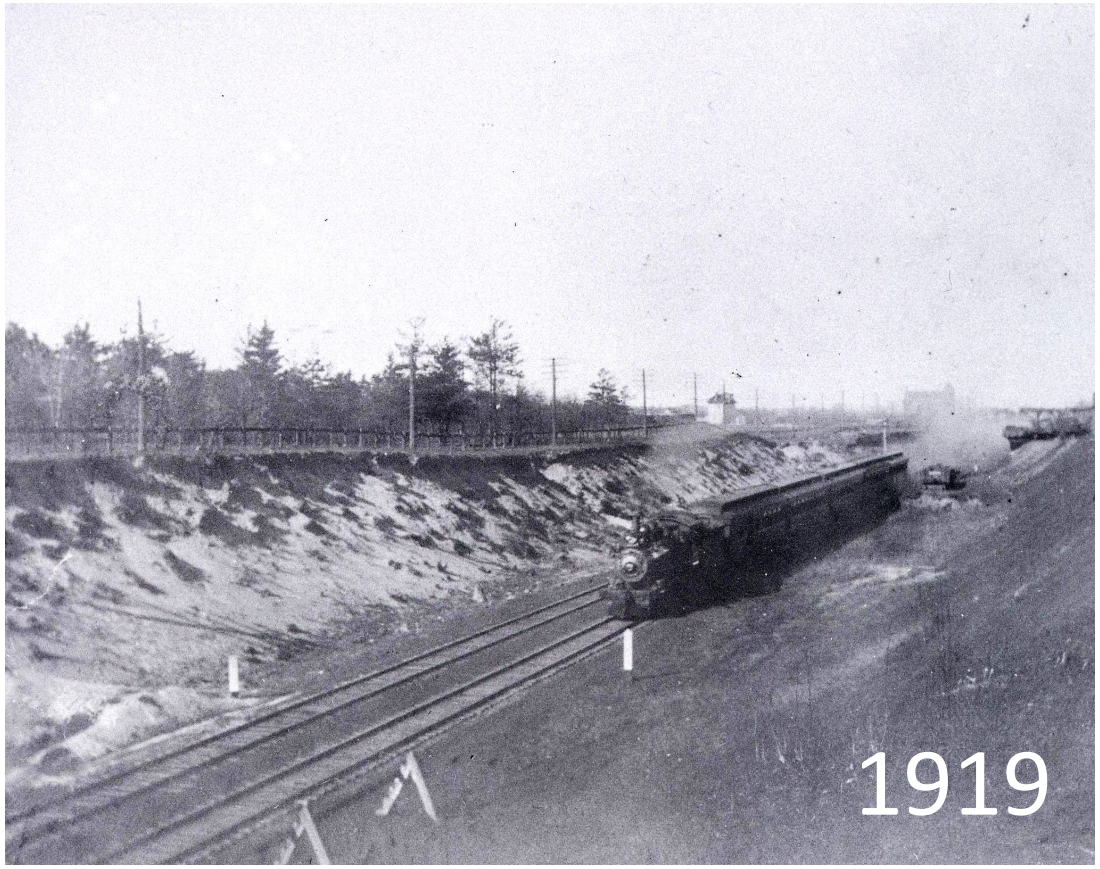
The land on which our neighbourhood sits was originally a richly wooded ridge, part of the traditional territory of the Mississaugas of the Credit First Nation.

In 1805 it was taken through Treaty 13. Settlers cleared the forest into lumber, and by 1840 it had become farmland.



The Grand Trunk Railway railway opened in 1856, establishing large freight yards at Main Street, which gave rise to the new town of East Toronto (1888), including Stephenson Avenue and the Eastern end of Oakcrest Avenue.



