



Mimico Residents Association <info@mimicoresidents.ca>

Re: FOR REVIEW FW: Mimico GO Station Safety during State-of-good-repair Work CRM:0189077

1 message

Kelly Hagan <Kelly.Hagan@metrolinx.com>

Thu, Jul 2, 2026 at 2:22 PM

To: "info@mimicoresidents.ca" <info@mimicoresidents.ca>

Cc: Metrolinx Correspondence <MXCorrespondence@metrolinx.com>, CEO Correspondence

<CEOCorrespondence@metrolinx.com>, Chair of Metrolinx <Chair@metrolinx.com>, Safety <Safety@metrolinx.com>,

"lfairclough.mpp.co@liberal.ola.org" <lfairclough.mpp.co@liberal.ola.org>, "councillor_morley@council.toronto.ca"

<councillor_morley@council.toronto.ca>, Toronto West <TorontoWest@metrolinx.com>

Dear Michael Schwanzer,

Thank you for your letter to Metrolinx Board of Directors regarding temporary access conditions during the April-May 2026 state-of-good-repair work at Mimico GO Station. We appreciate the time taken to document your concerns and the continued engagement of the Mimico Residents Association. The Board has kindly asked me to reply on their behalf.

Tunnel maintenance work at Mimico GO Station was completed on June 5, 2026, and we sincerely thank the community for their patience while this necessary work was underway. In response to the specific concerns raised in your letter, we have addressed each area below, including safety measures, pedestrian access, emergency preparedness during construction, and ridership data.

Safety

Metrolinx takes customer and worker safety seriously. During the construction period, customer service staff were deployed on site during peak morning and afternoon rush hours to guide customers, with additional staff positioned at platform level to ensure that customers remained well within the yellow lines during train arrivals and departures. Staff were strategically stationed within the tunnel during peak periods to manage bi-directional flow and control the volume of people permitted into the tunnel or platform at any given time. In addition, posters were placed throughout the station, and public address announcements were made on trains and platforms to keep customers informed of the work taking place.

While work was underway, temporary hoarding in the tunnel maintained an egress of 1.2m minimum, in accordance with the Ontario Building Code and with appropriate approvals obtained from our engineer consultant and Metrolinx's Civil Assurance review committee. The placement of temporary hoarding allowed this important construction work to safely take place without the need for a station closure.

Pedestrian access

Temporary pedestrian routing at Mimico GO Station was reviewed and monitored throughout construction to ensure safe movement could be maintained. This included active management of passenger flow following train arrivals. Pedestrian egress within the tunnel met the requirements of the Ontario Building Code.

We acknowledge that some customers experienced congestion and delays, and we regret the impact this had. We are reviewing how the work was carried out and the effectiveness of our station management during this period to apply lessons learned and improve how we manage similar work in the future.

Emergency Preparedness

Prior to construction, a risk assessment (April 14, 2026) and a Comprehensive Workplace Safety Plan (March 5, 2026) as well as occupant load analyses were completed. These evaluated the impacts of hoarding and reduced width of the passenger tunnel and were approved by Metrolinx's Safety Team and appropriate internal stakeholders. The station safety plan was not amended for this period of work because our plan already contained the required operational controls.

During the remediation phase, an active fire watch and safety team were stationed on-site during operational hours. Their specific mandate was to ensure the 1.2m clear path remained completely free of construction materials, tools, or debris at all times and to actively direct and pace passenger movement during an evacuation to prevent surging or a crowd crush scenario.

The existing station evacuation plan remained in place and reflected the station's existing layout, which allows passengers to evacuate away from the tunnel via the opposite ends of the platform using the stairwells, ramps, or designated emergency egress gates leading to safe public zones.

A Toronto Fire Services Inspector attended the Mimico GO Station site and declared that no action was required beyond the existing mitigation and safety measures already in place.

Ridership data

Metrolinx monitors ridership and station usage using a range of methods, including PRESTO data and operational counts. Ridership is influenced by season, events, and other travel patterns. Detailed ridership data can be requested through Metrolinx's [Freedom of Information process](#).

As outlined above, Metrolinx undertook a comprehensive and coordinated approach to ensure the safety and well-being of customers and staff throughout this work, maintaining a strong commitment to safe and well-managed station operations. We are evaluating operations and customer feedback from this period with a focus on safety to extract insights and evolve our approach for stronger, safer outcomes in future work.

Thank you for your continued interest and advocacy for improved transit and continued safety for the Mimico community. The Toronto West Community Engagement team remains available to answer any further questions you may have. You can reach them by [email](#) or telephone at 416-202-6911.

