

**MATRIX OF PUBLIC COMMENTS RECEIVED AND
RESPONSES PROVIDED**

**Eglinton Crosstown LRT Project
Detailed Comments and Responses from April 25, 2008 – February 22, 2010**

The following table lists comments and / or questions received from members of the public in reference to the Eglinton Crosstown LRT line, from the project's inception (beginning April 25, 2008) and continuing through to February 22, 2010. These detailed comments were received through various outlets including telephone conversations, email correspondence, fax or letter. Once a comment or question was received, a response was generated by the appropriate project team member and sent out by either the Public Consultation Unit at the City of Toronto, LURA Consulting or the TTC (refer to "Response" column).

During the noted timeframe, a total of 584 comments were received and responded to. Each email or phone call was identified by an ID number, linking it to any attachments that might have accompanied the correspondence. In addition, each comment (email, phone call, fax or letter) had the potential to include numerous issues, concerns or questions. Please refer to the "Subject" Column for a summary of the more detailed communication listed in the "Comment / Question" column.

Total number of people only requesting to be placed on the mailing list: 54

ID #	Date	Source	Subject	Response	Date out
203	25-Apr-08	Email	Support for better Transit. <i>Comment:</i> Lives near Trethewey and Eglinton and have to put up with traffic congestion, heavy gas emissions and noise . This area needs to improve. I had bought my home when they started work on the Eglinton subway line and was looking forward to having the convenience of a station near my home. <i>Question:</i> When will they restart transit renewal on Eglinton Ave. W. and what date is it expected to be completed ?	Sent by Councillor's office. No details provided therefore no response.	N/A
199	30-Apr-08	Email	Request to be added to mailing list and to be updated with project information and future open houses. <i>Comment:</i> The plan affects a development of ours and I would like to be notified of the time and place of the meeting.	Details provided regarding additional "joint open house". Project website information provided. Added to the mailing list.	15-Aug-08
63	9-Jun-08	Email	Support for the project. <i>Suggestion</i> that subway to go to the airport is a better solution. Also suggested to the project engineers that they look east and run the subway over to Don Mills to connect the two major international plants in Toronto, Kodak and IBM. They told me that was in a future plan. Of course one would say there is no Kodak plant on Eglinton today, but the need for this rapid transit line continues. Keep me informed of developments in the new Eglinton Crosstown LRT. Keep pushing for it to have the highest priority .	Sent by Councillor office. No details provided therefore no response.	N/A
65	17-Jul-08	Email	Request for specific information on Eglinton Crosstown LRT. <i>Question:</i> project schedule (including construction) and meetings .	Information regarding the planning of future open houses (to obtain feedback from the community) were provided and notification will be sent out as soon as details (dates, times and locations) are confirmed. The City and TTC will be recommending that the bus service on Eglinton Avenue be replaced with modern electrically-powered light rail vehicles. Within the central section between Brentcliffe Road (just west of Leslie St.) to a point between Jane and Keele Streets, the light rail vehicles would operate underground. TTC is proposing an underground LRT through this section because the width of Eglinton Avenue is too narrow to accommodate LRT. For the rest of Eglinton Avenue, the light rail vehicles would operate at surface, in dedicated transit lanes separated from traffic. The proposed light rail transit would provide a fast, reliable, and comfortable way to travel on Eglinton Avenue. Approval for the project will rest with City Council and if approved by Council, final approval will rest with the Ministry of the Environment. Project website information provided.	22-Jul-08
181	1-Aug-08	Telephone	<i>Question</i> about construction schedule and details .	Replied that construction activities would begin in late 2009, with service beginning in 2015. He also asked about traffic during construction (I advised that more details would be forthcoming) and he would like to see penalties in the contract for items such as starting work before 7:00 a.m. and for violating noise limits and have such penalties enforced. Added to the mailing list.	09-Sep-08
182	1-Aug-08	Telephone	Owns property near Eglinton near Avenue Road. Request for call back .	Resident advised that Chair Adam Giambone met with local BIA. Likes the TBM construction method; does not like surface or cut-and-cover.	18-Aug-08
184	1-Aug-08	Telephone	Request to be kept informed of project.	Believes that St. Clair design is "ridiculous" with only one lane of traffic and parking lane. Added to the mailing list.	20-Aug-08
185	1-Aug-08	Telephone	<i>Question:</i> Will LRT line through Keele St. area be underground ?	Called back and spoke with caller. Yes, with one portal option being close to Black Creek Dr, and the other near Jane St.	18-Aug-08

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186	1-Aug-08	Telephone	Request for call back . <i>Question: how does the study from 10 years ago relate?</i>	Public opposition to subway in 1990's led to cancellation of project. Resident requested names and phone numbers of all engineers, planners, consultants and others involved in project.	18-Aug-08
187	1-Aug-08	Telephone	<i>Question: Will Eglinton LRT be at-grade between Bayview and Bathurst.</i>	Called back and replied no, that it would be underground at that point of the line.	02-Aug-08
190	1-Aug-08	Telephone	Request for call back . <i>Question: open house location, phasing and construction methods.</i>	Responded with project website details and indicated that information from the first round of Open Houses for the Eglinton LRT could be obtained through the project website. Acknowledgement that questions regarding construction phasing and traffic, cut and cover / tunnelling, airport connection etc. will be addressed by the project team as the study progresses. Notifications will be distributed as updates become available.	10-Sep-08
191	1-Aug-08	Email	Support for the project. <i>Question: why an LRT over Subway expansion?</i>	Response explains why LRT is being proposed as opposed to a subway expansion. Project website information provided.	6-Aug-08
192	1-Aug-08	Telephone	<i>Comments: need for transit in Etobicoke, to Vaughan and to the airport.</i> <i>Question: open house locations (lack of open house in Etobicoke).</i>	Caller suggests extending Bloor Subway northward along Etobicoke Creek. Another comment – Eglinton LRT needs to reach Airport. Thanked caller for his comment.	09-Sep-08
196	1-Aug-08	Email	Lives on La Rose - unable to handle the current traffic burden. <i>Questions: How to accommodate traffic during the construction phase, cut and cover / tunnelling, and airport connection.</i>	Response provided project website information (detailing information from the first round of Open Houses). Acknowledgement that questions regarding construction phasing and traffic, cut and cover/tunnelling, airport connection etc. will be addressed by the project team as the study progresses.	10-Sep-08
99	5-Aug-08	Telephone	Request for call back . Would like information about upcoming open houses .	Resident will wait for more information.	18-Aug-08
100	5-Aug-08	Telephone	Support for the project.	N/A	N/A
101	5-Aug-08	Telephone	Request for call back . <i>Question: Station location proximity to resident's property.</i>	Replied that the closest proposed stations are at Avenue Road and at Bathurst Street.	08-Sep-08
102	5-Aug-08	Telephone	Opposed to the project. <i>Questions: what are the plans for the Eglinton Crosstown LRT route (above/below ground), type of vehicles to be used, and meeting schedule.</i>	Comments acknowledged.	10-Sep-08
103	5-Aug-08	Email	Received a property impact notice (between Bayview and Rumsey Road). Appreciation for proactive engagement approach. <i>Questions: construction schedule impacts to neighbourhood/property, means to mitigate or compensate homeowners for prolonged disruptions, noise/vibration impacts (during and after construction), possible expropriation (and process associated with this), stop/station/tunnel locations, availability of Q&A's.</i>	Acknowledgment of message. A detailed series of Frequently Asked Questions and Answers is currently being prepared. It will be posted online in the near future to the project website (details given). Project staff are currently reviewing the message and will provide a direct response.	10-Sep-08
195	5-Aug-08	Email	<i>Questions: crossing from platforms/sidewalks, travel time improvements relative to bus service, and construction impacts (traffic flow and bus commuting times).</i>	Comments acknowledged.	10-Sep-08
89	6-Aug-08	Telephone	Request for call back, information about the Eglinton Crosstown LRT and future open houses .	Discussion with SR (TTC).	08-Aug-08
90	6-Aug-08	Telephone	Request for call back .	Called back and left a voicemail as to the location of the website and information located there.	17-Sep-09
91	6-Aug-08	Telephone	Request for information on Eglinton Crosstown LRT.	Replied that construction would begin in late 2009 and continue from that point forward, with the line being open for service in 2015.	08-Sep-08
92	6-Aug-08	Telephone	Request for information on Eglinton Crosstown LRT.	Resident will attend the August 19 Open house.	18-Aug-08

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ID #	Date	Source	Subject	Response	Date out
94	6-Aug-08	Telephone	Request for information on Eglinton Crosstown LRT.	Directed to the City's website to view the panels from the open houses. He plans to attend the September 4 Open House on Kipling Avenue.	21-Aug-08
95	6-Aug-08	Email	Support for project (especially in Etobicoke). <i>Comments:</i> Good for commuting to the airport and to Mississauga hospitals like Credit Valley. <i>Suggestion</i> to start construction in several places .	Acknowledgment of message. Recommendation in regards to starting construction in several places has been documented for the TTC project team.	8-Aug-08
96	6-Aug-08	Email	Owns property at/near the Renforth loop. Requests for information about the Eglinton and Renforth loop . <i>Question:</i> construction schedule, lack of meeting in area.	Acknowledgment of message. Project team to respond in more detail.	8-Aug-08
97	6-Aug-08	Email	Support for the project. <i>Question:</i> Will bus service be replaced by LRT ? How will LRT affect other bus routes (e.g. on Leslie, Lawrence East, around Leaside and Brentcliffe)?	Acknowledgment of message. A detailed series of Frequently Asked Questions and Answers is currently being prepared. It will be posted online in the near future to the project website (details given). TTC service planning staff will speak directly to the question about future plans for bus service once the LRT is in place and how the LRT will relate/connect to the bus routes.	8-Aug-08
98	6-Aug-08	Email	<i>Question:</i> what is an LRT? Streetcar or train (like SRT)?	Provided explanation of basic criteria that are generally required for a facility to be called "LRT": electrically powered rail vehicles with power supplied from overhead wires - which allows them to operate on a city street - and operation of these vehicles in a dedicated right-of-way. In addition, vehicle design details such as all-door loading and fully accessible low floor doors) were explained.	8-Aug-08
88	7-Aug-08	Telephone	Request for information on Eglinton Crosstown LRT.	See ID# 8	N/A
80	8-Aug-08	Telephone	Request information on Eglinton Crosstown LRT (at Eglinton and Renforth)	Has a house that abuts Hydro corridor near Renforth. Wants to know how LRT will reach Airport, and if Hydro property near his house will be converted to commuter parking lot. Added to the mailing list.	8-Aug-08
82	8-Aug-08	Telephone	<i>Suggestion:</i> consider a semi-express LRT line .	Acknowledgement of message.	8-Aug-08
83	8-Aug-08	Email	Support for an above-ground LRT. In favour of eliminating parking , as long as parking lots or garages could be added to the communities that it services Proposed LRT line will benefit long distance commuters from Scarborough and Etobicoke. <i>Question:</i> will there be continued bus service between LRT stops ?	Acknowledgement of message. One of the key challenges for all of the Transit City projects will be to strike a fair balance between accessibility to stop locations and high speed/dependable transit service. Explanation of what will be provided at the open houses (display boards that speak specifically to proposed stop locations for the LRT). Invitation to speak with project staff at the open house – who will be aware of the questions/concerns.	8-Aug-08
84	8-Aug-08	Email	Support for LRT (lives on Castlefield, near Avenue Rd.). Received a notice regarding the preliminary planning for a transit project assessment study for the Eglinton LRT. <i>Suggestion:</i> At below ground section, consider at least one bus route along Eglinton (due to distance between stops/stations. Consider combining the Avenue Rd North (#61) and the Avenue Rd (#5) routes from Union Station along Avenue Rd up to the 401. At above ground section, consider separating the LRT from regular traffic and have a right of way on one side of the street for both East and West LRTs and normal car traffic on the other side.	Acknowledgement of comments and suggestions.	8-Aug-08
85	8-Aug-08	Email	Opposition to the plan, due to increased traffic along Eglinton.	Acknowledgement of message. As you may already know, Eglinton Avenue through Etobicoke consists of two travel lanes in each direction plus a centre turning lane. The Eglinton Crosstown LRT will be designed to accommodate two lanes of traffic in each direction plus a centre turning lane, therefore, no reduction in the number of lanes is proposed in Etobicoke. Consequently, no increase in traffic is expected. Moreover, the LRT is expected to make transit travel more attractive, and as it induces more people to use transit, it will reduce the reliance on the private automobile.	8-Aug-08

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ID #	Date	Source	Subject	Response	Date out
78	9-Aug-08	Email	<i>Concern:</i> about the slow speed of the LRT and the excessive number of stops . <i>Suggestion:</i> there should only be 4 stops between Yonge and Caledonia (at Avenue Rd, Bathurst St., Spadina, and Dufferin).	Out of date	N/A
176	11-Aug-08	Telephone	Request copy of the notice .	Notice sent by mail Aug 11.	11-Aug-08
177	11-Aug-08	Telephone	Request for a call back and to be added to project mailing list .	Replied that she will be added to the mailing list and will receive updates for the entire project.	09-Sep-08
178	11-Aug-08	Telephone	<i>Concern:</i> regarding distances between stops/stations . <i>Question:</i> where does the underground portion of the LRT begin (e.g. at Gwen Cliff)? Will there be a stop at Laird Drive ?	Called back and told them that there is a proposed stop at Laird.	09-Sep-08
179	11-Aug-08	Email	Request for information on Eglinton Crosstown LRT (at Renforth) and for pictures of stop location . Request for a noise barrier .	Responded with various emails following this one.	
180	11-Aug-08	Email	<i>Question:</i> what is an LRT and what type of vehicle will be used?	There are two basic criteria that are generally required for a facility to be called *LRT*: electrically powered rail vehicles with power supplied from overhead wires which allows them to operate on a city street or in a dedicated right-of-way. The vehicles can be operated individually, or combined into *trains*. The reserved right-of-way can take many forms - from dedicated lanes in the middle of the street, underground tunnels, or hydro and abandoned railway corridors. In addition, all-door fully accessible low-floor loading (not just front doors) with automatic fare collection is characteristic of modern LRT lines in North America and there is normally a much greater distance between stops, relative to a typical bus route. Project website details provided with links to FAQs and information presented at the Open Houses.	18-Sep-08
173	12-Aug-08	Telephone	Request for call back .	Wrong number.	N/A
174	12-Aug-08	Email	<i>Concern:</i> property impacts during and after construction (e.g. property value on Eglinton Avenue between Hanna and Rumsey).	Acknowledgement of message.	13-Aug-08
175	12-Aug-08	Email	<i>Question:</i> how will project impact bus service (Avenue 61)	Sent by Councillor office. Details not include therefore could not respond.	Unknown
168	13-Aug-08	Telephone	<i>Question:</i> open house details .	Called back with open house details.	18-Aug-08
171	13-Aug-08	Email	Opposition to the use of LRT instead of subway .	Out of date	N/A
162	14-Aug-08	Telephone	<i>Question:</i> open house details .	Called back to give open house details and to get his mailing address. Added to the mailing list.	14-Aug-08
163	14-Aug-08	Telephone	Calling from the Community of Social Planning Council of Toronto in York office. <i>Suggestion:</i> have the Jane and Eglinton PIC on the same day in the same location .	Resident was happy to hear that the TTC has a combined Jane/Eglinton Open House scheduled for September 22. She would like to receive a copy of the notice from the York Guardian. Left a voice message indicating the details of the combined Jane/Eglinton LRT open house.	9-Sep-08
164	14-Aug-08	Email	Support for the project, in particular to a subway . Lives on Broadway between Mt. Pleasant Road and Bayview. Request to be added to project mailing list . <i>Comments:</i> This will reduce the bus traffic and should take more of the cars off the street .	Acknowledgement of message/comments. Added to the mailing list.	15-Aug-08
167	14-Aug-08	Email	Support for the project.	Acknowledgement of message/comments.	18-Aug-08

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ID #	Date	Source	Subject	Response	Date out
155	15-Aug-08	Email	Lives on Cleveland St. (Eglinton and Bayview). <i>Concern:</i> about noise/vibration impacts to property.	Acknowledgement of message/comments. Concerning the level of noise during construction, this depends on the construction methods used in each location and this has yet to be determined. Concerning LRT noise, with current track design technology, there will be very little noise or vibration. In the past, the greatest problem with noise on streetcar lines has been at locations where the vehicle must operate through a loop to turn around. This creates "wheel squeal". The new LRT vehicles are planned to be double-ended – i.e. have an operators' cab at both ends so it can be operated in either direction. It will reverse direction at each end of the line, similar to the operation of a subway, and therefore will not need loops. TTC will design the trackbed to dampen vibration and ensure it is kept at an acceptable level. The TTC will also conduct a vibration assessment as part of the provincial Environmental Assessment (EA) process. Provided project website details (including information being presented at the Open Houses and a direct link to the presentation panels).	26-Aug-08
156	15-Aug-08	Email	Support for passing tracks on LRT line. <i>Suggestion:</i> The passing tracks would be needed at stops along the surface portions of the line, so that express trains would run through while the local trains are serving the stop. The central (tunnelled) portion would not have passing tracks, but the platforms would have to be long enough to host two trains at once.	Acknowledgement of message/comments - forwarded to the project team for their consideration.	18-Aug-08
157	15-Aug-08	Email	<i>Question:</i> will the hydro lines be buried when the LRT tunnel is constructed?	Out of date	N/A
152	18-Aug-08	Email	Support for the project. Request to be added to project mailing list . <i>Question:</i> has the project been approved ?	Acknowledgement of message. Provided project website details (including information being presented at the Open Houses and a direct link to the presentation panels)	26-Aug-08
141	19-Aug-08	Telephone	Request for call back .	Received an automated voice message indicating that the customer is unavailable.	N/A
142	19-Aug-08	Telephone	Received the LRT notice (lives at Eglinton and Royal York Road) <i>Questions:</i> open house locations and number of lines in the Eglinton Crosstown.	Caller is in favour of LRT, but will fight any plan to widen Eglinton Avenue to 3 lanes in each direction.	09-Sep-08
143	19-Aug-08	Telephone	Request for call back and open house details.	Spoke to husband and gave open house details.	09-Sep-08
144	19-Aug-08	In person	Attended OH at Leaside Arena. <i>Question:</i> how many buses from Eglinton & Yonge station that leaves daily heading east on Eglinton Ave? What is the total number of buses that travels per week on Eglinton Ave. East both ways?	Appology for delayed response. Attached the PDF document that shows a table of 2008 Eglinton bus volumes that addresses your information request.	27-Aug-08
145	19-Aug-08	Email	Attended open house at FH arena. <i>Questions:</i> what type of vehicle will be used at the underground section (e.g. streetcar)? When will reports from open houses be made available to the public?	Response to questions: The LRT would have a significantly different vehicle design than the current Toronto street cars, although they would be similar in their use of rails and overhead wires for power. Similar to Spadina and St. Clair street cars, operation of these vehicles would be in a dedicated right-of-way. The vehicles can be operated individually, or combined into 'trains'. The reserved right-of-way can take many forms - from dedicated lanes in the middle of the street to underground tunnels. In addition to the above, all-door loading (not just front doors) with automatic fare collection is characteristic of modern LRT lines in North America and there is normally a much greater distance between stops, relative to a typical bus route. We are anticipating another round of open houses early in 2009. Added to the mailing list.	02-Sep-08
148	19-Aug-08	Email	<i>Questions:</i> about secondary exits for underground stations (distance from main exit), distance between stations/stops . Will secondary exits reduce distances between stations?	Acknowledgement of message. Provided project website details (including information being presented at the Open Houses and a direct link to the presentation panels). Added to the mailing list.	27-Aug-08
150	19-Aug-08	Telephone	Request for a call back . The Leaside paper printed the notice wrong.	Caller indicated that his questions were answered at the open house he attended.	09-Sep-08

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151	19-Aug-08	Email	Request for a meeting to be held at Yonge and Eglinton . <i>Comment on timing and location of open houses</i> (not acceptable during the summer).	Acknowledgement of message and concerns. Please note that it is crucial that transit across Toronto can be improved. We have heard from many residents regarding the urgency to do so. There are currently seven Transit City projects that are simultaneously underway. As you can imagine, the logistics in planning consultations across Toronto is challenging. To delay meetings until after the summer (even though the presentation material is ready) would have delayed all of these transit improvements an additional 3 months. Details on future open houses provided as well as project website details with open house information readily available.	27-Aug-08
135	20-Aug-08	Email	Request to be added to project mailing list (interested in sections in Etobicoke). Request for information on Eglinton Avenue expansion/widening (west of Scarlett Rd. and west of Royal York Rd.).	Acknowledgement of message. Provided project website details (including information being presented at the Open Houses and a direct link to the presentation panels). Added to the mailing list.	26-Aug-08
136	20-Aug-08	Email	Received notice in the mail. Support for project (lives in the Yonge/Eglinton neighbourhood). The buses and streetcars are just awful, and although a subway would be better, this is still a great idea.	Acknowledgement of message. Provided project website details (including information being presented at the Open Houses and a direct link to the presentation panels).	26-Aug-08
137	20-Aug-08	Email	<i>Concern:</i> possible vibration impacts (of passing trains below ground) to property. Lives at Spadina and Eglinton). <i>Question:</i> depth of LRT tunnel , possible affects to the environment and quality of life of those who live in the area, and notification of residents .	Acknowledgement of message. Provided project website details (including information being presented at the Open Houses and a direct link to the presentation panels).	26-Aug-08
139	20-Aug-08	Email	Attended OH at Leasinde Arena. <i>Question:</i> while in operation, will there be parallel bus service (above underground section)? During construction, will parts of the LRT be in operation?	Acknowledgement of message. Provided project website details (including information being presented at the Open Houses and a direct link to the presentation panels).	27-Aug-08
140	20-Aug-08	Email	Attended Aug. 19 th OH. Support for project (with exceptions: removal of the 34 Eglinton East bus service from Eglinton Avenue; and stations at both Laird and Brentcliffe). The <i>Comment:</i> TTC should retain a residual local bus service between Yonge and the proposed Don Mills bus terminal and remove the 51, 54, 56 and 100 buses from Eglinton. <i>Comments:</i> Impressed with the presentation materials and the quality and quantity of the work performed to date. <i>Suggestion:</i> Choose Laird and eliminate Brentcliffe . Stations at both Laird and Brentcliffe are redundant.	Acknowledgement of message. Provided project website details (including information being presented at the Open Houses and a direct link to the presentation panels).	27-Aug-08
132	21-Aug-08	Email	<i>Suggestion:</i> add commuter parking for drop-off/pick-up areas. Introduce swipe cards payment method. <i>Question:</i> about construction schedule/plan .	Acknowledgement of message. Provided project website details (including information being presented at the Open Houses and a direct link to the presentation panels).	26-Aug-08
134	21-Aug-08	Email	Opposition to the project. <i>Questions:</i> poor timing regarding open house notification . How will the parkette at Eglinton and Bessborough be used? Request to be added to project mailing list .	Acknowledgement of message. Provided project website details (including information being presented at the Open Houses and a direct link to the presentation panels). Added to the mailing list.	27-Aug-08
127	22-Aug-08	Telephone	<i>Question:</i> How will the LRT impact the 32 D bus?	Replied that we will need to get back to him with the answer, as the service plan is not specific about the 32D branch.	09-Sep-08
128	22-Aug-08	Email	<i>Question:</i> about project schedule and guidelines for transit projects in Ontario.	Acknowledgement of message. TTC will be undertaking the Eglinton Crosstown LRT through the new requirements under O. Reg. 231/08. We are currently undertaking planning activities such as establishing existing conditions and we will be performing impact assessment later this year. The six-month process under O. Reg. 231/08 will commence at a later time.	26-Aug-08
130	22-Aug-08	Email	Request to be kept informed of the project (lives at Bathurst and Eglinton). <i>Questions:</i> distance between bus stops along Eglinton and future bus service above the underground section.	Provided project website details (including information being presented at the Open Houses and a direct link to the presentation panels). Added to the mailing list.	27-Aug-08

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ID #	Date	Source	Subject	Response	Date out
116	25-Aug-08	Telephone	Request for call back . <i>Concern: poor information dissemination.</i>	Wrong number	N/A
117	25-Aug-08	Telephone	<i>Question: about open house details.</i>	Left voicemail with open house details.	26-Aug-08
118	25-Aug-08	Telephone	<i>Question: about open house details.</i>	Called back confirming that open house details.	26-Aug-08
119	25-Aug-08	Telephone	Request for call back .	Commenter suggested that TTC contact TVO to get tape of episode showing Millennium Transit in Bogota, Colombia shown in late April/early May. Millennium Transit operates at high capacity, with real time information using satellite technology, and was built with very little money. TTC can't keep spending taxpayers money, look at 3rd world country, where buses are full and have customer amenities. Too many empty buses pass her house daily. I thanked the commenter for her comments.	09-Sep-08
120	25-Aug-08	Email	<i>Question: sound</i> (environmentally acceptable level, expected level of noise emission from the LRT at grade and below grade, sound buffers to used in the tunnels); <i>vibration</i> (How are levels measured, how far vibrations will radiate from the core of the tunnel, what buffers will be used around the tunnels); <i>tunnel venting</i> (how will the tunnels be vented); <i>creek impacts</i> (how will the creek affect underground construction and vice versa, could the waters in turn increase the tendencies of basement flooding); <i>surface routes</i> (will some current surface routes continue to run along Eglinton between Yonge and Leslie). Will any area along the Eglinton corridor be re-designated to "avenue" use?	Acknowledgement of message. As an update, please note that The Eglinton Crosstown LRT Study will include a detailed analysis of noise and vibration. The results of the analysis will be presented at a subsequent round of public meetings. Information regarding groundwater will likewise be presented at future open houses. The current proposed operating plan calls for the 32 Eglinton West and 34 Eglinton East bus routes to be replaced by LRT service. The plan also calls for the 51 Leslie route and the 56 Leaside route to be combined into one route - neither would turn westward and terminate at Eglinton Station. Additionally, the 54 Lawrence East and the 100 Flemingdon Park would terminate at Don Mills Road, and neither would continue westward to Eglinton Station. There is no plan, as part of the Eglinton Crosstown LRT Transit Project Assessment Study, to request any area of Eglinton Avenue that is not currently designated as an Avenue to be designated as such. We will notify you as soon as the next round of Open Houses are scheduled in 2009.	06-Nov-08
121	25-Aug-08	Email	Live near Eglinton and Islington. <i>Concerns about road widening</i> in the area, increased traffic and noise impacts. <i>Question: How will traffic noise level be mitigated?</i>	Acknowledgement of message. During our study, we will measure existing noise levels along Eglinton Avenue and then calculate future noise levels assuming the LRT is in operation. If it is determined that there would be an impact, mitigation measures will be proposed. This information will be available to the public at our next series of open houses, which are currently set to be held early in 2009.	03-Sep-08
122	25-Aug-08	Email	Support for project. Request to be added to project mailing list .	Acknowledgement of message and added to the mailing list.	03-Sep-08
123	25-Aug-08	Email	Support for project. <i>Comment: about open house panels</i> (good presentation, but make them clearer).	Acknowledgement of message.	03-Sept-08
124	25-Aug-08	Email	Support for project. Suggest that the line should run underground the entire route.	Acknowledgement of message.	03-Sep-08
125	25-Aug-08	Email	Attended OH at Humber Valley United Church. <i>Questions: about secondary exits</i> for underground stations, length of stations/stops, distance between stations/stops . Will the LRT run 24 hours ? <i>Suggestions: LRT should run on the north side</i> of Eglinton in Etobicoke. The roadway would not have to be widened. Consider a bridge to cross Islington . At Emmett Avenue stop, build a shortcut to the condo/apartment building. Consider the extension of the LINK Train down to Eglinton . Move the portal to the underground portion of the LRT begin just east of Jane Street, under Weston Road.	Questions have already been addressed and answered. Therefore, file closed.	N/A

Eglinton Crosstown LRT Project
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ID #	Date	Source	Subject	Response	Date out
126	25-Aug-08	Email via Councillor Doug Holyday.	Attended OH at Huberside Church. Request that the LRT be extended to Renforth Avenue. <i>Concerns: increased traffic</i> due to number of Mississauga residents boarding the LRT (from buses terminating) at Martin Grove.	Out of date	N/A
115	26-Aug-08	Email	<i>Suggestion:</i> consider separate bike lanes on some or all of the length of the line.	Out of date	N/A
110	27-Aug-08	Email	Question: whata is the number of open house attendees.	Numbers given regarding public participants who signed in at each open house.	02-Sep-08
111	27-Aug-08	Email	<i>Question:</i> about vibration and noise assessments as part of EA process.	First response: Concerning the level of noise during construction, this depends on the construction methods used in each location and this has yet to be determined. Concerning LRT noise, with current track design technology, there will be very little noise or vibration. In the past, the greatest problem with noise on streetcar lines has been at locations where the vehicle must operate through a loop to turn around. This creates "wheel squeal". The new LRT vehicles are planned to be double-ended – i.e. have an operators' cab at both ends so it can be operated in either direction. It will reverse direction at each end of the line, similar to the operation of a subway, and therefore will not need loops. TTC will design the trackbed to dampen vibration and ensure it is kept at an acceptable level. The TTC will also conduct a vibration assessment as part of the provincial Environmental Assessment (EA) process. Project website details provided. ***** Final response: Thank you for your comment. The vibration from the LRT will be local to the corridor if present at all. Therefore, it will be the closest buildings that will be considered in our study. The setback from the corridor to be considered for evaluation will vary somewhat depending on soil types with fine sands being more critical than the typical clay tills along this route. We will present more detailed analysis regarding vibration at upcoming open houses early next year.	03-Sep-08
112	27-Aug-08	Email	Attended OH on Aug. 19 th , 2008. <i>Question:</i> about parallel bus service above underground section.	Out of date	N/A
113	27-Aug-08	Telephone	<i>Question:</i> open house details.	Open house details confirmed.	03-Sep-08
106	28-Aug-08	Telephone	Request for call back.	Spoke with caller and he is aware of the website and current FAQs/panels. Change of telephone number.	09-Sep-09
107	28-Aug-08	Email	Support for transit projects but opposed to blocking lanes for transit ROW. <i>Concerns:</i> about traffic impacts (specifically ROW blocking traffic in LRT lanes on Eglinton), and environmental impacts (emissions) due to idling.	Acknowledgement of message.	03-Sep-08
104	31-Aug-08	Email	<i>Comment</i> about east end improvements.	Response detailing information about the Scarborough-Malvern Light Rail Transit (LRT) project (including website information)	03-Sep-08
9	1-Sep-08	Email	Attended the OH on Aug. 25 th , 2008. Request for project updates. <i>Concerns:</i> about noise impacts to neighbourhood (lives at Eglinton and Lloyd Manner Rd.) <i>Suggestion:</i> eliminate one lane of car traffic in each direction, plant trees along the route to dampen the noise. Question: are any noise studies to be completed and available to the public?	Out of date	N/A
7	2-Sep-08	Telephone	Received notice about OH too late. Request to be added to project mailing list.	Message left on voicemail.	10-Sep-08

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ID #	Date	Source	Subject	Response	Date out
5	3-Sep-08	Email	Support for the project. Attended an OH (lives near Eglinton/Allen). <i>Suggestions:</i> a re-design the pedestrian connections to Eglinton West station (build them underground). Study the area for possible intensification opportunities . Improve parking lots near the station. No support for a stop at Black Creek . The Weston Rd station should be called Mount Dennis Station and should be underground. The extra wide Eglinton Right of way west of Royal York should be re-thought as an urbanized street . The line should be a subway , but if not, then the underground section must be able to accommodate a subway .	Confirmation that email was documented and is being reviewed by the project team.	03-Sep-08
14	3-Sep-08	Email	Support for the project. <i>Concern:</i> that there are too many stops along the route. <i>Suggestion:</i> to increase speed by decreasing stops (remove stops at the following locations: Lloyd Manor, Wincott, Russell, Mulham Place, Emmett, Swift, Lebovic, Ionview, Oakwood, and Brentcliffe). Have express/local service or passing tracks/double crossovers at stops and stations. Design all underground sections and stations for the potential conversion to a subway .	Acknowledgement of message with specific recommendations. Those comments were documented and reviewed by the project team. Details regarding an additional joint open house in conjunction with the Jane LRT were provided.	Sep-16-08
3	4-Sep-08	Letter	<i>Question:</i> about a development site and possibly conflicting route alignment .	Out of date	N/A
4	4-Sep-08	Letter	<i>Question:</i> number of stations between Bathurst and Allen , and construction timing and impact to businesses.	Out of date	N/A
27	4-Sep-08	Letter	See PDF. Comments of LRT.	Acknowledgement of attached letter regarding the request for TTC to continue to include a station at Oakwood Avenue for the Eglinton Crosstown LRT Transit Project Assessment Study. Following the open houses for the Eglinton Crosstown LRT in August and September of 2008, TTC has begun to further develop the conceptual design of the LRT. TTC's plans continue to show a proposed station at the intersection of Oakwood Avenue and Eglinton Avenue.	06-Nov-08
1	5-Sep-08	Email	Question: is there an interchange at Leslie/Eglinton? Request for project updates .	Details regarding an additional joint open house for the Eglinton Crosstown LRT and the Jane LRT projects were given and the public notice was attached.	05-Sep-08
2	5-Sep-08	Phone	Support for the project.	Acknowledge call.	05-Sep-08
13	7-Sep-08	Email	<i>Question:</i> what side of Eglinton (north or south), between Brentcliffe and Bayview, will the station be located?	Locatin of the LRT location provided (under Eglinton Avenue between Bayview Avenue and Brentcliffe Road). Stations have been proposed at Bayview Avenue and at a location near/between Laird Drive and Brentcliffe Road. However, the exact location of the stations and their entrances are still being determined; such details will be presented at a later round of open houses that are currently scheduled for early 2009.	23-Sep-08
26	7-Sep-08	Email	<i>Concern:</i> regarding increased heavy transportation along Eglinton Avenue as an alternative to the 401. <i>Suggestion:</i> promote noise reduction (erecting barriers, mounds, planting of trees and other landscaping).	Final Response: Thank you for attending the open houses and raising the concerns regarding parking for the EYSL. To confirm, staff overseeing the design of this section have been notified of your concern for follow-up. At this time, traffic engineering staff are conducting additional analysis of the preliminary configuration of the road. Results and recommendations will be presented at the next round of Public Open Houses which are tentatively scheduled for late November 2009. We will notify you as soon as more information is available regarding your particular area of concern related to the new road and EYSL parking etc. ***** First Response: Thank you for contacting us and highlighting specific concerns to both your property and the area in general in terms of traffic (trucks), noise reduction, and sound control/planting of trees. To confirm, your message was documented on September 8th and is being reviewed by all members of the project team for follow-up. We will contact you with updates on the project.	10-Sep-09

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ID #	Date	Source	Subject	Response	Date out
12	8-Sep-08	Email	Please see attached. (PDF) Comments on LRT.	Acknowledgement of comments received and documented. Added to the mailing list.	16-Sep-08
10	9-Sep-08	Telephone	Request to discuss the project and for information .	Request transferred to Waterfront West LRT comment tracking.	17-Sep-08
11	9-Sep-08	Telephone	Request for next meeting date .	Called back and LM about project website.	17-Sep-09
23	10-Sep-08	Email	Discussion of differences between Eglinton's West and East Corridor in terms of typical weekday ridership. Request for surface transit above underground sections of the line (particularly in Leaside area), given the distances between stations . <i>Concern:</i> about neighborhood/emergency access during construction. <i>Question:</i> regarding capacity of LRT – is it sufficient or is a subway more appropriate . Opposes cut-and-cover method, particularly given the fact that the Leaside portion of Eglinton is virtually all residential (access to side streets).	Final Response: Follow-up message detailing responses to person's questions regarding: ridership, volume of passengers in Eglinton's east Corridor, the proposed operating plan for the ECLRT (including distance between stations, speed, service reliability, and configuration). Other responses addressed access to internal streets during construction, and the maintenance of local bus service on Eglinton Avenue once the LRT is operational. It was also explained that the Eglinton Crosstown LRT will greatly improve transit service all along the Eglinton Avenue corridor. The service will be fast, frequent, and reliable. It will be fully accessible to all customers. It will provide new direct connections between the Eglinton Avenue corridor and other important destinations, such as the Airport and other north-south rapid transit services, from Scarborough to mid-town Toronto, to Etobicoke. Once the next round of consultation is scheduled in 2009, notification will be sent out. ***** First Response: Acknowledgement of comments received and documented.	11-Nov-08
24	10-Sep-08	Email	Lives near Eglinton and Laird/Bayview. <i>Concerns:</i> noise and vibration levels once LRT is operational; construction impacts to property; location of stations ; and traffic congestion in the neighbourhood. <i>Question:</i> about expropriation . Request to be kept informed about the project.	Final Response: Follow-up response to previous email and responses to questions 2 (property impact) and 4 (expropriation). ***** First Response: Acknowledgement of message and confirmation that comments were documented and reviewed by all project staff. Answers were confirmed and explained to questions 1 (noise and vibration), 3 (location of stations and stops), and 5 (traffic). Responses to questions regarding potential affects to property needed to be confirmed by the lead engineers for the project.	17-Sep-08 and 23-Sep-08
25	10-Sep-08	Email	Attended OH at Humber Valley Church. <i>Concern:</i> regarding project's effects on businesses . Request for a private meeting to discuss the project.	Meeting was held with Plant World.	
21	16-Sep-08	Telephone	Support for the project.	Added to the mailing list.	17-Sept-08
17	18-Sep-08	Telephone	Request for a large map of the line to be used in a forum hosted by MPP.	Out of date.	N/A
18	18-Sep-08	Email	Support for the project. Request to be added to mailing list .	Acknowledgement of message. Final approval for the project will be required from City Council and lastly by the Ontario Ministry of the Environment. If the project is approved on schedule, the earliest construction could start will be late 2009. Website details provided (including information being presented at the Open Houses and a direct link to the presentation panels). Added to the mailing list.	18-Sept.-08
30	9-Oct-08	Email (via Councillor Ford)	OUT OF SCOPE: <i>Concerns</i> regarding Metrolinx proposal (link from Union station to the airport).	Response from Councillor and SR (TTC) on Blue 22 project and route alignment.	
28	28-Oct-08	Email	<i>Concern:</i> about construction impacts to property on Edith Drive (building foundation).	Acknowledgement of message/concerns. Reponse: TTC will undertake a program to minimize any ground disturbance during construction. All existing buildings will be monitored for potential ground movements using very sophisticated monitoring equipment during construction. This monitoring will alert the construction team of any potential problems, and will be addressed promptly. Pre-construction surveys will be taken to document the condition of the building prior to construction, and Letter-construction surveys will be taken to document the building condition after construction.	10-Mar-09