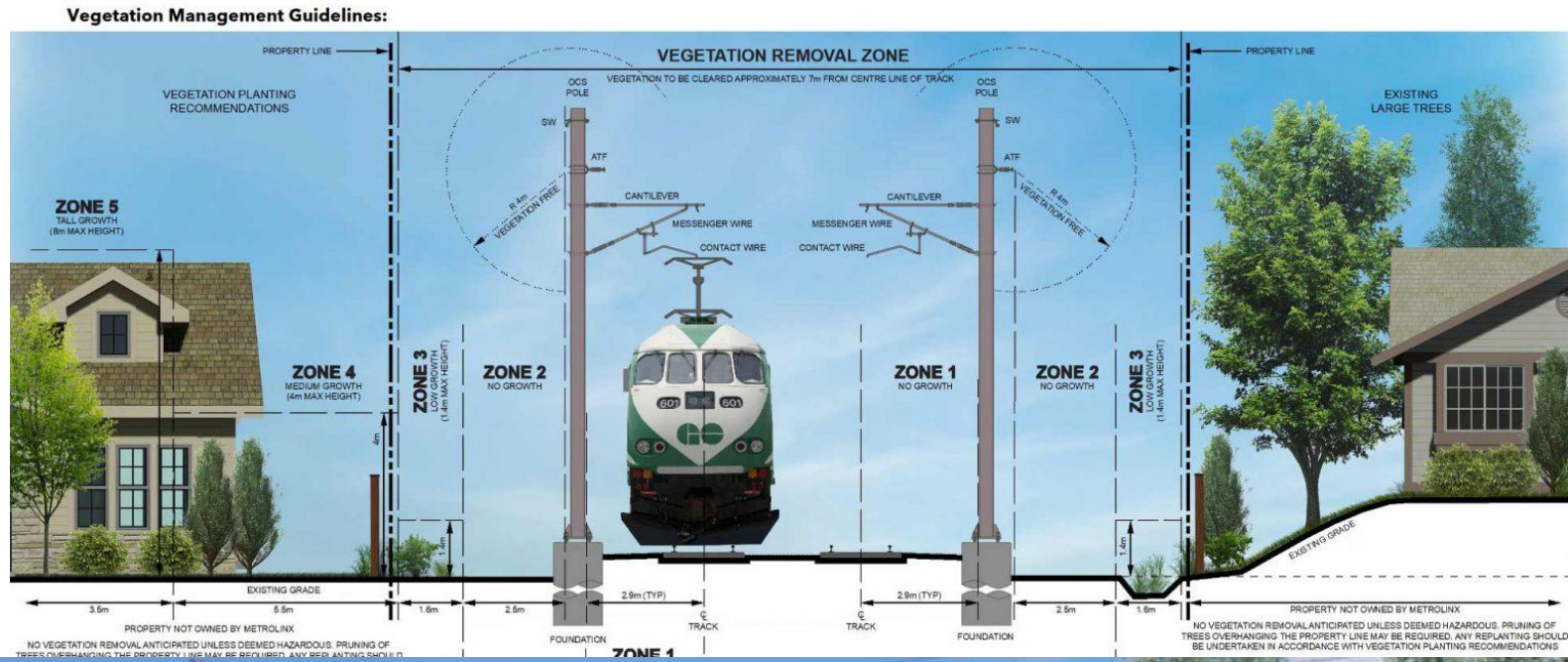


y of Toronto Archives, Series 372 s0372_ss0079_it0105

Twenty years later, a growing City of Toronto annexed the land (1908) and extended a streetcar line along Danforth (1913), triggering the rapid development of our neighbourhood in the 1920s.

In 1953, Woodbine was boldly rerouted into a new underpass beneath the railway, allowing trains to cross without slowing down. Many homes were lost for this, and Oakcrest Park and the steps to Woodbine are a legacy of those works.

A third track was added around 2008, and this year a fourth track will be added to the corridor. Soon we will have more trains passing than ever before, on tracks including switches that may be decades old.



2030s: the corridor remains under consideration as a possible route for ALTO high speed train (though less likely)

Starting this year:

- Metrolinx plans to build **a new track** and also to **doub train frequency**

- **Without strong mitigation**, noise and vibration will rise dramatically in our area.

What's the impact (From the 2017 Environmental Project Report):

- Metrolinx's Environmental Project Report (Table 5-5) predicts that **without mitigation, vibration levels from GO and freight trains will increase more than seven-fold compared to current levels**, along our street.

- Metrolinx **has acknowledged the need for mitigation**. But as of today **they have declined to make any commitments** regarding mitigation strategy, or quantify how much such measures may help. They **have also not promised to mitigate existing (legacy) switches, and have dismissed mitigation in some areas as technically unfeasible**.

Projected vibration impact (2017 Report)

