

# GO plans anger residents

Neighbours living along Georgetown line worried about pollution, noise, huge structures

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Tess Kalinowski

TRANSPORTATION REPORTER

What started as a pocket of opposition in Weston is rapidly becoming a river of outrage running down the GO Georgetown line, where one of the biggest transit expansions in Toronto history is underway.

As GO and Metrolinx host open houses this month outlining the grade separations, bridges and tunnels they say are needed, residents living near the tracks are holding their own gatherings, morphing into larger groups, spreading their concerns and ideas – and in at least one case, hiring lawyers.

"The plan has awoken the sleeping giant, which are the folks south of St. Clair," said Mike Sullivan of the Weston Community Coalition.

Few are arguing against the rail expansion. The question is how it will be done, and at what short- and long-term toll on residents.

GO says it is sympathetic to neighbourhood concerns, and although it's looking for ways to mitigate the noise and disruption of construction, some impact is inevitable.

"Obviously, it's in everyone's interests to get this work done as quickly as possible," said GO spokesperson Vanessa Thomas.

The Weston group has been arguing for electric trains and more consideration for neighbourhoods.

"Every time you turn around, there's another community that's being adversely affected," Sullivan said, adding allies are emerging, such as Eli Malinsky of the Brockton Triangle Residents Association.

"The vibrancy of our neighbourhoods is being threatened," said Malinsky, who helped found the Clean Train Coalition, an umbrella group for residents concerned about the pollution that will be caused by 300 to 500 diesel trains expected to run down the line daily.

Like the Weston group, its website, [www.cleantrain.ca](http://www.cleantrain.ca), advocates for electrification and more stations so neighbourhoods on the rail corridor can access GO. It says that if electrification is in the cards for the Georgetown line, as Metrolinx claims, it makes sense to spend the extra money now and do the project right the first time.

"Our message is a positive message. We're trying to avoid being painted NIMBY," said Malinsky. "I'm ready to accept 400 trains in my backyard; I'm not ready to accept 400 diesel trains."

Sharon Airhart also approves of the push for transit expansion, even though the noise and vibration from work improving the intersection of the CP and CN tracks known as the West Toronto Diamond drove her out of her home in the Junction neighbourhood. She moved about a kilometre away, to near Symington Ave., when she could no longer work and lost two-thirds of her income in February.

"You can't talk on the phone, you can't think a coherent thought," she said of the deafening piledriving that has gone on daily since January and could continue all year.

Now she's worried that GO is considering a similar project near Lansdowne Ave. and Dupont St., on

the Davenport Diamond. Airhart said she and her neighbours are simply looking for more sensitivity from GO about the impact.

Even TTC chair Adam Giambrone, councillor for Ward 18, Davenport, was alarmed by a briefing with GO officials, who showed pictures of the nine-metre concrete walls that may be built on residential streets to accommodate raised tracks. He thinks there could be four times as much piledriving required on the track east of Lansdowne as is already being done on the West Toronto Diamond – 12,000 piles compared with 3,500.

And he said GO has done a poor job of informing residents about an open house tonight at St. Josaphat Catholic School at 55 Pelham Ave.

Giambrone, who sits on the departing Metrolinx board, said he knew the Georgetown construction would be tough on residents. "But what is beginning to tip the balance on this is the talk about these massive grade separations."

He said the province "needs to probably spend more money" to do things right. "Whether you do electrification or different construction techniques, it costs more."

GO's Thomas said that to increase service across the region, alleviating train congestion in the area is essential: "A grade separation is the only way we could accomplish this."

But there are various options for building one at the Davenport Diamond. Timelines and recommended options are still unclear.

Farther south, near Strachan Ave., David Grant, a Stafford St. condo owner, has started a Facebook group for residents who want to stop Metrolinx from building a "superstructure" to carry trains across Strachan. (Currently it's a level crossing.) The residents support a city study that suggested tunnelling under the road to mitigate the ugliness and noise of a huge bridge.

Grant's condo association has also paid a lawyer to seek an explanation from Metrolinx for how such a disruptive option became the preferred alternative.

A bridge, recommended by Metrolinx, has the least impact on utilities and GO's operations going into Union Station, explained Brian Peltier, the project manager. Plus, the work would take one to two years instead of three, he said. And then there's another reason: "The road overpass option that we're proposing is \$100 million cheaper."