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ID #	Date	Source	Subject	Response	Date out
29	28-Oct-08	Telephone	<i>Question:</i> seniors wondering if the LRT has been approved .	Called back and left a message with project website address and phone number.	16-Sep-09
32	11-Nov-08	Email	<i>Question:</i> about next steps following Aug./Sept. open houses.	TTC is currently updating the schedule for the Eglinton Crosstown LRT Project. It is anticipated that the next round of public open houses will occur in April/ May 2009.	21-Jan-09
33	11-Nov-08	Email	<i>Question:</i> about project schedule and construction timeline (start date and timing for tunnel completion). <i>Concern:</i> about traffic impact along Eglinton above the underground tunnelling section (during construction), and subsequent air quality issues.	Response to questions provided regarding construction schedule and traffic control plan.	21-Jan-09
31	26-Nov-08	Email	Lives at Brentcliffe and Eglinton. Request to be added to the project mailing list . <i>Concerns:</i> about construction impacts on neighbourhood quality of life , particularly at the portal (starting from Brentcliffe Road and going east). This includes noise and vibration impacts to building foundations. <i>Suggestion:</i> during daytime construction , use best practices for minimizing the noise, dust and odour impacts from construction activities, and communicate the approaches to affected residents as early as possible. Provide contingency plan and protocol/commitment in case of utilities supply disruption . <i>Question:</i> about Brentcliffe ramp location , and what approaches will be used to reduce the impacts from construction activities?	Acknowledgement of message and responses to questions. Final Response (provided by DV at TTC): Detailed responses to questions regarding: Location & Construction of Ramp Going from Underground to Surface, Air Quality & Noise, Utilities Supply Disruption, and Vibration effect. In addition, response given to questions regarding construction-related impacts. Added to the mailing list. ***** First Response: TTC is continuing to refine the conceptual design of the Eglinton Crosstown LRT, including the location of the portal near Brentcliffe Road. Updated information will be made available to the public at the next round of public open houses, which are anticipated to be held in late February or March, 2009. The Environmental Assessment being prepared for the Eglinton Crosstown LRT will contain commitments to mitigate environmental impacts, including impacts during construction of the LRT. Contract documents will assign strict limits for construction related noise to daytime hours only. All construction related activities are subject to building code provisions including the applicable noise by-laws.	17-Dec-08
74	8-Dec-08	Telephone	Request for call back .	Caller is primarily interested in employment with TTC and would be interested in volunteer work to help with Eglinton Crosstown LRT project.	14-Jan-09
75	8-Dec-08	Telephone	<i>Question:</i> about type of light rail (streetcar/SRT).	Provided an explanation of LRT and LRVs.	21-Jan-09
73	11-Dec-08	Telephone	Request for information on the LRT process. <i>Question:</i> about project schedule / construction .	Provided anticipated construction schedule/commencement, assuming the EA is approved without delay. Notification will go out when the next round of Open Houses are scheduled.	23-Jan-09
66	9-Jan-09	Telephone	Request information about report on access to the airport .	TTC called back and spoke with caller. He is a grad student at the UofT School of Landscape Architecture and is doing an Urban Design/Landscaping project on the Renforth to airport area.	14-Jan-09
67	23-Jan-09	Email	<i>Question:</i> about project schedule and proposed routes to and in Mississauga.	Acknowledgement of message and responses to questions regarding on alignment options from the Martin Grove and Eglinton intersection to Pearson International Airport, including the location of Light Rail Transit (LRT) stops along the way. It was explained that TTC is also working closely with The City of Mississauga for a potential inter-regional connection between the Eglinton Crosstown LRT and the Mississauga Bus Rapid Transit (BRT) in the vicinity of Renforth and Eglinton. Details about the project website were also provided, along with details and additional information from the City of Mississauga about the Bus Rapid Transit Project.	26-Jan-09
72	2-Feb-09	Telephone	<i>Question:</i> about open house schedule .	Called back and gave information of the next round of PICs.	05-Feb-09
71	18-Feb-09	Telephone	Received notice in the mail. Support for the project, particularly for above ground LRT along Eglinton. Request for information about the project.	Called back and caller asked questions about the LRVs (how to board the vehicle), about connections to the subway and GO trains, and where the LRT will be at-grade and underground. Added to the mailing list to receive notices of upcoming public meetings.	19-Feb-09
70	20-Feb-09	Email	Request for open house schedule/details .	Acknowledgement of message. Provided project website details (including information being presented at the Open Houses and a direct link to the presentation panels) and where to find latest staff report. Added to the mailing list.	20-Feb-09

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ID #	Date	Source	Subject	Response	Date out
69	21-Feb-09	Email	Request to be added to the mailing list <i>Question: about project schedule, location</i> of above ground and underground sections.	Acknowledgement of message. Explanation provided regarding the underground section between Brentcliffe Road to and Keele Street/Jane Street. The exact point between Keele and Jane has not been finalized at this time.	26-Feb-09
58	12-Mar-09	Telephone	Request for call back . <i>Question: about most recent LRT update.</i>	Called back and spoke with caller. Gave her website address to access current information on the project.	16-Sep-09
57	13-Mar-09	Email	<i>Question: about project schedule</i> (construction timing and operation schedule) and whether the line has been approved .	The Eglinton Crosstown LRT has not yet been approved. Engineering work is ongoing in advance of the "Transit Project Assessment Study" which is required by the province for all such transit projects. Please advise if you would to be added to the project email list to receive future updates. The very earliest construction could potentially start is 2010. Based on that start time, the earliest the LRT could be operational is 2015.	13-March-09
56	23-Mar-09	Email	<i>Question: about giving feedback</i> in addition to the open houses.	Thank you for the message. To confirm, you have been added to the Eglinton LRT e-mail list. This address is the best place to send your comments. Your e-mail will be documented and directed to all project staff. If you wish to speak to the project manager on the phone, please contact David Veights at 416-393-7929.	23-March-09
55	24-Mar-09	Telephone	<i>Question: about open house schedule.</i>	Thank you for the message. The project team is currently targeting mid June for the next round of Eglinton LRT meetings. A great deal of engineering assessment is ongoing. As soon as the dates are confirmed we will contact you. If the BIA members have any questions, please do not hesitate to contact the project manager David Veights at 416-393-7929.	26-March-09
59	24-Mar-09	Telephone	Request for display panels from open house.	Called back and spoke with a person at the number. The caller is no longer at the number, but the person that responded took the website address and phone number in case further questions came up regarding the project.	16-Sep-09
53	26-Mar-09	Email	<i>Question: about stop locations.</i>	Final Response: The Province has committed to provide funding for Transit City. Federal funding is anticipated, but no federal funds have been formally committed to date. One specific funding details are available they will be Lettered on each of the Transit City project web pages. ***** First Response: Project website details given with specified panel numbers from open house displays indicating proposed stop locations.	25-March-09
52	27-Mar-09	Email	Request to be added to project mailing list and for project updates (about underground section between Keele and Leslie).	Acknowledgement of message. The project team is currently targeting mid June for the next round of Eglinton LRT public meetings. A great deal of engineering assessment is ongoing - particularly for the underground section you refer to. As soon as the dates are confirmed we will contact you. In the meantime, if you have an urgent question, you may contact David Veights (Project Engineer TTC) at 416-393-7929.	30-March-09
51	30-Mar-09	Email	<i>Question: about travel time</i> (from Don Mills to Eglinton Station).	Out of date	

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ID #	Date	Source	Subject	Response	Date out
217	4-Apr-09	Email	Request for project information/updates . <i>Questions:</i> about traffic light delays and the number of LRT stations along the route.	Final Response: Additional information provided on the LRT plan and signal priority for LRT vehicles. (LRT will avoid delays at intersections in two ways) 1) The preliminary traffic analysis is suggesting that if the traffic signals are configured to provide significant green time on Eglinton Avenue, the LRT would be able to move through most intersections without waiting for signals to change. 2) The other method is providing a program in the traffic signal controller that maintains the green phase for the transit vehicle when the signal detects that a light rail vehicle is approaching. For example, if the signal is green and the control detects an approaching transit vehicle, the controller will hold the green phase (subject to certain limitations) until the transit vehicle clears the intersection. ***** First response: Acknowledgement of message. Project website details given with specified panel numbers from open house displays indicating proposed stop locations. In terms of avoiding delays at traffic lights, the LRT will be given signal priority. We have added you to the project email list and will advise as soon as future meetings are scheduled.	4-Jun-09
197	6-Apr-09	Email	Request for information about future open houses .	Acknowledgement of message. You will be advised as soon as future meetings are scheduled for the Eglinton LRT.	6-Apr-09
198	6-Apr-09	Telephone	Request for a speaker to talk about project.	Called back and left a message with caller indicating she can call DN or DV to speak about the possibility of a future presentation and/or handouts. Since then, have not heard back from caller.	23-Sep-09
215	6-Apr-09	Telephone	From Victoria, BC. Request for information about the Scarborough Malvern and Eglinton Crosstown LRT.	Added to the project mailing list.	14-Apr-09
214	8-Apr-09	Telephone	Request to be added to mailing list and for call back .	Called back and left a message on the caller's voicemail apologizing for the late response and asking them to call back with details of their questions. In the meantime, caller has been added to the mailing list	25-Jun-09
213	9-Apr-09	Email	Resident of Etobicoke (Renforth area). <i>Questions:</i> about LRT route (Eglinton and Renforth area), expropriation , property impacts , construction schedule , and noise impacts/mitigations .	Final Response: As a follow up, the following information was given: 1. TTC is investigating alternative routes between Martin Grove Road and Pearson International Airport for the Eglinton Crosstown LRT project. One of the alternative routes involves building the Eglinton Crosstown LRT on Eglinton Avenue from Martin Grove Road to Renforth Drive for a potential inter-regional connection with the Mississauga Bus Rapid Transit facility, and then generally following Renforth Drive and Silver Dart Road to the Airport. 2. The LRT line is proposed to be built in the centre of Eglinton Avenue. 3. We do not anticipate acquisition of private homes along Eglinton Avenue west of Martin Grove Road. 4. The current schedule estimates that construction of the Eglinton Crosstown LRT will be completed by 2016. 5. We will investigate noise issues once a preferred alignment is selected. The alternative alignments between Martin Grove Road and the Airport will be presented at an upcoming round of Public Information Centres (PICs) currently scheduled to be held in mid-June 2009. ***** First Response: Acknowledgement of message. As soon as a more detailed map is available the TTC will Letter it onto the project website and share it with you. Your concerns/questions have been documented for follow-up. In the meantime, please do not hesitate to contact the project manager, David Veights P.Eng at TTC. David may be reached directly at 416-393-7929.	15-Apr-09

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ID #	Date	Source	Subject	Response	Date out
210	16-Apr-09	Email	<i>Question:</i> about location of rail line and ability to maintain 4 lanes of road traffic. <i>Suggestion:</i> to install noise barriers in area.	Please find below responses to your comments. Please note that additional study is needed to give more specific answers. The project team is currently at a preliminary stage in the project and are still determining the preferred alignment/routing through the area you refer to. Evaluation of the physical constraints and determining a feasible routing will be an outcome of the upcoming Environmental Assessment. Once the alignment has been selected, noise issues will certainly be investigated in detail and any required mitigation measures will be determined and addressed during preliminary engineering.	17-Apr-09
211	16-Apr-09	Email	Lives in Rexdale. <i>Question:</i> about running Eglinton LRT along Dixon Road to airport.	Final Response: Please note that Dixon Road between Highway 27 and the Airport is included in one option of serving the Airport on the Eglinton Crosstown LRT line. Beginning at the Airport, the line would follow Dixon Road, then Highway 27 to Eglinton Avenue, and then continue on Eglinton Avenue to Kennedy Station in Scarborough. This option does not include the section of Dixon Road from Martin Grove Road to Islington, as the alignment has been designated to follow Eglinton Avenue. ***** First Response: Acknowledgement of message. To confirm, your proposal to run an LRT on Dixon from Islington to the airport has been documented and directed to the project manager of the Eglinton Crosstown LRT for review.	4-Jun-09
212	16-Apr-09	Email	Request to be kept informed of the project and to meet with Councillor Joe Mihevc to discuss acoustic fence (along TTC public parking lot located on the north side of Eglinton, East of Allen Rd).	Acknowledgement of message. Response from Councillor Mihevic: You are right in claiming that the construction will only lead to more disturbances for the residents of Wembley. You are also right that I have not been able to get the right support to have the TTC or the city install a sound barrier along the rear of the properties on Wembley. The construction does provide an opportunity it seems to me. It is one that we should exploit. I will not be able to win the issue at Council and at the Commission unless it is tagged onto a larger project. That is my suggested strategy for the noise barrier wall. Further it should go up before any significant construction on Eglinton by the Allen begins. In the meantime, I will add a cover letter to your and forward it to the TTC asking that it be included in the work plan and in the Environmental Assessment as appropriate. I'd be happy to meet with area residents if that is your wish. Just get together a few dates in a month from now (I am fairly booked until then) and then call Lydia at 392-0208 to book a time.	17-Apr-09
209	18-Apr-09	Email	<i>Question:</i> about construction schedule and methods of information dissemination .	A detailed project implementation schedule is currently being developed. Details of the schedule including construction work in specific areas will not be available until the Eglinton Crosstown LRT planning study is completed and engineering work has commenced. Once completed, residents that might be affected by construction work in specific areas will be notified.	23-Apr-09
208	20-Apr-09	Telephone	Request for call back . <i>Questions:</i> about construction schedule and impacts (road closures, dust, noise) and property value impacts .	A detailed project implementation schedule is currently being developed. Details of the schedule including construction work in specific areas will not be available until the Eglinton Crosstown LRT planning study is completed and engineering work has commenced. This type of schedule may not be confirmed until November 2009 at the earliest. Stations closest to her (XX Eglinton Avenue East) will be at Yonge Street and Mount Pleasant. TTC plans to tunnel between stations but use cut and cover at stations which will likely affect traffic. Once a detailed schedule is confirmed, residents that might be affected by construction work in specific areas will be notified. Contact details for David Veights given for follow-up specific engineering questions.	27-Apr-09
207	21-Apr-09	Telephone	Request for information about project management.	Phone number not correct. No response.	
206	22-Apr-09	Email	Request for information about route alignment (distances, grades, maximum speed, curves, profile to run simulations).	Bombardier should be directing any requests for information from TTC to our Materials and Procurement Department through Mr. Heinz Hustedt. His contact information is (416) 393-4791 or Heinz.hustedt@ttc.ca.	

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ID #	Date	Source	Subject	Response	Date out
204	23-Apr-09	Telephone	Request for call back .	DV (TTC) called back and left a voicemail.	27-Apr-09
201	26-Apr-09	Telephone	Request for EA status .	Called back and left message with status of project.	26-Apr-09
202	26-Apr-09	Telephone	Represents residential neighbourhood (Eglinton and Bathurst). Request a call back to ensure concerns are addressed in the EPR.	Acknowledgement of message. Please note that the formal "Transit Project Assessment" has not started yet. The project is still in the preliminary planning phase. Therefore, there is plenty of time for any concerns to be documented for the eventual Environmental Project Report. The next round of consultations are tentatively scheduled for mid June. We will contact you as soon as details are confirmed. In the meantime, please contact us at this email address. All questions and comments are documented and reviewed by the project team.	26-Apr-09
50	6-May-09	Email	Request for information about Kennedy Station, 427 alignment and airport terminal one (Mississauga Transitway and LINK people-mover relationship). <i>Question:</i> about design and integration of Etobicoke Finch LRT extension to Pearson with Eglinton LRT. Also, is a mix of local and express services with passing tracks at stops on the surface parts of the line being considered, to facilitate longer Crosstown trips?	1. Currently TTC is conducting a feasibility study for a proposed extension of the Finch West LRT from Humber College to Pearson Airport. If this extension is adopted as part of the overall Transit City network, TTC's objective will be to facilitate convenient transfers between the Eglinton Crosstown LRT and Finch West LRT in the vicinity of the Airport. Through service is not planned between the two lines due to the projected low volumes of transferring passengers. 2 The surface stop spacing is 400-500 metres apart. Due to the wide spacing compared to regular bus and streetcar stops, express services (which by-pass stops) are not planned.	13-May-09
49	7-May-09	Email	<i>Question:</i> about project completion date .	The planning is ongoing for the project. A detailed project implementation schedule is currently being developed. Details of the schedule including construction work in specific areas will not be available until the Eglinton Crosstown LRT planning study is completed and engineering work has commenced. This type of schedule may not be confirmed until November 2009 at the earliest. Once that is done we can confirm when the line will open to the public.	15-May-09
48	8-May-09	Telephone	Request for information about Eglinton Crossroads LRT.	Called back and received a message saying that the customer is not available (no opportunity is given to leave a voice message). Called again the following week with with the same results.	28-May-09
46	11-May-09	Telephone	Request to be called back . (lives by Eglinton and Bathurst). <i>Question:</i> about location of LRT . <i>Concern:</i> about property/building impact .	Added to the mailing list and will receive notification of the upcoming open houses.	13-May-09
47	11-May-09	Email	Request to be added to mailing list (specifically for Don Valley area and Wynford Station), and informed of public involvement opportunities.	Acknowledgement of message. We will notify you of upcoming consultations as soon as they are confirmed. If any information becomes available regarding a station or connection in the Wynford area we will notify you. Staff overseeing the planning of the project have been alerted of your specific interest in the viability of a station/connection in the Wynford area.	15-May-09
45	15-May-09	Telephone	Request a call back . <i>Questions:</i> about the Eglinton LRT.	Left a voice message to call back.	28-May-09
44	19-May-09	Email	Request to be added to mailing list and for project updates .	Acknowledgement of message. To confirm you will receive all future e-mail updates for the LRT.	19-May-09
43	20-May-09	Email	Request to be added to mailing list and for project updates .	Acknowledgement of message. To confirm, you have been added to the project mailing list and you will receive all future e-mail updates for the Eglinton LRT.	20-May-09
42	21-May-09	Telephone	Request a call back . <i>Concern:</i> impacts of LRT on property (close to Eglinton and Don Mills).	Called back and spoke with caller. Asked if he had been spoken to yet - to which he said that he hadn't received a phone call back. When I asked if he wanted someone to call him back regarding his question, he said that it was not needed for the time being. He asked for the project phone number and email address for future use, in case he has a further question to ask.	14-Jul-09

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ID #	Date	Source	Subject	Response	Date out
41	22-May-09	Email	Support for project. Lives one block south of Eglinton between Bayview and Laird. <i>Concerns:</i> about noise and vibration impacts during construction and upon completion/operation of LRT. <i>Question:</i> about construction schedule, traffic restrictions during construction.	Acknowledgement of message. Public notice for upcoming open houses (including all details) for the Eglinton Crosstown Light Rail Transit Project provided. Website details provided (with location and information of open house details). At the Open Houses, TTC and the City will present proposed station and station entrance locations for the central underground section (Brentcliffe to Keele). For the rest of Eglinton Avenue, proposed platform locations and traffic management strategies to provide fast and reliable LRT service will be displayed. Alternative corridors for the extension from Martin Grove Road to Pearson International Airport will also be exhibited. Staff will be on hand to speak to your concerns specific to noise, vibration and traffic. In the meantime, there are a series of Frequently asked Questions and Answers that speak to some of your concerns. Website details given (and FAQ location). In short, the engineers overseeing construction have indicated the following but can give more detail at the Open Houses: With current track design technology, there will be very little noise or vibration. In the past, the greatest problem with noise on light rail lines has been created at locations where the vehicle must operate through a loop to turn around. This creates *wheel squeal*. The new LRT vehicles are planned to be *double-ended* * i.e. have an operators* cab at both ends so it can be operated in either direction. It will reverse direction at each end of the line, and therefore will not need loops. TTC will design the trackbed to dampen vibration and ensure it is kept at an acceptable level. The TTC will undertake a vibration assessment as part of the Environmental Assessment (EA) process At the very earliest construction could start in 2010.	3-Jun-09
40	24-May-09	Telephone	Question about open house schedule and details .	Called and spoke with caller. He had heard about project through his network and had attended an open house. I then got his email so that he can be informed of future meetings and he was very appreciative.	14-Jul-09
37	25-May-09	Email	Request to be added to the mailing list and for project updates .	Acknowledgement of message. To confirm, it is being reviewed by the project team.	25- May-09
38	25-May-09	Telephone	<i>Question:</i> about construction impacts (at Foreman Ave., east of Mount Pleasant).	Left message on the caller's voicemail asking if someone responded to her inquiry and if not, to please call or email us to let us know - and if she still has the same question, we can get a member of the project team to respond. Caller never called back. Closing the file.	14-Jul-09
39	25-May-09	Telephone	<i>Question:</i> about project progress to date.	Left a message on the caller's voicemail asking if someone responded to her inquiry and if not, to please call or email us to let us know - and if she still has the same question, we can get a member of the project team to respond. Caller never called back. Closing the file.	14-Jul-09
36	27-May-09	Email	Request for project information (student studying LRT and links to the airport)	Acknowledgement of message. Website details provided (including where to find FAQ, a study area map and Open House display panels).	28- May-09
35	28-May-09	Telephone	Request for project information and open house schedule .	Left a voicemail today with the POH dates and instructions on how to find the notice now Lettered on the website.	1-Jun-09
34	31-May-09	Email	<i>Suggestion:</i> Lawrence as alternative route; removal of HOV lanes along Eglinton.	Acknowledgement of message. Website details provided.	14-Jul-09
62	3-Jun-09	Email	Request for call back . <i>Question:</i> about land use density changes above stations (Eglinton and Avenue Rd.).	Acknowledgement of message. Please touch base directly with David Veights - TTC Project Engineer who would be pleased to speak with you. Details given.	Jun-3-09

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ID #	Date	Source	Subject	Response	Date out
309	3-Jun-09	Fax	(Please see letter in attachment folder) Residents of Wembley Rd. and surrounding neighbourhood. <i>Concerns:</i> about traffic/air/noise impacts during construction, pedestrian access to stations , vibration impacts , pollution impacts . <i>Suggestions:</i> During construction: Comprehensive traffic study to minimize congestion, dust, noise, emissions, vibration, etc. After construction: Configuration of pedestrian access to stations to mitigate security implications, location of station access points and drop-off areas , etc. Permanent acoustic wall , cedar hedges , condition survey , and minimize construction operating hours .	Met with SR at Beth Sholom open house.	
218	4-Jun-09	Telephone	Request for call back . <i>Question:</i> about open house location .	Left a message confirming that the William Lee Room is located within the Leaside Memorial Arena @ 1073 Millwood Rd. – but has a separate entrance. In addition, the phone number for the Eglinton Crosstown line was left on the voicemail in case the stakeholder had any further questions.	9-Jun-09
231	4-Jun-09	Telephone	<i>Suggestion:</i> about LRT route alignment (underground west on Morningside).	Acknowledgement of message.	9-Jun-09
219	5-Jun-09	Telephone	Request for call back .	Left message with open house info.	11-Jun-09
220	5-Jun-09	Telephone	Request for information about project management .	They now have contact info for David Veights.	11-Jun-09
221	5-Jun-09	Telephone	Comment about the ineffectiveness of the open house .	Spoke with the gentleman and he noted he is strongly in favour of deep tunnelling to avoid traffic congestion and will attend an open house	11-Jun-09
222	5-Jun-09	Telephone	Request for call back . <i>Question:</i> about whether undergrounding part of LRT is guaranteed .	Spoke with caller's wife. She was very concerned about above ground construction and affect on parking and businesses. She requested to speak to an engineer and I gave her David Veights number.	11-Jun-09
223	5-Jun-09	Telephone	Support for project (lives at Don Mills and Eglinton). Request for call back and pictures of what the stations will look like.	Caller was satisfied with work, curious about where Don Mills Station will be located and what intersection will look like.	11-Jun-09
224	5-Jun-09	Telephone	<i>Question:</i> about project outreach .	MPP Kathleen Wynne's office confirmed she will attend on June 15 from 6:30-730pm. Councillor Parker has been informed.	11-Jun-09
230	5-Jun-09	Email	Support for project. <i>Suggestions:</i> for route alignments and connections to subway , stop removals and amalgamations , new stops , and design features .	Acknowledgement of message. Comments have been documented and updates sent out when available. Website details provided.	5-Jun-09
225	6-Jun-09	Telephone	Question about project schedule and when line will be in operation.	Left message indicating construction could start in 2010 at earliest pending City Council and MOE approval.	11-Jun-09
226	8-Jun-09	Telephone	Request for call back and information prior to OH.	DN called back and answered some of her questions related to timing of construction (2010 at the earliest). She wants examples of other cities where LRT is used above ground and wants to know specifically how loud it is. DN gave her DV's number as she has detailed questions about noise and vibration that I can't answer.	11-Jun-09
227	8-Jun-09	Telephone	Request for call back and information about the project (has a property at Eglinton and Bayview).	Caller is going to follow up with DV directly regarding a concern about potential expropriation of her property and traffic access to her property just north of Bayview and Eglinton during construction	11-Jun-09
228	8-Jun-09	Telephone	Support for the project. <i>Question:</i> about funding .	Called back and spoke with caller to confirm that the project is funded by the Province. She was concerned the City was paying for all of Transit City.	11-Jun-09

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ID #	Date	Source	Subject	Response	Date out
229	8-Jun-09	Telephone	Request for call back .	Left a message with caller advising him to call back with LRT questions and check the website on Monday for updated FAQs	11-Jun-09
232	9-Jun-09	Telephone	<i>Question:</i> about open house format .	Called back and told the caller that the information will be the same at each meeting. No further action required.	11-Jun-09
233	9-Jun-09	Telephone	Request for project information .	Called back and spoke with caller. She lives at Bathurst and is concerned about wide stop spacing in the underground section. If stops are 800 meters apart she wants assurance a surface bus would run to serve seniors.	11-Jun-09
234	9-Jun-09	Telephone	Request for call back .	Left a message telling caller to call back with detailed question.	25-Jun-09
235	10-Jun-09	Telephone	Request for call back .	Lives near Kipling. Concerned about noise. Asked about construction schedule, opening day. Answers provided – noise analysis at Open House 3, construction to start 2010, opening day 2018. Plans to come to Open House during second week.	11-Jun-09
236	10-Jun-09	Telephone	Request for call back .	Wanted to know if stop is proposed at Scarlett (yes).	11-Jun-09
237	10-Jun-09	Telephone	<i>Questions:</i> about the LRT station location close to Bayview. <i>Concern:</i> distances between stations .	Prefers buses over LRT because elderly only have to walk a short distance to reach bus.	11-Jun-09
238	11-Jun-09	Email	<i>Questions:</i> about LRT location , property impacts (foundations/basements), possible disruption due to construction and noise.	Acknowledgment of message. With current track design technology, there will be very little noise or vibration. In the past, the greatest problem with noise on light rail lines has been created at locations where the vehicle must operate through a loop to turn around. This creates *wheel squeal*. The new LRT vehicles are planned to be *double-ended* * i.e. have an operators* cab at both ends so it can be operated in either direction. It will reverse direction at each end of the line, similar to the operation of a subway, and therefore will not need loops. TTC will design the trackbed to dampen vibration and ensure it is kept at an acceptable level; as part of the EA study, TTC will be undertaking a vibration assessment. Contact details given of David Veights.	12-Jun-09
243	11-Jun-09	Email	Opposition to the LRT project. <i>Comment:</i> need for a subway (speed).	Acknowledgment of message. Please note that the regional Transportation Authority (Metrolinx) may recommend a fully grade separated transit system on Eglinton Avenue (fully underground or aboveground in sections off the roadway). Therefore, the TTC's current recommendation for an underground system from Brentcliffe to Keele may be extended to be fully underground. We will advise you as soon as more information is available.	12-Jun-09
239	12-Jun-09	Telephone	<i>Question:</i> about open houses .	Left a voicemail informing her that the meetings will provide the same information at each location and that Project team members will be at all open houses to answer specific questions.	12-Jun-09
245	12-Jun-09	Email	Support for project and extension to the airport.	Acknowledgement of message. Updates will be sent out when available. Website details provided (with location of open house details).	16-Jun-09

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ID #	Date	Source	Subject	Response	Date out
240	15-Jun-09	Telephone	<p>Support for the project. Request for call back. Lives on Rangoon near Eglinton. <i>Questions:</i> regarding alignment to the airport, expropriations (if Renforth is chosen), can the stop at Rangoon remain. <i>Concern:</i> noise.</p>	<p>Spoke to the caller and answered her questions as he cannot attend the open house. Still evaluating alignment options and explained that HWY 27 or Commerce/Renforth are being evaluated. The current plan is to have the alignment in the centre of the road with any widening occurring within the city ROW, currently property expropriation in this area is not anticipated. Rangoon is currently in the plan. Further study regarding noise will be conducted. There will be construction noise that will be monitored but the LRT during operation is anticipated to be less than current busses.</p>	18-Jun-09
241	15-Jun-09	Telephone	<p>Request for call back. <i>Questions:</i> construction schedule (beginning and end), how will the line go through valley at Leslie, stop location and design.</p>	<p>Called back and spoke with caller. Explained that construction would probably begin at the end of 2010 – but no specific date (because of EA process). Location of panels (on the website) was given for more information about alignment and stop information.</p>	17-Jun-09
246	15-Jun-09	Email	<p>Support for project. Request to be added to mailing list.</p>	<p>Acknowledgement of message. Updates will be sent out when available. Website details provided (with location of open house details/information)</p>	19-Jun-09
272	15-Jun-09	Email	<p><i>Concern:</i> about impacts to neighbourhood (Etobicoke). Request facts related to line along Eglinton, from Scarlett Road to Martin Grove, including the construction at each intersection extending north and south to the next streets for the U-turning procedure. <i>Comment:</i> Insist on a subway in neighbourhood up to Keele. <i>Questions:</i> about construction, width of intersections and complete roadways including bike paths and waiting zones, cost of building underground section, design, types of emissions, safety mechanisms will be put in place to help disabled, students and seniors across these large intersections, noise and vibrations.</p>	<p>Acknowledgement of message. Website details and responses to questions given. The width of a typical road with LRT tracks such as that proposed for Eglinton Avenue is 36 metres. This width includes (in each direction) a sidewalk, a bike lane, two lanes of through traffic and a light rail transit track. In addition, at intersections the width will include a platform for passenger loading/unloading, and, in some cases, a turning lane. Please refer to Panel 13 of the Open House panels on the Eglinton Crosstown LRT website for a depiction of the typical cross-section. The width at intersections is 36 metres. Please see the response to the previous question. Information on details such as how much cement will be poured is not known at this time. Such information will be known when the project proceeds into detailed design. Information on details such as how much steel will be laid is not known at this time. Such information will be known when the project proceeds into detailed design. An estimate for constructing an underground LRT through Etobicoke has not been developed. All pedestrians will be directed to cross Eglinton Avenue at signalized intersections. Additionally, the LRT will be in its own roadway, separated from the travel lanes. The light rail vehicles will be powered by electricity. There will be no emissions along the LRT line. TTC regularly purchases new transit vehicles that are cleaner than previous models. As green technology advances and becomes more reliable, the transit vehicle manufacturers will be able to provide lower emission vehicles. More service by electric vehicles such as light rail vehicles will assist in providing a cleaner environment. Please refer to Open House panel 63 Lettered on the Eglinton Crosstown LRT website. A typical light rail vehicle emits 68 decibels of noise at the vehicle, which is slightly louder than a normal conversation. A detailed noise study will be conducted, and the results will be presented at the third round of open houses scheduled for late fall 2009. A vibration study will be conducted. The results of the study will be made available to the public at the third round of open houses, currently scheduled for late fall 2009.</p>	17-Jul-09
276	15-Jun-09	Fax	<p>Comments from Open House Interest in headways.</p>	<p>No details provided.</p>	N/A
277	15-Jun-09	Fax	<p>Comments from Open House <i>Concern:</i> about distance between stations (Brentcliffe and Bayview).</p>	<p>No details provided.</p>	N/A

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ID #	Date	Source	Subject	Response	Date out
278	15-Jun-09	Fax	Comments from Open House <i>Concern:</i> about distance between stations . <i>Suggestion:</i> provide some parallel bus service .	No details provided.	N/A
244	16-Jun-09	Email	Comments from June 15 open house .	Acknowledgement of message and confirmation that comments have been documented.	16-Jun-09
247	16-Jun-09	Email	<i>Question:</i> regarding the proposed LRT stations at Brentcliffe and Bayview and the distance between the two stations being too long. Is Laird a better location for a station?	Thank you for attending the open house and sending specific concerns about the project. The issue of providing surface bus service in the underground section will be reviewed. The TTC's opinion at this time is that it is not necessary, but this is not written in stone. As no section of the line is scheduled to open until 2016 at the earliest, there is certainly time for feedback to be incorporated into the plan. The final underground station locations must also be confirmed including the option of a station at Laird or an entrance at Laird to Brentcliffe.	19-Jun-09
248	16-Jun-09	Email	Support for Project. Attended OH on June 15. Lives at Don Mills and Eglinton. <i>Comments:</i> about project traffic, opposed to density . <i>Question:</i> about future development along line, GO transit .	Thank you for attending the June 15th Open House and for submitting detailed comments. To confirm, your comments were documented and are being reviewed by staff overseeing the project. As soon as more information is available --regarding the Don Mills intersection configuration etc-- we will update you. In the meantime, presentation materials and an updated set of Frequently Asked Questions and Answers are Lettered on the project website.	19-Jun-09
249	16-Jun-09	Email	Comments from open house questionnaire. <i>Comments:</i> about distance between stops (Brentcliffe to Bayview is much more than the 850 metres specified as a target. A stop west of Brentcliffe is required). Location of stops, traffic capacity, construction impacts, impacts to Yonge subway line .	Thank you for attending the open house and sending concerns about the project. The issue of providing surface bus service in the underground section will be reviewed. The TTC's opinion at this time is that it is not necessary, but this is not written in stone. As no section of the line is scheduled to open until 2016 at the earliest, there is certainly time for feedback to be incorporated into the plan. The final underground station locations must also be confirmed. As the project progresses information on construction duration and plans to increase capacity on the Yonge Subway can be addressed.	18-Jun-09
250	16-Jun-09	Email	<i>Comment:</i> about Toronto's need for more alternative transportation . <i>Question:</i> about the future development of the line. Are other intermediate capacity technologies still being considered for the rest of the line, such as an extension of the Scarborough RT along Eglinton?	Acknowledgement of message. Website details provided along with responses to questions. The travel demand forecasts prepared by the City of Toronto to the year 2031 suggest that a light rail line operated with 3-car trains would have sufficient capacity to serve the Eglinton Avenue corridor. Additionally, the estimated speed of the LRT through the tunnel section is 30 km/h, which is the same speed as the subway. No other technologies are under consideration. As described in the previous response, LRT technology is proposed for the Eglinton corridor. . TTC is concerned about operational reliability on the surface section, and is proposing measures to assure smooth operation. One measure under consideration is the restriction of left turns at major intersections in the Eglinton Avenue corridor. Doing so will provide as much "green time" of the traffic signal cycle as possible to Eglinton Avenue so that the LRT has a lower probability of stopping at red lights.	17-Jul-09
279	16-Jun-09	Telephone	<i>Question:</i> about bicycle lanes .	LM. Call back with specific question.	19-Jun-09

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ID #	Date	Source	Subject	Response	Date out
251	17-Jun-09	Email	Opposition to the LRT project.	Thank you for expressing the concern about protecting green spaces during construction. We hope you are able to attend this evening's open house at Richview Collegiate (1738 Islington). Website details (with attention to presentation materials and FAQ) provided. In terms of noise and vibration: in the past, the greatest problem with noise on light rail lines has been created at locations where the vehicle must operate through a loop to turn around. This creates *wheel squeal*. The new LRT vehicles are planned to be *double-ended* - i.e. to have an operators* cab at both ends so it can be operated in either direction. It will reverse direction at each end of the line, similar to the operation of a subway, and therefore will not need loops. TTC will design the trackbed to dampen vibration and ensure it is kept at an acceptable level; as part of the study, TTC will be undertaking a detailed vibration assessment. Contact details of David Veights provided.	19-Jun-09
252	17-Jun-09	Email	<i>Concerns:</i> the underground LRT stations - did not notice any cross sections . <i>Comment</i> about station entrances .	Thank you for the message. A final decision on the entrances to stations and the overall station designs has not yet been made. We will update you as soon as more information on the project is available. Website details given.	19-Jun-09
254	17-Jun-09	Telephone	Request for call back .	Called back and left a voicemail to call back if the caller had further questions (the more specific, the better).	17-Jun-09
255	17-Jun-09	Telephone	<i>Question:</i> about route alignment to the airport and property impacts .	Spoke with caller who lives on Rangoon near Eglinton. She has health problems and cannot attend the PIC but had the following questions: Which alignment are we choosing to the airport? We are still evaluating alignment options and explained that HWY 27 or Commerce/Renforth are being evaluated. If Renforth is chosen will there be properties be expropriated? The current plan is to have the alignment in the centre of the road with any widening occurring within the city ROW, currently property expropriation in this area is not anticipated. She would like a the stop at Rangoon kept. Explained that this is currently in the plan. Concern about noise explained that further study will be conducted. There will be construction noise that will be monitored but the LRT during operation is anticipated to be less than current busses. She is very supportive of the project and was happy to talk to someone that answered her questions. I gave her my direct line and offered to talk to her again if she has further questions.	18-Jun-09
256	17-Jun-09	Email	Request for CAD files for architecture thesis.	Sorry for the delay in response, we have had a number of public meetings this week and lots of required prep time. The area you are working on for your thesis, has been my focus for the last several months. We are currently developing and evaluating options in coordination between the TTC/City of Mississauga and GO transit. Unfortunately, TTC's policy is such that we cannot transmit CADD file unless there is a contractual or consultant relationship. The information that you have accessed on the TTC/City website is considered "public" and available for your use. I would be happy to meet with you to discuss some specific questions you might have and to show you some of the plans that are in progress.	17-Jun-09
258	17-Jun-09	Email	Attended open house on June 15. <i>Commen:</i> about re-routed turns at intersections and end-to-end travel time . <i>Question:</i> about Transit City vision .	Thank you for attending the open house. To confirm, engineering staff overseeing the project have been advised of your specific traffic concerns and preference for a fully grade separated system. The station and stop locations are not finalized, so there is time for TTC to adjust these in order for the line to have a faster travel time. We will update you as soon as more information is available. Website details given	19-Jun-09