Table 5-5: Vibration Assessment Results for GO and Freight Trains

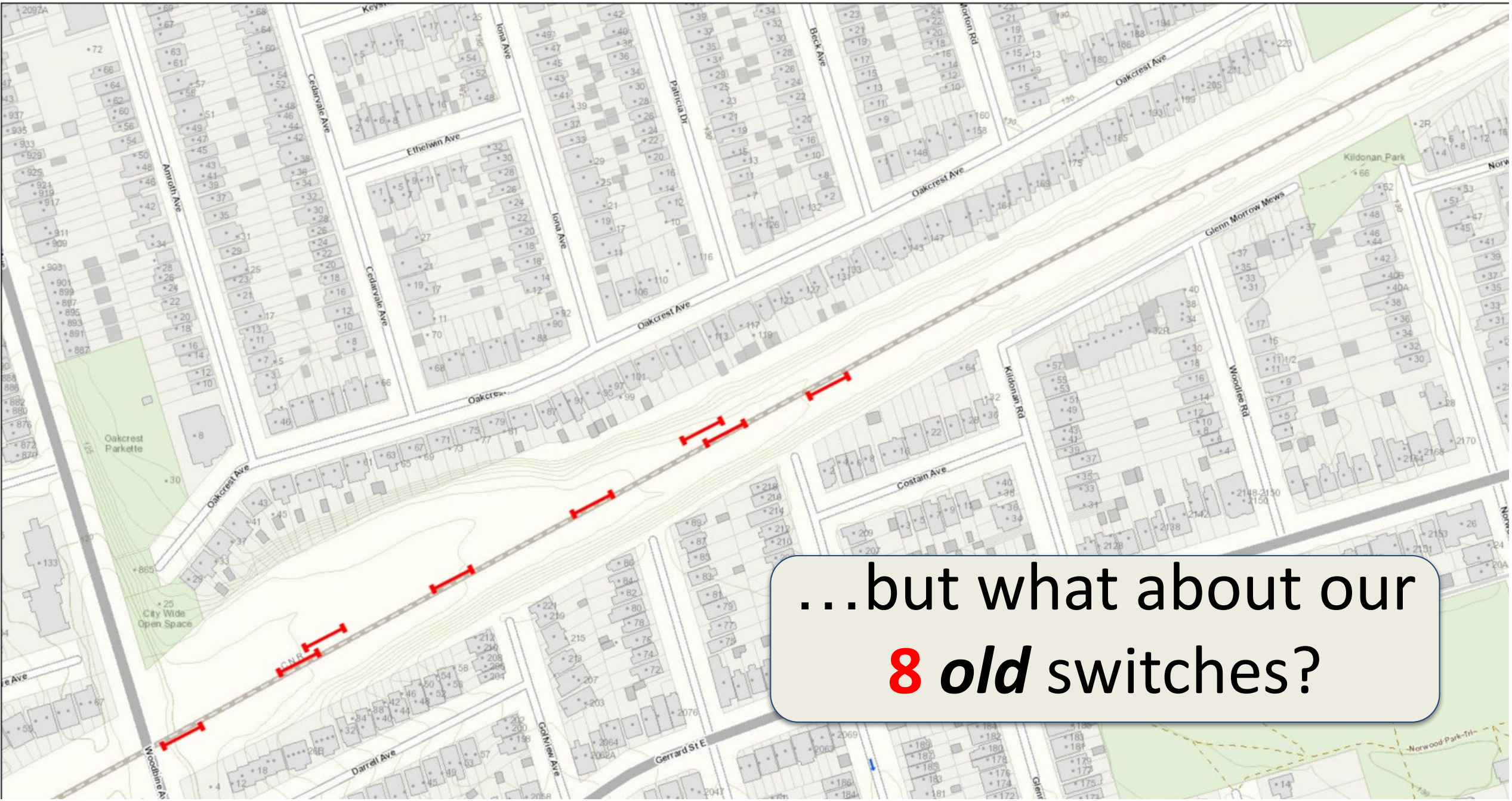
(extract)

Train Type Assessed	Receptor[1]	Speed Over Track (km/h)	Predicted Vibration Level		Objective (mm/s)	% Above Objective	Mitigation Required?[2]
			Existing (mm/s)	Future (mm/s)			
Go Train	R021B Aldergrove @Woodbine	153	0.11 *x7.4=*	0.81	0.14	480%	Yes
VIA Train		152	0.11	0.30	0.14	115%	Yes
Freight Train		104	0.81 *x7.5=*	6.11	0.81	652%	Yes
Go Train	R023B Oakcrest @ Beck	153	0.09 *x7.3=*	0.66	0.14	373%	Yes
VIA Train		152	0.09	0.25	0.14	76%	Yes
Freight Train		104	0.66 *x7.3=*	4.83	0.66	627%	Yes

https://assets.metrolinx.com/image/upload/v1663237507/Documents/Metrolinx/LSE_Segment1_EPR_EN.pdf

Vibration Mitigation (planned)


Rail Centreline
New Switches
No Mitigation Required
Mitigation Required
New Switch Setbacks (GO Trains)
New Switch Setbacks (Freight Trains)
New Tracks
No Mitigation Required
Mitigation Required
New Track Setbacks (GO Trains)
New Track Setbacks (Freight Trains)
Vibration mitigation has been promised for some new switches…
329


…but what about our
8 old switches?

On Tue, Dec 9, 2025, 2:15 PM TorontoEast <TorontoEast@metrolinx.com> wrote:

> Good afternoon Rafael,
>
> Thank you for your patience as we gathered the answers. Please see below for our answers in green.
>
> 1. Switch density: Based on visual inspection of maps and aerial imagery, the segment between Woodbine and Main appears to contain up to eight switches—a far higher concentration than neighbouring segments like Greenwood to Coxwell. Historically, this area housed various railway-related facilities (yards, lumber depots, silos), which may explain the legacy infrastructure. This disproportionate number or switches, combined with the speed at which trains travel, leads to a vibration problem beyond that experienced in other parts of the line.
>   a. **This is correct. This switch plant allows for trains to go from any track and any direction to any other track on the line. The 8 switches are spread over 4 crossovers. These are not tied to freight service by Metrolinx and are required to support ongoing operations between the Stouffville Line, LSE, and VIA service. These switches allow for 45mph speeds to change tracks which in turn allows for shorter commute times and a better service. This also reduces the noise from train braking, and tighter curves/ wheel squeal from smaller turnouts. Relocation is not possible given the Union Station Corridor on the west and Scarborough Switches to the Stouffville line on the East. Removal is also not possible, as train service requires these switches to make the necessary operational moves and capacity needed for GO service. Future plans include the increase of switches in this area by at least 4 to accommodate the 4th track construction.**