The bridge may be cheaper, says Councillor Joe Pantalone, who represents the ward, but Metrolinx isn't taking into account the costs to the community, he said.

"People of the community are aghast and shocked," he said, "that somehow their already tenuous quality of life will be made so much worse by an agency and an objective the community supports."

## ***Comments on this story***

### **Not your neighbourhood...**

Dear 905 and others not being effected... I'm born and raised in the High Park area a.k.a. Down Town Toronto to you. I used public transit for 32 years and rode the GO maybe 20 times. I walked and rode a bike everywhere. If this was your neighbourhood and your property value was about to go down would you not be angry? I invite you to come walk in our shoes for 2 business days, and bring your kids or grand kids so when they start to cry and don't stop because the pounding doesn't you'll feel the pain the parents of young children are feeling. Is 90 decibels of sound 3.5 richter scale pounding in your backyard tolerable? Then the prospect of 400 diesel trains a day thereafter... I think not.

Submitted by ReVRiN at 11:15 AM Wednesday, April 22 2009

- Agree 11
- Disagree 8

### **What nonsense**

Robert in Raleigh is dead on and Malinsky has no credibility if he is touting 300 to 500 trains a day. Its not physically possible on that line even if there were enough locomotives and train cars in all of Canada to acomplish this feat and still meet other obligations. I lived a block away from the Weston Go Station for 40 years and the trains, while you noticed them, were not intrusive. The NIMBY's need to realize that sometimes there is short term pain for a long term gain that serves the greater good. Improved Go service will also positively affect housing prices in the area for those who own them.

Submitted by Leurgy at 10:51 AM Wednesday, April 22 2009

- Agree 10
- Disagree 6

### **Overpass to seclusion...**

A good study could be made of the H Street Overpass in Washington DC. Several years ago, it was decided to change the level walkway & vehicle underpass to a hulking vehicular overpass and that decision only succeeded in isolating the NE H Street community and cutting off pedestrian accessibility and neighbourhood vibrancy. While an overpass currently seems like a wise financial decision, the detriment to the community and access to the shore will be greater...just let the overpass a little further along Strachan which already makes the walk to the lakeshore unappealing be an example!

Submitted by Lavish at 10:40 AM Wednesday, April 22 2009

- Agree 6
- Disagree

### **Hypocrites**

Is that really Giambone and Pantalone complaining because we are expanding transit. They preach it

all day and complain when it is getting done. No wonder Toronto is a mess. Also Darren in TO seems to think that the 905 should bear the true cost of their lifestyle then so should Toronto. I don't see any other city getting the hundreds of millions of provincial bailout money every year. It would seem hypocrites abound. By the way I live in TO.

Submitted by Danoh at 10:35 AM Wednesday, April 22 2009

- Agree 8
- Disagree 6

## **to Darren in TO re: suburbs**

The majority of riders on the Georgetown line get on in Brampton. The train only makes something like 8 trips that go as far as Georgetown each day, and the rest only go as far as Brampton. I agree with you about the suburbs, but they are not going away anytime soon and trains are an efficient way to get the large number of people along these lines into downtown Toronto.

Submitted by mattbg at 10:34 AM Wednesday, April 22 2009

- Agree 10
- Disagree 1

## **re: Darren in TO**

your comment is narrow minded. First of all, if all of the people in the 905 area code were to move to Toronto, do you think the city could handle them all? Your streets, roads, and transit would be infinitely more congested. Secondly, the people that ride the train ARE being green, because if they drove downtown... again streets even more congested. Perhaps you should suggest companies set up satellite offices in the 905 area instead of forcing people to commute to work? That would solve a lot of headaches.