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ID #	Date	Source	Subject	Response	Date out
259	17-Jun-09	Email	Support for project. <i>Question</i> about surface bus transit .	Thank you for attending the open house. The issue of providing surface bus service in the underground section will be reviewed. The TTC's opinion at this time is that it is not necessary, but this is not written in stone. As no section of the line is scheduled to open until 2016 at the earliest, there is certainly time for feedback to be incorporated into the plan. The final underground station locations must also be confirmed. We will update you as soon as more information is available. Website details given.	19-Jun-09
260	17-Jun-09	Email	<i>Comment:</i> about Brentcliffe and Bayview stations and lack of station in Leaside at Laird Drive. <i>Concern:</i> station spacing (long walk for seniors). <i>Question:</i> Why is the central section of the LRT line located underground , below Eglinton Ave., instead of at surface?	Thank you for raising the concern about access to the LRT – particularly for seniors living near Laird. All staff working on the project have been notified of this concern. As no section of the line is scheduled to open until 2016 at the earliest, there is certainly time for feedback to be incorporated into the plan. The final underground station locations including the possibility for a station at Laird instead of Brentcliffe will be reviewed.	19-Jun-09
305	17-Jun-09	Letter	(Please see file in attachment folder) Support for the project. Owns property located at Skymark/Commerce Blvd. <i>Comments:</i> regarding the proposed official plan from Airport to Renforth . <i>Questions:</i> what kind of effect will undergrounding lines have on businesses with frontage on Eglinton?	Acknowledgement of message.	19-Jun-09
257	18-Jun-09	Email	Attended open house at Eglinton Public School. Support for project and for open house. <i>Comments:</i> about location of station entrances (Avenue Rd. and Bathurst stations, Mount Pleasant and Allan Rd.), surface platforms (covered/weather protection, safety), link to airport (allow for express trains). Supports u-turn . <i>Suggestion:</i> begin building from the west end and continue east.	Thank you for sending the constructive comments below regarding station entrances. To confirm, your message is being reviewed by engineers overseeing the project. At this time, a construction phasing schedule is not yet confirmed. We will update you as soon as more information is available. Website details given.	19-Jun-09
261	18-Jun-09	Telephone	Request for call back . <i>Question:</i> about noise impacts and construction schedule .	Left message regarding questions. LRT is proposed to be underground between Leslie and Keele and the noise will reflect that. Project will begin when EA ends (end of 2010/beginning of 2011) and be completed 6 – 7 years after. However, no fixed dates as of yet.	18-Jun-09
263	18-Jun-09	Email	Request to be added to mailing list . <i>Question:</i> about project schedule (construction and operation start date)	Thank you for the message. The start of construction is currently scheduled for 2010 contingent upon the staging of the entire Transit City program, completion of the EA study and funding. The LRT is currently scheduled to open for service in phases, with the first phase scheduled to open in 2016. The entire line is scheduled to be open for service in 2018. We will update you as soon as more information is available. Website details given.	19-Jun-09
264	18-Jun-09	Email	<i>Question:</i> about construction impacts on Eglinton and Mount Pleasant.	Thank you for the message. The specific construction plans for the intersection are still being confirmed. However, TTC project engineer David Veights would be pleased to speak with you. Contact details given.	19-Jun-09
265	18-Jun-09	Email	Attended the Open house at Richview Collegiate. Support additional high speed rapid transit. <i>Concern:</i> street level section from Keele west to Martin Grove, traffic impact due to no left turns at major intersections, <i>Comments:</i> the LRT line from Keele west to Martin Grove needs to be underground , travel time , rider volume assumptions.	Thank you for attending the Open House. To confirm, engineering staff overseeing the project have been advised of your specific traffic concerns, preference for subway and preference for wider stop spacing in order for a much faster overall travel speed. The station and stop locations are not yet finalized, so there is time for TTC to adjust these in order for the line to have a faster travel time. We will update you as soon as more information is available. Website details provided.	19-Jun-09

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ID #	Date	Source	Subject	Response	Date out
269	18-Jun-09	Email	Attended open house at Richview Collegiate <i>Comments:</i> about location of Caledonia station, Brentcliffe station entrances, platforms and left turns.	No response needed. These are comments.	N/A
262	19-Jun-09	Email	<i>Comment:</i> about distance between stops. <i>Suggestion:</i> for supplemental bus.	Thank you for attending the Open House. The issue of providing surface bus service in the underground section will be reviewed. The TTC's opinion at this time is that it is not necessary, but this is not written in stone. As no section of the line is scheduled to open until 2016 at the earliest, there is certainly time for feedback to be incorporated into the plan. The final underground station locations must also be confirmed. We will update you as soon as more information is available. Website details provided.	19-Jun-09
266	19-Jun-09	Email	Attended open house at Richview Cl. Support project. <i>Concern:</i> about route from Martin Grove to Pearson (the only one that makes sense is the route that travels west on Eglinton to Renforth).	Thank you for the message. To confirm, your preference for the Eglinton to Renforth route has been documented and directed to engineering staff overseeing that portion of the project. Website details given.	19-Jun-09
268	19-Jun-09	Email	Lives in central Etobicoke. <i>Comments:</i> about prohibited left turns from Martin Grove to Black Creek. Support for underground from Black Creek to Brentcliffe. <i>Concern:</i> about u-turns and re-routed left hand turns. <i>Suggestion:</i> maintaining existing road from Leslie to Kennedy and elevating LRT.	Thank you for attending the open house and sending in detailed comments and recommendations, particularly in regards to traffic flow and lane configurations. To confirm, your comments are now being reviewed by engineering staff overseeing the project and future traffic operations. We will update you as soon as more information on the issues raised is available. Website details given.	19-Jun-09
271	19-Jun-09	Telephone	Support for the project/connection to the airport.	N/A	N/A
357	19-Jun-09	Email	Request information about upcoming open house details.	The next round of Open Houses are tentatively planned for November. However, we are planning an interim Open House in September to focus on the preferred route from Martin Grove Road to Pearson International Airport. Thank you for the expressing interest in the Eglinton Crosstown LRT. To confirm, you will receive updates on the study including all public notices.	06-Aug-09
370	19-Jun-09	Email	<i>Concern:</i> about traffic impact due to no left-turns at major intersections along Eglinton West.	Thank you for submitting comments and detailed concerns regarding the LRT proposal. Further analysis is being undertaken to determine the best approach to managing traffic, LRT, bicyclists and pedestrians. The results will be presented at Open House #3, which is expected to be held in late November to early December. Any final proposal will require both City council and Provincial Ministry of the Environment approval. We will contact you as soon as more information is available.	25-Sep-09
386	19-Jun-09	Email	<i>Questions:</i> about the process of the Eglinton West subway (details regarding how far had tunnel construction gone before the project was stopped, what was done to the excavated areas, what sort of condition would they be in anyway, would the LRT be able to make any use of the tunnel structure).	Final Response: Thank you for your message regarding the previous Eglinton West subway. Please note that engineering staff have confirmed that the original tunnel that was part of the Eglinton West subway line was never completely developed. The excavated area was refilled. ***** First Response: All of the tunnels that were started for the Eglinton Subway were filled in. The only advantage to the current project is that some utilities were moved out of the way to make way for the subway - so this work doesn't have to be done right now.	26-Aug-09
270	22-Jun-09	Telephone	<i>Question:</i> about Leslie Station screen.	Voicemail left letting the caller know that there was no panel with Leslie Station and that it is only available on the roll plan (according to David Veights). The message to the caller stated that should he require any follow up, to call back with another question.	25-Jun-09

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ID #	Date	Source	Subject	Response	Date out
358	22-Jun-09	Email	Attended open house on June 18 th . Support for the project. <i>Comment:</i> the proposed left turn scheme will taking some getting used to but seems to be an effective way of dealing with traffic. <i>Concerns:</i> noise and vibration impacts, routing of larger vehicles with the new left turn scheme, movement of emergency vehicles with the proposed left turn scheme.	Thank you for attending the open house and for writing to express your concerns. Project staff are conducting additional analysis of the U-turn / Left turn configurations as a result of the last round of consultation. These results will be presented at the 3rd round of open houses, which are tentatively scheduled for late November 2009. Once a "final" traffic configuration is developed for public review, staff will be able to answer your related questions. Specific mitigation measures planned to reduce noise and vibration will also be available at the next round of meetings. In the meantime, staff welcome specific recommendations you may have. As soon any updates are available, we will contact you.	13-Aug-09
291	23-Jun-09	Email	Support for the project.	Acknowledgement and appreciation of message. Updates will be sent out when available. Staff are currently confirming a preferred route from Martin Grove Road to Pearson International Airport and are hoping to have this work completed for public review in early September.	7-Aug-09
273	24-Jun-09	Telephone	<i>Question:</i> how to access open house panels .	Called back to find out what the question is. Caller wanted to know where she could get access to the panels from open houses on permanent bases. I told her to go to the website – as they are located there.	24-Jun-09
288	24-Jun-09	Email	Attended open house at the Beth Sholom Synagogue. <i>Comment:</i> event was well arranged. <i>Questions:</i> about busses on Eglinton, access to LRT at Yonge-Eglinton, phasing .	Thank you for attending the Eglinton Crosstown LRT Open House at Beth Sholom. Please review the following responses to your three questions. A1) TTC Service Planning's initial assumptions, which have not changed, are as follows: 103 Mt Pleasant North - would continue to terminate Eglinton Station as now. 74 Mt Pleasant - would continue to terminate at Eglinton/Mt Pleasant as now. 54 Lawrence East - would terminate at Don Mills & Eglinton and would operate both ways via Lawrence and Don Mills, not via Leslie as now. 100 Flemington Park - would terminate at Don Mills & Eglinton and would not operate west of Don Mills. 51 Leslie and 56 Leaside - would be combined into one route operating from Donlands Station to Steeles, both ways via Laird, Eglinton, and Leslie. Service Planning has not been planning to operate parallel bus service along Eglinton Avenue. These initial assumptions are all preliminary, and have been developed primarily to assist with decisions on bus facilities. As with all TTC route changes, they will be subject to detailed analysis as part of our usual service standards process a year or so before the line opens. That process includes public consultation and input, and final decisions are made by the Commission (City Councillors). A2) : Engineering staff are reviewing alternatives at this time. A3) Service is planned to be phased-in by section. To confirm, some service would be up and running before the entire LRT is constructed. At this time, preliminary planning is ongoing and no detailed construction schedule is available.	17-Aug-09
289	24-Jun-09	Email	<i>Suggestions:</i> to entrances at the Eglinton West station (east and west side). <i>Comment:</i> with cut-and-cover, there is an opportunity to improve the existing Allen/Eglinton intersection to improve traffic flow.	Thank you for your interest in the Eglinton Crosstown LRT project. The comments you made below have been documented and as soon as there are project updates – particularly for Eglinton West Station – we will contact you.	02-Jul-09
290	24-Jun-09	Email	<i>Question:</i> about project timeline (operational).	Final Response: At this stage of the planning process it is too early to project when construction could start on the project. The LRT is still being proposed on Eglinton between Royal York Road and Islington. However, no final design has been prepared. As soon as more information (including public meetings, designs, and timelines) is available we will notify you directly and Letter the information to the project website. www.toronto.ca/transitcity see: "Eglinton Crosstown LRT" ***** First Response: Thank you for your interest in the Eglinton Crosstown LRT project. The project is in the beginning stages of public consultation and once the Environmental Assessment gets underway, it will continue through to the end of 2010/beginning of 2011 before construction is likely to begin. Once the Environmental Assessment has been approved, the construction time frame should last between 6 – 7 years.	7-Aug-09

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ID #	Date	Source	Subject	Response	Date out
274	25-Jun-09	Telephone	Request for diagram of entire LRT line .	Tried to call back but the caller does not have voicemail.	25-Jun-09
275	25-Jun-09	Telephone	<i>Comment:</i> about open house cancellation due to strike .	N/A	N/A
283	25-Jun-09	Email	Request to be added to mailing list and for project updates .	We have added you to the mailing list for the Eglinton Crosstown LRT project. You will receive updates as they are generated. Website details provided (including line to presentation materials and Frequently Asked Questions).	24-Aug-09
284	25-Jun-09	Email	<i>Comment:</i> postponed open house . <i>Question:</i> about property impacts due to stops and u-turns.	TTC is undertaking further analysis regarding U-turns, and as such, a meeting would be premature. More details will be available at the third round of open houses to be held late this year - most likely in late November, 2009. In the meantime, if you have additional questions, you may contact David Veights TTC (contact details given).	24-Aug-09
285	25-Jun-09	Email	Request for link to website . <i>Question:</i> about open house schedule .	The third round of open houses are tentatively scheduled for November. We will send you an email as soon as dates, times, and locations are confirmed.	7-Aug-09
286	25-Jun-09	Email	Request to be added to mailing list . Presentation materials are very clear and logically presented. Appreciation for information available on the website. Lives near Eglinton and Warden/Pharmacy, working near Don Mills and Eglinton. <i>Concern:</i> loss of traffic lane following construction of the line in the east/west sections, increased traffic due to ROW, removal of high occupancy lane . <i>Comment:</i> intersection of O'Conner and Eglinton (turn from west-bound Eglinton, onto O'Conner) - current intersection has two left-turning lanes. New Victoria Park Stop indicates that West to South left turning traffic will be re-routed via a redesign left turn onto O'Conner. This could be problematic. <i>Request:</i> information on the rationale behind the option/need to change the Wynford intersection to a traffic light. <i>Questions:</i> about intersection of O'Connor and Eglinton (has a traffic analysis been done on current traffic pattern at this intersection). Would Eglinton be lowered to the level of Wynford , would the area under the current bridge just be backfilled to eliminate the bridge, or a little of both? What analysis has been done on the traffic patterns between Eglinton and the Don Valley Parkway via Wynford? What is the purpose of the Bus Terminal at Don Mills and Eglinton?	Final Response: Thank you for submitting detailed comments on the proposed Eglinton Crosstown LRT. Initial traffic analyses have been performed at O'Connor. The analysis is undergoing further review. The concepts for Wynford Drive are being examined in more detail. The results will be presented at the third round of Open Houses scheduled for late this year. The bus terminal at Don Mills Road is proposed to serve Route 54 Lawrence East and Route 100 Flemingdon Park. Both routes are planned to terminate at this location rather than continue to Eglinton Station as they do today. ***** First Response: Thank you for sending in comments on the project. To confirm, your comments have been documented. In regards to the questions you posed, a project team member will get back to you with a response as soon as they are able. In addition, you have been added to the project mailing list and will receive project updates as they are generated.	25-Sep-09
280	26-Jun-09	Email	Request current status of the ECLRT. <i>Questions:</i> construction schedule , procurement process , dates to issue prequalification .	Questions following this one build on required response.	
281	26-Jun-09	Email	<i>Question:</i> about depth of tunnels between Bayview and Mount Pleasant.	Thank you for your question regarding the Eglinton Crosstown LRT Project. The depth of the tunnels is highly dependent on the sub-surface soil condition, the surface profiles and any obstructions (utilities, etc) that might be located in the specific area. Although these details are currently being reviewed, on average, the top of rail is approximately 20m below the ground surface. In general, the top of the tunnel needs to be approximately 1.5x the tunnel diameter below the surface. Website details and project contact information provided.	20-Jul-09

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ID #	Date	Source	Subject	Response	Date out
282	26-Jun-09	Email	<i>Suggestion:</i> for an alternative method of tunnel construction : use a twin cutterhead TBM (a tunnel with the width of a single bore tunnel and the height of twin bore tunnels can be constructed).	In responding to your email, a project team member has addressed your suggestion of using twin cutterhead boring machines as a third method of tunnel construction: The twin cutterhead boring machine represents a new technology which to date has only been used in Japan and most recently in China. The limited use of this technology around the world would present a significantly high risk to TTC. At the same time, the limited experience with this technology would result in not only more expensive tunnel boring machines, but also in higher labour costs associated with operating them. The main reason being the limited number of contractors that would have sufficient experience in the operation of these TBMs. As such, the number of contractors that would want to bid on a project using this technology would be reduced significantly. This, in turn, would result in a much lower competitive environment and higher construction costs for the work. Based on the above, we do not see the use of a twin cutterhead boring machine as being a practical technology for the Eglinton CLRT project.	13-Jul-09
308	26-Jun-09	Email	Please see attachment folder for document. Support for an acoustic wall for Wembley Rd. residents. <i>Comment:</i> secondary pedestrian entrance could be integrated into the existing TTC Parking lot, provided a sound-proof wall is built and the area is not used as a marshalling yard.	Comments only. No response required.	
436	26-Jun-09	Email	Support for the project. <i>Suggestion:</i> The project needs to facilitate conversion to a heavy rail subway . The section planned from Keele St. to Brentcliffe Dr. should also be designed to facilitate further extensions . Provide a direct connection to both the Mississauga BRT busway and the airport . Mississauga busway be designed not just to allow a conversion to light rail , but also to facilitate such a conversion. Surface routes should incorporate " grass tracks ". GO Train lines that connect with the LRT project include connecting GO Train stations. Move station from Brentcliffe to Laird (major arterial).	Comment received - out of date to send acknowledgement of comment.	
437	26-Jun-09	Email	Frustrated by website. <i>Concern :</i> stops are too far apart for pedestrians and the disabled. <i>Suggestions:</i> Supplementary bus service is required, only have a stop at Jane and not Emmet (with entrances at each end). End the LRT at Martin Grove and use shuttle busses to serve all terminals at the airport. Put the yard underground and put parking and retail above it in Mt. Dennis. <i>Comment:</i> stop at Weston should be a part of a large business complex linked below ground. This project should be mandated to return all air rights to the City and allow for high rise development at the stations before the first shovel is in the ground. <i>Questions:</i> Why a stop at both Emmet and Jane?	Thank you for submitting comments on the Eglinton Crosstown LRT. TTC has heard a number of comments regarding station spacing from Brentcliffe to Keele. With respect to the stops, the Emmett Stop appears to be within the stop spacing guidelines of 400-500 metres between stops and could potentially service the high rise residences north of Eglinton Avenue. TTC has not received any proposal for a single large scale development in the Mt. Dennis area, so planning for such a development would be difficult. Placing the yard in an underground configuration would be an expensive proposition. Buses from Martin Grove would require passengers to transfer to the Airport, whereas the concept of the ECLRT is to provide direct service to the Airport. Website details provided.	25-Sep-09
299	28-Jun-09	Email	Request to be informed with further information. Lives in the Eglinton/Allen neighbourhood. <i>Suggestion:</i> to consult previous plans of building subway under Eglinton.	Thank you for your message. You had asked about the possibility of a subway line on Eglinton using the previous plan. Please note that engineering staff have confirmed that the original tunnel that was part of the Eglinton West subway line was never completely developed. The excavated area was refilled. That said, the design of a transit service is based on the number of people it is expected to carry per hour in a single direction at the <i>*peak point*</i> , the busiest spot on the line. City planning forecasts for the Eglinton Crosstown corridor into the foreseeable future show a peak point demand in the order of 5,000 to 5,400 people per hour. This demand can easily be accommodated by LRT, particularly given that the new light rail vehicles being designed for the TTC will be about twice the size of a standard Toronto streetcar, and can be easily <i>*coupled*</i> to operate as two-car or three-car trains, if single vehicle operation is too frequent to avoid vehicle bunching. A peak point demand of 5,000 to 5,400 per hour is well below the 10,000 passengers per hour generally required to justify the much higher cost of a subway.	26-Aug-09

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ID #	Date	Source	Subject	Response	Date out
300	28-Jun-09	Email	Lives in Etobicoke. Support for LRT from Kennedy to airport , off road bike lanes , the route to Pearson that uses Highway 27 and Dixon road, re-routed left hand turns at Martin Grove (but not at Winterset, but closer to Eglinton), compatibility with future subway line . <i>Comment:</i> on LRT technology (streetcars not RT or LRV), transit wait times , Martin Grove/Eglinton intersection , traffic lights , Don Mills stop . <i>Suggestion:</i> eliminate this proposed re-routed left hand turn on Martin Grove (westbound to southbound) and instead route traffic turning westbound to southbound using a u-turn on Eglinton. Coordinate traffic lights on Eglinton. Transit priority . Coordinate station at Eglinton and Don Mills with plans of the Aga Khan museum and mosque at that site, as well as with the Ontario Science Centre. <i>Question:</i> about cross-over opportunities for streetcars, removal of pedestrian overpass over Eglinton between Royal York and Scarlett.	Thank you for submitting comments on the LRT proposal. Please note that TTC is analysing locations for cross-overs. More information will be available at the third round of open houses which are tentatively scheduled for late November, 2009. The overpass is proposed to be removed, as pedestrians will be able to cross Eglinton Avenue at the proposed stop at Mulham Place. In advance of the next round of consultation, David Veights (TTC project engineer) would be pleased to speak with you if you have additional concerns. Contact details provided.	24-Aug-09
293	29-Jun-09	Email	Opposed to entrance in Ben Nobleman park . <i>Question:</i> Would it be possible to close off the top of Everden Road and create an entrance to the LRT from the middle of the street?	Thank you for submitting specific concerns regarding Everden Road and the protection of green space at Ben Nobleman Park. As soon as more information on these two issues and the overall project is available we will notify you.	7-Aug-09
298	29-Jun-09	Email	Opposed to the proposal to take a part of Ben Nobleman Park for the entrance to the new LRT system on Eglinton West. <i>Comment:</i> look for alternatives to station entrances.	Final Response: Thank you for writing to express opposition to a potential entrance to the LRT that would negatively affect Ben Nobleman Park. The TTC has heard from residents who share this view as well as local residents opposed to closing the top end of Everden Road. Project staff are currently evaluating all alternatives. We will notify you as soon as any future consultations are organized and more information is available on this specific topic. ***** First Response: Thank you for submitting the detailed comments below. To confirm, your comments have been documented and are being reviewed by staff overseeing the project. As soon as more information is available – regarding entrances related to the Eglinton West station – we will update you.	10-Aug-09
297	30-Jun-09	Email	Attended open house at Richview CI and thought it was well done. Lives near Rangoon and Eglinton. <i>Concerns:</i> about traffic and noise impacts from additional cars on Eglinton, additional noise from the new LRT tracks and rail cars, pollution from traffic and construction, aesthetic and light impacts . <i>Suggestion:</i> to build concrete barrier .	Final Response: Thank you for the message and specific recommendation for a concrete wall to be built from the "existing bus stop on south side of Eglinton (by bridge for hwy) to the last house on Rangoon road or around to the next road that houses the backyards of Hardwick Ave." Staff are still reviewing all construction mitigation measures and will have more details confirmed during the next round of consultation. We will notify you as soon as the Open Houses are scheduled. ***** First Response: Thank you for attending the June 18th Open House and for submitting detailed comments. To confirm, your comments have been documented and are being reviewed by staff overseeing the project. As soon as more information is available --regarding the west end configuration etc-- we will update you.	14-Aug-09

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ID #	Date	Source	Subject	Response	Date out
296	1-Jul-09	Email	<p>Opposed to the proposed re-routed left hand turn from Eglinton onto arterial road and u-turns.</p> <p><i>Concerns:</i> removing left turns will: increase congestion at intersections; creating pollution, noise and visual ugliness, decrease property value and quality of life for people in the area; necessitating the widening of the involved roads (decreasing green space); incur huge expenses in widening road; cause frustration and road rage for motorists who would then need to go through three stoplights instead of one.</p> <p><i>Questions:</i> How much time will be saved by implementing u-turns at proposed intersections? In Cities mentioned, how did they solve the problem of left-hand turns? Have you studied the impact of left-hand turns for the dedicated street-car projects on Spadina, St. Clair & Queens Quay?</p>	<p>Thank you for the message. Additional analysis of the U-turns / Left turns is underway as a result of the last round of consultation. Results will be presented at the 3rd round of open houses which are tentatively scheduled for late November 2009.</p> <p>Website details provided (including links to specific slides that respond to u-turn questions).</p> <p>In terms of your question (#3) regarding the impact of left hand turns being permitted on Spadina, St. Clair & Queens Quay, that configuration necessitates placing streetcar passenger platforms on the far side of intersections which means that streetcars not only have to stop before the traffic light, but have to stop a second time after the light to pick up passengers - a continuing source of frustration for many TTC customers. Placing the passenger platform on the nearside of many locations would cause sidewalk cuts or lane reductions as the Right-of-Way width is not sufficient to accommodate both left turn lanes for cars and a TTC passenger platform.</p> <p>Once more details are confirmed, we will follow up on your questions (quantifying the time savings to LRT by re-routing turns) and answering #2. Unfortunately, due to the strike, staff are catching up on responding to hundreds of e-mails received over the past 6 weeks.</p> <p>We will also notify you as soon as the next round of consultation are confirmed.</p>	12-Aug-09
287	2-Jul-09	Telephone	Request for project information .	<p>Called back and explained website – and information. Caller had questions about some of the stations (when they will be built) and explained that there was a waterway below some stations. Caller's property is located near a hydro transformer (at Forman) and wanted to know if they will hear construction/vibration. Responses were given as to project timeline.</p> <p>Caller has a business at Don Mills and Eglinton and is happy about project.</p>	02-Jul-09
294	2-Jul-09	Email	<p>Attended open house at Eglinton School.</p> <p><i>Comments:</i> about open house material (perimpose the entire proposed route on an actual map/air photo), why Brentcliffe was selected over Laird.</p> <p><i>Suggestion:</i> Laird is a better station location than Brentcliffe.</p>	<p>Thank you for attending the Open House and submitting comments. Largely for the reasons you outline below, please note that TTC is indeed evaluating placing a station at Laird as opposed to Brentcliffe. Once a final decision is made with regards to the station location we will confirm with you.</p> <p>Please contact us any time if you have additional recommendations. We will attempt to improve the display materials for the next round of consultation to more clearly display the distances between stops to the public.</p> <p>As soon as future consultations are scheduled we will notify you.</p>	10-Aug-09
355	2-Jul-09	Letter	<p>[Please see attachment in the Project folder]</p> <p>Petition against removal of left hand turn at Royal York and Eglinton and replacing it with u-turn.</p> <p><i>Concern:</i> negative impact such a traffic-pattern change would have on our condominium community with the proposal to have signal lights and a U-turn lane installed at our south entrance gates. Increased noise pollution, increased vehicle emission pollution, increased traffic flow within our complex by non-residents, potential reduction in the boulevard bordering our complex, and greater difficulty entering or leaving our complex. Decrease in property value.</p> <p><i>Suggestions:</i> permit left turns onto and from Eglinton Avenue at Royal York Road (like Queens Quay at Spadina), relocate the U-turn lanes proposed for Royal York Road, create an underground section of the LRT between the Mulham and Russell Road stops, relocate the proposed U-turn lane south to Allenhurst and Royal York where a signal light currently exists.</p>	<p>Meeting occurred with SR (through the Councillor's office) in July. Will respond to the petition as soon as we have recommendations (Sept).</p>	04-Aug-09
360	2-Jul-09	Letter	<p>(Please see letter in Attachment folder ID#360)</p> <p>Lives at Royal York Road and Eglinton Avenue West.</p> <p><i>Concerns:</i> impact of removal of left hand turns at Royal York and replacement with u-turn (effect on exiting from driveway), increased noise and vehicle emission pollution from increased traffic.</p>	<p>Meeting occurred with SR (through the Councillor's office) in July. Will respond to the petition as soon as we have recommendations (Sept).</p>	04-Aug-09

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ID #	Date	Source	Subject	Response	Date out
301	3-Jul-09	Email	<p>Attended open house at Richview Cl. Request for project schedule. <i>Concerns:</i> use of side streets by drivers seeking alternative routes to avoid the left turn/u-turn situation. U-turn design (middle of the road) and impacts of road widening to accommodate required space. Noise related to additional traffic. Stopping bus service. <i>Question:</i> about bus service, widening of road, justification for project.</p>	<p>Letter sent to XX (email no longer working): Thank you for submitting concerns regarding the proposed Eglinton Crosstown LRT. A response was sent previously to your email address (XX@bpsinc.com) but bounced back. Please advise us if you have a new e-mail address at which we may contact you in the future. On behalf of the TTC project team, please review the following information. In response to the comments heard at Open House 2, TTC is undertaking further investigation of the proposed U-turns. The results will be presented at the third round of Open Houses tentatively scheduled for late this year. With respect to bus service, the current plan is to replace buses on Eglinton Avenue with LRT service. TTC will undertake a detailed bus operating plan using its service standards process about a year before the LRT is scheduled to open. Included in the process will be public consultation. The forecasts for ridership are based on the City of Toronto's forecasts to the year 2031. While some areas of the corridor may be stable and see little growth, other areas of the corridor (such as near the Airport) are expected to grow. The study schedule is included in the open house panels Lettered to the Transit City website: www.toronto.ca/transitcity (See Eglinton Crosstown LRT). We will contact you as soon as future consultation dates are confirmed and any new information on the project is available. Please note that City Council and Ministry of the Environment approval will be needed for the project to go forward.</p>	06-Oct-09
302	3-Jul-09	Email	<p>Support enhancing the transit system. <i>Concern:</i> about impact on existing communities and property values. Increased noise and air pollution, destruction of green spaces and safety risks. <i>Suggestion:</i> relocate the U-turn lanes to a location on Eglinton Ave West where there is land available. Create an underground section of LRT between Mulham and Russell Road.</p>	<p>Thank you for sending in concerns regarding the proposed Eglinton LRT. At this time, TTC engineering is looking at alternative options for the design of left turns / U-Turns at Royal York and Eglinton. Project engineers overseeing this section of design would be pleased to speak with you. David Veights (TTC P.Eng) may be reached directly at 416-393-7929. We will contact you as soon as future meetings are scheduled and any new information is available - specifically in regards to the Royal York and Eglinton intersection.</p>	10-Aug-09
310	3-Jul-09	Email	<p><i>Question:</i> about construction schedule and phasing (when construction in Leaside will begin).</p>	<p>As of yet, there are no specific construction plans with timing or locations outlined. However, construction looks to begin after the Environmental Assessment has been completed and approved – approximately the end of 2010 / beginning of 2011. Website details provided.</p>	09-Jul-09
361	3-Jul-09	Letter	<p>(Please see letter in Attachment folder ID#361) Opposed to removal of left hand turn at Royal York and Eglinton. Lives at Royal York and Eglinton. <i>Concern:</i> removal of left hand turn at Royal York and replaced with re-routed left hand turn. Increased noise pollution (because of increased traffic), creased vehicle emission pollution due to the idling cars, increased traffic flow within the complex, greater difficulty entering and leaving the complex. Widening and changing Royal York from La Rose to Allanhurst will put both cyclists and pedestrians at risk of personal injury or death. <i>Questions:</i> how will emergency vehicles access the complex? Will fire or ambulance or police be able to make a U-turn into the complex?</p>	<p>DN spoke with XX yesterday regarding her concerns about the U-turn on Royal York south of Eglinton Avenue at/near the entrance to the condominium complex where she lives. Explained that TTC/City heard the comments from the public at the open houses and that additional analysis of the U-turns is underway as a result. He then invited her to the 3rd round of open houses in the fall to learn more.</p>	11-Aug-09
362	3-Jul-09	Letter	<p>(Please see letter in Attachment folder ID#362) Opposed to removal of left hand turn at Royal York and Eglinton. <i>Concern:</i> removal of left hand turn at Royal York and replaced with re-routed left hand turn. Increased noise pollution (because of increased traffic), creased vehicle emission pollution due to the idling cars, increased traffic flow within the complex, greater difficulty entering and leaving the complex.</p>	<p>Comments only. No response required.</p>	N/A

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ID #	Date	Source	Subject	Response	Date out
364	3-Jul-09	Letter	<p>(Please see letter in Attachment folder ID#364) Opposed to removal of left hand turn at Royal York and Eglinton. <i>Concern:</i> removal of left hand turn at Royal York and replaced with re-routed left hand turn. Negative impact of the proposed traffic-pattern changes, specifically the proposal to install additional signal lights and a U-turn lane and an expansion of the roadway to accommodate this additional U-turn lane. This will result in traffic chaos but it would also result in increased traffic flow within our complex by non-residents wishing to circumvent the U-turn traffic flow. <i>Suggestion:</i> permit left hand turns at this intersection by widening road.</p>	Comments only. No response required.	N/A
367	3-Jul-09	Letter	<p>(Please see letter in Attachment folder ID#367) Support of the project, but request for more user friendly system (e.g. decrease distance between stops). Also supports Laird Station vs. Brentcliffe. <i>Concern:</i> distance between stops (esp. During bad weather). Currently, there is easy access to the bus system. With the LRT plan, there will be limited access to LRT making seniors vulnerable.</p>	These are comments. No need for response.	N/A
323	4-Jul-09	Email	<p><i>Question:</i> about open house schedule (reschedule open houses after the strike), will TTC relax bike policy on new LRVs?</p>	<p>Final Response: Thank you for the message. The TTC has just added an additional open house for this round of consultation (details given). It will focus on the connection between Martin Grove and the Airport. We are pleased to report that the new vehicles are being designed with indoor bike racks. At this time, the specific policy regarding any time potential time restrictions for entry with bicycles has not been confirmed. Your request to have no restrictions has been documented for both LRT planning staff and overall TTC Service Planning. We will update you as soon as more information is available. The next comprehensive round of multiple open houses is tentatively scheduled for November, 2009. ***** First Response: Thank you for your interest in the Eglinton Crosstown LRT project. The comments you made below have been documented and are being reviewed by staff overseeing the project. In addition, a project staff member will send a response to your questions as soon as they are able. As soon as there are project updates – particularly in regards to Brentcliffe and surrounding stations – we will contact you. In the meantime, please take a look at the project website for further information (details given).</p>	13-Aug-09
365	4-Jul-09	Letter	<p>(Please see letter in Attachment folder ID#365) Opposed to removal of left hand turn at Royal York and Eglinton. <i>Concern:</i> removal of left hand turn at Royal York and replaced with re-routed left hand turn. Increased noise pollution (because of increased traffic), increased vehicle emission pollution due to the idling cars, increased traffic flow within the complex, greater difficulty entering and leaving the complex, decreased property values, loss of green space. <i>Suggestion:</i> create a double left turn lane from Eglinton onto Royal York Rd (west to south and east to north) which allows for more LRT "green time".</p>	Comments only. No response required.	N/A
366	5-Jul-09	Letter	<p>(Please see letter in Attachment folder ID#366) Opposed to removal of left hand turn at Royal York and Eglinton. <i>Concern:</i> removal of left hand turn at Royal York and replaced with re-routed left hand turn, neighbourhood disruptions due to increased traffic, impeding emergency vehicle, hampering services vehicles, increased pollution due to the idling cars, loss of green space.</p>	Comments only. No response required.	N/A
319	6-Jul-09	Email	<p>Support for a station at Laird. <i>Comment:</i> The east end of the station should be just west of Laird Drive and the west end of the station towards Sutherland Drive.</p>	<p>Acknowledgement of message. Comments have been documented and updates – in particular around Brentcliffe and surrounding stations – will be sent out when available. Website details provided.</p>	13-Jul-09

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ID #	Date	Source	Subject	Response	Date out
320	6-Jul-09	Email	<i>Suggestion: an extension of SRT using AGT technology instead of LRT.</i>	Acknowledgement of message. Comments have been documented and updates will be sent out when available. Website details provided.	13-Jul-09
321	6-Jul-09	Email	Lives near Laird and Eglinton. Support for a Laird St station. <i>Comment: as an elderly person, no stops between Brentcliffe and Bayview will force many to drive to the subway.</i> <i>Suggestion: facilitate a stop preferably at Laird or at least one block west at Sutherland.</i> <i>Concern: about transit service during construction.</i>	Final Response: Thank you for writing to express your concerns regarding the Eglinton LRT. Please note that TTC is still evaluating final stop locations including a potential stop at Laird. TTC does plan to provide bus service on Eglinton during construction. There will very likely be detours depending on the exact location and type of construction underway, but residents across the Eglinton corridor will have transit service. As soon as any information is confirmed regarding both stop locations and service during construction, we will contact you. ***** First Response: Thank you for your interest in the Eglinton Crosstown LRT project. The comments you made below have been documented and are being reviewed by staff overseeing the project. In addition, a project staff member will send a response to your questions as soon as they are able. As soon as there are project updates – particularly in regards to Brentcliffe and surrounding stations – we will contact you. In the meantime, please take a look at the project website for further information (website details given).	10-Aug-09
322	6-Jul-09	Email	Opposed to removal of left hand turn at Royal York and Eglinton. <i>Concern: Increase in traffic</i> outside of house leading to: increased noise and emission pollution ; entering or leaving our complex will become more difficult; the increased traffic flow within our complex by non-residents, decreasing property value. <i>Suggestion: permitting left turns</i> onto and from Eglinton Ave. and Royal York Road such as those permitted on Queen's Quay at Spadina Ave.	Final Response: Thank you for the writing to express concerns regarding the proposed U-Turn configuration at Royal York and Eglinton. At this time, TTC engineering is looking at alternative options. Project engineers overseeing this section of design would be pleased to speak with you. David Veights (TTC P.Eng) may be reached directly at 416-393-7929. We will contact you as soon as future meetings are scheduled and any new information is available specific to the Royal York and Eglinton intersection. ***** First Response: Sent to Councillor Gloria Lindsay-Luby, her response: I had two representatives of the TTC walk with me along Eglinton and then meet at Charlie Crane's house. He is your Condo President. It was a fruitful meeting.	10-Aug-09
353	6-Jul-09	Email	Posted articles on ECLRT on personal website.	I apologize for this late response; however, I wanted to thank you for Lettering the three articles concerning the Eglinton Crosstown LRT Project on your website in early July. The comments you made were documented in "comments received" and reviewed by staff overseeing the project. As soon as there are project updates we will contact you.	05-Aug-09
363	6-Jul-09	Letter	(Please see letter in Attachment folder ID#363) Opposed to removal of left hand turn at Royal York and Eglinton. <i>Concern: U-turn plan proposal called for its development directly in front of our town home complex. Impact on entering/leaving complex, increased noise and air pollution, impeding emergency vehicle, reduction in property value.</i>	Comments only. No response required.	N/A
377	6-Jul-09	Email	Support for a Laird St station. <i>Concern: distance between Bayview and Brentcliffe too far apart</i>	Acknowledgement of message. TTC is investigating a station at Laird. Details on "final" station locations will likely not be confirmed until the next round of consultation, which is tentatively scheduled for November, 2009.	14-Aug-09
303	7-Jul-09	Telephone	Request for call back and project information .	Left a message explaining project website and how all information is available online. If she has any further requirements, she can give the project line a call back.	07-Jul-09
307	7-Jul-09	Email	(Please see attachment in project folder) Support for an acoustic wall for Wembley Rd. residents.	Comments only. No response required.	N/A