"These switches allow for 45mph speeds…"

[=72km/h]

Meanwhile, GO's report (Table 5-5) assumes GO train speeds of 153km/h

(more than double the 'allowed' speed)

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required to support ongoing operations between the Stouffville Line, LSE, and VIA service. These switches allow for 45mph speeds to change tracks which in turn allows for shorter commute times and a better service. This also reduces the noise from train braking, and tighter curves/ wheel squeal from smaller turnouts. Relocation is not possible given the Union Station Corridor on the west and Scarborough Switches to the Stouffville line on the East. Removal is also not possible, as train service requires these switches to make the necessary operational moves and capacity needed for GO service. Future plans include the increase of switches in this area by at least 4 to accommodate the 4th track construction.

2. Obsolete switches: Are any of the switches in this segment currently non-functional or redundant? If so, can they be removed and replaced with continuous track?
    a. **No obsolete switches here.**
3. Switch condition and upgrades: When were the existing switches last replaced? Could any older or legacy switches be upgraded to modern low-vibration alternatives
    a. **The switches were installed by CN before Metrolinx bought the corridor; however, since then the individual parts have all been slowly replaced and upgraded through the service life of the assets.**
4. Vibration mitigation: The 2017 Environmental Project Report (Table 5-5) commits to installing vibration mitigation (e.g., ballast mats) under new switches. Given the pre-existing number of switches in our area, would Metrolinx consider upgrading or retrofitting these with ballast mats or similar measures, especially where removal isn't feasible.
    a. **Installing ballast mats under existing switches is infeasible as would require full removal and replacement, which is extremely costly – in the order of tens of millions of dollars. As per the 2017 EPR, Mx is committed to delivering vibration mitigation, where appropriate, which may include at the location of the to future switches noted above.**

Sincerely,
Angus
Toronto East Community Engagement Team

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3. Swi
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4. Vibr
mat
retr

“Installing ballast mats under existing switches is infeasible as would require full removal and replacement, which is extremely costly - in the order of tens of millions of dollars[…]

Metrolinx is committed to delivering vibration mitigation where appropriate[...]