Submitted by pennylope at 10:30 AM Wednesday, April 22 2009

- Agree 10
- Disagree 2

## **Whats next?**

I should move to Port Colbourne or Sarnia or Waterloo and start lobbying GO transit to extend rail service all the way to my doorstep??? GO transit users chose to live in new subdivision in new bedroom communities. TO and Weston have been around well before those suburbs and well before the rail. Its a matter of public record, and to assume otherwise is just plain ignorance

Submitted by Darren in TO at 10:28 AM Wednesday, April 22 2009

- Agree 5
- Disagree 9

## What Benefits?

Posters here keep saying that we should embrace the changes and live with the benefits. What benefits? We get extra noise and traffic in our neighbourhood but we don't get to access the system. Why is this? You can in part trace it back to the unequal voting system. A 905 vote carries more weight than a 416. Earlier planning documents included new GO stations including one in Liberty Village. In the latest presentation, they moved the proposed location from a straight stretch of track to a curved one then rejected it because you can't build a station on a curve. The whole process is a cynical exercise to pretend that they are serving the communities affected when they are only serving the outer vote-rich constituencies.

Submitted by Dick From Red Deer at 10:24 AM Wednesday, April 22 2009

- Agree 6
- Disagree 4

## Rickster - piledriving

Any modern construction company can use boring techniques. If boaring techniques can be used to create palaces and hotels on artificial sand islands in Dubai then Im sure we can pull it off here in TO.

Submitted by Darren in TO at 10:20 AM Wednesday, April 22 2009

- Agree 9
- Disagree

## to rickster

where do you live? bet it is not in this area. here are the true NIMBYs - the ones who do not give a damn as long as they are not personally affected.

Submitted by gonzo at 10:19 AM Wednesday, April 22 2009

- Agree 6
- Disagree 2

## ramaraboy

No they cant use GO, because its an elitist regional transit system with stops far and few in between. The rails have been there for 75 years according to you, yet you have no clue how old some of those homes are. Have you even been to that area of the city???

Submitted by Darren in TO at 10:18 AM Wednesday, April 22 2009

- Agree 2
- Disagree 5

## Noise

This is for the filmmaker and all around the project.... Get a grip, try living downtown, where construction is all around. Sometimes that is the price we need to pay, for better transit... If, these so called pro-groups for the community stopped... Just maybe, this would have been done 20 years ago.... As always never in my backyard...

Submitted by Paris at 10:18 AM Wednesday, April 22 2009

- Agree 9
- Disagree 6

## Not just homes

its a documented fact that some homes have been there even prior to confederation, but there are also schools as well. Why should schools or workplaces have to put up with that noise for 8 hours a day?

Submitted by Darren in TO at 10:17 AM Wednesday, April 22 2009

- Agree 4
- Disagree 7

## Stay informed on this issue...

Anyone wishing to stay informed of this issue, please sign up at [www.cleantrain.ca](http://www.cleantrain.ca). We'll send you important updates and ways you can get involved.

Submitted by Clean Train Coalition at 10:06 AM Wednesday, April 22 2009

- Agree 5
- |
- Disagree 4
- |
- Alert a moderator

## Embrace the future

to guywithacomment.....I get very discouraged when debating an issue every time someone plays the "whiner" card. This classic tag line from "Harris" era debate tactics to describe anyone with a contrary idea of position just won't seem to go away. Eli Malinsky is right as is wildrice77. Other places in the world use the electric option which is quiet and seamless. With all of our collective brain trust and manufacturing capabilities in Canada I fail to see why we can't do the same. Public transportation will be and should be an absolute fact of our lives as the GTA grows and expands. Consider every option

and lets be a model to the world.

Submitted by tophatguy at 10:05 AM Wednesday, April 22 2009

- Agree 6
- Disagree 3

## **RE: Not Public transit!**

Darren, you need to chill. Public transit shouldn't be designed to only cater to those living in the Downtown Core. Not everyone can afford a house in Toronto. Should people rent for their entire lives just to make you happy? Nor does everyone works downtown. There are tonnes of offices in Mississauga, Scarborough and North York. There isn't only ONE correct way to live/commute to work. There are tonnes of situations that public transit doesn't, and never will. How can you drop 2 kids off to different schools/daycare, get yourself to work if those 3 places are not on the same public transit line? You seem to think everyone should fit into the same pattern. That is never going to happen. Sooner you accept it the better. I agree it's ideal to live close to work, but it's not always possible or practical. Stop condemning everyone who doesn't think exactly like you do. It's annoying and childish.