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ID #	Date	Source	Subject	Response	Date out
315	7-Jul-09	Email	<p>Lives near Eglinton and Allen. Requests to be kept informed about future meetings. Opposition to closing off Everden Road at Eglinton. Opposed to cut-and-cover. <i>Concern:</i> cut-and-cover will impact property, noise due to construction, traffic. <i>Suggestion:</i> placing an entrance on the south east (police station) or south west corner of Everden. Or just continuing to use the one Entrance currently provided. <i>Questions:</i> Will the Subway be underground Eglinton? Where will it be running?</p>	<p>Final Response: Thank you for the message and for raising a number of concerns and questions about the Eglinton Crosstown LRT. Your message, including strong opposition to Ms. XX proposal to close off Everden Road has been documented. At this time, no final decision has been made regarding the configuration of the LRT (including the station entrance) in the Allen Road area. To confirm, the LRT will be underground in your area. In fact, the LRT will be underground from Brentcliffe Road (near Leslie St) to Keele Street. Your preference for single bore construction as opposed to cut and cover has been documented. To confirm, we will notify you directly as soon as any future public meetings are scheduled for the project. ***** First Response: Thank you for your interest in the Eglinton Crosstown LRT project. The comments you made below have been documented and are being reviewed by staff overseeing the project. The LRT (not a subway) will be running underground, most likely between Leslie and Keele. However, these locations have not yet been finalized. It will then run above ground from Leslie to Kennedy Station and from Keele Station to the Airport. The Eglinton Crosstown LRT will run from the Airport (in the west) to Kennedy Station (in the East). As soon as there are project updates – particularly for Eglinton West Station – we will contact you. In the meantime, please review the information presented on the project website (details given).</p>	10-Aug-09
316	7-Jul-09	Email	<p><i>Concerns:</i> security in the underground stops on the route, traffic between Brentcliffe and Victoria Park. <i>Suggestion:</i> all attempts to keep the road 3 lanes wide in both direction, between Brentcliffe and Victoria Park, be taken. This is especially important, as Eglinton is the gateway to the DVP. <i>Questions:</i> will underground stops on the route be manned with TTC employees or be equipped with video surveillance?</p>	<p>Final Response: Thank you for the message. The underground stations will certainly have video surveillance. At this time, no final decision has been made regarding whether or not they will be: a) staffed full time, or b) monitored by security staff who would move from station to station Your recommendation to ensure 3 lanes are maintained on Eglinton between Brentcliffe and Victoria Park has been documented. As soon as future meetings are scheduled and more information is available we will contact you. ***** First response: Thank you for your interest in the Eglinton Crosstown LRT project. The comments you made below have been documented and are being reviewed by staff overseeing the project. As soon as there are project updates, we will contact you. In the meantime, please take a look at the project website for further information (website details provided).</p>	10-Aug-09
317	7-Jul-09	Email	<p>Opposed to the elimination of the Swift/Credit Union and Bermondsey stops. <i>Concern:</i> the elimination of the stop at Laird Drive is another problem <i>Question:</i> If you are going to use cut and cover between Laird and Brentcliffe why not include a station at Laird?</p>	<p>Final Response: Thank you for writing to express your concerns. Please note that TTC is still evaluating final stop locations. There is potential for the addition of a stop at Laird. Unfortunately, at this time, we must report that TTC is still planning to remove the Credit Union Drive and Bermondsey stops. The stop spacing is attempting to balance the competing demands for rapid service and local access. As soon as any information is confirmed regarding final stop locations we will contact you. We will also advise you as soon as any future public meetings are scheduled. ***** First Response: Thank you for your interest in the Eglinton Crosstown LRT project. The comments you made below have been documented and are being reviewed by staff overseeing the project. However, there are no plans for removing the Swift/Credit Union and Bermondsey stops. As you can see from the line's proposed stops (below), they are still a part of the route. As soon as there are project updates, we will contact you. In the meantime, please take a look at the project website for further information (website details provided).</p>	10-Aug-09

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ID #	Date	Source	Subject	Response	Date out
318	7-Jul-09	Email	<p>Support for the project. Opposed to any idea of closing Everden Road to accommodate an entrance. <i>Comments:</i> about Eglinton/Allen entrance. <i>Suggestion:</i> the south entrance should be on the west side of Everden Road (this will help to encourage people to cross Eglinton at the traffic light as opposed to crossing in front of Ben Nobleman Park).</p>	<p>Final Response: Thank you for writing to express your concern regarding any potential closing of Everden Road. TTC engineering is still evaluating various options for the Eglinton/Allen entrance. As soon as future meetings are scheduled and more information specific to Eglinton/Allen is available we will contact you. ***** First Response: Thank you for your interest in the Eglinton Crosstown LRT project. The comments you made below have been documented and are being reviewed by staff overseeing the project. As soon as there are project updates, we will contact you. In the meantime, please take a look at the project website for further information (website details provided).</p>	10-Aug-09
304	8-Jul-09	Telephone	<p>Opposition to project. <i>Comments:</i> Other priorities right now can use the money.</p>	No number left for a call back.	N/A
306	8-Jul-09	Email	<p>Lives near Royal York and Eglinton. Appreciated the meeting with project managers on Friday. <i>Comment:</i> agreed during the meeting that the addition of the u-turn lanes on Royal York Road would result in five traffic lights in three blocks and would create long delays for buses on this busy route. I know you listened and I pray you heard. I wish you great success on the LRT project. <i>Concern:</i> traffic impacts to neighbouring areas (safety), air pollution impacts, light pollution impacts, increased traffic noise, etc.</p>	Thanks XX for your email, which I'll forward to Ron Stewart. As discussed at the meeting, we are conducting further investigations during the next stage of our study. I'll contact you again once these are complete. In the meantime, if you have any further comments, please contact me.	08-Jul-09
311	8-Jul-09	Email	<p>Lives at Royal York and Eglinton. <i>Concern:</i> re-routing of left turns from Eglinton onto arterial roads u-turns and the unintended consequences this creates. This will lead to: increased light pollution, increased noise and vehicle emission pollution, access and egress issues due to traffic congestion, increased flow of traffic in our complex by non-residents. <i>Comment:</i> open to suggestions other than the creation of a u-turn in front of our complex.</p>	<p>Final Response: Thank you for sending in concerns and the petition regarding the proposed Eglinton LRT. At this time, TTC engineering is looking at alternative options for the design of left turns / U-Turns at Royal York and Eglinton. Project engineers overseeing this section of the project would be pleased to speak with you. David Veights (TTC P.Eng) may be reached at 416-393-7929. We will contact you as soon as future meetings are scheduled and any new information is available - specifically in regards to the Royal York and Eglinton intersection. ***** First Response: Thank you for your interest in the Eglinton Crosstown LRT project and for submitting detailed comments. To confirm, your comments have been documented and are being reviewed by staff overseeing the project. As soon as there are project updates – particularly for Royal York and surrounding stations – we will contact you.</p>	10-Aug-09
312	8-Jul-09	Email	<p><i>Comments:</i> prefer the twin tunnel method so as to have centre platforms. Jane Street Stop - prefer both stops off the roadway. Think undergrounding is the best solution for the Weston Road and Black Creek Drive stops. Don Mills should be surface/underground. Wynford Drive intersection should be reconfigured. It is critical to have the LRT connect with the Mississauga BRT. <i>Suggestions:</i> walls in the underground stations need to be a vandalism and graffiti resistant tile, which can be easily cleaned. Any glass area should be scratch resistant. Floors should be terrazzo or tile for easy maintenance. Outside shelters, need to be as vandal resistant as possible, utilizing non-rusting metals to reduce maintenance while keeping the appearance attractive.</p>	<p>Final Response: Thank you for the message. The TTC is currently planning an Open House in early September to present a preferred route from Martin Grove to the Airport. As soon as details are confirmed we will contact you. Your recommendations below were documented for the project team. If you wish to speak to the engineer overseeing the extension to the Airport, please contact Frank Altomare at 416 393 7838. ***** First Response: Please review the following update in response to your previous comments concerning a stop at Rangoon and the LRT/BRT connection. 1. Rangoon Stop: Design standards are currently being developed for all stops and consideration will be given to areas of special interest. Please note that the Rangoon stop will have an on-road crossing, complete with a new signal. However, an overpass structure is not being proposed. 2. Suggestions regarding LRT and BRT connection: Please note that TTC is currently working with Mississauga and GO transit on this specific area. The items you raised are being included in the evaluation and will be presented at Public Open House #3, later this year. We will contact you as soon as the next round of Open Houses are scheduled - most likely in late November and/or early December.</p>	05-Oct-09

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ID #	Date	Source	Subject	Response	Date out
313	8-Jul-09	Email	Support for station at Laird over Brentcliffe (equal distance between Bayview and Leslie, closer to the centre of the greater population of Leaside, Brentcliffe is only one block from Leslie).	Acknowledgement of message. Please note that TTC is considering locating a station at Laird instead of Brentcliffe for the reasons you outline below. No final decision has been made at this time, but we will contact you as soon more information is available.	10-Aug-09
314	8-Jul-09	Email	Support for the community consultation and a good plan . <i>Concerns:</i> re-routed left-hand turns , especially where this re-routing would add additional signalled intersections where there would otherwise be none. <i>Comments:</i> single, large (13m) tunnel is the best option for construction (means flexibility for future expansion) <i>Question:</i> about feasibility of running line 24 hours a day .	Final Response: Thank for submitting comments on the proposed Eglinton Crosstown LRT. At this time, TTC is still evaluating which type of construction method they will use. The final hours that the LRT will run have not yet been decided. Engineering staff is also reviewing a number of the U-Turn/Left Turn configurations to see if improvements can be made to speed the LRT. We will advise you as soon as future consultations are scheduled and more information is available on your areas of concern. ***** Second Response: To respond to your question regarding 24 hour/7 day a week service, posed in your previous email (see below), a project team member has clarified that almost all of the Transit City network currently has 24-hour operation. However, TTC hasn't decided whether the overnight service will be bus or light rail. If you have any further questions regarding the Eglinton Crosstown LRT, please let us know. ***** First Response: Thank you for your interest in the Eglinton Crosstown LRT project. The comments you made below have been documented and are being reviewed by staff overseeing the project. As soon as there are project updates, we will contact you.	10-Aug-09
338	9-Jul-09	Email	Lives at Scarlett and Eglinton. Opposition to the ECLRT plan in Etobicoke. <i>Comment:</i> the project is a major, intrusive, unnecessary construction plan across a quiet, leafy, healthy Etobicoke residential area. Would like to see the Eglinton strip be reclassified a green space . A route up Scarlett Rd from Eglinton, and west across Dixon Rd. to the airport is a more compelling route (higher density). <i>Suggestion:</i> Build a subway . <i>Concern:</i> above-ground plan is highly intrusive to our Scarlett Rd to Martin Grove Rd. community. Property values will decrease, social problems increase.	First Response: Thank you for your interest in the Eglinton Crosstown LRT project. Your comments and questions will be reviewed by staff overseeing the project. We have added your email to the project mailing list to receive future updates. ***** Final Response: Thank you for submitting comments on the Eglinton Crosstown LRT. Your opposition to the project is documented. Please note that City Council approval will be needed for the project to proceed. Approval from the Ministry of the Environment will also be required. TTC will be undertaking further analysis of traffic issues over the next few months. Results from the analysis will be presented at the third round of open houses. We will contact you as soon as more information is available on the project.	25-Sep-09
339	9-Jul-09	Email	Lives in Etobicoke. Opposition to the above-ground section of the line, west of Keele. <i>Concerns:</i> division of community (north and south side of Eglinton), u-turns at proposed intersection (increase traffic onto side streets), property value (decreasing). <i>Suggestion:</i> build it underground . Also, have the line go up the 427 to the airport.	Thank you for your interest in the Eglinton Crosstown LRT project. Your comments and questions will be reviewed by staff overseeing the project. We have added your email to the project mailing list to receive future in	21-Jul-09
325	10-Jul-09	Telephone	Lives at Kipling and Eglinton. Requests information about property impacts .	Left a message on the caller's voicemail to call back with specific questions.	13-Jul-09
326	10-Jul-09	Telephone	Request for information from open house to be mailed out (didn't leave phone / email).	Following a previous conversation, it was determined that the caller needed a package sent to her with relevant information as she could not access a computer/the project website. A package was put together and included the FAQs from June and Sept. 2009 OHs, and relevant panels - Martin Grove, Kipling and Islington. It was mailed out on Sept. 17, 2009.	17-Sep-09
327	10-Jul-09	Telephone	Request to speak with Frank A.	The caller wanted to know who to speak to about purchasing a plot of land on the north side of Eglinton, west of Kipling. The caller is a real estate agent and has a client who owns 2 apartment buildings beside this "buffer" area / empty piece of land. When attending the open house, the caller spoke with Frank about this possibility. With this in mind, the caller is now trying to figure out who to get in touch with to figure out the logistics of such a purchase. LJ called Frank (same day) and left a voicemail detailing this and to call the person back with suggestions/who they could speak with.	14-Jul-09

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ID #	Date	Source	Subject	Response	Date out
334	10-Jul-09	Email	<p>Please see attached a Petition (Please see PDF in attachment folder) Residents on Taunton Rd. Petition against having an entrance on Taunton Road to the proposed Mount Pleasant Station of the LRT.</p>	<p>Final Response: Thank you for expressing interest in the Eglinton Crosstown LRT project and for submitting the petition against an LRT station entrance on Taunton Rd. As soon as more information (including public meetings, design) is available we will notify you directly and Letter the information to the project website (details provided). *****</p> <p>First Response: Thank you for your interest in the Eglinton Crosstown LRT project. Your comments and the attached petition will be reviewed by staff overseeing the project. As soon as there are project updates – particularly in regards to Taunton Rd. – we will contact you. In the meantime, please take a look at the project website for further information (details provided).</p>	10-Aug-09
335	10-Jul-09	Email	<p>Support of the project. Live at Yonge and Eglinton. <i>Suggestion:</i> Locate an entrance on the south side of Eglinton (at Bayview), closer to Leaside High School. Locate a secondary entrance to Brentcliffe station on the western side of the station, so as to accommodate people going to and from the shops near Laird & Eglinton. <i>Question:</i> Will connection to the airport occur at both terminals (1 & 3) or to terminal 1 only? Can you comment on the possibility of an underground connection from Eglinton station to the Minto buildings?</p>	<p>Final Response: To follow-up on the previous message, here are responses to your other questions: a) Terminal 1 was identified on the display panels as a potential "initial" terminus for the Eglinton Crosstown LRT. TTC is currently working with the Greater Toronto Airports Authority and other stakeholders to review recommended routings and the feasibility of other potential connections within the airport lands including, Terminal 3. b) Although a connection from Eglinton Station to this specific development (Minto) is not currently in the plans, the TTC is in the process of reviewing station layouts and details of potential connections from the new LRT station to the existing subway station. A review of existing and new entrances within the Yonge/Eglinton intersection is also underway. Final concepts and recommendations will be presented at the next round of public open houses anticipated for late November of this year. *****</p> <p>Second Response: Thank you for submitting detailed comments. As an update, please note that TTC is re-evaluating the Brentcliffe station and is examining a station in Laird in its place. No final decision has yet been made. TTC will also look at the potential of a station entrance on the south side of Eglinton at Leaside high School as noted in your message. Answers to your other two questions will be confirmed shortly. *****</p> <p>First Response: Thank you for your interest in the Eglinton Crosstown LRT project. Your comments and questions will be reviewed by staff overseeing the project. We have added your email to the project mailing list to receive future information updates. In the meantime, please take a look at the project website for further information (details given).</p>	11-Aug-09
336	10-Jul-09	Email	<p>Frustrated with interactions with project staff at the open house. <i>Concern:</i> how the City and the TTC are undertaking the EA process. <i>Comment:</i> no documentation to support "recommended route". Where is the work done on: the assessment of negative impacts of the chosen transit project, identify appropriate mitigation measures and to undertake consultation, information or documentation done for any pre-planning work undertaken which lead them to select the transit project? <i>Additional Comments:</i> u-turns are not the best solution in the west end (Royal York Road to Martin Grove Road). No Traffic Impact Study Reports were made available at the open house to justify u-turns in these locations. Do not believe that grade-separated intersections or separate LRT signals were considered. Provide an actual cost estimate to demonstrate why the whole project cannot be underground. Western extension from Martin Grove Road to Pearson, felt it highly inappropriate that the project team asked the public to select their preference based solely on two lines drawn on a map. <i>Question:</i> At the intersections where left U-turns are being recommended, can you please provide an explanation as to why north-south traffic will be prohibited from making left turns onto Eglinton?</p>	<p>Final Response: Thank you for contacting us to express your concerns with the LRT proposal. Please note that Impacts and proposed mitigation measures will be presented to the public at the third round of Open Houses scheduled for late this year. Information regarding selection of the Eglinton Avenue corridor was presented at the first round of open houses in Summer 2008 (such as how the Eglinton Crosstown LRT is consistent with growth plans for the City and Province). It is important to note that we are currently in preliminary planning and the Transit Project Assessment process has not yet started. Additional analysis is being undertaken with respect to the U-turn proposal. The results of the analysis will be presented at the third round of open houses scheduled for late this year. Grade separating the LRT at intersections is significantly more expensive than an at-surface solution, and the improvement in travel time is minor, especially when traffic signals can be programmed to promote LRT movement through the intersection. The Environmental Project Report will certainly document environmental impacts and mitigation measures. It will be made available for public review as part of the Transit Project Development Process specified under Ontario Regulation 231/08). We will contact you as soon as more information is available and future meetings for the third round of consultation are scheduled. *****</p> <p>First Response: Thank you for your interest in the Eglinton Crosstown LRT project. Your comments and questions will be reviewed by staff overseeing the project. We have added your email to the project mailing list to receive future information updates. In the meantime, please take a look at the project website for further information (details provided).</p>	24-Aug-09

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ID #	Date	Source	Subject	Response	Date out
337	10-Jul-09	Email	<p>See document in Attachment folder. Lives at Royal York and Eglinton. Opposition to the proposed design of traffic flow on Royal York Road to accommodate the new LRT on Eglinton Avenue. <i>Concerns: Traffic</i> (requirement of eliminating all left hand turns and directing traffic north and south on Royal York Rd. will increase traffic volumes), increased noise level. Air and light pollution, emergency access (because of u-turns), impacts to the environment (removing trees to build u-turns and widen roads).</p>	<p>Final Response: Thank you for sending in concerns regarding the proposed Eglinton LRT. At this time, TTC engineering is looking at alternative options for the design of left turns / U-Turns at Royal York and Eglinton. Project engineers overseeing this section of design would be pleased to speak with you. David Veights (TTC P.Eng) may be reached directly at 416-393-7929. We will contact you as soon as future meetings are scheduled and any new information is available - specifically in regards to the Royal York and Eglinton intersection. ***** First Response: Thank you for your interest in the Eglinton Crosstown LRT project. Your comments and questions will be reviewed by staff overseeing the project. We have added your email to the project mailing list to receive future updates.</p>	10-Aug-09
324	13-Jul-09	Email	Request for information on panels for Swift/Credit Union and Bermondsey stops.	<p>Not all of the stations have detailed panels on the design/layout – Swift/Credit Union and Bermondsey included. If you look at the route below, you'll see these stops integrated into the planned LRT route. Panels illustrating specific stops/stations demonstrate different options that are under consideration. At this stage, the two you are interested in do not have specific panels.</p>	13-Jul-09
328	13-Jul-09	Telephone	<p>Attended open house at Eglinton School. <i>Concerns:</i> placement of underground station/entrances at Mount Pleasant and need for ground transportation in addition to LRT. <i>Question:</i> about deadline for submitting comment forms.</p>	Called and spoke to caller about concerns. Explained that her concerns can and should be submitted and the caller said that she would fax the comments in as soon as she is able.	13-Jul-09
354	13-Jul-09	Email	<p><i>Question:</i> about open houses (where were they advertised, will there be more?). Is TTC looking to close off Everden road to protect the orchard? Will this area be policed for security/neighbourhood safety? <i>Concern:</i> Closing Eveden will make it longer and more difficult to travel home.</p>	TTC has heard about a proposal to close Everden Road. However, closure of the road is not included in our concept.	5-Aug-09
333	14-Jul-09	Email	<p><i>Comments and suggestions:</i> regarding Weston Rd and Black Creek Stations. Weston station should be underground on the east side of Eglinton and Black Creek Station should not exist because the distance between those stations and the Keele Station are very small. The tracks should stay underground from after Jane to Brentcliffe. The Weston station can be used as an entrance to the future GO station. Need for station between Caledonia and Dufferin (distance too great).</p>	<p>Final Response: Thank you for submitting recommendations for the LRT. Please note that TTC is still finalizing stop and station locations. The "final" locations should be confirmed for the next round of consultation, tentatively scheduled for late November. As soon as future meetings are scheduled and more information is available we will contact you. ***** First Response: Thank you for your interest in the Eglinton Crosstown LRT project. Your comments will be reviewed by staff overseeing the project. As soon as there are project updates – particularly in regards to Weston and Black Creek – we will contact you. In the meantime, please take a look at the project website for further information (details given).</p>	8-Aug-09 and 20-Jul-09
330	15-Jul-09	Telephone	<i>Questions:</i> construction schedule (start date) and what kind of construction would occur at Allen and Eglinton.	LJ returned the call and spoke with the caller. Explained that construction would begin after the EA was approved (end of 2010/beginning of 2011). Also, feedback had been received by people from the Allen/Eglinton area regarding concerns and suggestions to construction in the area and that TTC would be taking those into consideration.	15-Jul-09
331	15-Jul-09	Telephone	Request for construction schedule (timeline) and what the 1st phase would entail, including what stations would be built first.	Called back and spoke with caller. Advised that construction would begin after the EA is approved, possibly the end of 2010/beginning of 2011 and that it should last 6 – 8 years. Details regarding the 1 st phase have not yet been confirmed.	15-Jul-09
332	16-Jul-09	Telephone	Request for a call back and information about project manager .	Called back to answer question regarding project manager information.	20-Jul-09
343	17-Jul-09	Email	Support for the project.	No response needed. These are comments.	N/A

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ID #	Date	Source	Subject	Response	Date out
347	18-Jul-09	Email	Request for a meeting with a senior planner.	Please advise us of your particular question or concern and the specific area of the line you are concerned about, so that we can put an appropriate staff person in touch with you (different staff persons are overseeing different sections of the project). If you have a general question, TTC project engineer David Veights would be pleased to speak with you.	6-Aug-09
348	18-Jul-09	Email	Request to be added to the mailing list . <i>Question:</i> Have the stops from Martin Grove to the Airport been selected?	Final Response: Thank you for the message. Staff are currently confirming a preferred route and stop locations from Martin Grove Road to Pearson International Airport. A preferred option will be presented at a public open house in early September. As soon as the open house is scheduled and the drawings for the proposed route are confirmed, we will contact you and Letter this information on the project website (details given). ***** First Response: Thank you for your interest in the Eglinton Crosstown LRT project. The comments you made below have been documented and are being reviewed by staff overseeing the project. As soon as there are project updates – particularly involving stops between Martin Grove and the airport – we will contact you.	6-Aug-09 and 30-Jul-09
340	21-Jul-09	Telephone	Interest in Keele and Eglinton area. <i>Question:</i> about expropriation on Keele Street .	Called back to let the caller know that TTC is not considering that property.	21-Jul-09
346	21-Jul-09	Email	<i>Comment:</i> the plan needs modification. <i>Concerns:</i> the way left turns will be made on Eglinton. Better option to make the line fully exclusive right of way on the surface sections of the line. Done by trenching the line or butting it on an elevated guide way. <i>Suggestion:</i> use MARK II/skytrain technology on this line.	Final Response: Thank you for submitting recommendations for the Eglinton LRT. Please note that TTC is currently evaluating potential changes to some left turn configurations. In terms of your recommendation for full grade separation, ultimately the provincial agency Metrolinx must provide funding for this project, so there may be potential for such an option. At this time however, the plan is to move forward with LRT technology. As soon as future meetings are scheduled and more information is available we will contact you. ***** First Response: Thank you for your interest in the Eglinton Crosstown LRT project. The comments you made below have been documented and are being reviewed by staff overseeing the project. As soon as there are project updates, we will contact you. In the meantime, please take a look at the project website for further information (details provided).	10-Aug-09
345	22-Jul-09	Email	Attended open at York Memorial. <i>Concerns:</i> some homes will abut the proposed bus terminal with 4 – 6 bus bays (at Keele). This will lead to accessive noise, pollution and increased pedestrian volume in the area. Also, there will be limited public transit to visit local businesses because of the distances between stops .	Thank you for your interest in the Eglinton Crosstown LRT project. The comments you made below have been documented and are being reviewed by staff overseeing the project. As soon as there are project updates – particularly involving Keele Station - we will contact you. In the meantime, please take a look at the project website for further information (details provided).	30-Jul-09
342	25-Jul-09	Telephone	Opposition to the removal of left-hand turns on Eglinton.	DV returned the call. Caller is concerned about U-turns at schools (Martin Grove and Islington).	14-Aug-09
343	27-Jul-09	Email	Support for the project.	Acknowledgement of message. Comments have been documented and updates sent out when available. Website details provided.	30-Jul-09

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ID #	Date	Source	Subject	Response	Date out
344	27-Jul-09	Email	Opposes the ECLRT project. Request for surface bus routes . <i>Concern: road width</i> of Eglinton is too narrow for LRT.	Final Response: Thank you for the message. Any proposal for new transit on Eglinton Avenue will require approval from both City Council and the Ontario Ministry of the Environment. We will keep you updated on any future meetings or information. ***** First Response: Thank you for your interest in the Eglinton Crosstown LRT project. The comments you made below have been documented. As soon as there are project updates we will contact you. In the meantime, please take a look at the project website for further information (details given).	30-Jul-09
359	29-Jul-09	Email	Attended open house at the William Lea Room. <i>Concern: distance between Brentcliffe and Bayview</i> too far. Although this is OK, ideally, it would be better to have a station in between – although with a high cost, prefer leaving the station as is at Brentcliffe . <i>Suggestion: extra entrances</i> be incorporated into the Brentcliffe station, so that people don't have to go all the way to Brentcliffe Dr. to enter the station at Don Avon. Even better to have an entrance closer to Laird connecting the station by a pedestrian tunnel.	Final Response: Thank you for submitting detailed comments. As an update, please note that TTC is re-evaluating the Brentcliffe station and is examining a station in Laird in its place. However, no final decision has been made. Should the station at Brentcliffe remain, your recommendations below regarding an entrance into the station at Don Avon and a potential entrance closer to Laird --connecting the station by a pedestrian tunnel-- will be evaluated. ***** First Response: Thank you for your interest in the Eglinton Crosstown LRT project. The comments you made below have been documented and are being reviewed by staff overseeing the project. As soon as there are project updates – particularly involving Brentcliffe Station - we will contact you. In the meantime, please take a look at the project website for further information (details given).	08-Aug-09 and 30-Jul-09
356	30-Jul-09	Email	Opposition to the plan. <i>Comment:</i> LRT should be a subway .	Councillor Response. Acknowledgement of message. Description of the Mayor's mandate to expand the rapid transit network (e.g. to develop the ECLRT in response to this as part of the TTC's Transit City Light Rail Plan). Description of ECLRT plan and distinction between LRT and subway. Further description of ECLRT route (above and below ground) due to available space and capacity of LRT vehicles.	30-Jul-09
350	31-Jul-09	Email	<i>Concern: routing of LRT line west of Martin Grove.</i>	Acknowledgement of message. The "routing" from Martin Grove to Pearson is currently being studied. Routing options include an extension via Hwy 27 or via Commerce/Renforth. Preliminary preferred option explained. Website details given – with future postings of upcoming open houses.	05-Aug-09
351	4-Aug-09	Telephone	Lives Elm Ridge Drive Request for call back <i>Concern:</i> about traffic flow during construction of ECLRT.	DV spoke with the caller. Caller is concerned about traffic flow during construction. Caller lives on Elmhurst which today has heavy traffic volumes. Advised caller that TTC will prepare traffic management plans and will disseminate information to public.	20-Aug-09
352	5-Aug-09	Telephone	Please call back <i>Concern</i> about the U-turns from Keele to Martin Grove, u-turns should be illegal	DV spoke with the caller. Caller is concerned about U-turns at schools (Martin Grove and Islington). Additional analysis is being undertaken with respect to the U-turn proposal. The results of the analysis will be presented at the third round of open houses scheduled for late this year.	14-Aug-09

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ID #	Date	Source	Subject	Response	Date out
374	7-Aug-09	Email	<i>Question:</i> would like information on the west end portal and details on the traffic management techniques recommended for the Eglinton LRT.	The July 29th Open House was a continuation of the June Open Houses. New information on traffic management strategies including left turn and U-Turn configurations is still being developed and will not be available until the next round of open houses which are tentatively planned for November, 2009. As soon as the next round of meetings are scheduled we will contact you and Letter updates to the project website. Website information provided In the meantime, a final open house has just been confirmed for this round of consultation. The purpose is to present a preferred route of the LRT from Martin Grove Road to Pearson International Airport. Details for the September open house provided.	13-Aug-09
371	10-Aug-09	Email	<i>Question:</i> on single bore construction	The single bore type of underground construction is pictured on the project website. Please see the link here:website information provided Slide number 8 shows a diagram and includes an explanation. Basically, this method involves using a single wide tunnel to construct underground stations and the construction period would be less disruptive to the surface area compared to other methods such as cut and cover. Unfortunately, this method is more expensive and the stations would be further underground which would mean a longer escalator ride down to the future LRT. TTC has not yet made a final decision regarding which type of construction they will use.	10-Aug-09
373	12-Aug-09	Email	<i>Concern</i> about possible acquisition of any and all lands by XX Apartments Limited at the north east corner of Kipling and Eglinton.	Spoke with caller and referred them to call a member of the project team, from the City, in transportation. The issue has been passed on to City Transportation, no further action is required.	12-Aug-09
376	12-Aug-09	Telephone	Please call to let the caller know what format this can be sent in. <i>Question:</i> can profile data about the Eglinton Crosstown underground section, from Jane to Brentcliffe be sent to caller?	Comments being reviewed and will be incorporated in a response.	-
379	12-Aug-09	Telephone	<i>Question:</i> general information about EC LRT	Called back and left a message to call back with specific questions and/or to look at website for further info.	18-Aug-09
375	13-Aug-09	Telephone	Please call back <i>Comment:</i> would like to be put on the mailing list. <i>Concern:</i> Opposes the U-turns on Eglinton	DV returned the call. Caller is concerned about U-turns at schools (Martin Grove and Islington).	14-Aug-09
380	13-Aug-09	Telephone	Inquiring about rescheduled open house (June 25 th)	Spoke with caller. She was upset that she wasn't given notice about the rescheduled open house and that the notices that were made available to the public were not enough/didn't reach the public. I told her about the upcoming meeting for the western portion of the line – and that project staff would be available for general questions as well and I told her about the website (with panels/FAQ) that might answer some of her questions.	18-Aug-09
381	14-Aug-09	Telephone	Please send information through mail.	Called back. We'll mail her FAQs and a few panels referring to her area of interest (Wynford Dr./Don Mills) Package has been sent 8/18/09.	18-Aug-09
378	17-Aug-09	Email	Lives north of Eglinton Ave West, on Henning Ave <i>Concern:</i> vibrations caused by construction of EC LRT and potential damages that could result <i>Question:</i> Is the TTC insured for any claims that may arise from the construction phase of the EC LRT?	Please note that vibration assessments will be undertaken over the next few months. The results will be presented at the next round of Open Houses. Tentatively, the next round of open houses are scheduled for late November 2009.	31-Aug-09

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ID #	Date	Source	Subject	Response	Date out
384	19-Aug-09	Telephone	Request information on the last stop before the airport	Called back and spoke with caller. Because she does not have access to a computer/the project website, a package with relevant information was put together and mailed to her. Caller also said that she would only appreciate the Renforth stop (of the different options since she is elderly).	17-Sep-09
387	20-Aug-09	Telephone	Support for the plan.	N/A	N/A
382	21-Aug-09	Telephone	Question: location of underground stops, between Yonge and Bayview.	Called back and spoke with caller. Explained location of underground section of the line, with website details – giving panel location with preliminary plans for underground stations between Dufferin and Bayview.	24-Aug-09
383	21-Aug-09	Email	<i>Comment:</i> priority for stations should be at Laird, Brentcliffe and Leslie <i>Concern:</i> no station at Laird <i>Question:</i> Why is there a station at Leslie?	Thank you for the message. TTC planning staff are indeed re-evaluating the need for a station at Laird and Leslie. As soon as a final decision is made we will update you and Letter the information on the project website. Final underground station and surface stop locations will not be confirmed until the next round of consultation which is tentatively scheduled for late November 2009. We will contact you as soon as dates, times, and locations are confirmed.	21-Aug-09
385	21-Aug-09	Email	<i>Questions:</i> will information from open house be available online? What is the current plan for left turn options at the Eglinton/Lloyd Manor Rd (Widdicombe Hill)	Please note that the current plan is to include left turns at the Eglinton intersection with Lloyd Manor/Widdicombe Hill. Unfortunately, we don't have a PDF at this time. We plan to have the Sept 2nd display information Lettered online no later than September 4th.	24-Aug-09
388	21-Aug-09	Telephone	Opposition to the project. <i>Suggestion:</i> train to airport not a streetcar.	Did not want call back or leave contact information	
389	21-Aug-09	Telephone	Opposition to the plan. <i>Concern:</i> above ground line will make the area ugly . <i>Comment:</i> only build the line underground . Otherwise use bus service , not LRT.	Called back and spoke with caller about his concerns. He lives at Eglinton and Kipling and wants the street to remain clean and free of above ground lines/tracks. Details given about upcoming open house (Sept. 2 nd) where he can speak to project team members about his concerns.	25-Aug-09
390	21-Aug-09	Telephone	<i>Question:</i> where are the last 2 stops on the west end of the line?	Called back and responded with information regarding her question.	25-Aug-09
391	21-Aug-09	Telephone	Please send an information package	Spoke with the caller. Caller works for TTC – been there for 30 years. Wondering what happened bw 2011 plan and today – no money to money...? 2011 plan (done in 1986) – believes that it was better than Transit City lines. What about the idea of the infrastructure going from Union Station to Airport (through Western – privatized)?? Not right. Shouldn't be privatized. Need better debate as to what the City is changing to. Told the caller to take a look at the website for panels/FAQ and to go to the open house on Sept. 2nd. Caller will try to go.	25-Aug-09
397	21-Aug-09	Email	<i>Question:</i> will EC LRT be 24hr service ?	Thank you for the follow-up questions. Please review the following responses provided by TTC Service Planning. A) 24-hr service will be maintained where it now operates. This includes the entire length of the Eglinton Crosstown LRT line. We haven't determined at this early stage if the overnight service would be provided by LRV*s or buses. A) We'll consider the suggestion to extend overnight service north on The East Mall and The West Mall when we next re-evaluate our overnight route network. It should be noted that Eglinton Avenue already has 24hr service, and that many of the 300/300A Bloor-Danforth Night buses that arrive at The West Mall and Burnhamthorpe continue up Highway 427 to Pearson Airport. These are amongst the busiest buses on this route and so any change to the routing would have to ensure that these customers are still served.	31-Aug-09