Sincerely,
Angus
Toronto East Community Engagement Team

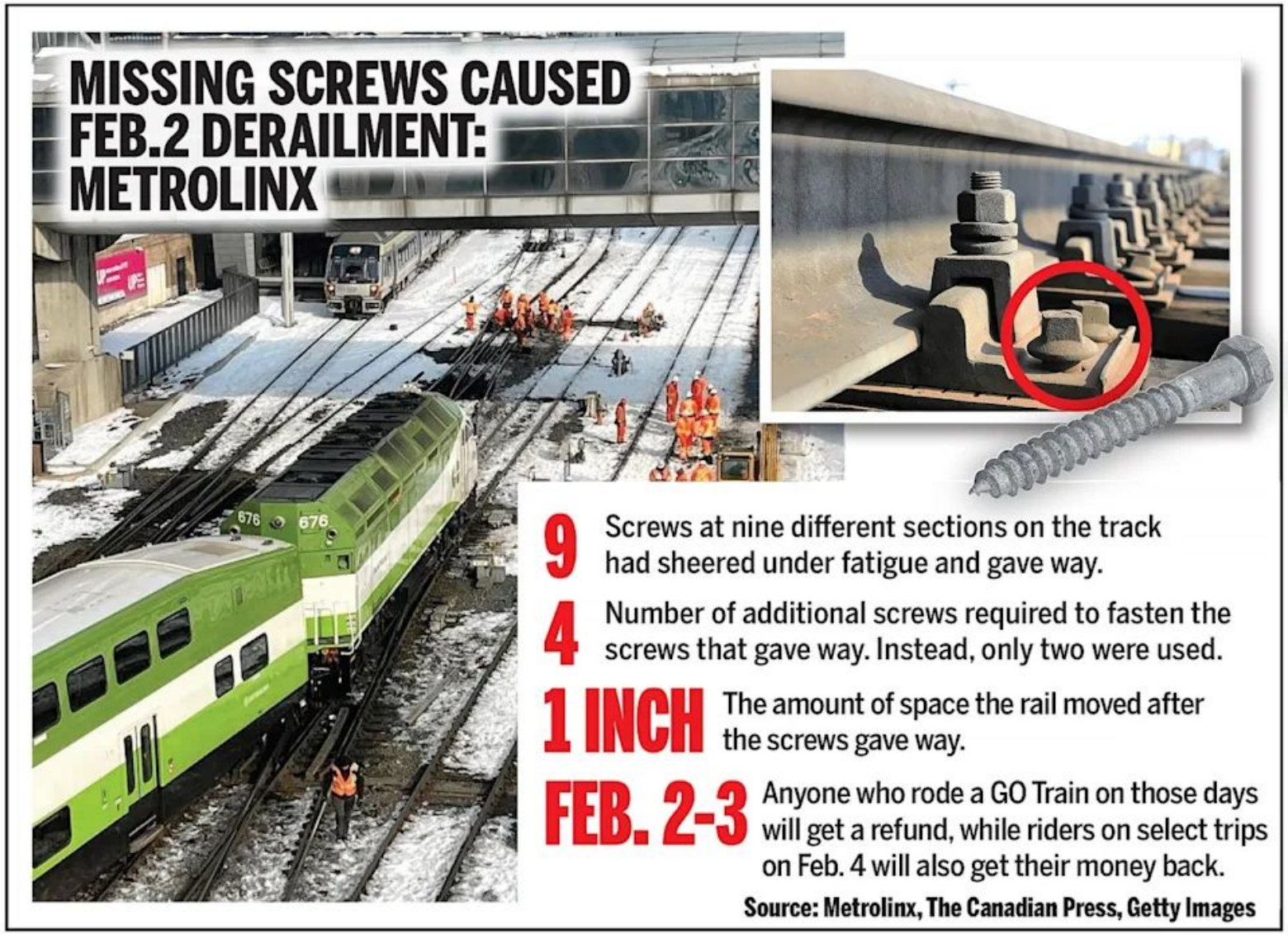
Proactive Modernization is best

But by leveraging the “bundling effect”, Metrolinx succeeded in proactively replacing 221 old switches at Union Station during a corridor upgrade(2015-2019)*

…bringing the cost down to $**500K- 600K** per switch.

**Union Station Enhancement Project, $365million*

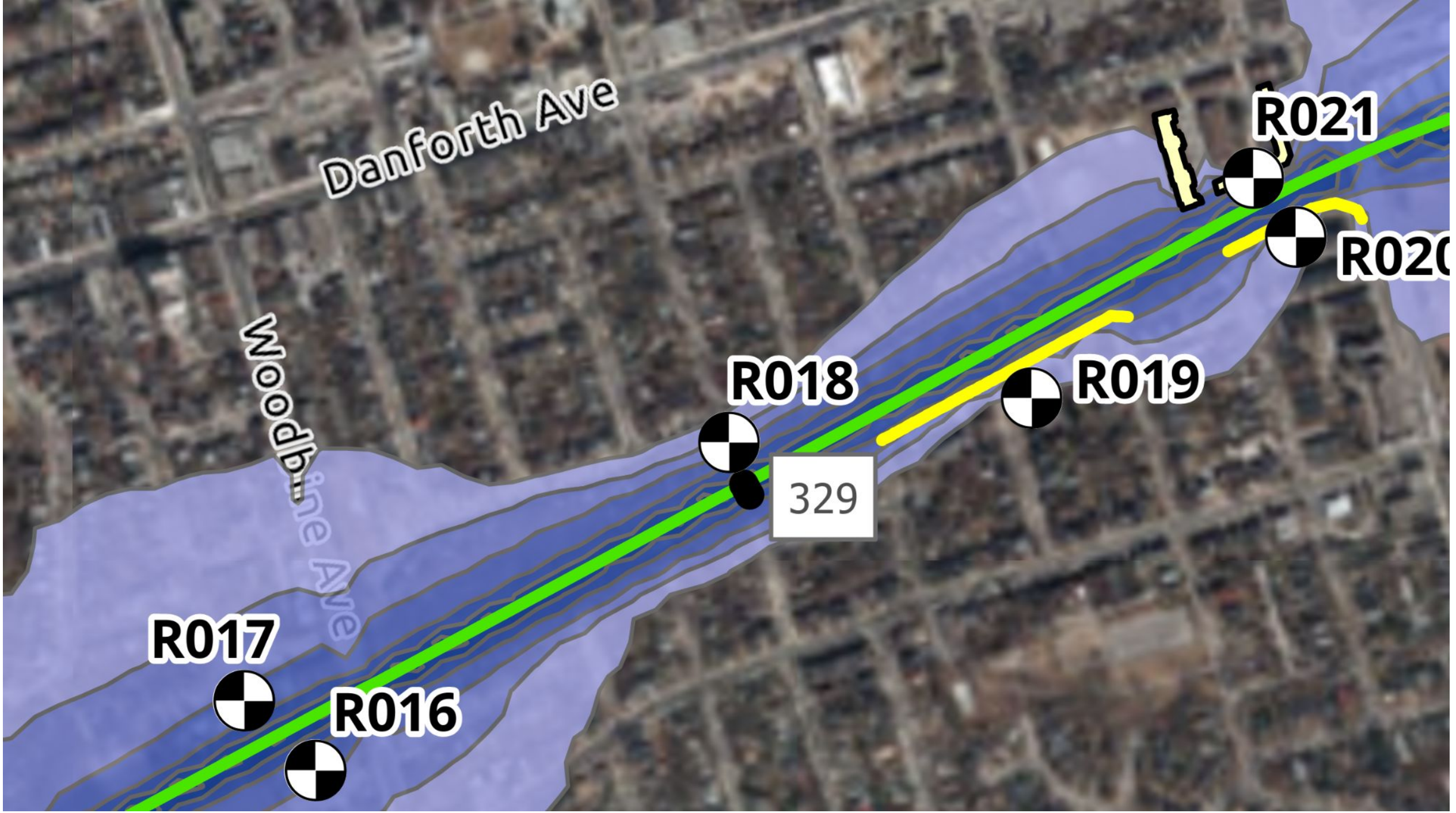
Doubling traffic on old switches? Risky!