Submitted by BOOIS at 10:02 AM Wednesday, April 22 2009

- Agree 7
- |
- Disagree 4
- |
- Alert a moderator

## **I feel bad for the people who are annoyed by the noise**

but this too shall pass. Electric trains would be nice but electricity is still creating pollution anyway. As to people living outside of Toronto and having to travel to work, well that's just too bad you see it that way. We can afford to live outside the city where in my town there was only two murders in the last 3 years and they were committed by Torontonians on holidays. I think I see a green eyed monster in the Junction. Oh yea, by the way I lived on Maybank Ave. in the Junction when I was a kid, so I know what I speak of.

Submitted by westender at 10:02 AM Wednesday, April 22 2009

- Agree 1
- Disagree 10

**To: Darren in TO**

CLERALY, you have not travelled outside of the Weston/Dundas corridor, otherwise you would not make the remarks about GO commuters on the Georgetown line. I am a commuter on the Georgetown line and I work inside the City. The GO Train provides an environmentally friendly way for us commuters who live outside of the City to get into the City. Your comments tends to suggest that we should cramb everyone into one small city - sort of like New York City (otherwise known as the rat infested sewer).

Submitted by CommonCents at 10:00 AM Wednesday, April 22 2009

- Agree 5
- Disagree 6

## **Electrification?**

So, they have to construct differently during the temporary construction period, buy new locomotives, and electrify the line to pacify a minority interest? That's quite a feat of self-actualization to get to the position where you feel entitled to something like that.

Submitted by mattbg at 9:49 AM Wednesday, April 22 2009

- Agree 4
- Disagree 7

## **First Time**

This has to be the first time I've ever heard of somebody complaining about getting RID of a railroad crossing. I wonder if the guy near Strachan will still like waiting after GO does this massive expansion. No bridge over a line that is going to get 300-400 trains per day? I think that opinion will change mighty soon.

Submitted by joelberg at 9:47 AM Wednesday, April 22 2009

- Agree 2
- Disagree 3

## **The whole misguided existance of suburbs**

If every single suburban development was not created in the 905 and instead was created inside TO with higher density residential areas, we would have the catalyst to bring state of the art subway service with both local and express service to every corner of Metropolitan Toronto. Instead we have a political mind set that encourage urban sprawl and cater billions in infrastructure developments to just those suburban communities. Think of the type of city TO could be if had 1.5 million more residents with a public transit to meet their demands. Socialist vote pandering created the suburbs. And we here in the



city should not suffer because of that.

Submitted by Darren in TO at 9:45 AM Wednesday, April 22 2009

- Agree 3
- Disagree 8

## **Diesel is Noisy and Pollutes**

People living along the corridor have come to expect a certain level of noise and pollution but the dramatic increase in noisy diesel train traffic will make for unpleasant surroundings. Electrification of these routes will bring much quieter and cleaner surroundings and would be welcomed by residents. Yes, diesel is cheaper and residents along the line are probably not the most politically well-connected, but let's join the 21st century and make the investment in electrical power.

Submitted by cmurray at 9:43 AM Wednesday, April 22 2009

- Agree 9
- Disagree 1

I couldn't disagree more with those who are ragging on people who choose to live in the suburbs: GO is not elitist, and often times is the most efficient transit connection between Toronto and its surrounding communities. It serves 80,000 or more people daily, not just "a few hundred," and on the Georgetown line, trains do not run all day, they run only at peak times around rush hours. Let's leave aside for a moment that it doesn't reek as TTC trains do. Further, where would you have the people live inside the Toronto city limits? Where are you going to build the homes, the infrastructure, the services (fire/ambulance/etc) for these people to live? How are you going to deal with the congestion of 200,000 more people (remember, it's 80,000 multiplied by the average HH size) living and commuting around the city? Before you spew vitriol at our suburbs, do a little reading.

Submitted by KLV at 9:40 AM Wednesday, April 22 2009

- Agree 7
- Disagree 5

## **Public archives**

Go look at some and you can see pictorial evidence that the community of Weston existed before the rail. The community also predate the suburbs by a century at least. Why should thousands of people living in century old communities be inconvenienced to please a few hundred commuters 3 towns over in subdivisions founded in the last decade?