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ID #	Date	Source	Subject	Response	Date out
393	22-Aug-09	Email	<p>Support for the project <i>Concern:</i> luggage will be a tripping hazard if there is not adequate storage space inside of LRT cars</p>	<p>Thank you for the message and recommendation. To confirm, it has been directed to TTC staff who are responsible for developing the vehicle specifications for the LRT. LRT Vehicle specifications have not been finalized, and there will be further opportunity for public input on specific issues related to the Light Rail vehicles before their design is completed. We will update you as soon as more information is available.</p>	25-Aug-09
394	22-Aug-09	Telephone	<p>See attached letter in attachment folder. Supports the project <i>Comment:</i> regarding funding for the project (seniors should not have to pay to build this project) <i>Suggestion:</i> City or the Province should pay for its construction, private non-union construction firm should be hired to do construction</p>	<p>Response letter sent by SR. See Attachment in Attachment folder. ***** This letter has been sent to SR (TTC). DV preparing a letter.</p>	02-Oct-09
396	22-Aug-09	Email	<p>Attended June 18th, 2009 Open House held at Richview Collegiate <i>Concern:</i>, no budget information or construction information presented, u-turns bad idea considering topography/developed in area, noise from LRT near Scarlett stop, impact on pedestrian and bicycle pathways near Scarlet and Kipling during construction <i>Suggestion:</i> open house should have been held in an auditorium, should have been a powerpoint presentation for all individuals to watch, a question and answer period, provisions made for off-street parking similar to bloor st. subway, extension of LRT to Martin Grove/Airport should be postponed, form Citizen' Liason Committee to inform the public of LRT <i>Question:</i> Could Eglinton function similarly to Spadina Cres? Are there other projects in N.America or Europe using the proposed u-turn concept?</p>	<p>Thank you for the detailed message. The following message is in response to your e-mail from August 22nd.</p> <ol style="list-style-type: none"> 1. Meeting Format: In regards to the meeting format, we try to accommodate as many people as possible by having the joint Open House/ Looping Presentation run throughout the evening. This is done to ensure those who can only attend for a short time can get as much info as possible. In the past we have received complaints that the formal presentation and question and answer format is not fair to those who can only attend for a short time and allows individuals to dominate the meeting. The Open house is designed to allow dozens of conversations at any given time with the multiple staff in attendance. We are sorry staff were not available to answer your questions. Our facilitators have been instructed to ensure this does not happen again. 2. Information: Detailed information is now confirmed in the Frequently Asked Questions and Answers page on the project webpage. Please see: The budget for the project is approximately \$3.7 billion (including vehicles). The budget is currently under review based on the new project scope. In terms of funding, in April 2009 the Province of Ontario announced \$4.6 billion funding for the Eglinton Crosstown LRT project from Kennedy Station to Pearson Airport. Please see the following link for more info. The FAQs will be updated as the study progresses:website information provided 3. U-Turn Configurations: Traffic engineering staff are conducting additional analysis of the preliminary configurations of the U-Turns. Results and recommendations will be presented at the next round of Public Open Houses to be held later this year. <p>Your other concerns and recommendations including for Citizen Liaison Committees have been directed to the project manager. In terms of ensuring residents are aware of the proposal, over 67 000 notices were sent out for the open houses to solicit community input and to gather the concerns from residents and business owners across the study corridor. Considerable expense has also been taken to advertise not only in community papers but in The Toronto Star and Metro to ensure as many people as possible are aware of this project. We have received many hundreds of responses to date and approximately 1000 people attended the last round of open houses. Staff are still incorporating the feedback received, including ongoing evaluation of the traffic configurations. We will contact you as soon as more information is available.</p>	31-Aug-09

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399	22-Aug-09	Email	<i>Concern and Question:</i> why is the line being built as above ground LRT and not as a subway? <i>Concern:</i> Construction impacts on businesses (as line being built). Opposition to the line (by businesses at above ground section).	Acknowledgement of message. To confirm, the LRT will be underground between Brentcliffe and Jane or Keele Street. In terms of the subway versus LRT debate, LRT is favoured on the Eglinton corridor for a number of reasons. Explanation of how the design of a transit service is typically based on the number of people it is expected to carry per hour in a single direction at the *peak point*, the busiest spot on the line. Further explanation on demand and forecasting. In terms of business attitude toward the proposals, on Finch West, the Emery Village Business Improvement Area is very supportive of the Finch West LRT, and on Eglinton the York-Eglinton BIA is also supportive. That said the TTC and the City of Toronto are sensitive to the inevitable disruption that will be caused during massive infrastructure projects such as this one. The City and TTC are investigating ways to minimize disruption during construction of the LRT lines. Lessons have been learned from previous contracts in terms of integrating civil contracts to ensure the work will be done efficiently. Engineering staff is currently consulting closely with the Sheppard East Village BIA to stage construction as effectively as possible. We certainly understand your preference for subways. However, unless there is multi-billion dollar investment in Toronto, we are unlikely to see a large network of subways in the City for the foreseeable future.	25-Sep-09
395	23-Aug-09	Email	<i>Concern:</i> against u-turns and re-routed left turns at proposed intersections. Will lead to traffic congestion .	Acknowledgement of message. Traffic engineering staff are conducting additional analysis of the preliminary configurations for the intersections you list below on the surface portion of the LRT. Results and recommendations will be presented at the next round of Public Open Houses to be held later this year. Updates will be provided.	26-Aug-09
392	24-Aug-09	Telephone	<i>Questions:</i> Where will the entrances at Mount Pleasant and Eglinton be? Provide open house details (Sept.2 nd). Expropriation at two specific properties on Eglinton.	Called back and spoke with caller. Gave open house details (Sept. 2 nd) and that preferred option (of entrance locations) has not yet been decided. Regarding expropriation question, advised that the caller attend the open house and speak with staff from the City Properties Management department.	25-Aug-09
398	26-Aug-09	Email	<i>Suggestion:</i> include a stop at Renforth and Eglinton .	Acknowledgement of message. A stop is being planned at Renforth. A listing of all stops currently planned is now Lettered in the FAQs section of the project website. Website details provided, including the direct link to the requested file.	28-Aug-09
426	27-Aug-09	Telephone	Please call back <i>Question:</i> Where can I get more information about ECLRT	Called back and left a voicemail as to the location of the website and all information located there.	02-Sep-09
411	30-Aug-09	Email	<i>Comment:</i> travel time to airport from Kennedy is 66min plus bus wait time, new EC LRT travel time to airport is longer than this option. <i>Suggestion:</i> review airport travel times from Kennedy to airport	Your point is well taken. That said, the travel time estimate on the FAQ was divided at Yonge Street to show how travel in the mid-town corridor would benefit, and not solely travel from Kennedy Station to the Airport. Riders at Yonge/Eglinton (and many other origins in the corridor) desiring to go the Airport would find the ECLRT shorter than taking the subway to the 192.	02-Sep-09
427	31-Aug-09	Telephone	Please call back <i>Question:</i> about next OH.	Called back and spoke to the caller about wheelchair accessibility of the meeting. She told the caller that there was an elevator to the 2nd floor and the caller asked about public transit in getting to the meeting. Lisa then looked on the TTC website and after being told by the caller that the 48 Rathburn bus would take the participant to the meeting, she confirmed that there is a bus stop (wheelchair accessible) directly in front of the venue.	01-Sep-09
428	31-Aug-09	Telephone	Please call back . <i>Question:</i> regarding open house schedule/format	Called back and told the caller that the meeting was to be an informal open house with panels, looping presentation and project team members available for questions.	01-Sep-09
429	31-Aug-09	Telephone	Please call back <i>Question:</i> what is the format/schedule for OH? Are late attendees permitted?	Called back and left a message for the caller that the meeting was to be an informal open house with panels, looping presentation and project team members available for questions.	01-Sep-09

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425	01-Sep-09	Telephone	Support for project. Request to put on contact list.	Called back and spoke with the caller to get the correct address.	02-Sep-09
430	01-Sep-09	Telephone	Request to be put on contact list and notified about future open houses. <i>Question:</i> Will proposed option 5 be discussed/resolved and part of further open house?	Called the caller back and left a message about the open house (she can speak with a project team member regarding her questions on the proposed option 5). In addition, the caller was assured that she would be placed on the contact list.	01-Sep-09
400	2-Sep-09	Email	<i>Concern:</i> against loss of 2 stops (Swift Drive/Union Drive & Sloane Avenue/Bermondsey Road).	Note that stops are in fact planned at both locations noted above. A complete list of the stops is available in the FAQs section of the project website (details given).	03-Sep-09
401	2-Sep-09	Email	<i>Concern:</i> Confirm that noise barrier will be provided between LRT and property . <i>Question:</i> What will happen to the existing drainage system running along our backyards ? When will we be informed about potential property acquisition ?	Final Response: As the Eglinton Crosstown LRT study goes forward, staff will also be looking at all of the environmental issues, including noise and vibration associated with the proposed LRT project. Along with the work required for the entire 33km alignment, specific areas where concern has been raised (such are the Rangoon area) will be reviewed in more detail. Any mitigating measures that are deemed necessary, including, the potential for a noise barrier will be documented in the Environmental Report and will be subject to implementation during construction of the project. Although construction noise is inevitable with any new project, all construction work is subject to noise by-laws. Any effects on existing facilities such as storm drainage systems, etc. will be included in the design and construction of the new LRT facilities. As discussed with some of the public meeting attendees, the market value of any property along the Eglinton LRT cannot be determined until such time as design and survey work has moved forward enough to identify the individual property requirements for the Eglinton LRT. City of Toronto Real Estate staff will obtain market value appraisals from outside consultants. Should a portion of any property be required for the Eglinton LRT, individual owners will be notified prior to the next public meeting tentatively scheduled for later this year. We will update you as soon as the next round of consultation is confirmed. ***** First Response: Thank you for submitting concerns regarding the Eglinton Crosstown LRT. Project engineering staff will follow-up on the following: • Potential for a noise barrier to be provided between the LRT and back yards • What will happen to the existing drainage system running along your back yard • Additional information regarding the potential need for any property acquisition. As soon as answers are confirmed, we will contact you.	23-Sep-09
402	2-Sep-09	Email	<i>Concern:</i> Confirm that noise barrier will be provided between LRT and property . <i>Comment:</i> Regarding Rangoon Stop and questions about structural impacts the project will have on their property.	Thank you for submitting concerns regarding the Eglinton Crosstown LRT. Project engineering staff will follow-up on the following: • Potential for a noise barrier to be provided between the LRT and back yards • What will happen to the existing drainage system running along your back yard • Additional information regarding the potential need for any property acquisition. As soon as answers are confirmed, we will contact you.	09-Sep-09
410	2-Sep-09	Email	<i>Comment:</i> Route 4 is best option for LRT between Martin Grove and Pearson, second option is route 2. Next order of preferred options is 3, 1, and 5 . <i>Suggestion:</i> LRT should go under tunnel under flight path which would be cheaper to build. <i>Concern:</i> Not comfortable having LRT being so close to the flight path of aircraft .	Thank you for your comment. To confirm, after a thorough review, the decision was made to proceed with Route 1, as it would provide the best connection to existing and future development in the vicinity of the Airport. More details will be provided at the next round of consultation. We will notify you as soon as details are set.	23-Sep-09
414	02-Sep-09	Telephone	Support for project. Request to speak with someone at TTC. <i>Comment:</i> Hopes that project will improve her area.	Got the answering machine. Will call again.	08-Sep-09

Eglinton Crosstown LRT Project
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ID #	Date	Source	Subject	Response	Date out
415	02-Sep-09	Telephone	<i>Question:</i> how will LRT be built (e.g. streetcar? ROW? Above/below ground?). <i>Concern:</i> population projections may be faulty and feels that LRT will not accommodate the numbers. Prefer a subway .	Called back and spoke with caller regarding his concerns.	08-Sep-09
431	02-Sep-09	Telephone	Request for call back .	Called the caller back to find out what his question was. The caller lives in the area close to Eglinton and Islington and was wondering how far the LRT line is progressing. We then discussed where construction would start (to which I responded that the answer had not yet been made) and how long construction would take. The caller also wanted to know if anything had started yet (whether a shovel had begun digging) to which I responded no, but previous work had occurred on Eglinton years ago when they originally started building a tunnel for a subway.	02-Sep-09
416	03-Sep-09	Telephone	<i>Question:</i> about project timing and phasing . When will LRT and BRT be operational ? <i>Concern:</i> project might affect plans for future development regulations on lands in the area.	Left a voicemail describing to the caller that phasing hadn't yet been determined since the project is still in its early phases. However, she could call back if she had any further questions. Sept. 9th: Caller called LJ back and asked if she could have an extension in submitting comments regarding preferred route/panels from Sept. 2nd open house. She also asked for SR's phone number/email to speak with her. Lisa gave them to her, then spoke with SR to let her know that XX would be calling. SR said that it was OK for her to submit after deadline, but do it asap.	09-Sep-09
422	03-Sep-09	Email	Attended September Open House at Etobicoke Olymum. <i>Comment:</i> Support and trust experts to choose best stop locations . GTA's transit integration is lacking, look to example of Greater Vancouver (1 fare and transit system throughout region). <i>Suggestion:</i> Mississauga BRT should include easternmost BRT station . Consider express line from Martin Grove to airport . <i>Concern:</i> Floor arrangements of OH meetings should be more thoughtfully planned (display boards were too squeezed, unable to view them clearly). The large tables served no purpose, using the limited space.	Thank you for the constructive comments. In terms of integrating the GTA transit systems, the TTC is currently working with Metrolinx and other transit authorities in Mississauga and York on a more integrated system, including a single fare system. Additional service to the airport will also be planned via the Etobicoke-Finch West LRT. Details on that project are available at: (details given). Metrolinx is planning an express route from the Airport to Union Station. Details are available at: (details given). Your comments regarding the room set-up are well taken. We will ensure these issues do not occur in the future. We will update you as soon as additional information on the study and future consultations are scheduled.	09-Sep-09
417	04-Sep-09	Telephone	Resident lives on Eglinton between Wynford and Don Mills. Request for project information and updates . <i>Question:</i> why the stops between Sloan and Bermondsey and Swift Drive and Eglinton are being removed	Left a voicemail letting the caller know that there are proposed stops at Wynford, Swift/Credit Union and Bermondsey. The caller can call back with further questions.	08-Sep-09
403	5-Sep-09	Email	<i>Questions:</i> regarding projected ridership and demand for the Eglinton LRT. What is the optimum power supply voltage , extra costs of doors on both sides, and capital cost ?	Thank you for submitting detailed comments and questions on the Eglinton LRT. Please review the following information on behalf of all project staff: (1) TTC does not have a peak two hour volume as the forecasts are not presented in peak two hour format. The forecasting effort does not predict variances of 25%, nor does it predict seasonal variation. (2) The light rail vehicles will be individually propelled with electric motors that receive power from an overhead catenary system. The power supply is currently under study. (3) The vehicles will include doors on both sides of the vehicle to allow for centre and side platform configurations, as appropriate. Single track service could potentially be operated under emergency conditions. (4) The tunnel portal in the east is planned to be east of Brentcliffe, as the section from Brentcliffe to Don Mills does not have as narrow a right-of-way as the section west of Brentcliffe. (5) TTC is working with the City to identify potential redevelopment areas; Eglinton West has not surfaced in our discussions thus far. (6) TTC is consulting with the GTAA regarding the route to the Airport, and the current routing appears to satisfy GTAA issues. (7) Stations have been located through consultation with the City. (8) The proposed fare system for the LRT is proof-of-payment, which will eliminate the need for barriers. More details will be provided at the next round of consultation. We will notify you as soon as details are set.	25-Sep-09

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ID #	Date	Source	Subject	Response	Date out
405	5-Sep-09	Email	<p>Please see attachment in Attachment Folder Request to be added to public record for comments. <i>Comment:</i> opposed to routes 1 and 4 for LRT path to airport. Route 5 is best because it is a shorter path to Kipling station/Airport and it keeps BRT routes/TTC off Dundas and the 427, reducing congestion. <i>Suggestion:</i> busway design should be improved to meet LRT at Martin Grove. <i>Question:</i> regarding affordability of LRT over busway. Having a stop where no buildings can be built.</p>	<p>Thank you for submitting detailed comments including your preference for Route 5. To confirm, your comments have been documented for the project records and are currently being reviewed by all staff overseeing the design. We will update you as soon as more information on the study is available.</p>	09-Sep-09
418	06-Sep-09	Telephone	<p><i>Questions:</i> regarding number of axels street cars will have. The distance of LRT platforms on Eglinton.</p>	<p>Called back and spoke with caller letting him know that detailed specification on the LRV have not yet been finalized and that the best way to stay informed is to take a look at the website.</p>	05-Oct-09
404	7-Sep-09	Email	<p>Attended OHs at Richview Collegiate and Etobicoke Olympium. <i>Comments:</i> U turn lane entails two additional lanes (north and south) to accommodate left turners. May need to cut down mature trees, residents may not agree. <i>Concerns:</i> about the left-hand turns off Eglinton and how it will create gridlock. <i>Suggestion:</i> create a dedicated left turn lane and stop light at each of these streets for north/southbound turns (refer to Queensway. Or create lane cloverleaf exits on tight radius where appropriate. Elevate LRT and eliminate problem, it will cost more but run silently, but cheaper than a tunnel/underground subway. Will create minimum traffic disruption.</p>	<p>Thank you for attending the Open Houses and for raising a number of concerns / recommendations. Based on your comments and similar comments from Etobicoke residents living in the proposed surface section of the LRT, traffic engineering staff are conducting additional analysis of the preliminary configurations of the left turns and U-Turns. Results and recommendations will be presented at the next round of Public Open Houses which are tentatively scheduled for late November 2009. The direct link on the project website showing the preliminary configurations you refer to is (details given). Please see slides 21-24. Engineering staff will confirm if any mature trees would be affected by the preliminary design. To confirm, your following three alternate design configurations have been documented and are being reviewed by staff overseeing the design for the project:</p> <ol style="list-style-type: none"> 1. It would be much better to create a dedicated left turn lane and stop light at each of these streets for northbound and southbound turns. That concept works very well on the Queensway. 2. However there could be a much better solution. Create right lane cloverleaf exits on a tight radius, once through the intersection for left turns, where appropriate. 3. Or better yet.....elevate (suspend) the whole of the LRT and eliminate the problem altogether. It will cost more and will run silently, but will not be as expensive as digging a tunnel for an underground subway and it will create minimum traffic detours and disruption. <p>We will contact you as soon as more information is available and future meetings are scheduled.</p>	09-Sep-09
407	7-Sep-09	Email	<p>Attended each Open House. <i>Concerns:</i> about noise and pollution. Wondering when an open house will focus on this issue. New road in Etobicoke will create traffic and gridlock. <i>Question:</i> regarding alternative commitments for residents of Etobicoke due to new proposed road.</p>	<p>Thank you for attending the open houses and raising the concerns regarding parking for the EYSL. To confirm, staff overseeing the design of this section have been notified of your concern for follow-up. At this time, traffic engineering staffs are conducting additional analysis of the preliminary configuration of the road. Results and recommendations will be presented at the next round of Public Open Houses which are tentatively scheduled for late November 2009. We will notify you as soon as more information is available regarding your particular area of concern related to the new road and EYSL parking etc. In the meantime, you may touch base with the TTC project engineer Mr. David Veights at 416-393-7929.</p>	09-Sep-09
406	8-Sep-09	Email	<p>Support for the project. <i>Question:</i> regarding funding/financing of project.</p>	<p>Acknowledgement of message. Website details given (with location of open house details). Explanation of funding given: In April, 2009 the Province of Ontario announced \$4.6 billion funding for the Eglinton Crosstown LRT project from Kennedy Station to Pearson Airport. Pending final approval from the City and province, the project will go forward.</p>	09-Sep-09
408	8-Sep-09	Email	<p><i>Comments:</i> on the different proposed routes to the airport. <i>Suggestion:</i> a tunnel or bridge for LRV.</p>	<p>See response to further email (ID#410)</p>	

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ID #	Date	Source	Subject	Response	Date out
412	8-Sep-09	Email	Attended September 2 nd Open House. <i>Concerns:</i> about the intersection at Martin Grove and Eglinton. <i>Suggestion:</i> possible to run the LRT south of current Eglinton Ave., then move intersection a little north and turn intersection into roundabout . This would improve traffic flow, eliminate run around for left turners, and eliminate U turns . The challenge would be getting the LRT out from and back into the middle of the road on either side of Martin Grove.	Thank you for sending the recommendations regarding the Martin Grove intersection. To confirm, your message has been documented and is currently under review by engineering staff overseeing the project. We will provide you with updates as soon as they are available and notify you as soon as future consultations are scheduled.	11-Sep-09
413	8-Sep-09	Email	Will post to personal website. Request information about proposed design. <i>Concern:</i> the roundabout route coupled with the proposed designs for the hub at Eglinton and Commerce Blvd. <i>Comments:</i> regarding LRT route alignment and the Commerce stop. Need better station than what is proposed. BRT is grade separated in area of vacant land, but LRT is not. Commerce hub is contrary to the 'mobility hub' in the Big Move.	Response: See ID #433.	N/A
419	08-Sep-09	Telephone	Request to be added to project mailing list. Support for project. <i>Comment:</i> Prefers option 1 as route.	Make sure caller is on the mailing/contact list. No need for further response.	
420	08-Sep-09	Telephone	Request to speak with project member. <i>Concern:</i> property acquisition for exits to subway at Eglinton and Mt. Pleasant (option 2).	Final Response: DV spoke with Ms. XX. She is asking for updates regarding entrances proposed at Mt. Pleasant. I replied that as of now, we have no update to provide. ***** First Response: Left a voicemail with the caller letting her know that her question will be forwarded to a project team member for follow up. She then sent the message to DV for follow up.	21-Sep-09
421	08-Sep-09	Email	Please see attachment in Attachment Folder <i>Concern:</i> regarding public safety.	Final Response: TTC is currently working with the City of Toronto Transportation Services Division to review potential changes in traffic patterns specific to Martin Grove Road. The review will include an assessment of public safety. Details are planned to be presented at the next round of consultation. As soon as future meeting dates are set, we will contact you. ***** First response: Thank you for submitting specific concerns regarding the Martin Grove intersection. To confirm, your comments have been documented and are currently being reviewed by project engineering staff. We will contact you as soon as a formal response is confirmed.	25-Sep-09
438	08-Sep-09	Letter	See attachment in Attachment Folder. Letter to the Planning Board of Metro.	No address / email / phone number given for response.	-
482 (422)	09-Sep-09	Email	<i>Comments:</i> Detailed comments regarding ECLRT airport connection (between Martin Grove and Pearson International).	Comments being reviewed and will be incorporated in a response.	-
423	09-Sep-09	Email	<i>Concerns:</i> regarding Martin Grove to Renforth Ave. route. Noise and environmental impact through construction and after LRT is built along Eglinton Ave. on Rangoon Rd. Property value may decrease. <i>Suggestion:</i> install noise barriers. Plant large trees to block the view of the LRT.	Thank you for the message. We have been in touch with Mr. XX as well regarding concerns on Rangoon. To confirm, project engineering staff will follow-up on the following: - Potential for a noise barrier (including trees) to be provided between the LRT and back yards - Confirming what will happen to the existing drainage system running along back yards - Providing additional information regarding the potential need for any property acquisition As soon as answers are confirmed, we will contact you.	09-Sep-09
424	09-Sep-09	Email	Please see attached letter in Attachment Folder <i>Concern:</i> regarding property impact.	Thank you for the message and raising specific concerns. To confirm, your letter has been documented and we look forward to receiving your detailed comments next week.	11-Sep-09

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ID #	Date	Source	Subject	Response	Date out
434	09-Sep-09	Email	<p>Attended September 2nd Open House. Support for project. <i>Comment:</i> Stop locations make sense. Needs to be good interface with other transit routes. The stop at Rangoon needs an architecturally pleasant overpass to fit into residential neighbourhood. All other stops are fine in terms of design. <i>Suggestion:</i> to go with option B, Commerce Blvd. is less busy than Eglinton Ave. This allows greater latitude to position stop. Easier for pedestrians to cross the street. Route 1 seems best for interface with Mississauga BRT and Pearson. Second choice would be route 2, but it is longer (time) and costly.</p>	<p>Thank you for expressing support for the project and sending specific recommendations. To confirm, your message has been documented and is currently being reviewed by engineering staff overseeing the project. We will provide you with updates as soon as they are available and notify you as soon as future consultations are scheduled.</p>	11-Sep-09
435	09-Sep-09	Email	<p>Attended September 2nd Open House. Support for project. <i>Comments:</i> Appreciate effort that TTC staff has gone in to planning. Methodology used to select route is flawed. TTC should not be obliged to go far as a Mississauga connection. <i>Concerns:</i> Not appropriate to rank factors (capital cost, travel time and ease of implementation), instead cost/benefit analysis should be undertaken. <i>Suggestion:</i> tunnel option may be best. <i>Question:</i> regarding demand for a stop at Silver Dart. What data supports this?</p>	<p>The following response is provided on behalf of engineering and planning staff overseeing the Eglinton Crosstown LRT in response to your message of September 9. The selection process for the preferred routing from Martin Grove to Pearson Airport was made using a wide range of both quantitative and qualitative technical evaluation principals and was based on detailed input from major stakeholders including City of Mississauga, MTO, City of Toronto, GO Transit and the GTAA. The evaluation of factors was done on a consensus basis among the stakeholders to provide a balancing of views of the relative importance of the various criteria. The materials presented at the Open House, and in particular the summary evaluation table you are referencing, identifies only the 5 major criteria however a more comprehensive list was used in the assessment process. The Highway 27 route, including the one referenced in your comments below was evaluated and several options were ruled out due to technical difficulties. What was presented at the open house was the final most feasible option. Using the data from the City of Toronto, Mississauga, GO Transit, MTO and the GTAA, we feel that the approach employed was sound and that as the evaluation shows, Route 1 was determined to be the most suitable route from for the Eglinton Crosstown LRT from Martin Grove to Pearson. Your constructive criticism is well taken, and we hope you are able to attend future consultations. Thank you for sending constructive criticism and recommendations for the Eglinton LRT. To confirm, your message has been documented and is currently being reviewed by engineering staff overseeing the project. We will provide you with updates as soon as they are available and notify you as soon as future consultations are scheduled.</p>	11-Sep-09
432	10-Sep-09	Email	<p>Support for the project. Request to be added to mailing list.</p>	<p>Added to the mailing list.</p>	10-Sept-09
433	10-Sep-09	Email	<p>Information about the ECLRT connection to Pearson added to personal website. <i>Concern:</i> design of the Transitway interchange at Commerce Blvd is insufficient and should be re-examined. <i>Suggestion:</i> superimpose the Transitway plans on the LRT plans so that people could actually see how this would all fit together. Also, show routes supporting development opportunities. Finally, the Airport Station needs to be well integrated with other services. The integration of a Finch LRT airport branch needs to be explained both for terminal configuration and for the approach alignment, presumably along Dixon Road. <i>Questions:</i> Could the LRT swing north of Eglinton at some point so that it could run parallel to the trench of the BRT? Would the LRT be at grade, or drop to the same level as the BRT? How would this affect the merge back into Commerce? Is it possible to have the the Silver Dart alignment passes immediately east of a major runway? Does this affect the Silver Dart alignment and design? Does this affect any other part of the alignment at the airport?</p>	<p>Final Response: Thank you for submitting comments and the links to your blog. The following response is provided on behalf of TTC staff overseeing the project. The design of the station at Commerce and the route from Martin Grove Road to the Airport has been developed through consultation with a number of stakeholders, including Mississauga Transit and the City of Toronto. With regard to comments about development, TTC has not received any specific development ideas for the areas so it is difficult to show development possibilities. With respect to the Airport, TTC continues to consult with the GTAA and will address any issues that arise. The proposed Finch LRT extension to the Airport has not progressed far enough to the point where details about its alignment can be shown. We will update you as soon as more detailed information is available. ***** First Response: Thank you for the message. To confirm it has been documented and TTC engineering staff overseeing the LRT design from Martin Grove to the Airport will respond directly to you.</p>	23-Sep-09

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ID #	Date	Source	Subject	Response	Date out
439	10-Sep-09	Telephone	Lives near Kennedy and Eglinton. <i>Question:</i> about property acquisition .	As the final report for the Environmental Assessment (EA) of the Eglinton Crosstown Light Rail Vehicle project is prepared, I am pleased to confirm that the building at XX Eglinton Ave E, where you currently reside, will not be required for the project. Toronto's Transit City projects use a 36m right-of-way which includes dedicated transit lanes, two lanes of through traffic, bicycle lanes, sidewalks and, at major intersections, stop platforms and turning lanes. At some locations along the route, the road may need to be widened and the city will require some part or all of a property. Properties owners who are affected have been formally notified by notice in the mail. For more information about this project, visit the project website (details given). Transit along Eglinton Avenue will be greatly improved following this project. Further detail about renovation to Kennedy station and construction in the area will continue to develop over the coming months. I encourage you to continue to check the website regularly. Please note that a final Environmental Project Report (EPR) will be placed on public record in March, 2010 for a 30 day review period, you may wish to provide further comment at that time.	05-Jan-10
440	10-Sep-09	Telephone	Question about future open houses details.		
441	15-Sep-09	Telephone	Request to speak with Bill Dawson at TTC. <i>Questions:</i> the preferred routing of the ECLRT by Renforth Ave and decision that made the Commerce Blvd. route the preferred option .	See following correspondence (ID#444) Had meeting with project staff on Nov. 19, 2009 and there is a follow-up meeting scheduled for January 11th, 2010.	19Nov-09
442	17-Sep-09	Email	Attached letter found in Attachment folder. From community association near Mt. Dennis. Comments and questions regarding ECLRT from neighbourhood association.	Thank you for submitting detailed comments on behalf of the MDCA. To confirm, your attached comments have been documented and are currently being reviewed by the TTC project team. We will contact you as soon as more information is available and future consultations are scheduled. In the meantime, if you have any questions, project engineer David Veights at TTC would be pleased to speak with you. David may be reached directly at 416-393-7929.	28-Sep-09
444	18-Sep-09	Email	See letter in attachment folder. Letter requiring more time to assess project.	Had meeting with project staff on Nov. 19, 2009 and there is a follow-up meeting scheduled for January 11th, 2010.	19-Nov-09
445	25-Sep-09	Email	Request for removal of stop at Rangoon (the area already has a bus that stops at Eringate Dr. and Rangoon Ave., Rangoon and Welsworth Dr. and again at Gentian and Renforth).	The Rangoon Stop is part of the Project. Its location is consistent with the stop spacing guidelines, and it provides nearby residents with direct access to the LRT (no need to ride a bus first to reach the LRT). Having said that, the stop spacing for the LRT will be wider than the current bus service. A complete list of stops is Lettered on the FAQs link on the project website. (website details provided along with location of PDF with stop information).	29-Sep-09
456	26-Sep-09	Email	<i>Question:</i> regarding effects of political change and impact on project .	With a change in Mayor and Council, and/or a change in the provincial government, it is indeed possible that funding could be withdrawn. We will continue to update you as the project progresses!	29-Sep-09
446	28-Sep-09	Email	See attachment in Attachment Folder. Comments on Notice of Public Open House.	Comments being reviewed and will be incorporated in a response.	-
447	29-Sep-09	Email	<i>Concern:</i> regarding loss of Bermondsey stop and stop spacing (walking distance to Vic Park or Wynford from Sloane Avenue).	Thank you for the message. Please note that a stop is planned for Bermondsey. A complete list of the stops is Lettered on the project website. Please see the following link in the Frequently Asked Questions and Answers Section (website details provided).	06-Oct-09
448	30-Sep-09	Email	<i>Question:</i> regarding projected speed of the LRT underground.	Final Response: Thank you for your email regarding the average running speed of the Eglinton LRT. I apologize for the delay in getting you a response. The Transit City plan is based around surface routes throughout Toronto. Surface routes in dedicated transit lanes offer the reliable service demanded by transit users and also complement the vision for growth set out	05-Jan-10

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ID #	Date	Source	Subject	Response	Date out
				<p>in Toronto's Official Plan without incurring the significant additional cost of third rail technologies. You may be interested to hear that Transit City has proposed conversion of the Scarborough RT line to LRT technology with an extension of the line north from Scarborough Town Centre to intersect with the new LRT lines along Sheppard Avenue East and Eglinton Avenue. For details regarding the operating speeds of the Eglinton LRT line, in both the underground and surface sections, you may wish to review Panel 12 (numbered in the lower right hand corner) of the panels from the most recent round of Open Houses for the Eglinton line.</p> <p>You may also wish to review panel 7 which indicates that peak period capacity for the Eglinton line is expected to be lower than the peak period requirement for a RT or subway technology.</p> <p>Further detail about the design of the route will become available in the coming months. Please note that a final Environmental Project Report (EPR) will be placed on public record in March, 2010 for a 30 day review period. You may wish to review the document and provide further comment at that time.</p> <p>*****</p> <p>Final Response: Your questions below from September 30 regarding the Eglinton LRT and Scarborough Rapid Transit are under review by TTC engineering staff. We will contact you as soon as a response is confirmed.</p>	
449	30-Sep-09	Telephone	Request for a call back .	No answer each time the caller was called back.	01-Oct-09
450	30-Sep-09	Telephone	<i>Suggestion:</i> hold a meeting to address concerns from seniors <i>Concern:</i> regarding stop removal / stop spacing (removal Swift Drive/credit union), accessibility issues for senior citizens	Wrong number	01-Oct-09
453	30-Sep-09	Email	Request for noise barrier at Eglinton near Rangoon.	This email was directed to a member of the public (see ID#403)	
451	01-Oct-09	Email	Support for the project. Interested in the line assessment from Martin Grove Road to Pearson Airport . <i>Comment: appreciation of website.</i> Believes that the route from Martin Grove Road to Pearson Airport appears to be quick in terms of travel time, efficient and logical, having the Commerce Station co-exist with the Mississauga/GO BRT Station. <i>Suggestion:</i> locate the Pearson Airport Station almost adjacent to the Terminal 1 Station on the LINK Train line. This would give travelers easy access to Terminal 1, Terminal 3 and the Viscount Parking Terminal. <i>Question:</i> With the completion of the ECLRT, will the 111 East Mall bus route then end at the East Mall Station? If so, is Transit City considering building a small bus bay terminal for the bus route's northern terminus? Will the Rangoon Station have face-to-face platforms as there is no intersection at its proposed location?	<p>Thank you for your email.</p> <p>At this time, the final destination location of the Eglinton LRT within Pearson Airport continues to be under discussion with GTAA authorities. Detail about the alignment is not finalized but you may be interested to learn that a separate study focused on the proposed airport connection will be carried out. Your comments for a connection through the LINK people mover are noted.</p> <p>According to the TTC's Service Planning department, the Eglinton LRT would not require changes to the existing routing of the 111 East Mall route. It would continue to operate as it now does.</p> <p>Finally, the Rangoon Station will have a centre platform where passengers can access both LRT vehicles. A traffic signal stopping eastbound car traffic will be installed allowing passengers to safely access the platform from the south side of Eglinton.</p>	16-Dec-09
452	02-Oct-09	Email	<i>Question:</i> regarding project timeline / construction schedule .	<p>Acknowledgment of message. Current plans indicate a construction start in 2010 subject to City Council and Provincial approval of the formal "Transit Project Assessment" study.</p> <p>The project phasing plan will be finalized later this year. As soon as we have details regarding exactly when and where construction will start we will contact you. TTC will be undertaking an ongoing communications effort including meeting with you and the BIA.</p> <p>If you have any other questions, please contact David Veights P.Eng at TTC (Contact details provided).</p>	05-Oct-09
454	02-Oct-09	Email	Follow up to email from ID#453 <i>Suggestion:</i> help with barrier along Eglinton Ave. on Rangoon Road.	To confirm, your recommendations for the noise barrier and Councillor Holyday's support for this proposal are documented. We will contact you as soon as more information is available, including specific dates and locations for all upcoming open houses across the Eglinton corridor which are planned for late November and early December 2009.	06-Oct-09
459	02-Oct-09	Telephone	Request for follow-up letter regarding plans for building at Eglinton Ave. and Bathurst St.	SR spoke with caller and answered questions.	04-Jan-10

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ID #	Date	Source	Subject	Response	Date out
455	07-Oct-09	Email	Request for a meeting to discuss development application at Eglinton Ave. and Oakwookd Dr.	Thank you for message. Please contact David Veights P. Eng TTC. (Contact details provided).	08-Oct-09
457	09-Oct-09	Email	Request for a meeting with TTC. Response to previous communication (see ID#455).	Meeting with TTC has been arranged.	
458	09-Oct-09	Email	<i>Question:</i> regarding zoning changes along Eglinton Ave. and reduced parking density.	The draft new Zoning By-law does propose lower residential parking standards for Avenues with rapid transit service, so basically the answer to your questions is "yes", we do anticipate lower parking density on Eglinton. The new by-law is proposed for consideration at Planning & Growth Management Committee next February. There will very likely be appeals and it will be some time before all of it is in effect. For questions about the zoning by-law, please visit: http://www.toronto.ca/zoning/index.htm or contact ZoningProject@toronto.ca	13-Oct-09
460	14-Oct-09	Telephone	Request for a call back.	Called back and left a voicemail asking her to call or email back with specific question.	16-Oct-09
461	15-Oct-09	Email	<i>Comment:</i> Should be a BRT route from Martin Grove and Eglinton Ave. through the hydro corridor to Kipling . Route Option 5 is the shortest and fastest route for the LRT to the airport .	Thank you for your email regarding the alignment of the Eglinton LRT into Pearson airport. Following the Open House which you attended in September 2009 the route into Pearson which follows Eglinton Avenue to Commerce Boulevard across the 401 to Convair and to Silver Dart was selected as the preferred option. The selected route offers the best connection and transfer convenience to Mississauga/GO BRT and Pearson and was also found to have the best cost/benefit of the five routes. The alignment into the airport terminus will be the subject of a separate assessment. The Eglinton LRT will interface with Mississauga BRT-GO Transit at Commerce. The recommendation was displayed in the most round of recent November/December Open House panels which are available on-line on the City of Toronto website: http://www.toronto.ca/involved/projects/eglington_crosstown_lrt/index.htm A connection to the airport is an important part of the Eglinton line; however, the primary purpose of the Eglinton Crosstown is to provide a fast and reliable transit service along Eglinton that acts as an attractive alternative to the private car. The TTC's Transit City plan also supports the City of Toronto's Official Plan for increased density along Toronto's main roads and avenues, and for increased attention to cycling and walking.	05-Jan-10
462	16-Oct-09	Email	<i>Suggestion:</i> That safety is a top priority. Create a three way tunnel from both parking lots on each side and across the street to the opposite park or the City police parking lot. Refer to St. Clair West Subway Station where there is a similar operation. Or could close the end of Everden Rd. across the way from the subway station and extend the park around the exit.	Thank you for the message. To confirm, your recommendations for the station entrance/exit and safety concerns have been documented and are being reviewed by TTC engineering staff overseeing this aspect of the project. We will notify you as soon as more information is available including any future public meetings and information specific to Eglinton West Station. At our consultations in June, 2009, we received conflicting comments from local residents regarding requests to close Everden Rd. Our consultation report summarizes comments on Eglinton West Station. You may wish to review (website details provided – see section 5.17).	16-Oct-09
463	21-Oct-09	Telephone	Request to be kept informed about the project. <i>Question:</i> November open house details.	Called back to give open house details (Dec. 2 nd at CNIB). Caller was also worried that the Dec.10th meeting was too close to Chanukah.	21-Oct-09
464	21-Oct-09	Telephone	<i>Concerns:</i> about property impacts.	Final Reponse: Separate communication sent to all affected property owners prior to Nov/Dec. 2009 open houses. ***** First Reponse: Called back. They heard more about ECLRT – have property at intersection at Eglinton and Dufferin. Worried about property and construction. Have residential and commercial around area. The caller has a property at XX Eglinton Ave. W and wants to know if it will be expropriated (if you take over house – will they get money?). -- LJ emailed it to DV (to be sent to property agent) -- Oct. 21, 2009	20-Nov-09
469	26-Oct-09	Telephone	Request for call back.	Called back and left a voicemail for caller to call back/email question.	03-Nov-09