Kind Regards,

Kelly Hagan

KELLY HAGAN

Vice President, Community Engagement

Metrolinx

[10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3](#)

C: 416.317.4283

----- Original Message -----

From: Michael Residents (Mimico Residents Association) <info@mimicoresidents.ca>;

Received: Tue Jun 09 2026 12:43:14 GMT-0400 (Eastern Daylight Time)

To: CEO Staff <ceocorrespondence@metrolinx.com>; Chair of Metrolinx <chair@metrolinx.com>;
Safety@metrolinx.com;

Cc: MPP Lee Fairclough <lfairclough.mpp.co@liberal.ola.org>; councillor_morley@council.toronto.ca;

Subject: Mimico GO Station Safety during State-of-good-repair Work

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Dear Members of the Metrolinx Board of Directors,

During the recent tunnel drainage and state-of-good-repair work at Mimico GO Station (April 21 – May 30, 2026), the single pedestrian tunnel — the only means of access and egress to and from all platforms — was reduced to approximately 1 metre of effective width, squeezed between construction hoarding on one side and an advertising lightbox on the other.

Residents reported waiting 10 minutes or more after train arrivals before they could exit the platform, almost every weekday across the five-week period. See page 2 for photos.

We are submitting the following questions to the June 2026 public Board meeting and respectfully request a direct, written answer to each.

1. Using your own off-tapping and home-station ridership data, what is the peak rider arrival number for Mimico GO currently and what was it in May 2025?

2. What egress capacity did the reduced (~1 metre) tunnel width provide against that occupant load? Please share the calculation.
3. Was an egress/life-safety analysis completed before the width was reduced? Please provide it.
4. Did a licensed Ontario Professional Engineer seal the design for the reduced egress width? Please provide name, PEO licence number, and the sealed drawing.
5. Was Toronto Fire Services and/or the Office of the Fire Marshal notified before the temporary egress reduction?
6. Was the station's fire safety plan amended and approved for the period of the work?
7. What contingency was in place to evacuate the platform in an emergency given the restricted width?

We respectfully request a written response on the record at, or before, the June 2026 public Board meeting. The attached PDF is for publication on your board meeting website.

Thank you,
 Michael Schwanzer, President, on behalf of the Board of Directors
 Mimico Residents' Association

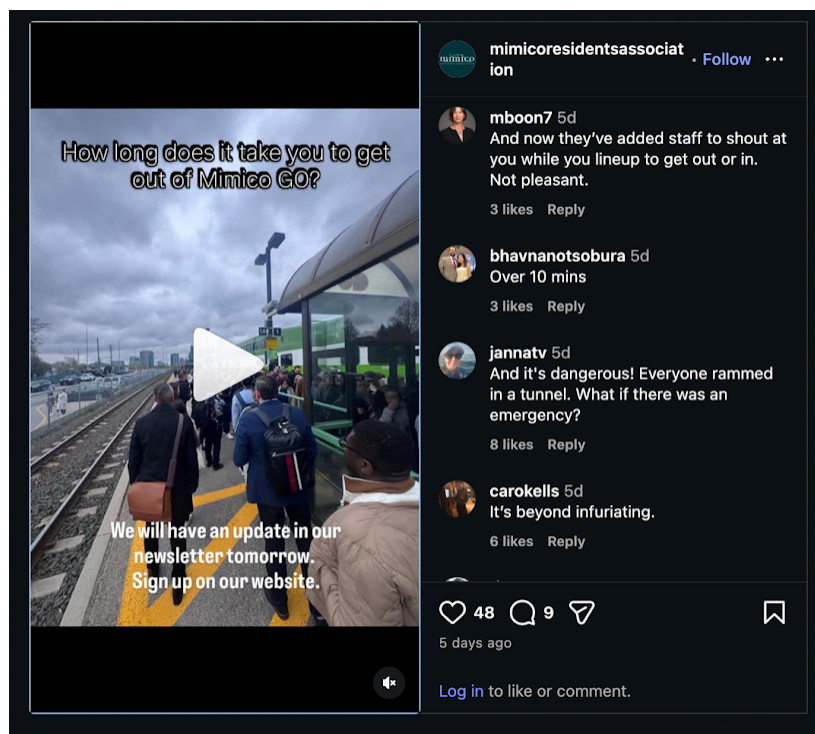


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Working together to ensure a beautiful, vibrant and safe community.

Mimico Residents Association

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