Submitted by Darren in TO at 9:39 AM Wednesday, April 22 2009

- Agree 2
- Disagree 7

## To "theguywithacomment"

Do YOUR due diligence. The people in these neighborhoods know the train tracks are there. We're not complaining about the tracks - we're complaining about disruptive construction processes and, in the case of condo dwellers in Liberty Village, of a disgusting super bridge that will cut off access to our community. Trains pass my balcony every day and I could care less. I KNEW I was buying next to the train tracks - as did all of my neighbours. We DID NOT know that Metrolinx would opt for the cheap and dirty option to improving public transit which will cause irreparable damage to my community.

Submitted by rachelcs at 9:38 AM Wednesday, April 22 2009

- Agree 8
- Disagree 6

## It's...

It's "elitist" Lefties like Darren in TO that drive me further out of the city and make me live in towns such as Milton, Georgetown and Newmarket!!! I have a better idea, let's move all the downtown jobs, offices, restaurants and entertainment to the 905 so we don't have to hear 416ers whining about traffic and 905ers!!!

Submitted by realtycoon at 9:36 AM Wednesday, April 22 2009

- Agree 4
- Disagree 4

## To Darren in TO

What a ridiculous comment to assume that if someone commutes into Toronto daily, they must live 3 cities away in "their green acres where sidewalks don't exist and people drive everywhere". Did it ever occur to you not everyone can afford to live in Toronto? Today when I checked the MLS website, there were only 2 houses under \$400K. Glad you can afford to live there, but I can't.

Submitted by bananabread61 at 9:35 AM Wednesday, April 22 2009

- Agree 2
- Disagree 3

## Wake Up People

If you are in the effected neighbourhoods like I am you need to come out to the community meetings. I refuse to have GO lower the value of my property. They are being funded by our taxes. Should I not pay my income tax for the next 35 years to get my compensation?

Submitted by ReVRiN at 9:25 AM Wednesday, April 22 2009

- Agree 5
- Disagree 20

## Let's stop this urban vs suburban fighting

Those of us with children who aren't wealthy are compelled to live in the 905, it's where you can still find an affordable home and decent schools to raise your children. I have no desire to drive, I want to take transit, and I take GO every day. I use my car less than 90% of Ontarians. You can live a low-footprint suburban lifestyle, as long as NIMBYS don't put a stop to the transit they pay lipservice to.

Submitted by jono at 9:23 AM Wednesday, April 22 2009

- Agree 16
- Disagree 9

## How many trains?

300 to 500 trains per day? What's the capacity of the track system, including capacity at stations?

Submitted by T. Radicans at 9:10 AM Wednesday, April 22 2009

- Agree 6
- Disagree 2

## Darren in TO

The last place these people want to live is TO. It is a big, ugly, dangerous and uncaring place. In the small city I live in strangers still say hello to each other. In Toronto I have walked past the same people for years and not one has even acknowledged my existence let alone said hi. I am tired of the self-important elitists of Toronto telling us how to live. Just think of how bloody expensive Toronto would be and the impact on low-income workers if we all crowded into this mess of urban blight.

Submitted by Rational Thought at 9:04 AM Wednesday, April 22 2009

- Agree 7
- Disagree 19

I live in the area, and everyday there is a poster to combat some progress one way or another in the community. Listen folks, you need to get LIVES. Everything that comes into our community, you protest. Protesting the use of a school for a Police station, protesting the noise associated to the train tracks that have been there since 1884, even when bought your homes in 1970/80.... GIVE IT UP. You

live in the city... its going to be noisy, things are going to be built, etc. Stop being NIMBYS (yes, yes you are being NIMBYS)

Submitted by Pyeddo at 9:02 AM Wednesday, April 22 2009

- Agree 19
- Disagree 9

## **Strachan bridge old thinking**

At a time when the city is trying to reduce the number of raised crossings and roadways - pulling down the Gardiner, finally linking Dufferin together at Queen - it is counterintuitive for Metrolinx to build a large, concrete overpass in a growing residential community. This will cut off street access, aggravate both commercial and residential traffic patterns (which will create traffic bottlenecks at Strachan), and further cut off the water from the city. Metrolinx is trying to save money, but they are ignoring the needs of the residents and scarring our city. There is a smarter way to do this - one the residents and city approve - yet they refuse. What a way to make this process easier!