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ID #	Date	Source	Subject	Response	Date out
470	26-Oct-09	Telephone	Request for call back . Question: regarding layout of underground tracks in relation to property .	DV left a voice message on the caller's cell phone number. He explained that the LRT will be under Eglinton Ave. at Bayview in the voice message. Suggested that the caller return the call if more information is needed.	10-Nov-09
472	27-Oct-09	Telephone	Request for call back . Question: Property impacts along the proposed line due.	Spoke to caller. He lives in a house at Eglinton and Kingston Rd. Provided website and upcoming OHs details to which he can attend and speak to project team members.	09-Nov-09
465	29-Oct-09	Letter	See Attachment in Attachment folder.	Acknowledge receipt of information.	30-Oct-09
471	30-Oct-09	Email and Telephone	Question: regarding environmental assessment of project, would like to know who to contact .	Please contact the project manager Stephanie Rice. (Contacts details provided).	30-Oct-09
467	04-Nov-09	Telephone	Request for call back .	SR called back same day and spoke with caller. Request was from Councillor's staff - not from Councillor.	04-Nov-09
468	04-Nov-09	Telephone	Request for call back . Question: regarding timeline update on LRT for Dufferin and Eglinton	Called back and spoke to caller. He wanted an update on the LRT at Dufferin and Eglinton. Is it still occurring, etc. Told him that it is still proceeding and that there are that upcoming open houses he can attend. The caller was then told of the website for further information.	
466	07-Nov-09	Email	Question: regarding construction schedule (start date).	Thank you for the message. At this time, a specific construction schedule is not yet confirmed. Your message has been directed to staff overseeing the project so that any updates can be e-mailed to you once more information is available. For future reference, TTC's Community Liaison for the Eglinton is Franca Di Giovanni who may be reached directly at 416-397-8697. Franca will be coordinating important follow-up on issues such as yours.	09-Nov-09
481	09-Nov-09	Email	Question regarding scheduling/timeline for construction, LRT design (above or below ground)	Please see the second page of the attached file. The underground section is from Laird Drive to Keele Street. The rest of the line will travel at street level in a dedicated transit lane to ensure speed and reliability of service. The exact staging of construction --including to the Airport-- will confirmed within the coming months after the formal study is approved by City Council and Province. Currently TTC does plan to start within 2010 but exacting starting point of construction has not yet been confirmed. We will update you as soon as more information is available.	13-Nov-09
489 (456)	12-Nov-09	Email	Question: regarding full version of the Executive Summary of ECLRT report.	Thank you for the message. The full Environmental Project Report (EPR) for the Eglinton Crosstown LRT will not be available until after the November and December consultations are completed, in order to ensure staff have an opportunity to review all public feedback and recommendations. Should there be substantial changes, there would be an additional opportunity to report to the Commission/Council. Once finalized, the EPR will of course be placed on the public record (including on the project website) for review.	16-Nov-09
477	12-Nov-09	Telephone	Request for call back Question: regarding estimated cost of the line .	Called and left a message on caller's voicemail indicating cost of line (from FAQ) and project website info for more answers to questions caller might have – in addition to upcoming open houses caller can attend.	13-Nov-09

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ID #	Date	Source	Subject	Response	Date out
491	12-Nov-09	Email	Support for the project, especially the section between Martin Grove and the airport.	Acknowledgment and appreciation of supportive message. In order to further express your support for the project, you may wish to write and/or call your local city councillor and provincial member of parliament. It is very important for elected representatives to hear from supporters of Transit expansion as typically only those opposed to projects are motivated to write to them. We hope you are able to attend one of the upcoming open houses to speak with the engineering and planning staff.	13-Nov-09
494	12-Nov-09	Telephone	<i>Question:</i> regarding financing and cost of line .	Left a message on caller's voicemail indicating cost of line (from FAQ) and project website info for more answers to questions caller might have – in addition to upcoming open houses caller can attend.	13-Nov-09
495	12-Nov-09	Telephone	Request for call back . <i>Question:</i> regarding consultation process	Spoke with caller. Already determined that I would meet up to discuss questions with caller and colleague.	13-Nov-09
473	13-Nov-09	Email	<i>Suggestion:</i> Use a simple, but attractive, fence/bollard system be appropriate to separate the tracks from the cars. Ensure that the underground section can accommodate a subway train in the future. Use the project as a way to improve the Eglinton/Allen intersection , including the reconfiguration of the ramps and perhaps building a grade separated crossing for pedestrians over the Allen. Initiate a Secondary Plan process (or an Avenue Study) along Eglinton in this area to come up with ideas for its long term development. <i>Question:</i> regarding project timeline / construction, traffic due to construction, need for ROW (middle of the road). <i>Concern:</i> Doesn't want the line to replicate St. Clair problems .	Thank you for your message regarding the Eglinton Crosstown LRT. Certainly the Transit City Team is very aware of the importance of construction staging for this project. Discussions with stakeholders from across the city on this issue will continue to be a focus for the team as the project develops over the coming months. You may also be interested to learn that preliminary construction on the first Transit City line along Sheppard Ave East has begun. If you have not yet had a chance, you may wish to review some info about construction staging related to this project on the panels from the most recent round of Public Information Consultations. Please click here and note in particular slides 49 through 59. Website details given. Your preference to treat this project as a priority is noted. You may be pleased to hear that the Eglinton Crosstown is one of the "Big 5" priority projects for Metrolinx, the regional transportation authority. For more information on the regional planning document "The Big Move" please click here http://www.metrolinx.com/thebigmove/index.html As well, the project team is designing for the possibility of future conversion to subway when capacity may demand it. Your comments regarding planning are also noted. The TTC's Transit City plan also supports the City of Toronto's Official Plan for increased density along Toronto's main roads and avenues, and for increased attention to cycling and walking.	16-Dec-09
474	13-Nov-09	Email	Lives in Leaside <i>Question:</i> regarding eastern underground stop termination .	Thank you for the message. To clarify, the LRT will indeed stay underground east of Laird until it comes to the surface (street level) immediately east of Brentcliffe. Of course, there is no longer a plan for a station at Brentcliffe. A link listing all of the underground stations and surface stops is Lettered at the following FAQs weblink:website information provided	17-Nov-09
475	13-Nov-09	Email	Support of the plan.	Acknowledgment of message. In order to further express your support for the project, you may wish to write and/or call your local city councillor and provincial member of parliament. It is very important for elected representatives to hear from supporters of Transit expansion as typically only those opposed to projects are motivated to write to them.	13-Nov-09
476	13-Nov-09	Email	Support of the plan. <i>Comments:</i> Rather have temporarily more traffic on residential streets than the noise and air pollution from the constant traffic jam on Eglinton. <i>Suggestion:</i> For underground pedestrian access to the station on both east and west sides (Eglinton W station). <i>Concerns:</i> turning restrictions and one-way side streets .	Acknowledgment of message. Planning staff will be undertaking a traffic management study to prepare plans prior to construction across the corridor and will ensure residents are informed. There will very likely be many changes to one-way streets to ensure residents can navigate during construction. Response regarding underground access at the Eglinton W Station.	13-Nov-09
478	13-Nov-09	Telephone	Request to be called back . <i>Question:</i> regarding consultation process for ECLRT.	Called and spoke with caller. Already determined that I would meet up to discuss questions with caller and colleague.	13-Nov-09

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ID #	Date	Source	Subject	Response	Date out
479	13-Nov-09	Telephone	Request to be called back . <i>Concern:</i> buses will be replaced by “rapid transit” and challenges for elderly/handicapped, spacing between stops too far apart, construction methods used for Avenue Rd and Eglinton (cut and cover or boring?), doesn't want same problems that occurred from St.Clair experience to happen again.	Called and spoke with caller. They were concerned that the buses will be replaced by “rapid transit”. Concerned about elderly/handicapped – and how these groups will move along Eglinton and access stops that are very far apart. How will this be dealt with? Questioned how the decision will be made? Political? Told caller that a decision had not yet been made and that TTC was examining different ways to address distance between stops. For further details, caller should attend upcoming open houses/look at website. Also concerned about construction methods and whether (at Avenue Rd. and Eglinton) is will be cut and cover or boring. Told caller that they had not decided yet, but for stations, it would most likely be cut and cover with boring occurring in between stations. Final concern - caller doesn't want same situation as what happened on St Clair. Caller also thought it was a good idea to have a panel/display of people's comments and lessons learned from St. Clair experience. Told caller that the Eglinton experience will be very different from St. Clair - with different technologies and different situation (with lessons learned).	13-Nov-09
480	13-Nov-09	Email	<i>Question:</i> regarding proof of payment system , transfer process and <i>Concern:</i> Impact on traffic congestion from removal of HOV lanes east of Leslie along Eglinton if ROW for LRT is implemented	Thank you for the message. Plans currently indicate that if you transfer between the LRT and the subway, you will not have to pay an additional fare. Likewise, a metropass will be sufficient to use the LRT. Transfers for non-metro pass holders between a bus and the LRT, or subway to LRT will also be sufficient. Plans call for at least two lanes of traffic and the dedicated LRT transit lane throughout the surface sections. There are areas where road widening are needed to have such a configuration - details will be presented at the Open Houses and Lettered online. We hope you are able to attend an open house and speak directly to the engineering and design staff. If you are not able to attend, we will certainly have the material Lettered online as soon as we can.	17-Nov-09
492	13-Nov-09	Email	<i>Question:</i> regarding project timeline / construction .	Please see the attached file for project updates. The tentative schedule is to start construction in 2010 and have a portion of the line open to the public in 2016. The exact construction phasing is currently being developed. The entire route including to the Airport is currently scheduled to open in 2020.	13-Nov-09
493	13-Nov-09	Email	Opposition to the LRT project. <i>Concern:</i> money for this project should be spent on other things (roads, cut taxes, jobs)	By building this project we are hoping to provide much faster and more efficient transit to all Toronto residents, particularly those who cannot afford a car. This project can also create many jobs and help the economy. Your preference for the money to be spent elsewhere is dually noted. Please note that City Council approval is required for the project to proceed.	13-Nov-09
496	13-Nov-09	Telephone	Request for call back . <i>Comment:</i> Would like something put up reflecting what has been learned from public contributions at open houses . <i>Concern:</i> Eglinton bus will be replaced by LRT, accessibility issues for elderly/handicapped (stops spaced too far apart), not enough ways for public to give input <i>Question:</i> regarding construction (cut and cover or boring)	Spoke with caller. Explained issues pertaining to the caller's questions and told her that there will be panels reflecting the public's comments/concerns and how they will be integrated into the project.	13-Nov-09
502	13-Nov-09	Telephone	Request for call back .	Called back and left a message on voicemail with website details (with oh dates/details). Also suggested that if they have specific questions not answered by info found on website, to call back or email.	17-Nov-09
503	13-Nov-09	Telephone	Request for call back . <i>Question:</i> regarding project updates (does not have access to internet)	Called back and left a message on voicemail with suggestion that if she is not on project database, that she calls back and leaves her address in order to receive notices. In addition, LJ suggested that she find someone she knows with a computer and online capacities to look on the project website every now and again in order to fill her in with details/updates.	17-Nov-09
504	13-Nov-09	Telephone	Request for call back . Parents live at Laird/Eglinton <i>Comment:</i> Does not support project. <i>Concern:</i> regarding the construction phase and accessibility to TTC in this area	Called back and spoke to caller. Her mother and father live close to Laird/Egl. And have concern about accessibility. Both reliant on TTC – 90 years old – and worried about construction phase and inability to get on bus/do banking/etc. Not in favour bc of it – too much disruption for them. Neighbours also in same situation. Parents are very upset – worried and stressed about situation.	17-Nov-09

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ID #	Date	Source	Subject	Response	Date out
487 (454)	14-Nov-09	Email	<i>Question:</i> regarding bus terminal at Don Mills .	The Bus Terminal is currently planned at the Northeast corner of the Don Mills and Eglinton intersection.	17-Nov-09
485 (452)	14-Nov-09	Email	<i>Question:</i> regarding station at Bayview and Eglinton.	Thank you for the message. There will certainly be a station at Bayview and Eglinton. At this time, the main entrance to this underground station is planned at the northwest side of the intersection. Secondary entrances are currently planned on both the northeast and southeast corners. More details will be presented at the open houses and we will Letter additional information online as soon as details on stations are confirmed.	16-Nov-09
498	14-Nov-09	Email	Support for the notices distributed re: upcoming open houses .	Acknowledgement and appreciation for message.	16-Nov-09
518	14-Nov-09	Email	Support for the project.		
486 (453)	15-Nov-09	Email	<i>Question:</i> regarding station locations (along Eglinton between Yonge and Brentcliffe). <i>Concern:</i> accessibility for senior citizens and distance to transit stops	A complete list of above ground stops and below ground stations is shown at website information provided. To summarize, underground stations in the general area you are interested in are planned as follows: Yonge, Mount Pleasant, Bayview, Laird, Leslie TTC has a difficult task of ensuring high ridership on the future LRT by ensuring it provides fast service and also ensuring TTC can serve the needs of seniors and individuals with mobility impairment. At this time, there is no confirmed plan to provide parallel bus service in the underground section of the line. However, this will be reviewed closer to construction of the project. We will update you as soon as more information is available.	16-Nov-09
484 (451)	15-Nov-09	Email	Lives in Leaside <i>Comment:</i> Preference for station at Brentcliffe rather than Laird. <i>Suggestion:</i> If station is placed on Laird , place on south side of Eglinton near Canadian Tire or little plaza. <i>Concern:</i> Large number of people from the new condos and apartments around Brentcliffe walking downo Eglinton to LRT station, not enough people willing to take public transit where Laird station would be located, if station is placed on the North side there will be traffic (pedestrian and car), concerned about children safety with increased traffic	Thank you for the message. At this time, the plan is for LRT underground stations at Bayview, Laird, and Leslie. The main LRT entrance to Laird is currently planned from the southwest side of the intersection. At this time, plans call for secondary entrances on the southeast and northwest corners. To confirm, your preference for a station at Brentcliffe as opposed to Laird has been documented and is being reviewed by all staff overseeing the project.	16-Nov-09
488 (455)	16-Nov-09	Email	<i>Question:</i> regarding train continuing underground ECLRT between Laird and Brentcliffe	Thank you for the message. You are correct. To clarify, the LRT will indeed stay underground east of Laird until it comes to the surface (street level) immediately east of Brentcliffe. Of course, there is no longer a plan for a station at Brentcliffe. A link listing all of the underground stations and surface stops is Lettered at the following FAQs weblink: website information provided	16-Nov-09
483 (450)	16-Nov-09	Email	Lives on Roehampton Ave <i>Suggestion:</i> for route to accommodate a subway line in the future.	Thank you for the message, your comments are well taken. Please note that the tunnel for the underground section of the LRT from Laird Drive to Keele Street will be built with a sufficient width in order to allow for upgrading of the system to a subway in the long term future.	16-Nov-09
490 (457)	16-Nov-09	Email	<i>Question:</i> regarding additional changes concerning grade separations at busy interesections	The Transit Project Assessment does not plan to examine any additional grade separations. Therefore, there is no such information to present at the Open Houses starting next week.	17-Nov-09

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ID #	Date	Source	Subject	Response	Date out
499	16-Nov-09	Email	<i>Question:</i> regarding agenda and topics for upcoming open house (Nov.26/09)	The Open Houses start at 6:30pm and are informal. Display panels (colour maps, diagrams) are set up across the room and TTC planning and engineering staff are there to answer questions. This set up allows for dozens of conversations with the engineering staff at one time, as opposed to the traditional town hall style meeting which only allows one person to speak at a time. There will also be a looping PowerPoint presentation with a voice-over that will run throughout the evening. This will allow those who can't show up right at 6:30pm to be able to see the presentation. Tables will also be set up in order for residents to write comments and recommendations to staff. All comments are documented for review. Public input thus far has affected station locations and the traffic design in the surface sections of the line. To summarize, TTC and City Staff will present the preferred design for both the underground and street level segments of the line. For the surface segments, final stop/passenger platform locations and traffic management strategies to provide fast and reliable LRT service will be displayed.	16-Nov-09
500	16-Nov-09	Email	<i>Question:</i> regarding stop location (Leslie/Eglinton)	Thank you for the message. A link listing all of the underground stations and surface stops is Lettered at the following FAQs weblink: website information provided. There is indeed a stop at Leslie. We are seeking confirmation that a specific story board will be provided and will follow up with you once confirmation is made.	17-Nov-09
501	16-Nov-09	Telephone	<i>Question:</i> regarding project funding model .	Spoke w this person...got her questions (which LJ could not answer) and forwarded the following email to DV, DN and FD to answer (Nov. 17). FD called back to recommend that she contact someone at Metrolinx as they would be the lead on funding issues. I will also invite her to attend the Open Houses.	18-Nov-09
505	16-Nov-09	Telephone	Lives at corner of Eglinton E and Bermondsey/Sloan. Call back. <i>Question:</i> regarding bus stops for the 91 bus crossing eglinton and woodbine	Called back and spoke to caller. She lives at corner of Egl. E and Bermondsey / Sloan. What's happening 91 bus crossing Egl. to woodbine. Where is closest stop? LJ explained that the 91 would continue to cross Eglinton and that the closest stop would be at Bermondsey (info from FAQ).	17-Nov-09
506	16-Nov-09	Telephone	Lives at Allen and Eglinton Please call back <i>Question:</i> Request for more information about EC LRT.	Called back and spoke with caller. She's trying to get a sense of where it's running. Live at Allen and Egl. Will construction be highly disruptive? I told her that at that location, bc there's a station already there, that TTC not sure if they will incorporate it with Egl. W station. Still trying to figure out how stations will be created, but bc the trains will be running underground in that area, it will be less disruptive. I also suggested that she attend an open house if possible and if not, to take a look at the website for updated information.	17-Nov-09
507	16-Nov-09	Telephone	Request for Call back .	Called back and left a message on voicemail with website details (with oh dates/details). Also suggested that if they have specific questions not answered by info found on website, to call back or email.	17-Nov-09
508	16-Nov-09	Telephone	Request for Call back . Support for project <i>Concern:</i> regarding accessibility issues and bringing luggage on LRT and getting to airport . <i>Question:</i> Will EC LRT join up directly to airport ?	Called back and spoke with caller. Idea good, but one question. Doing this to join up airport. Going straight to airport? Yes. Steps? How do you bring a suitcase onto platform or vehicle? I explained that accessibility was an issue and that the platforms would be accessible. Therefore, bringing a suitcase on a platform would be similar to a wheelchair trying to get on the platform, so should not be a problem since they should be accessible. But, plans not complete yet and platform designs not finalized. Therefore, no specific answer yet.	17-Nov-09
509	16-Nov-09	Telephone	Lives on Elginton and Brentcliffe. <i>Question:</i> regarding Brentcliffe station location shift to Laird	Called back and left a message on voicemail with website details (with oh dates/details). Also suggested that if they have specific questions not answered by info found on website, to call back or email. TTC's decision to move station from Brentcliffe to Laird was recent and they have not yet decided how Brentcliffe will be addressed and where exactly the LRT will come above ground. Best to look at website once information regarding this round of OHs gets uploaded – probably next week, or attend one of the upcoming open houses.	17-Nov-09

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ID #	Date	Source	Subject	Response	Date out
510	16-Nov-09	Telephone	<i>Question:</i> Request for presentation on EC LRT at retirement home at Young and Eglinton	FD called caller back and left a message with her name, title and telephone number.	18-Nov-09
511	16-Nov-09	Telephone	Request for call back . <i>Question:</i> regarding location of stop at Weston Rd, timeline for project completion	Spoke with the caller and could not answer either question. Wasn't sure about final designs of platforms (placement on Eglinton) and wasn't aware of the phasing of the project. She suggested that the information might be available at the upcoming open houses and if the caller was not able to attend the meetings, to go online and take a look at the open house material/information.	17-Nov-09
512	16-Nov-09	Telephone	Request for name correction in database.	Emailed DN with request to change person's name in project database. However DN responded that there isn't a "Mohan Murray" on the database, but a "Michael Murray". Not sure if this is the same person and bc the person didn't leave his number, there is no way to check. Therefore, no change has occurred.	16-Nov-09
553	16-Nov-09	Letter	<i>Suggestion:</i> 24 hr Parallel bus service on Eglinton. <i>Concern:</i> accessibility issues for senior citizens in the area See attachment in attachment folder.	Thank you for your letter regarding bus service on Eglinton Avenue East after the LRT is in operation. At this time, current bus service is planned to be replaced by the LRT. The TTC certainly has a difficult decision in wanting to provide much faster transit service for the community to enhance ridership and provide an excellent alternative to the automobile, while ensuring service is accessible. To improve accessibility, the new light rail transit vehicles will have low floors that are accessible for people with mobility challenges. TTC recognizes that the distance between underground LRT stations is much greater than the current bus service. Therefore, closer to the start of LRT construction, there will be an opportunity for Service Planning staff to review the need for parallel bus service.	16-Dec-09
514 (459)	17-Nov-09	Email	Support for the project/connection to the airport.	Acknowledgment and appreciation of message. Project website details given.	17-Nov-09
513 (458)	17-Nov-09	Email	<i>Question:</i> regarding stop location at Bermondsey , distance between stops	A complete list of the stops is Lettered at the following link: website information provided To confirm, there is indeed a stop planned at Bermondsey. Stops in that general area are planned at: Ferrand, Wynford, Bermondsey, Victoria Park. Pharmacy.	17-Nov-09
515 (460)	17-Nov-09	Email	<i>Suggestion:</i> LRT should be built with the objective of eventually converting the system to full subway , feasibility study for the existing Scarborough RT system to connect with EC LRT or Bloor Line, RT orphan system needs replacing	Thank you for the message. Please note that the tunnel for the underground section of the Eglinton Crosstown LRT will be built with a sufficient width in order to allow for upgrading of the system to a subway in the long term future. We will update you as soon information is confirmed regarding plans for the SRT including any future consultations.	17-Nov-09
516	17-Nov-09	Telephone	<i>Suggestion:</i> parallel bus service should remains above underground portions of LRT.	Called back and spoke to the caller to thank her for the comments and to acknowledge that they will be recorded in the comment tracking.	17-Nov-09
517	17-Nov-09	Email	<i>Question:</i> about feasibility study (demand and ridership data) for EC LRT,	As part of the assessment project for the new line, the Eglinton Crosstown project team are undertaking an Environmental Project Report (EPR) which will outline some of the items raised in your previous correspondence. The report will be completed by March 2010. You may wish to contact us again at that time for an on-line link to the report. With regards to projected ridership data, please see the following link: website information provided. These projections are based on demand at peak hours. I trust this information will be of some use.	27-Nov-09
520	17-Nov-09	Telephone	Request for a call back . <i>Suggestion:</i> design exercise for makeover of Kennedy Station at Eglinton	Left a message saying (info from Franca): TTC is planning some station modernization projects but in the short term, Kennedy Station is not on the list. During the Eglinton LRT work Kennedy will be modified so that it can interchange with the Eglinton LRT and the Scarborough (L)RT lines, but it is not my understanding that this would necessarily lead to a makeover of the existing station concourse. On the new platforms there will be some opportunity for Public Art and certainly there will be new design.	01-Dec-09

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ID #	Date	Source	Subject	Response	Date out
521	17-Nov-09	Telephone	Lives at Laird <i>Suggestion:</i> further east on Eglinton is wider, could cross the street as opposed to having to expropriate property at Laird when a wide Eglinton Ave. just east is wider and does not require property expropriation on both side of Eglinton <i>Concern:</i> cost of property expropriation	Called back and spoke to caller. 77 years old and have no benefit for what he's suggested. Planning on building 4000 suites. Have about 30 acres in area. (XX property + coming property). Have north and south side of Vanderhoof avenue. Bought it in 1974 – tried (when subdivision plan) bc of the contour and drainage – creek on north side of property from Brentcliffe to don river. Curve = bank of creek and therefore EGL. Ave. Has surplus land bc of it. Put a green space – goes back to sign of hill. On north side of Egl., set buildings back. Have land on the n & s side of Egl beyond dimension of street itself, therefore don't need expropriation as you would need on Laird. What's the advantage of moving it to Laird from Brentwood – only need low cost plan – people walk to centre of street as opposed to entrance on north and south side to go to subway + mezzanine. Suggestion...	18-Nov-09
528	17-Nov-09	Email	<i>Suggestion:</i> If stop is located west of Weston Road it lessens the burden for riders in the neighbourhood <i>Concern:</i> regarding locating the stop east of Weston Road <i>Question:</i> regarding how decisions will be made regarding Weston Rd station.	Thank you for your message regarding the location of the stop at Weston Road. As you mention there were several options being considered at the last round of Open Houses. You may be pleased to learn that a stop on the west side of Weston Road has been chosen as the recommended route. This surface route has been selected based on considerations including the best way to connect to the proposed Maintenance and Storage Facility, the best opportunities for future development and rail connections, and cost effectiveness. We hope to see you again at the Open House this evening to learn about the updates to project plans. As well, you can always check for updates on the website at website information provided.	23-Nov-09
522	18-Nov-09	Telephone	Support for the project/connection to the airport .	Called back and left a message thanking caller for call and letting him know about website/phone back if he has further questions.	18-Nov-09
525	18-Nov-09	Email	Lives on Hamptonbrook Drive, north of Eglinton, between Russel Rd and Islington Ave. <i>Concern:</i> regarding noise	Thank you for your message about noise concerns on your street. The Eglinton Crosstown LRT is currently at the beginning of a 6 month Transit Project Assessment Process. (An Environmental Assessment process.) Part of this process includes a detailed analysis of any Noise and Vibration impacts of the proposed project. The results of the study are published in the Environmental Project Report which will include recommendations for mitigation in areas where it is deemed necessary. The EA process formally commenced November 16 and is expected to be completed in March (2010). The report will then be Lettered on-line and open for public comment. We have added you to our project e-mail list and we will certainly contact you as soon as more information is available. I would also encourage you to attend one of the Open Houses where you can speak directly with project staff.	24-Nov-09
527	18-Nov-09	Email	Supports project. <i>Concern:</i> new streetcar islands are inconvenient, unsafe, no shelter, length of platform too long, positioning of platform with traffic lights is dangerous, makes distance from street crossing to the boarding area more than twice as long as it was before. <i>Suggestion:</i> install planters with trees, include historical materials about streetcars	Thank you for your message regarding the design and convenience of new streetcar islands. You raise many issues which are important to transit users including easy access and safety. You may be interested to hear that the new platforms were designed with the new vehicles in mind, and passengers will be able to make better use of them once the new vehicles and proof of payment (POP) fare system are in place. For example, the length of the platforms was designed to fit the 30m length of the new LRT vehicles. When the new fare system is in place, passengers will be able to board from any set of doors along the vehicle, which will cut down on the long walk. As well, the new vehicles will have low floors which means no steps at the entrance and increased accessibility for people with parcels, carriages or mobility issues. Because the new platforms and vehicles are much longer, there are a number of factors that have been considered when deciding on the location of the platforms. They include: the availability of space for a platform; the need to have the platform located on a straight, level section of track; the anticipated walking and transfer patterns for the transit passengers; and the best location to provide faster transit service. As a result, the layout of platforms can vary between stops. Your comments regarding shelter platform design are well taken and will be noted. Thank you also for your enthusiasm for light rail, we trust the experience will be much improved once everything is fully up and running.	24-Nov-09

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ID #	Date	Source	Subject	Response	Date out
531	18-Nov-09	Email	<i>Suggestion:</i> station at Banff Rd (underground) or bus that runs parallel to underground line. <i>Question:</i> will buses still run along Eglinton? .	A formal analysis of bus route options will be carried out approximately one year before the LRT line opens. At the current time, buses traveling along Eglinton are planned to be replaced by the LRT. In advance of the formal analysis, TTC is currently planning for the 54 Lawrence East and 100 Flemingdon Park bus routes to terminate at the planned new bus terminal at Eglinton Avenue & Don Mills. The 54 Lawrence East buses would access the terminal via Lawrence Avenue and Don Mills Road. The 100 Flemingdon Park buses would operate via Wynford Drive and Gervais Drive. The 51 Leslie and 56 Leaside routes would be combined into one service, operating from Donlands Station to Steeles in both directions, via Donlands/Millwood/Laird, Eglinton Avenue, and Leslie Street. We have added you to our project e-mail list and we will certainly contact you as soon as more information is available.	24-Nov-09
532	18-Nov-09	Email	Objects to EC LRT <i>Suggestion:</i> subway is the best long term solution	Thank you for the message. Your preference for a subway is documented. Please note that from Keele Street to Laird Drive the LRT will operate underground at subway speeds. In fact, it will travel on average faster than the Bloor-Danforth Subway in this section - 32km/hr vs 30km/hr for Bloor-Danforth. The LRT is recommended as the preferred mode over subway for a variety of reasons. The specific rationale provided by TTC is as follows: The design of a transit service is based on the number of people it is expected to carry per hour in a single direction at the *peak point*, the busiest spot on the line. City planning forecasts for the Eglinton Crosstown corridor into the foreseeable future show a peak point demand in the order of 5,000 to 5,400 people per hour. This demand can easily be accommodated by LRT, particularly given that the new light rail vehicles being designed for the TTC will be about twice the size of a standard Toronto streetcar, and can be easily *coupled* to operate as two-car or three-car trains, if single vehicle operation is too frequent to avoid vehicle bunching. A peak point demand of 5,000 to 5,400 per hour is well below the 10,000 passengers per hour generally required to justify the much higher cost of a subway. If a subway were built instead of LRT across the Eglinton corridor, the funds required would be such that other Transit City routes across the City would very likely not have funding and an overall transit network connecting various sections of the City would not be able to be constructed. The projected speed of service of the Eglinton LRT is Lettered online. Slide 12 of the following link may be of interest: website information provided That said, your objection is noted and ultimately City Council and Ontario Ministry of the Environment approval will be required. We will update you as soon as more information is available.	24-Nov-09
566	18-Nov-09	Telephone	Lives at Kipling and Eglinton, one block south of Eglinton. Request for call back . <i>Concern:</i> impacts of LRT, re-routed left hand turns	Spoke to caller. Concern. Have house at Kipling and Eglinton – one block south of Eglinton. Concerned about impact of rapid transit – re-route left hand turns. Suggested that caller attend open house. Appreciated the call back.	24-Nov-09
567	18-Nov-09	Telephone	Request for call back . <i>Concern:</i> elevation and elevated tracks, GTAA – terminal/within terminal	Called back and spoke with caller. He had spoken Franca. Wondering about elevation and elevated tracks. Franca spoke to him about his concerns/suggestions. GTAA – what will happen to terminal / within terminal? I told him not yet – no decisions made yet.	24-Nov-09
599	18-Nov-09	Email	Change of address.	Thank you for the message. To confirm, your contact address has been changed and we will send you future updates on the Eglinton LRT. The display panels from our current open houses are now available for review online. The direct link to our website is: website information provided	30-Nov-09

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ID #	Date	Source	Subject	Response	Date out
519	19-Nov-09	Email	Lives Eglinton & Kipling <i>Suggestion: LRT elevated away from traffic</i> (costs for maintenance would be less), increased auto emissions from idling and efficiency losses due to wait times should be factored into decision making process <i>Concern: left turns and traffic congestion, safety concerns</i> for pedestrians, cyclist and automobiles with LRT on the ground. <i>Question: regarding LRT being elevated</i> between Black Creek to airport Planned to attend Nov.26 open house.	Thank you for your message. Transit City projects have identified dedicated lanes at street level a cost effective way to provide fast and reliable service with the additional ability to enhance the streetscape along the route. Building the LRT at street level is also more aesthetically pleasing and easier to access for passengers with mobility challenges. The Eglinton LRT also supports Toronto's Official Plan to have road space re-allocated to carry the greatest number of people, not just the greatest number of cars. With regards to left turn restrictions you may be pleased to hear that engineering analysis shows that the addition of median u-turns will reduce wait times for left turning vehicles and through-traffic at several intersections (compared to the current arrangement and the LRT). There is also a safety benefit associated with signalized u-turns compared to traditional left turns. To learn more about the project and the plans, we hope you will attend an open house where you will have the opportunity to speak directly to the engineering and design staff.	23-Nov-09
524	19-Nov-09	Email	Lives on Chaplin Crescent, south of Eglinton. Request to be put on the mailing list. <i>Question: regarding construction</i> and impact to property values and expropriation .	This writer has received an interim response pending a longer answer from David V. Nov. 26 - I can confirm that at this time there is no intention to pursue property acquisition at XX Chaplin Crescent. It is expected that Chaplin Cres will remain open during construction, although traffic lanes will be reduced. Sidewalks and pedestrian access are also expected to remain open. Specific details about plans and timelines have not been determined and further detail will be available as construction management plans for each station are developed. Traffic management will also be developed closer to the commencement of construction. Please note that the TTC does not comment on property values for projects.	26-Nov-09
526	19-Nov-09	Email	Lives in Leaside <i>Questions: regarding route alignment</i> (above ground at Leslie?), will buses still run along Eglinton Ave (Lawrence 54, Leslie 51, Flemingdon 100)	Final Response: To follow-up on our previous message, please note that a formal analysis of bus route options will be carried out approximately one year before the LRT line opens. In advance of the formal analysis, TTC is currently planning for the 54 Lawrence East and 100 Flemingdon Park bus routes to terminate at the planned new bus terminal at Eglinton Avenue & Don Mills. The 54 Lawrence East buses would access the terminal via Lawrence Avenue and Don Mills Road. The 100 Flemingdon Park buses would operate via Wynford Drive and Gervais Drive. The 51 Leslie and 56 Leaside routes would be combined into one service, operating from Donlands Station to Steeles in both directions, via Donlands/Millwood/Laird, Eglinton Avenue, and Leslie Street. We have added you to our project e-mail list and we will certainly contact you as soon as more information is available. ***** First Response: To answer your first question, the LRT will stay underground east of Laird until it comes to the surface (street level) immediately east of Brentcliffe. Brentcliffe is of course located between Laird and Leslie. A link listing all of the underground stations (Keele to Laird) and surface stops is Lettered at the following FAQs weblink: website information provided. TTC Service planning is currently confirming future plans for the bus routes that you highlight below. As soon as details are confirmed they will be widely communicated to customers.	23-Nov-09
568	21-Nov-09	Telephone	<i>Concern: safety for seniors</i> regarding steps in transit station <i>Question: regarding stops</i> along EC LRT	Left a message giving details of the website and FAQs listing stops. Also mentioned that TTC will be looking into making most stations accessible and high safety standards. I also gave caller website address to look at panels and dates/locations for upcoming meetings.	24-Nov-09
523	23-Nov-09	Email	<i>Question: regarding missing panels</i> (Leslie/Eglinton) at open house , interchange at Leslie/Eglinton?	The boards for the open houses are showing underground stations. The surface stops that have individual story boards will only be those at locations with special left turn restrictions or a portal. Intersections such as Leslie with surface stops - that won't have major changes-- will typically not have individual story boards. However, the Leslie stop will certainly be shown on the roll out drawings that display the entire route. Staff will be on hand and would be pleased to speak with you about Leslie Street or to answer any other questions you may have.	23-Nov-09

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ID #	Date	Source	Subject	Response	Date out
569	23-Nov-09	Telephone	Request for call back .	LM. Spoke to website and upcoming meetings to attend	24-Nov-09
570	23-Nov-09	Telephone	<i>Question:</i> regarding parking at school at York Memorial	LM. Spoke to 2 other open house locations nearby as well as the contents of the website and FAQs listing stops.	24-Nov-09
571	23-Nov-09	Telephone	Request for call back .	No answer each time the caller was called back.	
572	23-Nov-09	Telephone	Please call back <i>Question:</i> regarding EC LRT line location .	Kennedy to airport. Very happy to hear about this.	24-Nov-09
592	23-Nov-09	Conversation and Emails	Follow up from open house on Nov.23 with FD	It was nice chatting with you yesterday at the Open House. I am sending along my contact info for your reference, and wanted to let you know that we can add you to the list for new information on the Eglinton LRT, as well as keeping in mind your particular interest in the Public Art process and component of the Transit City projects.	24-Nov-09
596	24-Nov-09	Conversation and Emails	Follow up from open house on Nov. 23rd with FD	Thank you for attending the Open House about the Eglinton light rail project yesterday. As discussed, I am looking into your inquiry about where to find information about the construction bidding process and the awarding of contracts for the construction part of the project. I will be in touch again as soon as I have more detailed info.	24-Nov-09
529	24-Nov-09	Email and Telephone	Lives at Yore Rd, across from Trethewey Ave. <i>Question:</i> regarding bus terminal and new signalized intersection	I received your message regarding the new 4 bus terminal at Yore Road, north of Eglinton. Your comments about access to your driveway, traffic etc are well taken. I am happy to attach the panels from the Open House for your review. Because of the attachment sizes, I will send two separate emails. In particular please note the Keele Underground Station panel 29 and panel 61c. There is some information about the noise and vibration studies carried out for the project. You may be interested to hear that an acoustical barrier will be installed on the east side of the bus terminal to mitigate the noise impact. Other details such as driveway access and timelines are not yet available and will be connected to construction plans and traffic management studies which will be carried out closer to the start of construction. I will make sure to keep you informed as more details become available. For your records, please note my contact info.	26-Nov-09
530	24-Nov-09	Email and Telephone	<i>Question:</i> Request to interview project team members.	Thank you for your message. Please feel free to give me a call to discuss your project to see if I can co-ordinate some assistance. I am normally available at the number listed below during regular business hours. Look forward to speaking with you- Franca spoke to writer at the Open House. He seems to have been able to attain the info he was after.	24-Nov-09