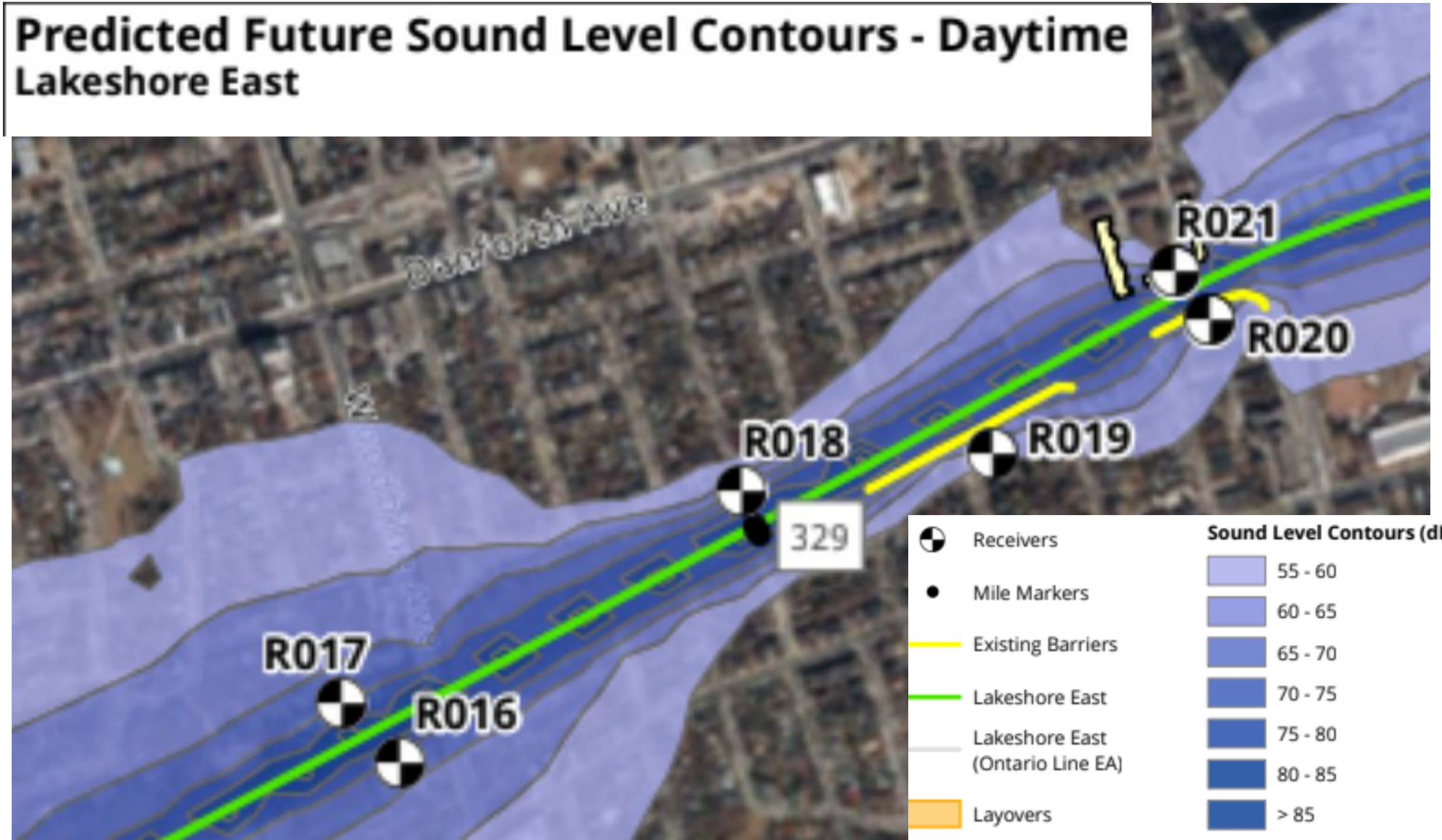
Meanwhile, the provincial government spent $225 million to end the Beer Store's contract about 19 months early - equivalent to the cost of 350-450 modern railway switches*