Submitted by ipaulson at 8:51 AM Wednesday, April 22 2009

- Agree 12
- Disagree 7

## **LOL at Adam Giambrone**

Just wait a couple years until you start the Eglinton LRT line, and you'll hear real complaining. I am a Canadian through and through, but let me just say Canadians complain about EVERYTHING. I understand noise can be disrupting, but this is Toronto. If you want quiet, go live in the suburbs. I live next to a GO Train station, and it's noisy. But shut your windows, it's not that bad, or just get used to it. Or move. No wonder it's taken so long to expand our transit, with people like this complaining about every single thing. But still, I bet this hasn't been planned well. Our transit 'experts' don't seem very smart to me.

Submitted by BOOIS at 8:50 AM Wednesday, April 22 2009

- Agree 24
- |
- Disagree 4
- |
- Alert a moderator

## **Pile driving?**

I see no way anyone should tolerate their work such that it vibrates houses and people who work from their home office lose money. I am surprised the people have not taken more direct action and blocked workers from accessing the work sites and used more direct means to stop the noise, legal or illegal.

Submitted by alexmac at 8:40 AM Wednesday, April 22 2009

- Agree 9
- Disagree 21

## **GO upsetting Baden, Ontario too!!**

It seems as though GO just does what they want and don't care who they upset. They are also looking at building a storage facility in Baden, Ontario 200m from a school and residential neighbourhood. They won't even build a boarding platform for the community to use. See this article in the KW Record.

<http://news.therecord.com/article/521802> Go is totally irresponsible and NOT enviromentally friendly. Their trains spew dirty deisel. They should be converted to electric. The Ontario government should do something! <http://news.therecord.com/article/521802>

Submitted by greenloverman at 8:35 AM Wednesday, April 22 2009

- Agree 7
- Disagree 10

## **The Appearance of Democracy Must be Upheld**

That's how it's done in Ontario. Attend all the public information sessions you want, you are only letting the Liberal Government waste your time. There is no real democracy in Canada, there is only the appearance of a democracy. The only direct democratic government I know of is in Switzerland.

Submitted by puddy at 8:32 AM Wednesday, April 22 2009

- Agree 9
- Disagree 8

## **Adam Giambrone**

This guy doesn't have a clue. He says one thing then does another...time to get a more experienced official in on this one.

Submitted by Redrox007 at 8:32 AM Wednesday, April 22 2009

- Agree 8
- 
- Disagree 6

## **A Little Pain for the Greater Good**

Do the residents think there is an alternative to the pile driving? Let GO get this job done and stop the complaining.

Submitted by Rickster at 8:29 AM Wednesday, April 22 2009

- Agree 24
- Disagree 14

## **Not surprising..**

People always complain about everything, so it doesn't surprise me to see they are complaining still. Get over it. Or move. Just shut up with the whining already.

Submitted by ab608 at 8:27 AM Wednesday, April 22 2009

- Agree 14

- Disagree 11

## **RR TRACKS HAVE BEEN THERE FOR 75 YEARS!**

Isn't this typical of newbies who move into a neighbourhood. This rail corridor has been a main line for CP rail for many many years. Trains have been going back and forth night and day 24/7 for all these years. I saw the video of the pilons being driven and frankly I agree that the noise could be insufferable, but improvements have to be made to the line. The locals will have the advantage of using the GO train to downtown and other locals. What we have here is too many newbies with too much time on their hands and are just discovering that infrastructure improvements come at a price and some personal imposition. This is something that most of them haven't had to deal with. I say live with it and reap the benefits of a new and modern rail corridor to serve all the communities along the route.

Submitted by ramaraboy at 8:21 AM Wednesday, April 22 2009

- Agree 16
- 
- Disagree 9

## **B usy Place...**

Somehow, the numbers touted by Malinsky don't seem to add up; 300-500 trains a day. There are 1440 minutes in a day, which means that there would be a train ever 3-5 minutes; given the length of trains and the speed they don't go through residential areas, that means close to non-stop train traffic. Something doesn't add up here, and the Star reporter should investigate!