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ID #	Date	Source	Subject	Response	Date out
533	24-Nov-09	Email	Supports project <i>Comment: Ridership estimates for longterm growth</i> (beyond 20yr) <i>Question: regarding capital costs</i> (differences between LRT and subway)	Thank you for the message, your comments are well taken. Please note that the tunnel for the underground section of the LRT from Laird Drive to Keele Street will be built with a sufficient width in order to allow for upgrading of the system to a subway in the long term future and that from Keele Street to Laird Drive the LRT will operate underground at subway speeds. In fact, it will travel on average faster than the Bloor-Danforth Subway in this section - 32km/hr vs 30km/hr for Bloor-Danforth. The Eglinton Crosstown was envisaged as a light rail line, one of several LRT routes as part of the Transit City Plan. Funding from the provincial government has been announced for light rail along Sheppard Ave East, Eglinton and Finch. While the Eglinton line is the longest of the planned routes, it is only one part of the expansion for light rail in the city. Expansion of other lines is planned for the future. You may be interested to learn about some of the differences between streetcars and the LRT vehicles: The new vehicles will be approx. 30 metres long each and can be linked together if more capacity is needed. The vehicles have low floors which means easier access for people with mobility challenges or people carrying parcels or pushing strollers. With a proof of payment system, the vehicles will load from all doors simultaneously. The vehicles operate in both directions and will not require a loop at the end of the line. That said, your comments about a subway are noted and ultimately City Council and Ontario Ministry of the Environment approval will be required. We encourage you to attend the current round of Open Houses and learn more about the project.	25-Nov-09
534	24-Nov-09	Email	Attended Nov.23.09 open house at York Memorial Collegiate <i>Suggestion: add traffic lights</i> at Emmett Ave <i>Concern: elimination of left turns</i> at Emmett intersection	Thank you for your message regarding a traffic signal at the intersection of Eglinton Ave and Emmett Ave. At the current time the possibility of a traffic signal at Emmett Ave is currently under review at the City in conjunction with the proposed rezoning for the West Park Health Centre redevelopment plans. Transit City's priority is to ensure a fast, reliable service for the LRT.	04-Dec-09
573	24-Nov-09	Telephone	Request for call back .	Called back and spoke to caller. His question was whether the meetings will be the same. I let him know that yes, each open house for this round will be the same.	24-Nov-09
592	24-Nov-09	Email	Support for the project. <i>Suggestions: about incorporating public art</i> in the LRT design.	Acknowledgement of message.	24-Nov-09
593	24-Nov-09	Email	Support for the project. <i>Comments: regarding specific property impacts</i> and ways to incorporating public art in the LRT design	Acknowledgement of message.	24-Nov-09
594	24-Nov-09	Conversation and Emails	Follow up from open house on Nov. 23rd with FD.	A quick hello to pass along my contact info to you after the Open House yesterday. As discussed, once the current round of Open Houses is complete, I'm sure we could arrange to come out and have a discussion with the BIA about the Eglinton LRT project.	24-Nov-09
535	25-Nov-09	Email	<i>Suggestion: for pedestrian bridges or car tunnels</i> <i>Concern: regarding access on/off the Allen.</i>	Thank you for the message. Planning staff will be carrying out a traffic management study prior to construction and will ensure residents are informed. More detailed analysis of the Eglinton/Allen Road intersection will be undertaken. Details are currently being confirmed about permanent improvements to pedestrian access to Eglinton West Station including multiple points of entry (from both sides of the street) and underground access. We will update you as soon as more information is available and hope you are able to attend one of the upcoming open houses.	25-Nov-09

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ID #	Date	Source	Subject	Response	Date out
544	25-Nov-09	Letter	<p>Disapproval of project. See attachment in attachment folder. <i>Concern:</i> regarding disruptions from construction and during operation of EC LRT (blocked accesses mid-block)</p>	<p>Thank you for your letter outlining concerns about the plans for a light rail transit line on Eglinton Avenue. Please allow me to share some further detail about the proposed plan.</p> <p>The primary purpose of the Eglinton Crosstown is to provide a fast and reliable transit service that acts as an attractive alternative to the private car. The TTC's Transit City plan also supports the City of Toronto's Official Plan for increased density along Toronto's main roads and avenues, and for increased attention to cycling and walking.</p> <p>Light Rail Vehicles that operate at street level complement the planning vision to improve the streetscape and pedestrian use of Eglinton Avenue. This is also the plan for the other streets where Transit City will be built, including Finch Ave and Sheppard Ave East.</p> <p>However, at some points along Eglinton, the road is too narrow to operate at the surface of the street while maintaining two lanes of traffic in each direction, and the LRT will operate underground.</p> <p>A light rail connection to the airport is considered a good alternative to driving for users of the airport, as well as the many employees at Pearson. However, the primary goal for the Eglinton LRT is to serve transit users moving across the city. Ridership projections anticipate that the service will be accessed by 53 million rides per year in 2021.</p> <p>Although Toronto has a tradition of streetcar use, the new light rail vehicles will include important differences including:</p> <ul style="list-style-type: none"> • a longer 30m length, with the ability to link cars together when increased capacity is needed • low-rise floors for barrier free access • a proof of payment system that will allow fast boarding from multiple doors <p>Lots of detail including detailed design for stations and streetscaping is still to be added over the coming months. I hope that in the short term I have been able to address some of your questions about the vision of the project.</p>	16-Dec-09
597	25-Nov-09	Email	Follow up email to conversation at Open House.	<p>It was nice chatting with you yesterday at the Open House. I am sending along my contact info for your reference, and wanted to let you know that we can add you to the list for new information on the Eglinton LRT, as well as keeping in mind your particular interest in the Public Art process as a component of the Transit City projects.</p>	24-Nov-09
536	26-Nov-09	Email	<p>Attended Nov.24 Open House. Client owns property near Renforth/Eglinton Ave <i>Question:</i> About regional transit connections at Renforth/Eglinton Ave and projected timelines for construction and completion</p>	<p>Thank you for your message regarding regional transit planning in the vicinity of Renforth/Eglinton. As you are likely aware, the Eglinton LRT will interface with Mississauga BRT-GO Transit at Commerce. The recommendation was displayed in the Open House panels which are available on-line on the City of Toronto website: website information provided</p> <p>In the second part of your message you mention a link from Kipling Station along Highway 427. I believe the initiative you are referring to is the possible connection to the airport from Kipling Station by bus along Highway 427 which is mentioned by Metrolinx as part of their "Big Move" document for regional infrastructure planning. Please see the following link website information provided</p> <p>As this initiative has to do with regional transit planning, it falls under the jurisdiction of Metrolinx, the regional transportation authority. I encourage you to contact their community relations department for further details.</p>	27-Nov-09

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ID #	Date	Source	Subject	Response	Date out
537	26-Nov-09	Email	Lives off of Eglinton, between Mount Pleasant and Bayview <i>Concern:</i> regarding vibration and noise from LRT	I am happy to follow-up on your question regarding the effect of noise and vibration of the underground section of the Eglinton Crosstown LRT between Bayview and Mount Pleasant. Based on the noise and vibration studies carried out on the project, the expected decibel levels produced by the LRT less than those produced by busy street traffic. Advances in track technology, construction methods and the use of rubber sleeves will all help to minimize effects. Along the corridor specific locations sensitive to noise are located where the line will operate above ground. Special measures will be taken at these locations as necessary. You may be please to hear that in the underground section, it is not expected that there will be noticeable noise increases compared to existing conditions. The same technologies mentioned above also mitigate vibration effects. The more noticeable effects of vibration may occur where special trackwork is required for storage and/or crossover tracks. This type of trackwork is not required in the area between Mount Pleasant and Bayview. This info is available on panels 61A and 61B and 62 of the Open House materials. I would also encourage you to attend one of the upcoming Open Houses where you may speak directly to a noise and vibration specialist.	27-Nov-09
538	26-Nov-09	Email	<i>Comment:</i> Safer for pedestrian access to LRT to not be in the middle of road <i>Suggestion:</i> LRT should run along north side or south side of the street <i>Question:</i> regarding placement of LRT in the middle of the road.	Thank you for your message regarding LRT operations in a centre right of way. Your comments regarding pedestrian access are well-taken. A centre street ROW is the preferred option because any crossing of the transit lane by other traffic must be at a traffic signal to ensure safety. Along Eglinton (as along other major streets, like St. Clair) there are several cross streets that do not have a traffic signal. If the LRT were operating in a curbside lane, cars would not be able to safely cross the tracks to enter, or exit, the car lanes. The centre street alignment protects the LRT operation, while providing safe access for other users of the road. Please note, at certain intersections adjustments to traffic signal length are proposed in order to better accommodate pedestrians accessing the platform.	30-Nov-09
539	26-Nov-09	Email	Lives at Eglinton Ave West (3 blocks east of Caledonia) Attended York Memorial Open House Monday Nov.23.09 Support for the project <i>Comment:</i> consultation meeting very informative and well organized, stops along EC LRT much longer distance than on Bloor line, <i>Suggestion:</i> Since exit point at Little Blvd is required (as per fire code by-law) consider putting a stop at Harvie Ave <i>Concerns:</i> over station spacing (between Dufferin and Caledonia), accessibility for senior citizens , <i>Question:</i> consideration for decreased ridership due to long distance between LRT stops?	Comments being reviewed and will be incorporated in a response. A quick note of greeting to thank you for your messages regarding the station spacing between Caledonia and Dufferin. I would like to acknowledge that they have been received by project staff and are being reviewed. A further response will be forthcoming in the New Year. (23-Dec-09)	-
546	26-Nov-09	Email	Support for the project.	Acknowledgment and appreciation of supportive message. Please note that public consultation provides valuable feedback on design alternatives that are being considered by the project team at different points along the line. Also, please note that under the provincially mandated Transit Project Assessment process, 120 days of public consultation are required in the legislation. This round of Eglinton Crosstown Open Houses is associated with the Notice of Commencement phase of the assessment process.	30-Nov-09
574	26-Nov-09	Telephone	Owns property on NW side of Eglinton and Laird <i>Question:</i> regarding Laird station location	Called back and spoke to caller. Suggested that he look at the panels on line to get a sense of station entrance locations. He said he'd do that and if he has any further questions, he'll call back.	30-Nov-09

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ID #	Date	Source	Subject	Response	Date out
598	26-Nov-09	Conversation and Emails	Follow up on conversation at the open house on Nov. 25th with DN.	<p>It was great to meet you yesterday and I look forward to working with you, XX (and ACAT) as the Transit City projects go forward. The direct link to the Eglinton LRT website is: website information included.</p> <p>All presentation boards are Lettered near the top of the page in three sections under the heading: "Open House Display Boards".</p> <p>I am going to email the files to you as well. Because they are large, it will take three separate emails! I have also copied the Community Liaison Officer for the Eglinton LRT project - Franca Di Giovanni. Please contact Franca if you have any questions about the Eglinton project. Franca can also be reached at: 416-397-8697.</p> <p>The general link for all active Transit City projects is website information included.</p>	26-Nov-09
540	27-Nov-09	Email	<i>Question</i> regarding entrances/exits at Mnt. Pleasant station.	<p>Final Response: Hello again, I've taken the liberty of attaching the relevant panels in pdf format. There are dozens of panels so I understand how it could easily be missed. Please look for the panel numbered 38 in the attached bundle. The secondary entrance will be between the housing building on the corner and the two apartment buildings. *****</p> <p>First Response: LJ shared your email with me and I'm happy to provide some info on behalf of the project team. In my role here at Transit City I will be providing support in facilitating communication between the project team and the neighbourhoods where the lines and facilities will be developing.</p> <p>With regards to the recommendations regarding the entrances/exits at Mount Pleasant Station, recommended station and stop locations have been determined for this round of Open Houses. You may be interested in reviewing the Open House panels which are available on the City of Toronto website. Please click here: web site information provided</p> <p>Specifically, Mount Pleasant station entrances and exits will be located on the north side of the street with a main entrance on the north-west side and a secondary entrance across the street on the north east side. Please feel free to follow-up with concerns/comments.</p>	01-Dec-09
575	27-Nov-09	Telephone	Opposed to the LRT above ground <i>Suggestion:</i> LRT underground	No phone number provided	
576	27-Nov-09	Telephone	<i>Suggestion:</i> Could be another track beside express track underground for all stations where people could get on/off, would be a one tunnel system with 2 tracks on it. <i>Question:</i> regarding other forms of transit (bullet train) to the airport.	Called back and left a voicemail that such a project is not feasible and is not being looked at as this project is meeting the needs of both local and regional context. Website information and telephone number was also left on the voicemail.	30-Nov-09

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ID #	Date	Source	Subject	Response	Date out
542	28-Nov-09	Email	Lives near Royal York stop Attended 2 and 3 rd Open House meetings at Richview C Institute (One of the open houses Nov.26.2009) <i>Comments:</i> Meetings very well organization, helpful and well informed staff, supportive of changes to left-turns now aligned along Eglinton Ave instead of u-turns , storage space inside of the LRT cars should be located near the doors or in the middle of the cars between seats as a safety measure to prevent passengers from tripping <i>Concern:</i> interior design of LRT cars does not have adequate luggage storage space	Final Response: Unfortunately I can confirm that we do not seem to have located the brown clip-board from the RCI meeting. The material was searched again yesterday but did not turn up the clipboard. With regards to possible storage space within the cars, I'm afraid that this information is not yet available. At this time the vehicles have not yet been finalized so I am unfortunately unable to supply further detail. Your comments are certainly well-taken and I hope to be able to keep you up-to-date with info as it becomes available. ***** First Response: Thank you for your message regarding the Eglinton LRT and the Open House at Richview. Your comments are well received, I am glad you were able to speak directly with some of the senior project staff who participated in the Open House you attended. The Eglinton Crosstown line is part of an expansion of light rail across Toronto and the new cars will be used for various locations around the city. An expansion on Sheppard Avenue East is currently under construction, and funding has also been announced for Scarborough as well as a line across Finch Ave, from Finch station heading west. At this time the TTC is planning one standard design for the cars along the different routes. However, some features of the new vehicles will make them more suitable for passengers with luggage. Specifically, the new cars will have low rise floors which should make it easier for people carrying luggage to board and exit vehicles (no steps) and the proof of payment system will allow passengers to enter from all vehicle doors at the same time. Thank you again for your comments, we will be sure to keep info up to date as the project proceeds.	02-Dec-09
577	29-Nov-09	Telephone	Requests copy of open house material .	Package with FAQ and requested panels sent out.	05-Jan-10
541	30-Nov-09	Email	Support for the project. <i>Concern:</i> disruptions to the line, especially when on route to the airport (e.g. a LRV/the line experiences a delay – affecting people trying to get to the airport for a flight).	Acknowledgment of message. Comments noted. The underground portion of the line does include the cross over tracks that can help redirect LRT vehicles when there is a delay or passenger accident at a certain point along the line. However, as you note, this is not available on the surface portion of the route. As with other TTC rail routes which experience delays due to accidents or passenger illness, shuttle bus service may be used if required. Explanation of ROW in the centre of the roadway.	30-Nov-09
543	30-Nov-09	Email	Support for the project. <i>Comment:</i> supports re-routing left-turns		
545	30-Nov-09	Email	Support for the project.	Thank you for the message. By building this project we are hoping to provide much faster and more efficient transit to all Toronto residents, and a viable, attractive alternative to the car. Your email describes the frustrating phenomenon of "bunching" between buses. This happens when the scheduled time between vehicles is interrupted, often by having to compete with other traffic, or getting stuck at a traffic light. By placing the new LRT vehicles on their own tracks, separated from other vehicles, the spaces between vehicles can be maintained resulting in a more reliable service. You may also be interested to learn that the provincial government, through the Ministry of Transportation, has committed the capital funding toward the Eglinton Crosstown. Toronto Transit City offers community members the opportunity to speak in person with the project team in their own community at open houses. The Open Houses for the Eglinton LRT run from 6:30-9pm. For more info about dates and locations please click here website information included	01-Dec-09
547	30-Nov-09	Email	See additional letter in Attachments. Attended Nov.26 th Open House at Richview Collegiate <i>Suggestion:</i> a portal approach to be considered for this station, <i>Concern:</i> Elimination of Swift/Credit Union station that services the Latvian Canadian Culture Centre, private schools, apartments and businesses, contrary to LRT standard spacing stations of approx. 500m, community was not consulted enough prior to the decision to eliminate station, no ridership studies were conducted	Thank you for your message regarding the Eglinton Crosstown LRT- Swift Drive/Credit Union Stop. This email confirms receipt of your letter by the Eglinton Crosstown project team. Your correspondence as well as other messages received regarding the Swift/Credit Union Stop raises a couple of points about which the project team is currently consulting with the Service Planning Department of the TTC and the Transit City Group consultants for follow-up. More detailed information will be available in time for an additional Open House which is planned for the second week of January and will be held at the Latvian Centre pending confirmation of the date.	16-Dec-09

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ID #	Date	Source	Subject	Response	Date out
548	30-Nov-09	Email	<p><i>Suggestion:</i> Could the left turn arrow be at the end of green light cycle instead of using u-turns?</p> <p><i>Concern:</i> traffic congestion along Eglinton when the 401 has problems compounded by traffic waiting to u-turn</p> <p><i>Questions:</i> what other cities are using u-turns ?</p>	<p>Sure, happy to try and address your questions. Michigan is one of a number of states where the median u-turn is used, others are Florida, New Jersey and Texas. It's my understanding that this intersection treatment was invented in Michigan around 1960 and is currently used at hundreds of locations throughout the state including the Detroit area, the Grand Rapids area and along the I-96.</p> <p>Your other query is a bit more complicated, I'll try my best to answer clearly. In short the median u is proposed to address the long traffic signal lengths along Eglinton. Having a phase of the traffic cycle used for left turns eats into the total green signal time at an intersection. The left turn signal can be at the beginning or end of the green signal, but either way it means on-coming traffic in the other direction is facing a red. By removing the designated left phase at the intersection, flow-through traffic is moved through at a higher rate. This is the principal behind other left turn restrictions throughout the city.</p> <p>Although it may seem counterintuitive, eliminating the advance green for left turners means more green time for everyone else. Capacity is improved, and left turners can execute the u-turn successfully.</p> <p>You may be interested to hear that the project team has been using current traffic data from the intersections to run models and data points to the median u working efficiently.</p> <p>I realize this is a rather long reply. I hope it helps!</p>	01-Dec-09
549	01-Dec-09	Email	<p>Attended Nov. 24 meeting at Olympium.</p> <p>Request for mayor and councillors to speak to commission.</p> <p><i>Suggestion:</i> create a noise barrier or construct LRT underground.</p> <p><i>Concerns:</i> regarding noise and traffic and its effects to residents of Rangoon and Hardwick.</p>	<p>We are writing in reply to your email dated December 1, 2009.</p> <p>Request for Noise Barrier in Vicinity of Rangoon Road</p> <p>In response to comments raised by local residents during the June/July 2009 open houses, we arranged for a special study to be conducted for the Rangoon Road area. The TTC/Ministry of the Environment protocol requires that noise mitigation measures (such as a sound barrier) be implemented where the predicted increase in noise is 5 decibels or greater. The Rangoon Road area study predicted that LRT vehicle operations would result in an increase of 0 to 3 decibels, which is well below the 5 decibel threshold. Accordingly, the predicted impacts of the LRT operations do not warrant a sound barrier in the Rangoon Road area.</p> <p>In the past, the greatest problem with noise on light rail lines has been created at locations where the vehicle must operate through a loop to turn around. This creates "wheel squeal". The new LRT vehicles are planned to be "double-ended". They will have an operator's cab at both ends so the vehicle can be operated in either direction. The vehicles will reverse direction at each end of the line, similar to the operation of a subway, and therefore will not need loops. TTC will design the trackbed to dampen vibration and ensure it is kept at an acceptable level. With current track design technology, there will be very little noise or vibration.</p> <p>Request for Underground LRT Alignment West of Highway 427.</p> <p>The Transit City Light Rail network consists primarily of surface LRT lines. The central section of the Eglinton Crosstown LRT (from Keele Street to Laird Drive) is underground because there is not enough space to provide a surface LRT and two lanes of traffic in each direction. As well, ridership forecasts for the central section of the Eglinton Crosstown LRT are significantly higher than the remainder of the Eglinton corridor and the other Transit City lines. An underground LRT alignment is not justified west of Highway 427, because there is enough space to provide a surface LRT, while maintaining 2 lanes of traffic in each direction. The peak point passenger demand of 5,000 to 5,400 per hour is well below the 10,000 passengers per hour generally required to justify the much higher cost of a subway.</p> <p>Your objection is noted. However, based on the results of the study carried out a requirement for a noise barrier is not currently warranted. Please note that a final Environmental Project Report (EPR) will be placed on public record in March 2010, for a 30 day review period. Formal public notices will be published and we will contact you as soon as the report is available.</p>	21-Jan-10
560	01-Dec-09	Telephone	<p><i>Question:</i> regarding the effect on property by station entrance (Laird).</p>	<p>Dec. 4 - Stephanie Rice called directy.</p> <p>Dec. 2 - LJ called back and spoke with caller. She has a building beside the Toronto Dominion bank on the north west corner of Eglinton and Laird and was wondering if her property will be affected by the station entrance. LJ forwarded her question to FD for a response.</p>	04-Dec-09

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ID #	Date	Source	Subject	Response	Date out
550	02-Dec-09	Email	<p>Request for clearer information on project.</p> <p><i>Comment:</i> Pearson is not ranked in the top 30 list as an international airport due to the lack of volume, Tokyo is ranked #3 worldwide and it does not have a railway system.</p> <p><i>Suggestion:</i> Develop a high-speed railway system across the Golden Horseshoe.</p> <p><i>Concern:</i> regarding the impact of this project on the city and residents.</p> <p><i>Question:</i> Why is a railway system to Pearson Airport necessary? Have alternative routes linking Pearson to the GO been considered? How will the streets impacted maintain the flow? Are all the proposed U-turns expected to divert more traffic into residential side streets? Has safety been studied? Will cycle paths and walkways along Eglinton in Etobicoke be demolished? Who is the project's architect?</p>	<p>Thank you for your thoughtful email. As you were not available for the Open House, please allow me to share some information.</p> <p>The primary purpose of the Eglinton Crosstown is to provide a fast and reliable transit service that acts as an attractive alternative to the private car. The TTC's Transit City plan also supports the City of Toronto's Official Plan for increased density along Toronto's main roads and avenues, and for increased attention to cycling and walking.</p> <p>Light Rail Vehicles that operate at street level complement the planning vision to improve the streetscape and pedestrian use of Eglinton Avenue. This is also the plan for the other streets where Transit City will be built, including Finch Ave and Sheppard Ave East.</p> <p>However, at some points along Eglinton, the road is too narrow to operate at the surface of the street while maintaining two lanes of traffic in each direction, and the LRT will operate underground.</p> <p>A light rail connection to the airport is considered a good alternative to driving for users of the airport, as well as the many employees at Pearson. Metrolinx, the regional transportation planning authority, highlights transit to Pearson from all directions as one of its goals in its plan "The Big Move".</p> <p>Although Toronto has a tradition of streetcar use, the new light rail vehicles will include important differences including: a longer 30m length, with the ability to link cars together when increased capacity is needed allow-rise floors a proof of payment system that will allow fast boarding from multiple doors</p> <p>You may be interested to learn that left turn restrictions along Eglinton have been updated since the last Open House. Cars will now be able to turn left onto Eglinton, but perform a u-turn at a signalized intersection to turn north/south at Kipling, Islington, and Royal York.</p> <p>(At Martin Grove left turns will be re-routed onto new roads and at Scarlett, modified left turns will be in place in all directions.)</p> <p>Studies show that median u-turns increase capacity at an intersection and result in 20-50% fewer head-on collisions. This solution is already in use in other cities including Edmonton and Calgary, as well as in the US throughout Michigan, Florida and New Jersey.</p> <p>Lots of detail including detailed design for stations and streetscaping is still to be added over the coming months. I hope that in the short term I have been able to address some of your questions about the vision of the project.</p>	03-Dec-09
551	02-Dec-09	Email	<p>Attended Open House at Etobicoke Olympium.</p> <p><i>Comment:</i> Appreciated open house, engineers helped with understanding construction process.</p> <p><i>Concern:</i> about noise and environmental impacts between Renforth and Rangoon stop.</p>	<p>Although I had previously left a voice mail message with my contact information, I wanted to send a follow-up email regarding the construction and operation of the Eglinton LRT in the vicinity of Rangoon and Renforth.</p> <p>Construction of the project will involve staging which would typically mean that construction will occur on one side, and then the other, of the road. The work will occur within the existing road right of way with construction environmental impacts similar to that of road construction.</p> <p>Once the system is in operation the electric line is expected to go some way toward providing reduced local emissions compared to current conditions as electrically powered light rail vehicles will replace diesel powered buses.</p> <p>The construction staging schedule is still being developed at this moment, but there will be a lot more information forthcoming over the coming months as the project transitions from the assessment to the design phase.</p> <p>*****</p> <p>FD called back and shared her contact info for future correspondences. (Jan. 5, 2010)</p> <p>FD sent follow-up to close loop. Work is in existing roadway -- similar impact to road construction -- electric vehicles there pollution mitigated.</p>	22-Feb-10
552	02-Dec-09	Telephone	Request for a presentation about the project at a public school.	TTC Left voicemail for caller to call back.	02-Dec-09

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ID #	Date	Source	Subject	Response	Date out
554	02-Dec-09	Email	<p>Attended an Open House meeting.</p> <p><i>Comments:</i> The current two left turn lanes to Leslie is backed up during evening rush hour to and before the beginning of the left turn lanes, blocking traffic eastbound beyond Leslie.</p> <p><i>Suggestion:</i> Blend the Wynford underpass roadway with the surface intersection.</p> <p><i>Concern:</i> Proposed plan reduces the left turn capacity to just one lane on Leslie. Plan does not show grade point but it is steep enough to cause problems for a fully loaded LRT (two or three cars) to start from stop, during a snowstorm. The underpass for Wynford closes for local residents, causing major congestion for access.</p> <p><i>Question:</i> regarding testing starting from a stop half way up an incline on a slope with a fully loaded LRT.</p>	<p>Thank you for your thoughtful message regarding the Eglinton Crosstown Open House. You may be pleased to hear that a maintenance and storage facility with equipment including the capacity to clear tracks of ice and snow is included in the plan for the line. The proposed location is further west along Eglinton, closer to Black Creek. In the case of Leslie, the grade of the slope has been considered and data shows that it will not experience operational difficulties. LRT vehicles are better able to handle inclines than heavy rail operations and successful models in other cities serve as an example. Pittsburgh has an LRT system which operates in a similar climate and runs a successful operation which includes some significant inclines. The Transit City project team works closely with its City of Toronto stakeholders, including the City Planning Division. The division was consulted regarding the Wynford underpass and at this time are comfortable with the option recommended in the plan.</p> <p>Your comments regarding left turn lanes are dually noted. We hope that you will continue to follow the plan as it develops through more detailed design.</p>	04-Dec-09
555	02-Dec-09	Email	<p>Attended Open House 3.</p> <p><i>Comment:</i> Appreciate recommendations since Open House 2.</p> <p><i>Suggestion:</i> for Weston Rd. station to go underground. Eliminate emergency sub station with a subway station at Little Blvd. would help with subway spacing issue. If this is costly, then a parallel bus route that travels from Eglinton west station along to Castlefield Rd would reduce walking distance.</p> <p><i>Concern:</i> The distance between Caledonia station and Dufferin station are too far.</p>	<p>Thank you for your message. At the last round of Open Houses several options were being considered for the Weston stop, including the possibility of an underground station at Weston Rd. Since then however, a surface stop on the west side of Weston Rd. has been chosen as the recommended route. This surface route has been selected based on considerations including the best way to connect to the proposed Maintenance and Storage Facility, the best opportunities for future development and rail connections, and cost effectiveness.</p> <p>Your comments recommending parallel bus service because of the distance between stops are dually noted. At the present time the recommendation is to have the LRT replace bus service, however, we do continue to receive feedback on this issue.</p>	04-Dec-09
556	02-Dec-09	Letter	See attachment in attachment folder.		
582	02-Dec-09	Email	<p>Follow-up from previous email (ID#539).</p> <p>Request for reply.</p> <p><i>Concern:</i> regarding distance between 2 stations (Dufferin and Caledonia). Need an additional stop.</p>	See ID#539 for response.	
557	03-Dec-09	Email	<p><i>Suggestion:</i> Create safer and formal parking elsewhere to avoid unsafe pedestrian crossing on the exit lane. Take southbound traffic across Martin Grove to a clover leaf loop, allowing longer vehicles a better turning radius.</p> <p><i>Concern:</i> regarding U turns and re-routed left hand turns at Martin Grove and Eglinton will cause traffic congestion. Left turns on Martin Grove cuts through parking/drop-off area dedicated to parks and recreational use. The project plans to add a fourth light within a short distance (North of the intersection), creating more congestion.</p> <p><i>Question:</i> Do the same concerns arise at other intersections along the LRT corridor?</p>	<p>Thank you for your comments regarding the Martin Grove intersection and the planned Eglinton LRT. As you note in your email, following a revisiting of the models after the last round of Open Houses, the earlier proposal for a median u-turn south of Eglinton is no longer the recommended option, and will not be pursued. Left turns onto Eglinton (from both north and south) will continue to be permitted.</p> <p>Please note that the Transit City project team continues to work with various City of Toronto stakeholders to find the best solution to the configuration of the new road alignments and a final recommended route has not yet been determined. Detailed design will also address the use of the soccer pitches at Richview.</p>	04-Dec-09
558	03-Dec-09	Email	<p>See letter in Attachments.</p> <p><i>Comments and concern</i> regarding the deletion of Swift/Credit Union station.</p>	<p>Thank you for your message regarding the Eglinton Crosstown LRT- Swift Drive/Credit Union Stop. This email confirms receipt of your letter by the Eglinton Crosstown project team. Correspondence from Mr. XX GM of the Latvian Credit Union and Mr. XX, a LCCC member has also been received.</p> <p>The correspondence raises a couple of points about which the project team is currently consulting with the Service Planning Department of the TTC and the Transit City Group consultants for follow-up. More detailed information will be available in time for an additional Open House which is planned for the second week of January and will be held at the Latvian Centre pending confirmation of the date.</p>	15-Dec-09

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ID #	Date	Source	Subject	Response	Date out
559	03-Dec-09	Email	Preference for station at Brentcliffe rather than Laird. Request for entrance at Laird Station close to Brentcliffe.	Thank you for your message regarding the Laird station location along the Eglinton Crosstown line. Indeed, station spacing on the LRT line poses particular challenges to meeting the twin goals of a fast, reliable service as well as meeting the needs of the local community. Your comments regarding the location of the secondary entrance to the Laird Station are noted. However, at the present time this option is not preferred due to the added challenges of providing a tunnel walkway between the storage tracks planned for east of Laird Station (which will extend beyond Don Avon) and the surface road.	04-Dec-09
561	04-Dec-09	Email	<i>Suggestion: safety</i> regarding bike lanes (single, bi-directional bike way on one side of the street, separated from traffic by a protective barrier, such as a raised curb).		
563	06-Dec-09	Email	Request for line to go underground .		
578	08-Dec-09	Telephone	Request for information (particularly near Kennedy Station).	Left a message with the caller to go online to find all information from the open house. If he requires anything else (and doesn't have access to the internet), he should call/email to let us know that he would like a package sent to him.	10-Dec-09
584	08-Dec-09	Letter	Letter from the Latvian Canadian Cultural Centre (LCCC) to express concern regarding the removal of Credit Union / Swift Drive Station . <i>Comments:</i> contrary to the LRT standard of spacing stations at approximately 500m, how it will affect the community centre, area businesses, and how it will inconvenience elderly and seniors.	Thank you for your message regarding the Eglinton Crosstown LRT- Swift Drive/Credit Union Stop. This email confirms receipt of your letter by the Eglinton Crosstown project team. Correspondence from Mr. XX GM of the Latvian Credit Union and Mr. XX, a LCCC member has also been received. The correspondence raises a couple of points about which the project team is currently consulting with the Service Planning Department of the TTC and the Transit City Group consultants for follow-up. More detailed information will be available in time for an additional Open House which is planned for the second week of January and will be held at the Latvian Centre pending confirmation of the date.	15-Dec-09
600	08-Dec-09	Email	Request for more info about Rangoon Station	Thank you for your message regarding the Rangoon stop panel. Due to the large number of stops on the line (43 in total) the project team decided not to make a panel for each stop in order to keep the number of displayed panels manageable. Underground stations (showing the entrances, emergency exits and ventilation shafts) and surface stops requiring something other than the standard treatment (such as a road re-routing or a turning restriction) were displayed on a panel. For information about standard surface stops, please see panel 8. Please note that further details about what the surface platforms will look like will become available as the project develops into more detailed design.	09-Dec-09
601	08-Dec-09	Email	<i>Suggestion:</i> to reduce transfers at Kennedy Station, continuing the ECLRT along Eglinton to Kingston Road, and/or have the ECLRT turn North onto the Scarborough Line .	Acknowledgement of message and suggestions. The Transit City plan includes a proposal to run an LRT route from Kennedy Station east along Eglinton Ave, Kingston Road, Morningside Avenue up to Sheppard Ave. The Scarborough Malvern LRT is currently considered a future plan for Transit City. You may be interested in the Transit Project Assessment which was carried out on this route. Website details provided.	09-Dec-09
564	09-Dec-09	Email	Attended open house at Don Montgomery Centre. <i>Comments:</i> happy to see the Don Mills station underground . Unfortunate that you have two styles of re-routed left turns , one with the u-turn on Eglinton and one with the u-turn on the N-S corridor. Unhappy to learn that you elected to expropriate private residential property instead of figuring out how to work around that. <i>Questions:</i> At the four portal sites where is effective suicide prevention to stop people from surprising train drivers? Will the line use letter signage to instruct cyclists to use an alternate left-turn at intersections where motorized vehicles are re-routed or use median u-turns? How will people in wheelchairs exit through EEBs?	Thank you for your comments regarding the Open House at the Don Montgomery Centre. Your comments regarding suicide prevention, cycling routes and how emergency exits can be accessed by transit users using wheelchairs are all well taken and have been noted. At this time the Eglinton project has not yet reached the stage of design required for more detailed responses. Please note that the TTC will continue to consult with a variety of stakeholders, including the Toronto Bicycling and Pedestrian Committee and the TTC's Accessibility Advisory Committee, as the project progresses. You may wish to be added to the mailing list for the project to receive updates through more detailed design stages.	16-Dec-09

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ID #	Date	Source	Subject	Response	Date out
579	09-Dec-09	Telephone	Request for call back and information about the project. Calling from a company in Texas (construction and contractors).	<p>Final Reponse: Spoke with caller. He will be added to the email lists for the Eglinton line and the Finch West line for future updates. *****</p> <p>First response: Called back and spoke to caller. He is trying to explore the market in Toronto – knows about Transit City and is trying to figure out the status of each section of LRT and when the tender documents will be released for construction of the lines, etc.</p>	10-Dec-09
607	09-Dec-09	Email	Follow-up to previous question regarding Rangoon Station.	I wanted to share some further detail regarding the stop at Rangoon. The stop at Rangoon will have a centre platform where passengers can access LRT vehicles in both directions. A traffic signal stopping eastbound car traffic will be installed allowing passengers to safely access the platform from the south side of Eglinton Ave.	16-Dec-09
623	09-Dec-09	Email	Request for information on schedule/timing of construction.	<p>Thank you for writing in regards to the Eglinton Crosstown LRT. At the present time the plan to begin construction is scheduled for Fall 2010 (as stated at the Open House) however, more detailed timelines have not yet been developed. The Transit City Team is very aware of the importance of successful construction staging for this project. Discussions with stakeholders from across the city on this issue will continue to be a focus for the team as the project develops over the coming months. You may also be interested to learn that preliminary construction on the first Transit City line along Sheppard Ave East has begun.</p> <p>If you have not yet had a chance, you may wish to review some info about construction staging related to this project on the panels from the most recent round of Public Information Consultations. Please click here and note in particular slides 49 through 59. Website details given.</p> <p>Please note, your message was received at Metrolinx, the regional transportation authority. In future, to ensure a more timely responses regarding Transit City, please feel free to write me directly or direct your inquiry to eglintontransit@toronto.ca</p>	04-Jan-10
624	09-Dec-09	Email	<p>Writing on behalf of Cycle 26.</p> <p>Suggestions regarding bike lanes, infrastructure and safety.</p> <p>Reconsider the position that bike lanes are only being considered for the Eglinton Crosstown LRT from Kennedy to Commerce Boulevard.</p> <p>Comments: The statement that "bicycle routes currently exist parallel to Eglinton Avenue" is not accurate.</p>	<p>Final Response: Thank you for your email on behalf of Cycle 26 regarding bicycle lanes along the Eglinton LRT corridor. As previously indicated, the portion of the route west of Commerce Road in Etobicoke which veers north off of Eglinton Avenue toward Convair Dr and Silver Dart, is not being considered for bike lanes. However, along the surface portion of the route the standard Transit City cross-section includes many opportunities for improving cycling infrastructure. Please allow me to share some further detail.</p> <p>The TTC and City staff have developed a standard cross-section for Transit City projects in 36 metre right of ways to accommodate dedicated transit lanes, two through lanes of traffic, designated bicycle lanes, sidewalks and, at major intersections, LRT stations and turning lanes. Along Eglinton Avenue, this standard is applicable along much of the route where the LRT will operate.</p> <p>In the eastern portion of the route, from the portal at Brentcliffe Rd east to Kennedy Station, the Transit City plan will include dedicated on-street bike lanes. Cycle 26 may be pleased to learn about these new lanes through a portion of Ward 26. Along the western alignment, from west of Jane Street to Martin Grove, the existing off-street paths serve as routes for recreational as well as commuting cyclists. No additional on-street bike lanes are planned in the area.</p> <p>In the area of the proposed underground sections between Black Creek and Brentcliffe, the width of Eglinton Avenue is mostly between 20-25 metres wide. This width is not sufficient to accommodate the LRT line and maintain two lanes of traffic in each direction so the LRT line will run underground. At this time, road space allocation in this area is under review, but bike lanes are one use that is being considered.</p> <p>The Transit City project team will continue to work with stakeholder partners over the coming months. I encourage you to continue to follow-the project in the coming months as it continues into the detailed design phase. *****</p> <p>First response: Thank you for your email regarding bike lanes along Eglinton Ave. Your letter has been received and is being reviewed by the Transit City Eglinton Crosstown project team. A full response is in process and should be sent out shortly.</p>	13-Jan-10