8 railway switches =
10-13 days
of the $225M Beer Store buy-out

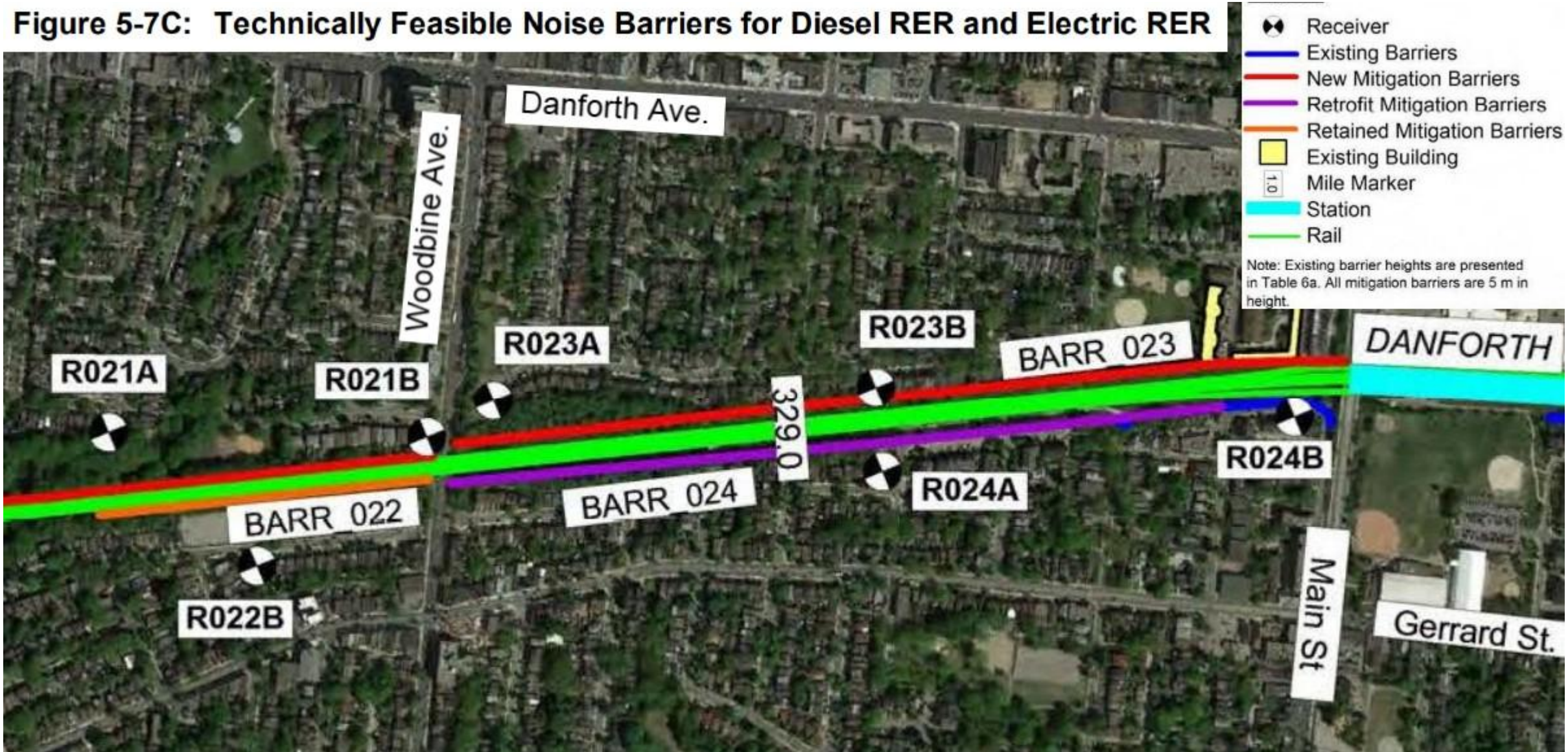
*Assuming $500k -$600k per switch, cost from Union Station Rail Corridor Upgrade


Danforth Ave
Woodbine Ave
R021
R020
R018
R019
329
R017
R016

Predicted Future Sound Level Contours - Daytime
Lakeshore East



Noise mitigation (proposed in 2017 report)…



… but 9 years later, no clarity or commitment

TorontoEast <TorontoEast@metrolinx.co… Fri, Oct 10, 2025, 3:17 PM

to [redacted]