Submitted by Robert in Raleigh at 8:20 AM Wednesday, April 22 2009

- Agree 17
- Disagree 4

## **Just Wait**

I used to live near the Lakeshore GO tracks. Go performs construction starting at midnight when the trains are not running. Try sleeping through overnight construction where they did not even attempt to minimize noise. According to the foreman on the job "They are not subject to the same rules as contractors working on a roadway." Go Away or I'll get the police.

Submitted by Formerresident at 8:02 AM Wednesday, April 22 2009

- Agree 12
- Disagree 3

## **Not Public transit!**

Let us not assume that the GO Georgetown service or the Blue 22 to the airport is 'public transit'. Both are an elitist 1 purpose service that runs diesel trains and that serves a few hundred people who rush home to their green acres where sidewalks do not exist and they drive everywhere. The residents of Weston and Dundas west are true users of public transit. They live in high density neighbourhoods with a myriad of bus routes and streetcar routes that interconnect with each other and with the nearby subway. If GO commuters in Georgetown wanted to truly be green then they wouldn't live in communities 3 CITIES away from their workplace! Imagine the type of URBAN city and the type of

URBAN transit system Toronto would have if the suburbs were never encouraged and all those residents lived in Toronto? Stop believing the lies that GO and Metrolinx want to feed you!

Submitted by Darren in TO at 7:59 AM Wednesday, April 22 2009

- Agree 22
- Disagree 40

## **NIMBY**

Title says it all

Submitted by Danny D at 7:54 AM Wednesday, April 22 2009

- Agree 21
- Disagree 20

## **To all these whiners...**

...the trains and tracks were there long before you were. And to you folks that bought a condo next to a train line...what did you think was going to happen? that the trains were all going to disappear? You should have done your due diligence before purchasing. If you were stupid enough to buy a condo next to train tracks, thats your problem.

Submitted by theguywithacomment at 7:54 AM Wednesday, April 22 2009

- Agree 48
- Disagree 13

## **Not NIMBYs!**

Before we call them NIMBY, bear in mind that that neighbourhood has been around before ALL of the SUBURBS and the rail line. The residents want quieter construction methods. GO chose cheaper pile driving instead of boring methods. GO should be sued for the damages to the residents' well being and property, and they should be forced to use more expensive construction methods. Hopefully it costs significantly more, as the 905 should bear the true cost of their lifestyle choice.

Submitted by Darren in TO at 7:52 AM Wednesday, April 22 2009

- Agree 20
- Disagree 34

## **They're right, where's the electric option?**

Last fall, I took a train from Chester, England into London. A loud, roaring deisel pulled up and let us in. A few hours later, when we got out, I noticed the deisel at the front was silent, and the train was hooked to overhead wires. It was seamless, and could be done here, without the cost of running wires for the entire corridor.

Submitted by wildrice77 at 7:28 AM Wednesday, April 22 2009

- Agree 26
- Disagree 2

## **Thump**

That's quite the racket. How long is the pounding scheduled for? Looks like progress has its price and it seems to be noise in the short term.

Submitted by Phuket at 7:24 AM Wednesday, April 22 2009

- Agree 18
- Disagree 4

## **We need a national jobs strategy and we need to do things right on a non-profit basis**

at least that should be the end game for consumers. Transportation has to be accessible in neighbourhoods not destroy them, it takes time and money well we have time and money, unemployment will continually rise in a society that replaces human labour with machines. So we need to divide up the work hours and do it right so our quality of life improves....Not hurray up to save money or make contractors rich. Their pay could be based on a percentage of overall costs and capped at a certain limit, just like all labour costs.

Submitted by RockyRCoon at 7:21 AM Wednesday, April 22 2009

- Agree 8
- 
- Disagree 7

## **ideas versus implementation**

omelet see eggs. but still, given GO Transit legendary management structure I'm not surprised at their stupid approach to community.

Submitted by energyblogwalter at 7:05 AM Wednesday, April 22 2009

- Agree 16
- Disagree 4

## **Strachan Bridge**

The issue with the Strachan bridge as proposed by Metrolinx is not just to "mitigate the ugliness and noise". The primary issues are that the bridge would cut off access to local streets and create an additional barrier for Liberty Village and the waterfront.



Submitted by Sbus at 6:39 AM Wednesday, April 22 2009

- Agree 17
- Disagree 3