Eglinton Crosstown LRT Project
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ID #	Date	Source	Subject	Response	Date out
602	11-Dec-09	Email	Attended open house on Dec. 10. <i>Question regarding deadline for comments.</i>	Please be advised that you may submit comments up to December 24.	11-Dec-09
603	11-Dec-09	Email	Lives along Eglinton near the projected Bermondsey stop. Support for the project and keeping the Bermondsey stop.	Acknowledgement and appreciation of supportive comments. In order to further express your support for the project, you may wish to write and/or call your local city councillor and provincial Member of Parliament. When residents ask us how they may best express concerns or opposition to any given project, we also advise them to follow up directly with their Councillor or MPP. It is very important for elected representatives to hear from supporters of Transit expansion as typically only those opposed to projects are motivated to write to them. You may also wish to be added to the email list for the project so that you can directly receive updates as they are available. Please advise if you are interested in being added to the list.	14-Dec-09
617	11-Dec-09	Letter	See Attachment in Attachment Folder <i>Concern regarding removal of Credit Union Stop.</i>	Acknowledgement of message regarding the Eglinton Crosstown LRT- Swift Drive/Credit Union Stop. This email confirms receipt of your letter by the Eglinton Crosstown project team. Correspondence from Mr. XX GM of the Latvian Credit Union and Mr. XX, a LCCC member has also been received. The correspondence raises a couple of points about which the project team is currently consulting with the Service Planning Department of the TTC and the Transit City Group consultants for follow-up. More detailed information will be available in time for an additional Open House which is planned for the second week of January and will be held at the Latvian Centre pending confirmation of the date.	15-Dec-09
585	12-Dec-09	Email	See attachment in attachment folder <i>Comments regarding ECLRT project from Councillor.</i>	Acknowledgement of message requesting confirmation of the receipt of the EA Submission. I apologize for the delay in the response. I am pleased to confirm that the submission from Councillor Thompson, which included 2 attachments, was received by the project team.	23-Dec-09
604	13-Dec-09	Email	Attended Dec. 10 th open house. Support for project and the planning process (listening to residents' input).	Acknowledgement of message. In order to further express your support for the project, you may wish to write and/or call your local city councillor and provincial Member of Parliament. When residents ask us how they may best express concerns or opposition to any given project, we also advise them to follow up directly with their Councillor or MPP. It is very important for elected representatives to hear from supporters of Transit expansion as typically only those opposed to projects are motivated to write to them. You may also wish to be added to the email list for the project so that you can directly receive updates as they are available. Please advise if you are interested in being added to the list.	14-Dec-09
605	13-Dec-09	Email	Attended an open house in November. <i>Comment: Appreciate some of concerns addressed through revisions to proposed design. LRT will not reduce traffic since many commuters travel outside the GTA. Suggestion: Entire line should be underground if LRT is necessary. Concerns: with traffic at Martin Grove and its unsafe impact on school children. Traffic requirements and patterns are busy along Martin Grove. This may lead to frustrated drivers using surrounding neighbourhoods combined with speeding as alternative routes. Environmental impacts residents on Dalegrove Cres.</i>	Acknowledgement of message. As you note in your email, the earlier proposal for the Martin Grove and Eglinton left turn re-routing has been modified following a revisiting of the models after the last round of Open Houses. Left turns onto Eglinton (from both north and south) will continue to be permitted. Your concerns regarding the possible effect of the re-routing on Martin Grove Collegiate and Princess Margaret Junior School are well documented, and your concern about additional traffic from drivers who are not local residents is dually noted. Please note that the Transit City project team continues to work with various City of Toronto stakeholders to find the best solution to the configuration of the new road alignments and a final recommended route has not yet been determined. Detailed design will also address the use of the soccer pitches at Richview.	18-Dec-09

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ID #	Date	Source	Subject	Response	Date out
580	14-Dec-09	Email	<p>Attended December 10th Open House. <i>Comment:</i> Appreciate open house; it was well laid out and informative. <i>Suggestion:</i> power pick-up would be needed (pantographs on the subway cars. Disconnection of the normal pick-up shoes, for safety reasons in the presence of streetcar passengers adjacent to portions of the track. Connections to northbound and southbound Yonge and Spadina subway tracks would be required. Use cast iron tunnel liners as found in the University Ave. Subway tunnels (more expensive, but better performance and maintainence). Install ducts prior to pouring the concrete, creating better accessibility. <i>Concern:</i> Construction material proposed for LRT tunnels. <i>Questions:</i> regarding subway lines and their interaction with the ECLRT.</p>	<p>Thank you for your email following the Open House on December 10. Please allow me to address some of the issues raised in your message. Crossover tracks which provide the opportunity to by-pass and turn-back vehicles when during a transit problem will be built into the Eglinton Crosstown system for the LRT vehicles. You may be interested in reviewing the location of the planned LRT crossover tracks proposed for the Eglinton line on panels 29, 33, 37, 40 and 41. Click here http://www.toronto.ca/involved/projects/eglington_crosstown_lrt/index.htm As your message mentions, subways and LRT technology are not easily interchangeable because of the different power sources. Other technical considerations such as rail size and weight mean that LRT tunnels will not be able to assist subway operations. I can confirm that gasketed liners are the preferred choice for the Crosstown tunnels. Precast liners are a newer technology which is the current industry standard. The leakage problems you refer to may be connected to water table levels at different points along the line. You may also be interested to learn that required duct banks will be cast into an inverted concrete slab (where applicable) while all other cabling etc will be surface mounted for ease of access. I hope you will continue to check the website for further updates as the Eglinton project continues to develop.</p>	18-Dec-09
589	14-Dec-09	Email	<p>Support for the project. <i>Concerns:</i> back-ups from the u-turn lanes (traffic if lanes are not long enough); <i>Suggestions:</i> regarding u-turns (make sure lanes are long enough), cross-over tracks (allow for turnback of LRVs if track is blocked), gauges used (allow for future conversion to subway), signal priority, LRT tracks (keep as straight as possible).</p>	<p>Acknowledgement of comments. Responses to comments regarding: median u-turns and limited left turn restrictions could help achieve the same time benefits. Also, noted that engineering modeling using accurate traffic data for the intersections has been used to recommend the distance of the median turn signal from the main intersection. Also, confirmed that the preference of Metrolinx is to use standard gauge on Transit City tracks.</p>	16-Dec-09
606	14-Dec-09	Email and letter	<p>See letter in Attachment folder. Attended the November 25, 2009 open house. Concerns over property impact and request independent engineering survey of their building.</p>	<p>Final Response: Acknowledgement of message. Our plans indicate that you're the property is located in an area where twin bore tunnelled construction will occur. Explanation of design of tunnelling work given (and 9impact on buildings). The TTC will also undertake pre- and Letter-construction surveys that will be carried out by third party engineering consultants. Any property owner potentially affected by construction will be notified and will be encouraged to participate in the inspection. This could include having independent experts present. At completion of the survey, a report with photographs will be prepared for each party to review and sign-off. This report will form the baseline condition of the property prior to any construction activity. At completion of construction, the process will be repeated and the subject property will be inspected again. During construction and/or tunnelling operations highly sophisticated monitoring equipment will be used to monitor potential ground movements. This monitoring will alert the construction team of any potential problems, which will be addressed promptly. At this stage of the project details are currently being developed and will be subject to further review. Your assistance during this initial stage of work, including providing any available existing building plans, would be greatly appreciated. Current track design technology for light rail operations results in very little noise or vibration during regular operations. TTC will design the trackbed to dampen vibration and ensure it is kept at an acceptable level. A vibration study has been completed for the Eglinton Crosstown LRT. In some areas, where building setbacks are minimal and vibration levels are expected to be higher, mitigation measures will be considered during detailed design of the project. ***** First Response: Thank you for your message on behalf of the Board of Directors of TSCC 1482, 2 Edith Drive. The letter has been received and is being reviewed. A response will follow.</p>	21-Dec-09

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ID #	Date	Source	Subject	Response	Date out
581	15-Dec-09	Email	<p>Support for the plan.</p> <p><i>Suggestion:</i> for two additional underground walk ways on either side (east and west) of the exit and entrance of the Eglinton W station.</p> <p><i>Concern:</i> current safety/existing conditions of Allen Rd. crossing at Eglinton.</p>	<p>Thank you for your positive comments regarding the Eglinton LRT project. Regarding the entrance to Eglinton West Station, you may be interested in particular in Panel 33 (numbered in the bottom right hand corner) of the attached Open House panels which shows the recommended entrances to Eglinton West station with the addition of the LRT.</p> <p>A tunnelled entrance is planned from the south side of Eglinton so that transit users will be able to access the service in a safe, pedestrian friendly way.</p> <p>Your comments may be more related to the access from the north side across the end of the Allen Road. Please let me know if this correct.</p>	16-Dec-09
583	15-Dec-09	Letter	<p>See Attached letter in Attachment Folder</p> <p>Request for parallel bus service.</p>	<p>Thank you for your letter regarding bus service on Eglinton Avenue East after the LRT is in operation. At this time, current bus service is planned to be replaced by the LRT. The TTC certainly has a difficult decision in wanting to provide much faster transit service for the community to enhance ridership and provide an excellent alternative to the automobile, while ensuring service is accessible. To improve accessibility, the new light rail transit vehicles will have low floors that are accessible for people with mobility challenges. TTC recognizes that the distance between underground LRT stations is much greater than the current bus service. Therefore, closer to the start of LRT construction, there will be an opportunity for Service Planning staff to review the need for parallel bus service.</p>	16-Dec-09
586	15-Dec-09	Email	<p>Attended open house at the Etobicoke Olympium.</p> <p><i>Comments:</i> regarding Martin Grove intersection.</p> <p>Suggestions: convert the intersection into a full intersection that allows left turns from Eglinton eastbound to access the 401, 427 and 27 highways. Use the same U-turn technique proposed at Kipling and other intersections. The U-turn for Eglinton westbound to Martin Grove southbound can be incorporated into the proposed full intersection. Eliminating the left turn diversion lanes will eliminate the increased risk to pedestrians and cyclists. These recommendations should cost less.</p>	<p>Thank you for your detailed comments regarding the Martin Grove intersection with the planned Eglinton LRT. Your comments, and the accompanying diagram, have been shared with the project management team for review. Following a revisiting of the models after the last round of Open Houses, the earlier proposal for a median u-turn south of Eglinton is no longer the recommended option, and will not be pursued. Left turns onto Eglinton (from both north and south) will continue to be permitted.</p> <p>Please note that the Transit City project team continues to work with various City of Toronto stakeholders to find the best solution to the configuration of the new road alignments in this area. A final recommended route has not yet been determined. Detailed design will also address the use of the soccer pitches at Richview.</p>	18-Dec-09
587	15-Dec-09	Email	<p>Live on Bemersyde Drive between Islington and Kipling.</p> <p><i>Concerns:</i> traffic build-up due to u-turns and re-routed left hand turns, large trucks which cannot be accommodated by the Islington U turn will continue on to Bemersyde where they will also turn left and make their way to Islington southbound through the community.</p>	<p>Acknowledgement of message and response to concerns.</p> <p>Median u-turn intersections are being proposed in order to ensure efficient traffic signal times along Eglinton Ave. Traffic engineering studies show that median u-turns increase the capacity of through traffic at an intersection and can also result in 20-50% fewer head-on collisions. This solution is already in use in other cities including Edmonton and Calgary, as well as in the US throughout Michigan, Florida and New Jersey.</p> <p>You may be interested to learn that during the detailed design phase of the project a detailed truck operations plan will be developed in conjunction with the City of Toronto. Lots of detail including detailed design for stations and streetscaping is still to be added over the coming months.</p>	18-Dec-09
588	15-Dec-09	Email	<p><i>Concerns:</i> u-turns at new signalized intersections across the ROW will result in additional delays to transit vehicles.</p> <p><i>Suggestion:</i> Weston Rd. stop should be to the east of Weston Rd. and west of the rail corridor - this would reduce considerably the distance that people connecting from a potential GO train station would have to travel to get onto their east-west LRV.</p> <p>Commerce stop should have a good connection with Mississauga's BRT. Move the location of the station at Allen Rd. a touch to the north, to better interface with the existing Eglinton West subway station. Move the location of the Yonge and Eglinton station a touch to the north, to better interface with the existing Eglinton station. Name Avenue Station be named Avenue Road Station. Make sure tunnels can be converted to subway use in the future</p>	<p>Thank you for your message regarding the Eglinton Crosstown LRT. Please allow me to share some further detail where possible.</p> <p>The median u-turn treatment is being proposed to address the challenge of long traffic signal lengths along Eglinton. Ensuring reliable transit service by increasing the chances that LRT vehicles will encounter a green signal is a major consideration for the surface areas along the route. Having a phase of the traffic cycle reserved for left turns eats into the total green signal time at an intersection. When there is an advance left signal, traffic in the other direction is facing a red. By removing the designated left phase at the intersection, flow-through traffic is moved at a higher rate. This is the principal behind other left turn restrictions throughout the city.</p> <p>At the last round of Open Houses several options were being considered for the Weston stop, including the possibility of a stop on the eastern side. Since then however, a surface stop on the west side of Weston Road has been chosen as the recommended route. This surface route has been selected based on considerations including the best way to connect to the proposed Maintenance and Storage Facility at Black Creek, the best opportunities for future development, and cost</p>	18-Dec-09

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ID #	Date	Source	Subject	Response	Date out
				<p>effectiveness.</p> <p>Five different routes were studied to determine the preferred route between Martin Grove and the airport. The selected route at Commerce Boulevard offers the best connection to both the Mississauga/GO BRT and Pearson and was also found to have the best cost/benefit of the five routes.</p> <p>As your message indicates, connections with the subway systems at Eglinton West and Eglinton (Yonge) stations are vital links to the Eglinton project. Technical issues have shaped the station alignment along the route. Further details about how passengers will move between modes will continue to be developed during the detailed design stage of the plan as station designs begin to develop. Considerations such as station naming will also continue to develop in the coming months and years.</p> <p>Although the farside stop locations are often recommended for traffic signal reasons, other factors include the need to locate the 90m platforms on a level section of the track and the anticipated walking and transfer patterns of passengers.</p> <p>You may also be interested to learn that the tunnels are being designed for future conversion to subway, as demand warrants it.</p>	
590	15-Dec-09	Telephone	Request for information about the project.	Called back and spoke with caller. Told him to look at website for all current information regarding the project.	16-Dec-09
591	15-Dec-09	Telephone	Lives at Eglinton and Laird. <i>Question:</i> about construction schedule and noise post construction.	Spoke to caller and told her that there were no dates that had been selected for when stations will be built. Still too early in the process, but to keep updated by looking at the project website.	16-Dec-09
634	15-Dec-09	Letter	See Letter in attachment folder.	Letter sent out by TTC (FD) in response to ECLRT concerns.	26-Jan-10
608	16-Dec-09	Email	Rangoon Station - 3rd follow-up and appreciation for follow-up. <i>Comment:</i> Petitioning to have a crosswalk installed at this location for years now. A traffic signal is an even better idea.	None required.	
610	17-Dec-09	Email	Unable to attend open house. Lives at Eglinton and Allen. <i>Question:</i> regarding possible noise/vibration impacts on property.	<p>Acknowledgement of message. As part of the Environmental Assessment noise and vibration studies have been carried out along the line. Based on the studies carried out on the project, the expected decibel levels produced by light rail are less than or equivalent to those produced by busy street traffic. Advances in track technology, construction methods and the use of rubber sleeves will all help to minimize effects. Along the corridor specific locations sensitive to noise are located where the line will operate above ground. Special measures will be taken at these locations as necessary.</p> <p>You may be pleased to hear that in the underground section, it is not expected that there will be noticeable noise increases compared to existing conditions.</p> <p>The same technologies mentioned above also mitigate vibration effects. The more noticeable effects of vibration may occur where special trackwork is required for storage and/or crossover tracks. This type of trackwork will be located around the Eglinton West station.</p> <p>You may wish to review info on panels 61 through 63 (numbered in the bottom right hand corner) of Part 3 of the Open House materials.</p> <p>Website details given.</p>	18-Dec-09
611	17-Dec-09	Email and Telephone	Request for call back . <i>Question:</i> regarding upcoming open house details.	Details regarding upcoming open house (Jan. 14 th) were given.	18-Dec-09

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ID #	Date	Source	Subject	Response	Date out
612	17-Dec-09	Email	Opposed to the project. Lives at Scarlett Road and Martin Grove. <i>Comment:</i> double tunnel vs cost efficient single bore as used successfully in Europe. <i>Concerns:</i> loss of community, green space , free flow of movement around our community, pollution, cement through a quiet residential neighbourhood, dangerous intersections , increased noise and vibration, u-turns and left turn restrictions , and property expropriations . <i>Suggestion:</i> subway is more efficient.	Acknowledgment of message. By building this project we are hoping to provide much faster and more efficient transit to all Toronto residents. The plan also complements the plan for growth laid out in Toronto's Official Plan. Higher capacity LRT vehicles operating on a designated right-of-way offer significant improvements in reliability over bus transit. Your objection to the project and preference for a subway are dually noted. Please note that a final Environmental Project Report (EPR) will be placed on public record in March, 2010 for a 30 day review period.	22-Dec-09
619	17-Dec-09	Telephone	Attended OH on Dec. 17 th , 2009. Request for a call back and for information about the project. Caller lives at Weston Rd. and Eglinton and wanted to know what areas of the line will be above/below grade .	Spoke with caller and explained that the preference is still above ground because Transit City lines are premised as surface routes.	04-Jan-10
609	18-Dec-09	Email	<i>Concern:</i> regarding the environmental impacts on existing old growth forsts and potential noise impacts of an above ground LRT.	Acknowledgement of message. The project website details were provided (where panels from the OH are available) and the Transit City plan - based on high capacity transit in surface routes throughout Toronto was also discussed. The Sheppard East LRT and the conversion of the Scarborough RT line to LRT were also discussed, as well as the description of the Eglinton Crosstown and why only parts of it were to be constructed underground. The question of noise and vibration was also addressed. Details, including design for stations and streetscaping, are still to be added over the coming months.	22-Dec-09
613	18-Dec-09	Email	Support for the project. Request for the line to go underground through Etobicoke. <i>Concerns:</i> if above ground section approved, Russell Road will become a shortcut for traffic that can't turn left on Islington. <i>Suggestion:</i> remove the Left turn lane from Eglinton to Russell Road and post a sign that indicates "Local Traffic Only".	Acknowledgement of message. Comments about increased traffic in residential neighbourhoods in Etobicoke are noted. Explanations regarding the Transit City plan (based around surface routes throughout Toronto) were given as well as why this type of service was viable. Further detail about the design of the route will become available in the coming months. Note that a final Environmental Project Report (EPR) will be placed on public record in March, 2010 for a 30 day review period. You may wish to review the document and provide further comment at that time.	22-Dec-09
620	18-Dec-09	Telephone	Request for confirmation that comments from Councillor's office were received.	Question was already addressed in an email from TTC. (see ID#585)	
614	20-Dec-09	Email	<i>Concerns</i> regarding removal of Credit Union Stop . <i>Suggestion:</i> to reconsider the decision.	Acknowledgement of message and response that the project team is currently consulting with the Service Planning Department of the TTC and the Transit City Group consultants for follow-up. Upcoming open house details were also provided.	23-Dec-09
615	21-Dec-09	Email	Interest in project and interning with Transit City.	Acknowledgement of message and let the person know that the project is not set up with an internship program.	23-Dec-09
621	21-Dec-09	Telephone	Opposed to the project. Lives in Scarborough. <i>Concerns:</i> removal of left turns and the addition of u-turns , (leading to increased traffic); tracks in the middle of the road; and the limited number of stops .	Acknowledgement of message.	23-Dec-09
616	23-Dec-09	Email	See Attachment in Attachment Folder <i>Agency comments:</i> regarding ECLRT.	Acknowledgement of agency's submission.	23-Dec-09
618	23-Dec-09	Email	<i>Suggestions:</i> regarding LRT route alignment: a tunnel section at Weston Road; alignment between Black Creek Drive and Martin Grove Road should be at the north side of the road; and alignment between Brentcliffe Road and Don Mills should be at the south side of the road.	Acknowledgement of message and suggestions. Explanations as to why the LRT is designed to run down a centre median and why a centre median transitway supports a better balance of road use for all users, encourages transit-orientated development and provide good pedestrian connections. Further reasoning to centre median was given, including safety. Explanations were also given as to why a surface alignment with a stop on the west side of Weston Rd. was more appropriate. Also noted was the future availability of the final EPR, and the public's ability to review and comment on the document.	30-Dec-09

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ID #	Date	Source	Subject	Response	Date out
628	31-Dec-09	Email	<i>Suggestions:</i> regarding station construction such as creating a shallow station with direct access from the surface to each platform. Have access for east bound trams available only from the south side of the street and access to west bound trams available from the north side of the street.	Final Response: Thank you for your query regarding the choice of construction methods for the Eglinton LRT. The project team examined a few options before determining to proceed with a combination of cut and cover as well as tunnelling construction methods. Although it may seem counterintuitive, the cost/benefit of proceeding with cut and cover for the length of the underground route was higher than a combination of cut and cover and tunnelling using a tunnel boring machine (TBM). The TBM method in turn requires construction to occur at a certain depth in order to minimize disruption to foundations and vibration. ***** First response: This email is an acknowledgement of your correspondence. A more complete response to follow.	13-Jan-09
622	01-Jan-10	Telephone	Request to be called back . Lives at Eglinton and Weston Rd. <i>Concern:</i> regarding property impacts .	Called back and spoke with the caller. Received note that there is a consideration that the line might go underground at this point. How will this affect her house? She said that her house might be under consideration for property acquisition. FD spoke with caller and explained that road widening premised as surface routes. Will be further contact with community and caller said she was interested in coming to future meeting. Property not directly affected.	04-Jan-10
629	01-Jan-10	Email	<i>Comment:</i> Opposed to re-routed left hand turns west of Scarlett. <i>Concern:</i> increased traffic due to re-routed left hand turns. <i>Question:</i> Why not put stops or entire line underground ?	Thank you for your comments regarding the Eglinton Crosstown LRT. Your comments are well-taken, please allow me to share some detail. The left turn re-routing plan uses what traffic engineers refer to as median u-turn intersections. They are also commonly called Michigan Lefts because it is a traffic solution invented in Michigan in 1960. Currently this type of left is already in use in other cities including Edmonton and Calgary, as well as in the US throughout Michigan, Florida and New Jersey. Median u-turn intersections are proposed in order to ensure efficient traffic signal times along Eglinton Ave. Traffic engineering studies show that median u-turns can increase the capacity of through traffic at an intersection and can also result in 20-50% fewer head-on collisions. Transit City lines are envisioned as surface routes and tie in to some of the city-building initiatives outlined in Toronto's Official Plan for growth. This same kind of light rail electric technology runs at surface in other cities such as Paris, Portland and Zurich. Metrolinx, the provincial regional transportation authority, has approved funding for the Finch West and Eglinton LRT routes, as well as a route along Sheppard East that is currently under preliminary construction. Along the most narrow part of Eglinton, the line will run underground for 10km. On April 1, 2009 the Province of Ontario announced \$4.6 billion funding for the Eglinton Crosstown LRT project from Kennedy Station to Pearson Airport, approximately 33km long. Your preference for an underground option is dually noted. Further detail about the design of the route will become available in the coming months. Please note that a final Environmental Project Report (EPR) will be placed on public record in March, 2010 for a 30 day review period. You may wish to review the document and provide further comment at that time.	18-Jan-10
625	04-Jan-10	Telephone	Request a meeting to discuss the preferred options for the link between Black Creek and Jane St.	Final Response: DN spoke to the caller. A follow-up meeting with the project manager and the Community Association Executive is planned. ***** First response: The caller emailed eglintontransit the same day - which was forwarded to David Nagler. An phone call was then placed to the chair of the Association letting them know that SR/DN will speak with them regarding setting up a possible meeting.	07-Jan-10
626	05-Jan-10	Telephone	Request for call back .	Left message to call back with detailed question.	06-Jan-10
627	06-Jan-10	Email	Support for the project.	N/A	N/A

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630	06-Jan-10	Phone	<i>Question: construction schedule details</i> (timeline, phasing). <i>Concern: construction impacts</i> to business, impact of line once in operation to business.	Called back and spoke with caller. Explained possible dates for construction to begin and explained that it has not yet been decided where construction will begin and in what order. It was explained that at their location, the LRT would be underground and would connect at some point to the Yonge and Eglinton subway station therefore disruptions would be minimized.	07-Jan-10
635	12-Jan-10	Phone	Request for more information about the project. Please call back .	Called back and LM letting caller know that she can call back with a more detailed questions or email the questions. Also left word with website details.	19-Jan-10
631	13-Jan-10	Email	Opposed to the project. <i>Suggestions:</i> line needs to be destination oriented . <i>Comments:</i> out of scope	Thank you for your email regarding light rail transit and destination routing. To make sure that I can better address your message, I want to ensure that you have already had a chance to review the Transit City on-line pages that discuss the Sheppard East and the proposed extension of the Scarborough RT system. The Sheppard East line which is currently in the preliminary stages of construction will extend a reliable light rail transit system east along Sheppard to Meadowvale . http://www.toronto.ca/involved/projects/sheppard_east_lrt/index.htm The Scarborough line is proposed to be extended north and east to create a connection with Centennial College, as well as the Sheppard light rail line. http://www.toronto.ca/involved/projects/scarborough_rapid_transit/index.htm	15-Jan-10
632	14-Jan-10	Email	Support for removing stop at Swift Drive.	Thank you for your email.	15-Jan-10
633	15-Jan-10	Email	Opposed to the project. <i>Comment: Distance between stops</i> is too far -- what happens to people who live in the middle?	Thank you for your email commenting on the plan for light rail along Eglinton Avenue. Your comments regarding station and stop spacing are well taken. Striking the right balance between the desire to provide higher travel speeds and local service is a challenge for the planners of new transit infrastructure. The proposed station spacing in the underground section is similar to the central sections of the existing Bloor-Danforth and Yonge-University subway lines where passengers accept a longer walk to reach the reliable service provided by transit in a designated right of way. As demand for reliable transit along Eglinton increases over the coming years, the Transit City plan proposes that LRT vehicles can better handle the increased capacity that will be needed along the corridor. Light rail can also cut down on the problem of "bunching" that occurs when buses operating in mixed traffic are unable to maintain the distance between vehicles. That said, the station spacing does represent a significant change from the current local bus service and comments regarding station and stop spacing are well documented from the Open Houses process. Feedback, including comments regarding station and stop spacing, will form part of the report submitted as part of the Environmental Assessment that will be submitted to the Ministry of the Environment. Please note that a final Environmental Project Report (EPR) will be placed on public record in March, 2010 for a 30 day review period. You may wish to review the document and provide further comment at that time.	18-Jan-10
636	15-Jan-10	Telephone	<i>Concern: Property Impacts</i> Request for call back .	LM with project email address details and to email question and parent's address so that the project team member knows what property is in question and how it will be directly or indirectly affected by the project. Project website details were also given.	19-Jan-10
638	18-Jan-10	Email	Request for parallel bus service .	Thank you for your email which expressed a number of concerns on behalf of the XX Property Owners' Association. On behalf of the project team for the Eglinton Crosstown LRT, please review the following response. Note that I am also available to attend a meeting of the LPOA to provide detail. Transit stop spacing: Your concerns regarding the distance between stops along Eglinton Avenue are noted. The Eglinton Crosstown, as all other Transit City proposed routes, is designed primarily as a service operating at street level as a surface route. In the central section of Eglinton, which has a higher density and more narrow street width, the service will operate	26-Jan-10

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				<p>underground.</p> <p>Widely spaced stops with higher operating speeds are characteristic of rapid transit systems of various modes (bus, light rail and heavy rail). Conversely, local transit services make more frequent stops and the operating speed for the overall line is reduced. Finding a balance between local and rapid service is a challenge for the design of any transit system.</p> <p>The Bloor-Danforth subway has many of the same characteristics as the future light rail line including similar average operating speed and station spacing. Along this line passengers agree to a longer walk to reach the frequent and weather protected waiting area provided by underground operation.</p> <p>Route Stop Spacing Route Speed: Eglinton LRT Underground (Proposed) 850m 32 km/h; Bloor-Danforth Subway 875m 30 km/h. The TTC as well as Metrolinx, the Regional Transportation Authority, desire a fast, frequent and reliable service across the important Eglinton Avenue corridor which will also provide a rapid public transport link to the airport.</p> <p>Final decisions about a local service along Eglinton will continue to be reviewed throughout the period of construction of the Light Rail line as part of the TTC's annual Service Review process.</p> <p>Your comments regarding the other bus routes which Leaside residents may board for a portion of the journey along Eglinton are dually noted. These issues may also form part of a future discussion with the TTC's Service Planning department as feedback from residents is gathered about possible bus route changes with the development of the LRT system.</p> <p>Light Rail Technology: Separating transit from regular traffic in its own right of way (whether at surface or underground) leads to a more reliable service by reducing the possibility that vehicles will bunch together when competing in mixed traffic. Light rail is the preferred technology for the Crosstown because it is a modern, electric technology which produces no local emissions and provides a clean, quiet, more pleasant ride. Unlike traditional tram and subway lines, it also has the flexibility of adding or removing cars to the main vehicle to accommodate different capacities with no need to rebuild the system.</p> <p>The lower cost of light rail technology with its ability to accommodate high capacities has made light rail a popular transit technology in several cities in North America and Europe which are expanding their systems.</p> <p>Ridership Data: Ridership data from 2008 is included as an addendum to this letter, for your review. Please note that these figures are totals per average weekday along Eglinton Avenue. Demand forecasts produced by the TTC indicate that maximum demand on the Eglinton LRT is expected to be 5,400 passengers per hour in the peak direction at the peak point of the route in 2031. Light Rail Vehicles will be able to accommodate demand along Eglinton well into the foreseeable future.</p> <p>Construction methods: Your concern about access to residential streets during construction is well documented. In addition to Construction Notices and regular website updates, in active construction zones the TTC plans to form Construction Liaison Groups to provide regular access to up to date information.</p> <p>TTC is committed to reducing the inevitable disruption that arises from major infrastructure projects as much as possible. Therefore the tunnels that transit vehicles will travel through will be built using a tunnel boring machine (TBM). The use of a tunnel boring machine means that the construction impact in between stations is less visible and disruptive at street level. This more recent method was not available when the Yonge subway line was built. At that time the cut and cover method was used to build both the stations and the tunnel itself.</p> <p>The cut and cover method will be limited to the construction of underground stations. Building each station will require approximately a length of 150m of excavation from street level. At some points along the underground line storage and turn-back tracks will be incorporated. In these cases the excavation will extend to 400m.</p> <p>We look forward to ongoing dialogue with the LPOA during the implementation of the Crosstown project that is expected to save up to 60% of a passenger's travel time as compared to current bus service. Discussions during the Service Review process will also serve to ensure that Leaside residents benefit from planned improvements to transit infrastructure across Toronto.</p>	
637	24-Jan-10	Phone	Request for call back . Support for bike lanes	LM with website details, including phone number and email address for further questions.	25-Jan-10

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ID #	Date	Source	Subject	Response	Date out
639	27-Jan-10	Email	<i>Comments regarding: Impact on Cultural Heritage</i> of the Eglinton Crosstown LRT and other Transit City Projects.	Thank you for your letter of January 26, 2010 on behalf of members of the North York Community Preservation Panel. The Eglinton Light Rail project is consistent with Toronto's Official Plan to make transit a more attractive option as the city grows and provides opportunities to include urban design and streetscaping features during the construction of the LRT line. Potential impacts of the Eglinton Crosstown LRT on cultural heritage resources have been identified and presented in the Eglinton Crosstown LRT Environmental Project Report which will be posted for public comment for a period of 30 days. The Eglinton Crosstown project team has identified the placement of station entrances as the major factor with potential to influence the built heritage along the route. The Eglinton Crosstown line will address cultural heritage in the design of its underground LRT station entrances by using context sensitive solutions in consultation with City of Toronto Heritage Preservation Services (HPS). Effects on properties identified as being directly impacted will also be handled in accordance with the requirements of HPS. Transit City will continue to work closely with various stakeholder partners at the City of Toronto, including Urban Design, Transportation Services and Heritage Preservation Services (City Planning), through the detail design stage of the Eglinton Crosstown project.	11-Feb-10
641	27-Jan-10	Phone	Attended open house at Eglinton P.S. <i>Concerned: disruption of traffic</i> near Young and Eglinton during construction of tunnel. <i>Question: are there any more open houses for Eglinton Crosstown LRT?</i>	Called back and spoke with caller. Caller lives in condo at Holly and Eglinton. Was concerned about impact on garage/condo and businesses, but felt comfortable with explanation given at round 2 (summer) open houses that construction impact will be low. However, one person in condo very upset about this. Supports the project!	04-Feb-10
640	28-Jan-10	Email	<i>Question: regarding hiring schedule for trades and construction workers.</i>	Thank you for your email regarding the hiring of trades and construction workers for the Eglinton LRT project. Currently the Transit Assessment report for the Eglinton Crosstown is expected to be submitted to the Ministry of the Environment in March, and a response is expected in May. A construction schedule is currently being developed and no construction contracts have been awarded. Please allow me to provide some further detail regarding the procurement process for the Transit City Eglinton LRT. In the spring of 2009 the Province of Ontario announced a new transit project delivery framework that introduces a new level of approval. Provincially funded Transit City projects will be owned and controlled by Metrolinx. Transit City projects are subject to an agreement between Metrolinx and the TTC for delivery, operation and maintenance. The Metrolinx Board will be responsible for final decisions on scope, budget and schedule. At the present time, the Eglinton LRT project is following the protocols of the TTC's Materials and Procurement Department.	02-Feb-10
642	29-Jan-10	Phone	Request for a call back . Request for information for construction start dates of LRT.	LM and spoke with caller. Let him know that dates have not yet been confirmed; however, looking to start late 2010/early 2011. Also gave website details for more information about the project.	04-Feb-10
643	29-Jan-10	Phone	Calling again (see ID# 641). <i>Question: about construction liaison committee</i> , has been reading about it on the internet.	Called back and spoke with caller. Explained what the CLC was and what their role will be. Also explained that public awareness campaigns will run at the beginning of each phase.	04-Feb-10
644	02-Feb-10	Phone	Attended open house in December. <i>Question: timing and location of the "first phase" will be opened in 2016?</i> Request for a call back as caller is putting together an article for her condominium newsletter. <i>2nd Message: Lives at XX Eglinton Ave East located on the North East corner of Sloan and Eglinton. From Eglinton heading east bound will it be possible to turn left onto Sloan?</i>	LM saying that the starting date, although not confirmed, will be end of this year and will start in the west end with simultaneous work being done in other portions of the line. The 1st phase – from western portion (not airport) to Eglinton W station will be the first portion to be complete with other sections also worked on at the same time. In terms of the Sloan/Bermondsey intersection, there will be no left turn restrictions as no change will occur at the intersection. Also let caller know that should they require further information or clarify some responses, to get in touch with the community liaison officer who can provide her with further information – if she'd like to call.	04-Feb-10

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ID #	Date	Source	Subject	Response	Date out
646	08-Feb-10	Phone	Attended open house on eglinton LRT on Feb. 3rd. <i>Questions:</i> regarding the definition of "long term" and the longevity of an LRT . Request for a call back .	Spoke with caller who wanted to know what was meant by the project being "long term". It was explained that "long term" meant that the project is divided into different phases, each with their own time frame, with the entire project completed in approximately 10 years. Spoke to FD and then relayed other description of "long term" – in terms of growth projections and demand for LRT/subway. Because of population projections, demand won't be there for subway technology but will be satisfied by LRT technology. This will meet the needs appropriate for midsize development. FD will write to her directly regarding other responses.	08-Feb-10
647	11-Feb-10	Phone	<i>Question:</i> regarding construction start date , specifically in the Dufferin/Eglinton area.	Spoke with caller. Explained the process of the EPR and then construction timeline, particularly related to the west end. Added to the mailing list	23-Feb-10
649	16-Feb-10	Phone	Request for more information about LRT project . Caller is planning on purchasing a house on Eglinton and Weston Rd. Request for a call back .	Spoke with caller. He has already spoken with someone from the City regarding the property he is interested in. He told me that the property will be acquired by the City. However, I told him to email the project in order to confirm this.	23-Feb-10
648	22-Feb-10	Phone	<i>Question:</i> regarding construction timeframe and location (where it will begin).	Spoke with caller and explained timeframe. Also explained that construction will begin in the west end.	23-Feb-10