Good afternoon Lea,

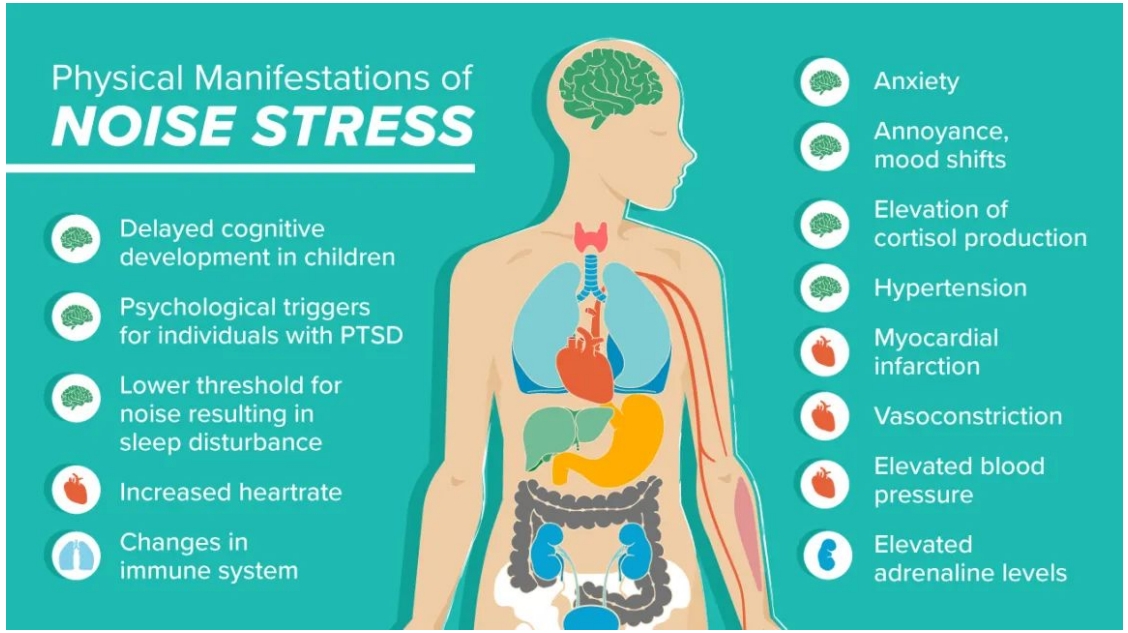
At this time, we are unable to confirm if noise walls will be installed at this location. Before noise walls are built, engineers must investigate constructability, technical feasibility, and regulatory requirements of noise walls in designated areas. Once these activities have been completed, and Metrolinx has come to a decision regarding feasibility of noise walls, we will have more information to share.

Sincerely,
Angus
Toronto East Community Engagement Team

Why Vibration and Noise Matter

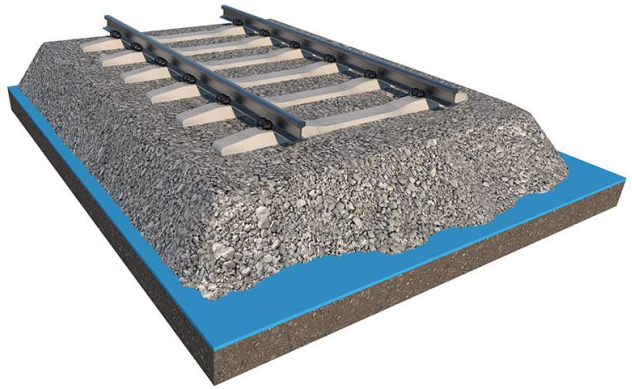
- Noise and vibration affect health, sleep, concentration, and property values. Long-term exposure adds stress and lowers quality of life.

- By holding Metrolinx accountable now, we can protect our neighbourhood from negative impacts on health, building stability, and well-being, for decades to come.



What can help (Mitigation strategies):

A. Noise walls (solid or transparent, as needed)
B. Anti-vibration under-switch pads
C. Dense evergreen railway hedges
D. Expedite transition to Electrification
E. Reduce train speed when going over switches



- We have far more switches than any other trackside neighbourhood on this line, and this warrants extra mitigation investment.

Our Parliamentary Petition

asks the Provincial government to push Metrolinx to:

1. Specify the **best possible mitigation** of noise and vibration, with expected attenuation, through community consultation.
2. Apply mitigation to all new ***and legacy*** **switches**.
3. Plant **dense evergreen hedges** along the corridor.
4. **Expedite electrification** of railway
5. **Adjust train speed** as needed to control vibration.

Please sign! *...and help collect more signatures*

Neighbours for a Noise-Smart Railway

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- ★ Petition: Sign and canvass
- ★ Protect the neighbourhood
- ★ Now is the time to do it right

Calls to Action

- Sign the petition.
- Volunteer to canvas with the petition
- Join breakout groups for design, research, or community engagement.
- Contact your MPP, and candidates for City Counselor.
- Join the mailing list.

Thank You

- Metrolinx staff have stated off-the-record that they require external community pressure to push them to fulfill their promises. Let's do it!

- Contact us: oakcrestsoundsgood@gmail.com
- FB: Neighbours for a Noise-smart Railway